



CITY COUNCIL REPORT

December 14, 2011

TO: The Honorable Mayor and City Council

FROM: John Szerlag, City Manager
Lori Grigg Bluhm, City Attorney
Mark Miller, Director of Economic and Community Development
Gary Mayer, Chief of Police
Gerard Scherlinck, Captain Operations Division
Steven Vandette, City Engineer
Bill Huotari, Deputy City Engineer

SUBJECT: Executive Summary – Transit Center

There have been many discussions for and against the proposed Transit Center. Current information on transit and transit related projects is positive and has shown a positive impact on communities. Transit ridership is up, with over 30 million riders using Amtrak nationwide during 2011. Comparable communities to Troy have received federal funds to plan, design, renovate or construct new transit facilities in Battle Creek, Dearborn, Grand Rapids, Ann Arbor and Jackson. The State of Michigan has received over \$400 million in federal funds over the past two (2) years for high speed rail related projects. The City of Troy is a recipient of nearly \$8.5 million of these federal funds for the purposes of building a new multi-modal transit facility at no capital cost to Troy.

To this end, it is now up to City Council to either approve or reject the Architect & Engineering services agreement. Should Council reject the A/E services agreement, a resolution abandoning the transit center project and rejecting the \$8.5 million grant from the Federal Rail Administration is also required. Related information is included as attachments to this item to provide further clarification or information to assist the Mayor and Council in their decision.

1. Architect & Engineering Services

Staff has completed its review of the Architectural/Engineering (A/E) proposals for the Troy Multi-Modal Transit Facility in accordance with the required Qualifications Based Selection process for this service. The team of Hubbell, Roth and Clark (HRC) consulting engineers and Neumann/Smith (N/S) architects, along with other sub consultants, has been determined by the Purchasing Department to be the highest rated A/E team for the project, as a result of the qualifications based selection process.

Attached for City Council consideration is a Michigan Department of Transportation (MDOT) subcontract with Hubbell, Roth & Clark, Inc., who is the primary consultant for A/E services for the Troy Multi-Modal Transit Facility at a cost not to exceed \$904,489.03. This cost is \$74,542.97 or 7.6% below the estimated cost of \$979,002.

Resolution "A" approves the selection of the consultant and awards the subcontract for A/E services to HRC.

Resolution "B" rejects all bids for A/E services and advises MDOT that City Council rejects the \$8,485,212 grant from the Federal Rail Administration as detailed in the Troy Multi-Modal Transit Facility Capital Contract #2011-023 with MDOT.

2. Transit Center Property

The City acquired the Transit Center parcel through a Consent Judgment with Grand Sakwa (GS). The attached memo from the City Attorney dated November 17, 2011 details the progress of this case. After being unsuccessful at the trial court, GS has now filed an application for Leave to Appeal with the Michigan Court of Appeals. Even if GS were to ultimately prevail in overturning the circuit court decision, the consent judgment provides the City an option to purchase the property at a price to be set by a mutually agreeable independent fee appraiser. The funding for any such purchase could come from the \$1.3M in Federal Transit Authority (FTA) funds (FY 2010 earmark). These FTA funds must be obligated prior to October 1, 2012.

3. Project/Operations & Maintenance Costs

Project costs have been detailed extensively in past submittals. Specific questions were asked of Neumann/Smith Architecture related to the cost of the building and elements, cost saving measures, method of design and construction, cost containment, soft costs and operations and maintenance costs. These items and others are included in the correspondence from Neumann/Smith, dated December 14, 2011 as well as the memo from staff dated November 18, 2011. In addition, attached is a letter from the Troy Chamber of Commerce indicating an interest in locating the Troy Chamber Headquarters at the Transit Center.

4. Revenue Sources

It is anticipated that the operation and maintenance costs will be offset by lease agreements with Amtrak, potential vendors interested in locating at the site (concessions, rental agencies, etc.) as well as the possibility of the Troy Chamber of Commerce relocating their headquarters to the Transit Center. These offsetting costs will not be known until the final design of the facility is near completion and these lease agreements can be negotiated. Amtrak has provided documentation indicating payments would be their pro rata share of operating expenses and the Chamber has indicated their commitment to consider the site as the future location of its headquarter office, both are included as attachments. FRA has provided an email in agreement with potential changes related to relocation of the Chamber to the Transit Center.

5. Economic Development Benefits of Transit Centers

The objective of the Michigan Passenger Rail Station Community Benefits Study, by Grand Valley State University, dated June 2009 was to perform a broad based assessment of the community level benefits of passenger rail service. The main objective of the research project was to estimate the full range of these benefits at the community level. The total community benefits attributed to the existing Birmingham station is \$1,299,139. The study is provided as an attachment in its entirety.

6. Factual Analysis and Other Considerations about Transit

These points have been raised by citizens and other persons, and are addressed by City Administration in the attached memo dated December 14, 2011, which uses current information as well as supplementary information based on more recent data and trends. Succinctly, accurate data indicates that ridership is on the incline and all modes of public transit are subsidized including air, rail and roads.

7. “Requiem for a Train” (Slate Magazine)

The attached article from Slate Magazine was provided. Contrary to the conclusions in this article, a hearing was held by the House of Representatives on December 15, 2011 to discuss the California High Speed Rail project specifically. The US High Speed Rail Association (USHSR) provides an open letter to Congress and Members of the House Transportation Committee detailing the benefits of High Speed Rail and the need for it in the nation in the press release, which is attached.

8. Impact on Crime of Intermodal Transit Centers in Michigan

In accordance with Council’s request to have the Police Department provide data on crime at Inter-Modal Transit Centers, City Administration found that the prevailing theme was that Transit Centers were not conduits for criminals to access the community, nor were they a locus for crime. Where crime problems were reported, they were more related to a stand alone “main bus terminal” rather than a Transit Center that also provided bus service. See the attached memorandum from the Troy Police Department.

9. Woodward Light Rail

Recent news indicates that the Woodward Light Rail project is planned to be replaced by Bus Rapid Transit (BRT), which is significantly less expensive to build and operate. BRT is an innovative, high capacity, lower cost public transit solution that can significantly improve urban mobility. This permanent, integrated system uses buses or specialized vehicles on roadways or dedicated lanes to quickly and efficiently transport passengers to their destinations, while offering the flexibility to meet transit demand.

The Woodward project and Troy Transit Center project are and have always been independent projects. They complement each other, but one does not rely on the other. Functionally, BRT will be a dramatic improvement to what is in place today. The change from light rail to BRT still complements the Troy Multi Modal Facility, but the primary purpose and need of the Transit Center remains as an upgrade to an existing facility that is inadequate. The Transit Center will also improve access to the service and strengthen connections to other existing services such as Oakland/Troy Airport and SMART. A copy of a recent Free Press article concerning the Woodward Light Rail project is attached.

10. Planning Commission Support

The Planning Commission recommended, in a 9-0 vote, that City Council approve the contract for Architectural and Engineering services so that the Troy Intermodal Transit Center can be designed and constructed. A copy of the resolution is attached.

11. Communications of Support

Correspondence in support of the Transit Center are attached.

12. Communications of Opposition

Correspondence in opposition to the Transit Center are attached.

13. Honorable Governor Rick Snyder Support

Attached please find a letter of support of the Transit Center from the Honorable Governor Rick Snyder.

EXECUTIVE SUMMARY - ITEM #1

ARCHITECT & ENGINEERING SERVICES



CITY COUNCIL ACTION REPORT

December 12, 2011

TO: The Honorable Mayor and City Council

FROM: John Szerlag, City Manager
Mark Miller, Director of Economic & Community Development
Susan A. Leirstein, Purchasing Director
Steven J. Vandette, City Engineer

SUBJECT: Agenda Item – Approval of MDOT Subcontract with Hubbell, Roth & Clark, Inc. for Architect and Engineering Services for the Troy Multi-Modal Transit Facility

Recommendation:

Staff has completed its review of the A/E proposals for the Troy Multi-Modal Transit Facility in accordance with the required Qualifications Based Selection process for this service. The team of Hubbell, Roth and Clark consulting engineers and Neumann/Smith architects, along with other sub consultants, has been determined by the Purchasing Department to be the highest rated Architectural/Engineering (A/E) team for the project.

Attached for City Council consideration is a Michigan Department of Transportation (MDOT) subcontract with Hubbell, Roth & Clark, Inc., who is the primary consultant for the purpose of fixing the rights and obligations of each party for A/E services for the Troy Multi-Modal Transit Facility at a cost not to exceed \$904,489.03. This cost is \$74,542.97 or 7.6% below the estimated cost of \$979,002.

Should City Council approve this MDOT subcontract by adopting Resolution "A", staff recommends that the Mayor and City Clerk be authorized to execute the agreement contingent upon submission of proper contract and bid documents, including bonds, insurance certificates and all specified requirements as well as MDOT approval.

If City Council decides to abandon the project, Resolution "B" will do that by rejecting all A/E proposals and advising MDOT that City Council rejects the \$8,485,212 grant from the Federal Rail Administration for the Troy Multi-Modal Transit Facility. This resolution would go to MDOT with a copy to the Federal Rail Administration.

Background:

The City was authorized by MDOT to advertise for un-priced technical proposals for Architect & Engineering Services for the Troy Multi-Modal Transit Facility under the MDOT Capital Agreement approved by City Council on September 12, 2011.

The services requested are to be completed in phases, including but not limited to:

- Phase 1 – January 2012 to July, 2012
 - Final Design – station, bridge and platform improvements, multi-modal facilities and site work
- Phase 2 and 3 – July 2012 to October 1, 2013

- Bidding and Final Construction – solicitation of construction services and construction oversight
 - Provide plans, drawings, specifications and bid documents;
 - Review bid submittals and make recommendation of general contractor
 - Follow and support construction through completion and station operational start-up

The A/E services are eligible for reimbursement with federal funds pursuant to the abovementioned MDOT Capital Agreement and as such, the consultant selection process must follow the “Brooks Act” provisions contained in the United States Code (U.S.C.) Title 40, Chapter 11 – Selection of Architects and Engineers. (Exhibit 1). The Brooks Act requires a Qualifications Based Selection (QBS) process in which consultants are rated on pre-determined criteria with the top ranked consultant(s) moving on to the next phase of the process based on only their experience and qualifications.

Proposals were received from five (5) consultants on November 2, 2011. A seven (7) person review committee, consisting of the Director of Economic & Community Development, City Engineer, Deputy City Engineer, Planning Director, Building Official, Building Operations Director and MDOT Rail Operating Programs Manager reviewed and rated the consultants based on each firm’s understanding of the project, past experience with similar projects, experience of proposed team members and other pertinent items.

The two highest rated consultants were invited to interview with the City on December 1, 2011. Hubbell, Roth & Clark, Inc. and URS were interviewed by the Director of Economic & Community Development, City Engineer and Deputy City Engineer.

Based on the review of the proposals and interviews, the team of Hubbell, Roth & Clark, Inc. (HRC) and Neumann/Smith Architects was rated as the top A/E consultant, as a result of a qualification based selection process. Once the highest rated consultant is determined, that consultant’s sealed price proposal is opened. The subcontract that is included with this item is based on the price proposal as submitted by HRC and as negotiated with the City. Negotiations with HRC were held on December 6, 2011 and the price proposal as submitted is acceptable to the City.

The derivation of costs as well as the agreement must be approved by MDOT after City Council approval and prior to execution of the agreement by the City or HRC. (Exhibit 2)

Financial Considerations:

City Council approved MDOT Contract No. 2011-0231, by Resolution #2011-09-210, on September 12, 2011. This approval obligated \$8,485,212 in federal funding provided under the American Recovery and Reinvestment Act of 2009 (ARRA) pursuant to the FRA’s High-Speed Intercity Passenger Rail program (HSIPR). The project’s design and construction as estimated is 100% funded with federal ARRA funds. There is no cost to the City of Troy, unless the project is abandoned after federal funds have been spent for A/E services. Any federal funds expended up to abandonment of the project must be reimbursed by the City of Troy through MDOT to the Federal Rail Administration (FRA).

Phase 1 A/E services are to be provided at a not to exceed price of \$423,892.27. Phase 2 and 3 services are to be provided at a not to exceed price of \$480,596.76. The total not to exceed price for all A/E services is not to exceed \$904,489.03.

The subcontract, as submitted, is based on estimated costs, as is standard with all MDOT agreements, since these agreements are prepared before actual costs are known. The city’s actual cost is based on the actual cost incurred by the consultant’s work within the parameters of the agreement.

Any cost savings associated with the A/E phase or any subsequent project phase will be retained by the FRA. In other words, if the final cost of the project is less than the \$8.5 million obligated for the project, those funds will be retained by the FRA.

Legal Considerations:

The agreement is based on standard MDOT contract language, similar to MDOT contracts approved by City Council for federally funded major road projects.

MDOT will review and approve the consultant selection process used by the city along with the subcontract and derivation of costs.

There is significant federal and state oversight of the project due to the obligation of the federal funds. Monthly reports providing employment information are required throughout the life of the project. Additionally, the Federal Railroad Administration (FRA) requires quarterly reports on expenditures and project progress.

Approved as to Form and Legality: _____
Lori Grigg Bluhm, City Attorney

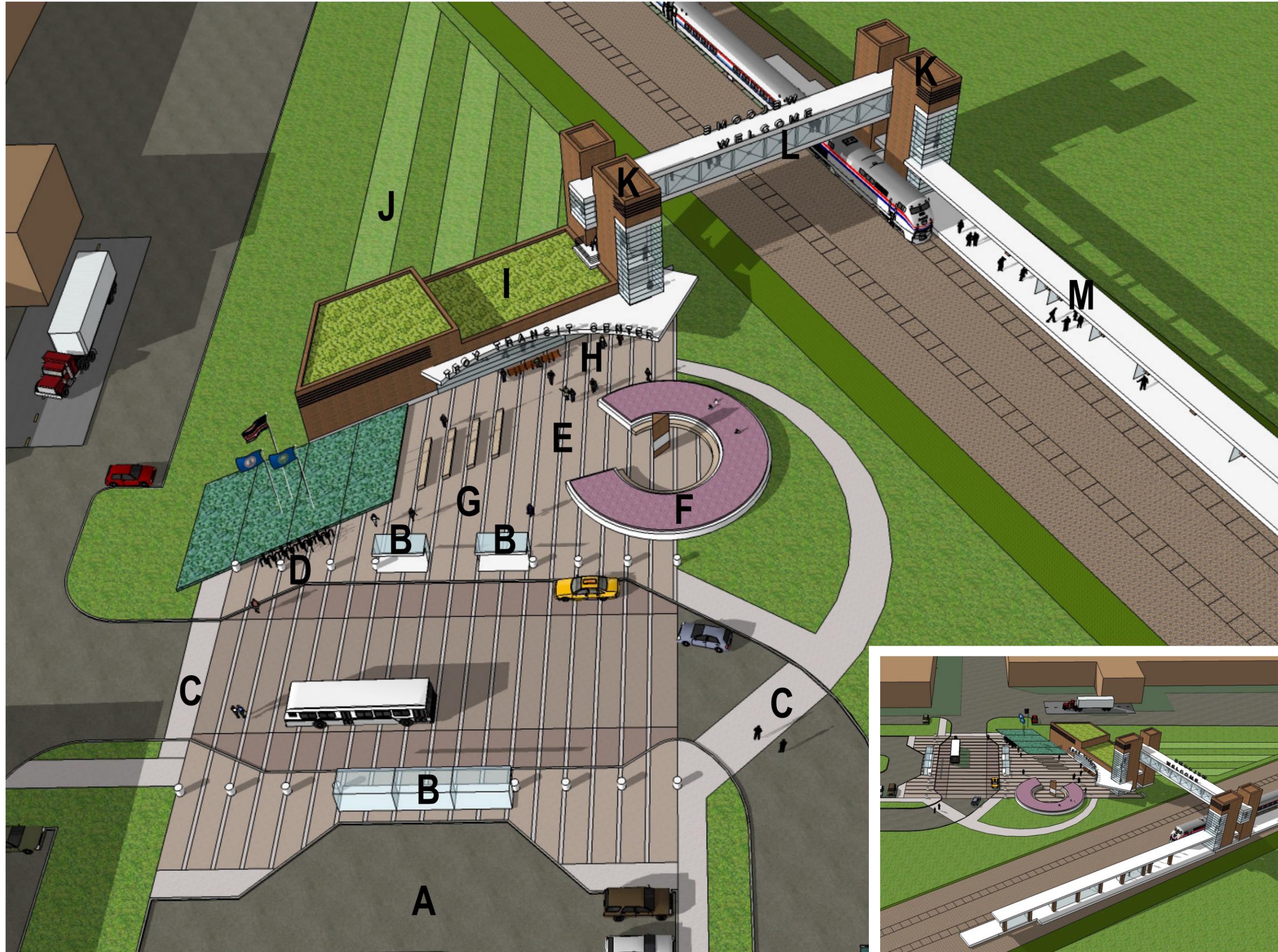
City of Troy

Multi-Modal Transit Facility

Design Opportunities

BUILDING AND SITE ELEMENTS

- A. Parking Lot
- B. Bus Shelter
- C. Pedestrian Crossing
- D. Bike Racks
- E. Public Plaza
- F. Landscape Feature
- G. Compass Plaza
- H. Building Entrance
- I. Vegetative Roof
- J. Greenspace Area and Geothermal Field
- K. Stair/Elevator Tower
- L. Pedestrian Bridge
- M. Platform Canopy



View Looking South

View Looking East

HRC
 HUBBELL, ROTH & CLARK, INC
 Consulting Engineers

GRISSIM
 METZ ASSOCIATES
 ANDRIESE

NEUMANN
 SMITH



COST PROPOSAL FORM

FAILURE TO COMPLETE THIS FORM SHALL RESULT IN YOUR PROPOSAL BEING DEEMED NONRESPONSIVE AND REJECTED WITHOUT ANY FURTHER EVALUATION. THIS COST PROPOSAL FORM AND ADDITIONAL PRICE-RELATED INFORMATION MUST BE SUBMITTED IN A SEPARATE, SEALED ENVELOPE WITH YOUR RFP SUBMISSION AND LABELED ACCORDINGLY.

PHASE 1: FINAL DESIGN: STATION, BRIDGE AND PLATFORM IMPROVEMENTS, MULTI-MODAL FACILITIES, SITE WORK & RELATED

NOT TO EXCEED PRICE OF \$ 423,892.27

PHASE 2 AND 3: BIDDING AND FINAL CONSTRUCTION - SOLICITATION OF CONSTRUCTION SERVICES AND CONSTRUCTION OVERSIGHT (Provide plans, drawings, specs and bid documents; review bid submittals and make recommendation of general contractor; follow & support construction through completion and station operational start-up)

NOT TO EXCEED PRICE OF \$ 480,596.76

All submitted pricing must be in the format acceptable to and required by MDOT (reference Attachment B and Exhibits).

PRICING MUST BE SUBMITTED IN A SEPARATELY SEALED ENVELOPE

Currency: Contract prices are quoted in U.S. funds

Company Name: Hubbell, Roth & Clark, Inc.

Exhibit B - Prime Consultant						
DERIVATION OF PRIME CONSULTANT COSTS						
JOB NUMBER	PROJECT DESCRIPTION					
	CITY OF TROY MULTI-MODAL TRANSIT FACILITY					
	CONSULTANT NAME					
	PRIME CONSULTANT - HUBBELL, ROTH & CLARK, INC.					
PRIME DIRECT LABOR						
<u>Classification (Name)</u>	<u>Person Hours</u>	<u>x</u>	<u>\$</u>	<u>Hourly Rate</u>	<u>=</u>	<u>Labor Costs</u>
Principal (Walter Alix)	50	x	\$	54.85	=	\$ 2,742.50
OT						
Project Manager (Michael MacDonald)	670	x	\$	49.54	=	\$ 33,191.80
OT						
Sr. Project Engineer (James Surhigh)	495	x	\$	42.02	=	\$ 20,799.90
OT	55	x	\$	63.03	=	\$ 3,466.65
Sr. Associate (Lawrence Ancypa)	90	x	\$	52.58	=	\$ 4,732.20
OT						
Sr. Associate (David Wilcox)	60	x	\$	50.99	=	\$ 3,059.40
OT						
Structural Dept. Head (Fred Schreiber)	120	x	\$	48.20	=	\$ 5,784.00
OT						
Sr. Project Engineer (Richard Nacey)	279	x	\$	41.25	=	\$ 11,508.75
OT	31	x	\$	61.88	=	\$ 1,918.13
Electrical Dept. Head (Marvin Olane)	30	x	\$	49.75	=	\$ 1,492.50
OT						
Traffic Engineer (Colleen Hill)	20	x	\$	35.33	=	\$ 706.60
OT	0	x	\$	53.00	=	\$ -
Senior Designer (David Kelley)	160	x	\$	39.09	=	\$ 6,254.40
OT	0	x	\$	58.64	=	\$ -
Senior Designer (Brian Hunt)	405	x	\$	34.92	=	\$ 14,142.60
OT	45	x	\$	52.38	=	\$ 2,357.10
Senior CADD Tech (David James)	315	x	\$	31.93	=	\$ 10,057.95
OT	35	x	\$	47.90	=	\$ 1,676.33
Clerical (Jeremy Brockert)	100	x	\$	24.77	=	\$ 2,477.00
OT	0	x	\$	37.16	=	\$ -
Construction Engineer (Robert DeFrain)	320	x	\$	44.75	=	\$ 14,320.00
OT						
Construction Inspector (David Sherman)	1824	x	\$	35.07	=	\$ 63,967.68
OT	96	x	\$	52.61	=	\$ 5,050.08
Field Office Tech (Andrea Pike)	250	x	\$	20.14	=	\$ 5,035.00
OT	0	x	\$	30.21	=	\$ -
Testing Technician	80	x	\$	31.93	=	\$ 2,554.40
OT	0	x	\$	47.90	=	\$ -
Total Hours	5530			Total Labor	\$	217,294.96
				Total Labor	\$	217,294.96
PRIME OVERHEAD (Total Labor x Overhead Rate)						
Total Labor	\$ 217,294.96	X	Overhead Rate	189.60%	=	Total Overhead \$ 368,532.25
PRIME FACILITIES COST OF CAPITAL (Total Labor x FCCM Rate)						
Total Labor	\$ 217,294.96	X	FCCM Rate	1.10%	=	Total FCCM \$ 2,390.24
PRIME DIRECT EXPENSES						
Misc. Permit Costs:			City Water & Sewer Tap Permits	=	\$	6,000.00
			Hubbell, Roth and Clark does not charge mileage or reproduction costs to the project.			
			Total Direct Costs	\$		6,000.00
PRIME FIXED FEE ((Total Labor + Total Overhead) x Fixed Fee Rate)						
Total Labor	\$ 217,294.96	+	Total Overhead	\$ 368,532.25	X	Fixed Fee Rate
						11%
				=	Total Fixed Fee	\$ 64,440.99
PRIME TOTAL COSTS SUMMARY						\$ 658,658.45

Exhibit B - Sub Consultant						
DERIVATION OF SUB CONSULTANT COSTS						
JOB NUMBER	PROJECT DESCRIPTION					
	CITY OF TROY MULTI-MODAL TRANSIT FACILITY					
	CONSULTANT NAME					
	SUB CONSULTANT - NEUMANN/SMITH ARCHITECTURE					
SUB DIRECT LABOR						
<u>Classification (Name)</u>	<u>Person Hours</u>	x		<u>Hourly Rate</u>	=	<u>Labor Costs</u>
Principal/Rail Facility Architect (Michael Kirk) OT	60	x	\$	58.00	=	\$ 3,480.00
Project Manager (Stephen Gedert) OT	230	x	\$	50.00	=	\$ 11,500.00
Project Designer (Scott Bonney) OT	140	x	\$	44.10	=	\$ 6,174.00
Project Architect OT	340	x	\$	40.00	=	\$ 13,600.00
LEED Administrator (Kathleen Buck) OT	66	x	\$	30.80	=	\$ 2,032.80
Spec Writer (Dawn Peterson) OT	60	x	\$	36.05	=	\$ 2,163.00
CAD Drafter OT	390	x	\$	32.00	=	\$ 12,480.00
Clerical OT	114	x	\$	15.50	=	\$ 1,767.00
	Total Hours			1400		
				Total Labor	\$	53,196.80
						Total Labor \$ 53,196.80
SUB OVERHEAD (Total Labor x Overhead Rate)						
Total Labor	\$ 53,196.80	X	Overhead Rate	170.00%	=	Total Overhead \$ 90,434.56
SUB FACILITIES COST OF CAPITAL (Total Labor x FCCM Rate)						
Total Labor	\$ 53,196.80	X	FCCM Rate	1.10%	=	Total FCCM \$ 585.16
SUB DIRECT EXPENSES						
Reproduction & Mailing					=	\$ 3,000.00
						Total Direct Expenses \$ 3,000.00
SUB FIXED FEE ((Total Labor + Total Overhead) x Fixed Fee Rate)						
Total Labor	\$ 53,196.80	+	Total Overhead	\$ 90,434.56	X	Fixed Fee Rate
						11%
					=	Total Fixed Fee \$ 15,799.45
SUB TOTAL COSTS SUMMARY						\$ 163,015.97

Exhibit B - Sub Consultant						
DERIVATION OF SUB CONSULTANT COSTS						
JOB NUMBER		PROJECT DESCRIPTION				
CITY OF TROY MULTI-MODAL TRANSIT FACILITY						
		CONSULTANT NAME				
SUB CONSULTANT - H H ENGINEERING, LTD.						
SUB DIRECT LABOR						
<u>Classification (Name)</u>	<u>Person Hours</u>	x	\$	<u>Hourly Rate</u>	=	\$ <u>Labor Costs</u>
Engineering Manager (Alan Halbeisen) OT	16	x	\$	50.20	=	\$ 803.20
Project Engineer (David Strockis) OT	24	x	\$	34.20	=	\$ 820.80
CADD Technician (Al Garavaglia) OT	40	x	\$	30.70	=	\$ 1,228.00
Total Hours				80		
				Total Labor	\$	2,852.00
						Total Labor \$ 2,852.00
SUB OVERHEAD (Total Labor x Overhead Rate)						
Total Labor	\$ 2,852.00	X	Overhead Rate	124.52%	=	Total Overhead \$ 3,551.31
SUB FACILITIES COST OF CAPITAL (Total Labor x FCCM Rate)						
Total Labor	\$ 2,852.00	X	FCCM Rate	0.00%	=	Total FCCM \$ -
SUB DIRECT EXPENSES						
Mileage:	650	x	\$	0.55	=	\$ 357.50
Misc. Reproduction:					=	\$ 34.83
Total Direct Costs						\$ 392.33
SUB FIXED FEE ((Total Labor + Total Overhead) x Fixed Fee Rate)						
Total Labor	\$ 2,852.00	+	Total Overhead	\$ 3,551.31	X	Fixed Fee Rate
				11%	=	Total Fixed Fee \$ 704.36
SUB TOTAL COSTS SUMMARY						\$ 7,500.00



EXECUTIVE SUMMARY

Multi-Modal Transit Facility Architect and Engineering Services

STATISTICS:

- ◆ One-Hundred Fifty (150) Firms were notified via the MITN e-procurement website
- ◆ Five (5) proposals were received
- ◆ Two (2) proposals were short listed and brought in for interviews
- ◆ Hubbell, Roth and Clark, Inc was the most qualified firm by receiving the highest weighted score

The following two (2) firms received the indicated final scores as a result of the proposal and interview scores. Only these top two (2) rated firms were invited to participate in an interview with the City.

Firm	SCORE
Hubbell, Roth and Clark, Inc	108.93
URS Corporation	101.73

Attachments:

- ✓ **Weighted Final Scoring Including Experience and Qualifications, Capacity to Perform, and Interview Scoring**
- ✓ **Evaluation Process**



WEIGHTED FINAL SCORING
Inter-Modal Transit Facility

Final Score Calculation:

$$\begin{array}{r}
 60\% \text{ Experience \& Qualifications Score} \\
 40\% \text{ Capacity to Perform Score} \\
 100\% \\
 \text{Optional: } 20\% \text{ Interview Score} \\
 120\%
 \end{array}
 = \text{Final Weighted Score}$$

In order to equate the price to the weighted evaluation process scoring, the prices had to be converted into a score with the base of 100.

Weighted Average Score for Experience and Qualifications: 60%

RATERS	1	2	3	4	5	6	7	AVERAGE
Vendors:								
Norr Architects Engineers Planners	32.0	37.0	44.1	36.0	19.0	35.0	57.0	37.2
URS Corporation	38.0	56.5	59.5	56.0	55.0	58.0	53.0	53.7
Bergmann Associates	32.0	45.0	53.5	37.0	46.0	48.0	53.0	44.9
DLZ Michigan, Inc.	39.0	24.0	38.5	30.0	18.0	23.0	46.0	31.2
Hubbell, Roth & Clark, Inc.	52.0	51.5	60.0	49.0	48.0	49.0	55.0	52.1

Weighted Average Score for Capacity to Perform: 40%

RATERS	1	2	3	4	5	6	7	AVERAGE
Vendors:								
Norr Architects Engineers Planners	13.0	22.5	27.0	18.0	13.0	24.0	32.0	21.4
URS Corporation	8.0	35.5	37.8	36.0	31.0	36.0	33.0	31.0
Bergmann Associates	11.0	22.5	36.5	19.0	10.0	23.0	30.0	21.7
DLZ Michigan, Inc.	31.0	16.0	23.5	15.0	8.0	13.0	29.0	19.4
Hubbell, Roth & Clark, Inc.	40.0	36.5	39.5	38.0	40.0	36.0	33.0	37.6

SUMMARY: Experience/Qualifications and Capacity to Perform Scores

VENDORS:	Norr Architects Engineers Planners	URS Corporation	Bergmann Associates	DLZ Michigan, Inc.	Hubbell, Roth & Clark, Inc.
Score					
Experience/Qualifications Score:	37.2	53.7	44.9	31.2	52.1
Capacity Score:	21.4	31.0	21.7	19.4	37.6
Final Score:	58.6	84.70	66.60	50.6	89.70

Interviews were conducted for only the two (2) top rated firms (Maximum # of points 20)



Optional:

Weighted Average Score for Interviews: 20%

Raters:	1	2	3	Average
Vendors:				
URS Corporation	88x.20=17.6	76.5x.20=15.3	91x.20=18.2	17.03
Hubbell, Roth & Clark, Inc.	96.5x.20=19.3	93.5x.20=18.7	98.5x.20=19.7	19.23

FINAL SCORE:

VENDORS:	URS Corporation	** Hubbell, Roth & Clark, Inc
Experience / Qualification Score	53.70	52.10
Capacity to Perform Score	31.00	37.60
Interview Score	17.03	19.23
FINAL SCORE	101.73	108.93

****HIGHEST RATED VENDOR – RECOMMENDED AWARD**



SELECTION PROCESS

EVALUATION AND BROOKS ACT: For Federally-funded, design-related service contracts, the procurement of engineering services for construction projects is done through a qualification-based process based on the Brooks Act. The intent of the Brooks Act is to develop a wide pool of potential service providers to select from. This Act requires that contracts be advertised and companies ranked based on published criteria for competence and qualifications. The cost (price) cannot be a criterion during the evaluation phase of the selection process; however, the cost (price) can be used in the negotiation and final selection process.

Once the top firms have been rated, negotiations begin with the top rated firm. If the type of professional services required cannot be agreed upon at fair and reasonable prices, the agency can proceed to negotiate with the next highest firm.

All firms will be required to meet minimum established criteria in order to be evaluated under technical factors. Proposals will be evaluated independently by a Selection Team that consists of City representatives. The following technical factors will be considered in making the selection:

- a) Experience and Qualifications (organization and staffing, experience, competence and reputation of firm and proposed individual(s), assigned). **60 Points**
- b) Capacity to Perform Full Scope of Services Required Within the Timeframe Required by the City. **40 Points**

Upon completion and ranking of the technical factors, proposals may be shortlisted to the top scoring firms for interviews. After interviews, if held, the cost proposal of the highest ranked firm will be opened and further price negotiations shall take place with the highest ranked firm. Should the City and the highest ranked firm not come to agreement on pricing, negotiations will cease, and the City will proceed with opening the next highest ranked firm's pricing and conduct price negotiations with this firm. This process will continue as is necessary until final selection is made. **Pricing structure must meet and be acceptable to MDOT requirements** for duration of engagement.

Each proposal submitted in response to this RFP shall focus on these criteria. In addition, the Selection Team also may consider the past performance of the Respondent on other contracts with the City or other entities and the City may conduct interviews. The City reserves the right to make such additional investigations as it deems necessary and may require the submission of additional information. The City reserves the right to adjust scoring based on the results of investigations, interviews, etc.

Consultant Services

[FHWA](#) > [Federal-aid Program Administration](#) > [Consultant Services](#) > **12/12/05 Memo: Awarding Engineering & Design Contracts on Brooks Act Requirements**

Consultant Services

Local Public Agency

Major Projects

Stewardship and Oversight



U.S. Department of
 Transportation
**Federal Highway
 Administration**

MEMORANDUM

Subject: **INFORMATION:** Awarding Engineering and Design Services Contracts Based on Brooks Act Requirements Date: December 12, 2005

From: /s/ Original signed by: Dwight A. Horne
 Director of Program Administration Refer HIPA-20
 To: Division Administrators

On November 30, 2005 the President signed into law the Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act, 2006 (119 Stat. 2396; Public Law 109- 115, HR 3058 ("the FY 2006 Appropriations Act"). Section 174 of this Act, amends 23 U.S.C. §112(b)(2) relating to the award of engineering and design services (A&E) contracts that are directly related to a construction project and use Federal- aid highway funding. This amendment strikes existing provisions of law and requires that these contracts shall be awarded in the same manner as a contract for architectural and engineering services is negotiated under the "Brooks Act" provisions contained in chapter 11 of 40 U.S.C. (copy attached).

The Brooks Act requires agencies to promote open competition by advertising, ranking, selecting, and negotiating contracts based on demonstrated competence and qualifications for the type of engineering and design services being procured, and at a fair and reasonable price. Engineering and design related services are defined in 23 U.S.C. §112 (b)(2)(A) and 23 C.F.R. §172.3 to include program management, construction management, feasibility studies, preliminary engineering, design engineering, surveying, mapping, or other related services. These other services may include professional engineering related services, or incidental services that may be performed by a professional engineer, or individuals working under their direction, who may logically or justifiably perform these services.

The changes resulting from this amendment in Federal law are effective immediately. Effective with the enactment of the FY 2006 Act, §112(b)(2) of title 23 reads as follows:

"(2) Contracting for Engineering and Design Services.- -

- A. General Rule.- - Subject to paragraph (3), each contract for program management, construction management, feasibility studies, preliminary engineering, design, engineering, surveying, mapping or architectural related services with respect to a project subject to the provisions of subsection(a)

Contacts

Jon Obenberger
[Office of Program Administration](#)
 202-366-2221
[E-mail Jon](#)

Steve Rochlis
[Office of Chief Counsel](#)
 202-366-1395
[E-mail Steve](#)

of this section shall be awarded in the same manner as a contract for architectural and engineering services is negotiated under chapter 11 of title 40.

- B. Performance and Audits- Any contract or subcontract awarded in accordance with subparagraph (A), whether funded in whole or in part with Federal- aid highway funds, shall be performed and audited in compliance with the cost principles contained in the [Federal Acquisition Regulations of part 31 of title 48, Code of Federal Regulations](#)
- C. Indirect Cost Rates.- Instead of performing its own audits, a recipient of funds under a contract or subcontract awarded in accordance with subparagraph (A) shall accept indirect cost rates established in accordance with the Federal Acquisition Regulations for 1- year applicable accounting periods by a cognizant Federal or state government agency, if such rates are not currently under dispute.
- D. Application of Rates.- Once a firm's indirect cost rates are accepted under this paragraph, the recipient of the funds shall apply such rates for the purpose of contract estimation, negotiation, administration, reporting, and contract payment and shall not be limited by administrative or defacto ceilings of any kind.
- E. Prenotification; Confidentiality of Data.- A recipient of funds requesting or using the cost and rate data described in subparagraph (D) shall notify any affected firm before such request or use. Such data shall be confidential and shall not be accessible or provided, in whole or in part, to another firm or another government agency which is not part of the group of agencies sharing cost data under this paragraph, except for written permission of the audited firm. If prohibited by law, such cost and rate data, shall not be disclosed under any circumstances.
- F. Subparagraphs (B),(C),(D), and (E) herein shall not apply to the States of West Virginia or Minnesota.

As a result, State and local agencies are no longer entitled to procure engineering and design related service contracts (directly relating to construction) with Federal- aid highway funding using either "alternative" or "equivalent" Brooks Act procedures that were permitted prior to this amendment. State and local agencies will also be required to use the indirect cost rates established by a cognizant agency audit (23 C.F.R. §172.7) based on the cost principles contained in 48 C.F.R. Part 31 for the consultant, eliminating the placing of caps on indirect cost rates.

West Virginia and Minnesota are granted exceptions from the requirements relating to audits, indirect cost rates, pre- notification and confidentiality of data. However these States must also follow the Brooks Act requirements when procuring engineering and design services using Federal- aid highway funding.

We are currently reviewing the Federal Regulations (23 C.F.R. Part 172) pertaining to the administration of engineering and design related services contracts to determine the modifications that may be required to our existing regulations. We are also reviewing the implementing guidance that supports administering engineering and design related service contracts (<http://www.fhwa.dot.gov/programadmin/172qa.cfm>) to determine what specific changes need to be made to implement Brooks Act procurement policies.

The laws, policies, procedures, and practices that State and local agencies follow in procuring engineering and design related service using Federal- aid highway funding need to comply with the amendments to §112(b)(2) that are contained in Section 174 of the FY 2006 Appropriations Act. Pursuant to the Secretary's authority under 23 U.S.C §315 all requests for proposals (RFPs) issued on or after December 1, 2005 for engineering and design related service contracts directly related to a construction project using Federal- aid highway funding are required to comply with these new requirements. As a result, to ensure

compliance with this amendment the Division offices need to review these requirements with their state DOT partners and advise the States of the necessity to revise, as appropriate all requests for proposals that conflict with the Brooks Act requirements that were not authorized on or prior to November 30, 2005.

In the interim, to facilitate the provision of immediate guidance on implementing this amendment to the State DOTs, the Brooks Act provisions and the FAR regulations implementing these requirements are attached. If you have any questions pertaining to the implementation of §174 of the FY 2006 Appropriations Act, please contact Mr. Jon Obenberger (jon.obenberger@fhwa.dot.gov) in my Office, or Mr. Steve Rochlis (steve.rochlis@fhwa.dot.gov) of the Chief Counsel's office.

Attachments

[40 USC](#)

[48 CFR](#)

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United States Department of Transportation - **Federal Highway Administration**

Consultant Services

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Consultant Services

Local Public Agency

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United States Code (U.S.C.) Title 40 - Public Buildings, Property and Works

Chapter 11, Section 1101 - 1104: Selection of Architects and Engineers

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§ 1101. Policy (Formerly 40 U.S.C. § 541)

The policy [of the Federal Government] is to publicly announce all requirements for architectural and engineering services and to negotiate contracts for architectural and engineering services on the basis of demonstrated competence and qualification for the type of professional services required and at fair and reasonable prices.

§ 1102. Definitions (Formerly 40 U.S.C. § 542)

In this chapter, the following definitions apply:

1. **Agency head.**- - The term "agency head" means the head of a department, agency, or bureau [of the Federal Government].
2. **Architectural and engineering services.**- - The term "architectural and engineering services" means- -
 - A. professional services of an architectural or engineering nature, as defined by state law, if applicable, that are required to be performed or approved by a person licensed, registered, or certified to provide the services described in this paragraph;
 - B. professional services of an architectural or engineering nature performed by contract that are associated with research, planning, development, design, construction, alteration, or repair of real property; and
 - C. other professional services of an architectural or engineering nature, or incidental services, which members of the architectural and engineering professions (and individuals in their employ) may logically or justifiably perform, including studies, investigations, surveying and mapping, tests, evaluations, consultations, comprehensive planning, program management, conceptual designs, plans and specifications, value engineering, construction phase services, soils engineering, drawing reviews, preparation of operating and maintenance manuals, and other related services.
3. **Firm.**- - The term "firm" means an individual, firm, partnership, corporation, association, or other legal entity permitted by law to practice the profession of architecture or engineering.

§ 1103. Selection procedure (Formerly 40 U.S.C. § 543)

- a. **In general.**- - These procedures apply to the procurement of architectural and engineering services by an agency head.
- b. **Annual statements.**- - The agency head shall encourage firms to submit

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annually a statement of qualifications and performance data.

- c. **Evaluation.**- - For each proposed project, the agency head shall evaluate current statements of qualifications and performance data on file with the agency, together with statements submitted by other firms regarding the proposed project. The agency head shall conduct discussions with at least 3 firms to consider anticipated concepts and compare alternative methods for furnishing services.
- d. **Selection.**- - From the firms with which discussions have been conducted, the agency head shall select, in order of preference, at least 3 firms that the agency head considers most highly qualified to provide the services required. Selection shall be based on criteria established and published by the agency head.

§ 1104. Negotiation of contract (Formerly 40 U.S.C. § 544)

- a. **In general.**- - The agency head shall negotiate a contract for architectural and engineering services at compensation which the agency head determines is fair and reasonable to the Federal Government. In determining fair and reasonable compensation, the agency head shall consider the scope, complexity, professional nature, and estimated value of the services to be rendered.
- b. **Order of negotiation.**- - The agency head shall attempt to negotiate a contract, as provided in subsection (a), with the most highly qualified firm selected under [section 1103](#) of this title. If the agency head is unable to negotiate a satisfactory contract with the firm, the agency head shall formally terminate negotiations and then undertake negotiations with the next most qualified of the selected firms, continuing the process until an agreement is reached. If the agency head is unable to negotiate a satisfactory contract with any of the selected firms, the agency head shall select additional firms in order of their competence and qualification and continue negotiations in accordance with this section until an agreement is reached.

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United States Department of Transportation - **Federal Highway Administration**

THE CITY OF TROY
CONTRACT FOR ARCHITECT & ENGINEERING SERVICES
TROY MULTI-MODAL TRANSIT FACILITY

THIS CONTRACT is made and entered into this date of _____ by and between the CITY OF TROY, hereinafter referred to as the “CITY,” and Hubbell, Roth & Clark, Inc., 555 Hulet Drive, Bloomfield Hills, MI 48302 hereinafter referred to as the “CONSULTANT.”

WITNESSETH:

WHEREAS, the CITY desires to engage the CONSULTANT to provide architectural & engineering design services, hereinafter referred to as “SERVICES” for MULTI-MODAL TRANSIT FACILITY;

NOW, THEREFORE, the parties agree that:

THE CONSULTANT WILL:

1. Perform the work set forth in Exhibit 1, Request for Proposal and Related Documentation, attached hereto and made a part hereof, said work performed by the CONSULTANT to be hereinafter referred to as the “SERVICES.” This includes all terms, conditions, scope, specifications, amendments, etc., as accepted by the CITY, including any negotiated terms and conditions not explicitly mentioned in the Request for Proposal or in the offer as submitted by the CONSULTANT, but included in Exhibit 1 as part of the contract.
2. Perform all SERVICES in conformity with the Michigan Department of Transportation (MDOT) applicable standards.
3. During the performance of the SERVICES herein defined, be responsible for any loss of or damage to original documents belonging to the CITY while they are in the CONSULTANT’s possession. Restoration of lost or damaged original documents will be at the CONSULTANT’s expense.
4. Make such trips to confer with representatives of the CITY, the MDOT, and the Federal Rail Administration (FRA), as may be necessary in the carrying out of the SERVICES set forth in this Contract.
5. Submit written MULTI-MODAL PASSENGER RAIL FACILITY progress reports to the CITY, in the format as outlined in Exhibit 1, that outline the work accomplished during the reporting period; identify any problems, real or anticipated, associated with the conduct of the SERVICES; and identify any deviations from the agreed upon work plan.

6. Permit representatives of the CITY, the MDOT, the FRA, and other authorized public agencies interested in the SERVICES to have full access to the SERVICES during the CONSULTANT's performance.
7. With regard to audits and record-keeping:
 - a. The CONSULTANT will establish and maintain accurate records, in accordance with generally accepted accounting principles, of all expenses incurred for which payment is sought or made under this Contract, said records to be hereinafter referred to as the "RECORDS." Separate accounts will be established and maintained by job number for all costs incurred under this Contract.
 - b. The CONSULTANT will maintain the RECORDS for at least three (3) years from the date of final payment made by the CITY under this Contract. In the event of a dispute with regard to the allowable expenses or any other issue under this Contract, the CONSULTANT will thereafter continue to maintain the RECORDS at least until that dispute has been finally decided and the time for all available challenges or appeals of that decision has expired.
 - c. The CITY and the MDOT or its representative may inspect, copy, or audit the RECORDS at any reasonable time after giving reasonable notice.
 - d. If any part of the work is subcontracted, the CONSULTANT will assure compliance with subsections (a), (b), and (c) above for all subcontracted work.
8. If the CITY discloses its confidential information to the CONSULTANT, the CONSULTANT will maintain such information as confidential. Information provided by the DEPARTMENT will be deemed confidential if it is marked confidential or stated in writing to be confidential. The above obligations of confidentiality will not apply to:
 - a. Information for which the DEPARTMENT gives prior written permission for publication or use.
 - b. Information that is required to be disclosed based on law, legal process, or court order.

A violation of this provision will be considered a breach of this Contract, and the CITY may terminate this Contract under the provisions of Section 19.

News releases pertaining to this Contract or the SERVICES to which it relates will not be made without prior written approval from the CITY, and then only in accordance with explicit instructions from the CITY. News releases made without the CITY's approval will be considered a breach of the Contract, and the CITY may terminate this Contract under the provisions of Section 19.

9. Submit MULTI-MODAL PASSENGER RAIL FACILITY billings for the SERVICES performed and written progress reports to the CITY in the format set forth in Exhibit 1. The CONSULTANT agrees that the costs reported to the CITY for this Contract will represent only those items that are properly chargeable in accordance with this Contract. The CONSULTANT also certifies that it has read the Contract terms and has made itself aware of the applicable laws, regulations, and terms of this Contract that apply to the reporting of costs incurred under the terms of this Contract.

THE CITY WILL:

10. Furnish for the use of the CONSULTANT such CITY standards and other information as may be needed, unless specifically required to be provided by the CONSULTANT in a particular instance.
11. Determine that payment for the costs of the SERVICES required and performed is in accordance with the following:
 - a. Direct Salary Costs: Actual labor costs of personnel performing the SERVICES. This cost will be based on the employees' actual hourly rates of pay and the actual hours of performance on the SERVICES as supported by employee time and earning records.
 - b. Other Direct Costs: Actual costs of materials that may be required hereunder but that are not normally provided as part of the overhead of the CONSULTANT. All actual costs will be supported by proper receipts and proofs of payment.
 - c. Overhead and Indirect Costs: A pro-rated portion of the actual overhead and indirect costs incurred by the CONSULTANT during work. The amount of overhead payment, including payroll overhead, will be calculated as applied rates to direct labor costs, as set forth in Exhibit A. Overhead and indirect costs will include those costs that, because of their incurrence for common or joint objectives, are not readily subject to treatment as direct costs.
 - d. Subconsultant Costs: Actual costs of subconsultants performing SERVICES under this Contract. Amounts for fixed fees paid by the CONSULTANT to the subconsultant will not be considered an actual cost of the CONSULTANT but will be considered a part of the fixed fee of the CONSULTANT.
 - e. Travel and Subsistence: Actual costs in accordance with and not to exceed the amounts set forth in the current State of Michigan Standardized Travel Regulations, incorporated herein by reference as if the same were repeated in full herein.
 - f. Fixed Fee: In addition to payments set forth under (a), (b), (c), (d), and (e) above, the DEPARTMENT agrees to pay the CONSULTANT a fixed fee. It is agreed and understood that such amount will constitute full compensation to the

CONSULTANT for profit from SERVICES performed and will not vary because of any differences between the estimated cost and the actual cost. Overruns in the actual cost of the SERVICES will not warrant an increase or adjustment in the amount of the fixed fee. Adjustments in the fixed fee will only be allowed under the provisions of Sections 17 and 22 of this Contract.

- g. Reimbursement for costs incurred is subject to the cost criteria set forth in 48 CFR, Federal Acquisition Regulations, Part 31, incorporated herein by reference as if the same were repeated in full herein.
 - h. The CONSULTANT will not be paid for costs arising from the correction of errors and omissions attributable to the CONSULTANT.
12. Pay the CONSULTANT for the SERVICES after receipt of billings, subject to verification of progress. Compensation for the SERVICES will be on the basis of actual cost and a fixed fee and will not exceed \$904,489.03, which amount includes a fixed fee of \$64,440.99 as set forth in Exhibit 1. Funding will be distributed through the MDOT using federal funds from the FRA as authorized by the American Recovery and Reinvestment Act (ARRA). The CONSULTANT will be responsible for all costs in excess of the MDOT funds shown above.

The terms of this Contract are contingent upon receipt of the project funding grant from the FRA and the MDOT. This Contract must be approved by City of Troy City Council and the MDOT and is effective after the IGA with the MDOT has been signed.

13. Determine that payment for the costs of the SERVICES required and performed is in accordance with the terms and conditions set forth in Exhibit 1.
- a. Reimbursement for costs incurred is subject to the cost criteria set forth in 48 CFR, Federal Acquisition Regulations, Part 31, incorporated herein by reference as if the same were repeated in full herein.
 - b. The CONSULTANT will not be paid for costs arising from the correction of errors and omissions attributable to the CONSULTANT.
14. Make payment to the CONSULTANT in accordance with the terms and conditions set forth in Exhibit 1 and the following:
- a. Progress payments may be made for reimbursement of amounts earned to date upon receipt of a billing and the written progress report. Progress payments will include direct salary costs, other direct costs, and calculated amounts for overhead using applied overhead rates, as herein set forth. The portion of the fixed fee that may be included in progress payments will be equal to the total fixed fee multiplied by the percentage of the work that has been completed to date of billing. Progress payments will not be made more than once a month.

- b. Upon receipt by the CITY of the required documents and any other accompanying information in a form satisfactory to the CITY, the CITY will process the payment request if the CONSULTANT is complying with its obligations pursuant to the Contract. Reimbursement of any costs pursuant to this section will not constitute a final determination by the CITY of the allowability of such costs and will not constitute a waiver by the CITY of any violation of the terms of this Contract committed by the CONSULTANT.

Regardless of its costs, the CONSULTANT will not be entitled to compensation in excess of the maximum amount(s) set forth in Section 11 hereof.

15. When work occasioned at the CITY's request is in addition to or other than work provided for by the express intent of this Contract, the CITY will reimburse the CONSULTANT for all such work on the basis of actual costs incurred, as defined in Section 11, plus a predetermined lump sum amount for normal profit for such work. The performance of and payment for such work will require the submission of a proposal to perform the work and the award of a written amendment prior to beginning the work.

IT IS FURTHER AGREED THAT:

16. The parties will consider the SERVICES to be complete when accepted by the CITY. Such acceptance by the CITY is not intended to nor does it relieve the CONSULTANT of any of its obligations and responsibilities herein.
17. If the CONSULTANT deems that extra compensation is due it for work not clearly covered in this Contract, the CONSULTANT will notify the CITY in writing of its intention to make claim for such extra compensation before beginning such work. Failure on the part of the CONSULTANT to give such notification will constitute a waiver of the claim for such extra compensation. The filing of such notice by the CONSULTANT will not be construed to establish the validity of the claim.
18. Prior to expiration, the time for completion of performance under this Contract may be extended by the CITY upon written request when delays are caused by circumstances or conditions beyond the control of the CONSULTANT, as determined by the CITY. Any such extension is contingent upon the CITY receiving a written approval and authorization by the MDOT. If both the CITY and the MDOT approve and authorize such extension, then a written time extension amendment will be prepared and issued by the CITY. Any such extension will not operate as a waiver by the CITY of any of its rights herein set forth.
19. In the event that an audit performed by or on behalf of the CITY, the MDOT, or the FRA indicates an adjustment to the costs reported under this Contract or questions the allowability of an item of expense, the CITY or the MDOT will promptly submit to the CONSULTANT a Notice of Audit Results and a copy of the audit report, which may

supplement or modify any tentative findings verbally communicated to the CONSULTANT at the completion of an audit.

Within sixty (60) days after the date of the Notice of Audit Results, the CONSULTANT will (a) respond in writing to the CITY and the responsible Bureau of the MDOT indicating whether or not it concurs with the audit report, (b) clearly explain the nature and basis for any disagreement as to a disallowed item of expense, and (c) submit to the CITY and the MDOT a written explanation as to any questioned or no opinion expressed item of expense, hereinafter referred to as the "RESPONSE." The RESPONSE will be clearly stated and will provide any supporting documentation necessary to resolve any disagreement or questioned or no opinion expressed item of expense. Where the documentation is voluminous, the CONSULTANT may supply appropriate excerpts and make alternate arrangements to conveniently and reasonably make that documentation available for review by the CITY and the MDOT. The RESPONSE will refer to and apply the language of the Contract. The CONSULTANT agrees that failure to submit a RESPONSE within the sixty (60) day period constitutes agreement with any disallowance of an item of expense and authorizes the CITY to finally disallow any items of questioned or no opinion expressed cost.

The CITY or the MDOT will make its decision with regard to any Notice of Audit Results and RESPONSE within one hundred twenty (120) days after the date of the Notice of Audit Results. If the CITY or the MDOT determines that an overpayment has been made to the CONSULTANT, the CONSULTANT will repay that amount to the CITY or reach agreement with the CITY on a repayment schedule within thirty (30) days after the date of an invoice from the DEPARTMENT. If the CONSULTANT fails to repay the overpayment or reach agreement with the CITY on a repayment schedule within the thirty (30) day period, the CONSULTANT agrees that the CITY will deduct all or a portion of the overpayment from any funds then or thereafter payable by the CITY to the CONSULTANT under this Contract or any other agreement or payable to the CONSULTANT under the terms of 1951 PA 51, as applicable. Interest will be assessed on any partial payments or repayment schedules based on the unpaid balance at the end of each month until the balance is paid in full. The assessment of interest will begin thirty (30) days from the date of the invoice. The rate of interest will be based on the Michigan Department of Treasury common cash funds interest earnings. The rate of interest will be reviewed annually by the CITY and adjusted as necessary based on the Michigan Department of Treasury common cash funds interest earnings. The CONSULTANT expressly consents to this withholding or offsetting of funds under those circumstances, reserving the right to file a lawsuit in a court in the County of Oakland, State of Michigan, unless original jurisdiction can be had in the Michigan Court of Appeals or the Michigan Supreme Court to contest the CITY's decision only as to any item of expense the disallowance of which was disputed by the CONSULTANT in a timely filed RESPONSE.

20. The CITY may terminate this Contract for convenience or cause, as set forth in Exhibit 1, before the SERVICES are completed.

In the event that termination by the CITY is necessitated by any wrongful breach, failure, default, or omission by the CONSULTANT, the CITY will be entitled to pursue whatever remedy is available to it, including, but not limited to, withholding funds or off-setting against funds owed to the CONSULTANT under this Contract, as well as any other existing or future contracts between the CONSULTANT and the CITY, for any and all damages and costs incurred or sustained by the CITY as a result of its termination of this Contract due to the wrongful breach, failure, default, or omission by the CONSULTANT. In the event of termination of this Contract, the CITY may procure the professional SERVICES from other sources and hold the CONSULTANT responsible for any damages or excess costs occasioned thereby.

21. All documents prepared by the CONSULTANT are the property of the CITY and cannot be furnished to any party without the permission of the CITY, except to the involved governmental agencies and commissions as part of the progress reporting process.
22. No portion of the SERVICES, as herein defined, will be sublet except with the prior written consent of the CITY. Consent to sublet any portion of the SERVICES will not be construed to relieve the CONSULTANT of any responsibility or obligation under or for the fulfillment of this Contract. All contracts, including amendments, with subconsultants, will contain all applicable provisions of this Contract. Any such approvals will not be construed as a warranty of the subcontractor's qualifications, professional standing, ability to perform the work being subcontracted, or financial integrity.
23. No portion of the SERVICES, as herein defined, will be assigned.
24. The CONSULTANT agrees to pay each subcontractor for the satisfactory completion of work associated with the subcontract no later than ten (10) calendar days from the receipt of each payment the CONSULTANT receives from the CITY. This requirement is also applicable to all sub-tier subcontractors and will be made a part of all subcontract agreements.

This prompt payment provision is a requirement of 49 CFR, Part 26, as amended, and does not confer third-party beneficiary right or other direct right to a subcontractor against the CITY. This provision applies to both Disadvantaged Business Enterprise (DBE) and non-DBE subcontractors.

The CONSULTANT further agrees that it will comply with 49 CFR, Part 26, as amended, and will report any and all DBE subcontractor payments to the CITY semi-annually in a format acceptable to the CITY.

25. All questions that may arise as to the quality and acceptability of work, the manner of performance and rate of progress of the work, the interpretation of designs and

specifications, and the satisfactory and acceptable fulfillment of the terms of this Contract will be decided by the CITY.

26. With regard to non-discrimination and DBE requirements:
 - a. In connection with the performance of SERVICES under this Contract, the CONSULTANT agrees to comply with the State of Michigan provisions for “Prohibition of Discrimination in State Contracts,” as set forth in Exhibit 1. This provision will be included in all subcontracts relating to this Contract.
 - b. During the performance of this Contract, the CONSULTANT, for itself, its assignees, and its successors in interest agrees to comply with the Civil Rights Act of 1964, being P.L. 88-352, 78 Stat. 241, as amended, being Title 42 USC Sections 1971, 1975a-1975d, and 2000a-2000h-6, and the Regulations of the Department of Transportation (49 CFR Part 21) issued pursuant to said Act, including those requirements set forth in Exhibit 1. This provision will be included in all subcontracts relating to this Contract.
 - c. The CONSULTANT will carry out the applicable requirements of the MDOT’s DBE program and 49 CFR Part 26, including, but not limited to, those requirements set forth in Exhibit 1.
27. Payment under this Contract may be processed by automated clearing house (ACH) transfer. The CONSULTANT agrees to register to receive and to receive payment by ACH transfer.
28. The CONSULTANT warrants that it has not employed or retained any company or person other than bona fide employees working solely for the CONSULTANT to solicit or secure this Contract and that it has not paid or agreed to pay any company or person, other than bona fide employees working solely for the CONSULTANT, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this Contract. For breach or violation of this warranty, the CITY will have the right to annul this Contract without liability or, at its discretion, to deduct from the contract price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.
29. The CONSULTANT specifically agrees that in the performance of the SERVICES herein enumerated, by itself, or by an approved subcontractor, or by anyone acting on its behalf, it will comply with any and all state, federal, and local statutes, ordinances, and regulations and will obtain all permits that are applicable to the entry into and the performance of this Contract.
30. It is agreed that the CONSULTANT will not copyright any papers, reports, forms, or other materials that are part of its work under this Contract without the prior written approval of the CITY.

31. In addition to the protection afforded by any policy of insurance, the CONSULTANT agrees to indemnify and save harmless the State of Michigan, the Michigan State Transportation Commission, the CITY, the MDOT, the FRA, and all officers, agents, and employees thereof:
 - a. From any and all claims by persons, firms, or corporations for labor, services, materials, or supplies provided to the CONSULTANT in connection with the CONSULTANT's performance of the SERVICES; and
 - b. From any and all claims for injuries to or death of any and all persons, for loss of or damage to property, for environmental damage, degradation, and response and cleanup costs, and for attorney fees and related costs arising out of, under, or by reason of the CONSULTANT's performance of the SERVICES under this Contract, except claims resulting from the sole negligence or willful acts or omissions of said indemnitee, its agents, or its employees.

The CITY will not be subject to any obligations or liabilities by contractors of the CONSULTANT or their subcontractors or any other person not a party to the Contract without its specific consent and notwithstanding its concurrence with or approval of the award of any contract or subcontract or the solicitation thereof.

It is expressly understood and agreed that the CONSULTANT will take no action or conduct that arises either directly or indirectly out of its obligations, responsibilities, and duties under this Contract that results in claims being asserted against or judgments being imposed against the State of Michigan, the CITY, the MDOT, the Michigan State Transportation Commission, and/or the FRA, as applicable.

In the event that the same occurs, it will be considered as a breach of this Contract, thereby giving the State of Michigan, the CITY, the MDOT, the Michigan State Transportation Commission, and/or the FRA, as applicable, a right to seek and obtain any necessary relief or remedy, including, but not limited to, a judgment for money damages.

32. In accordance with 1980 PA 278, MCL 423.321 *et seq.*; MSA 17.458(22) *et seq.*, the CONSULTANT, in the performance of this Contract, will not enter into a contract with a subcontractor, manufacturer, or supplier listed in the register maintained by the United States Department of Labor of employers who have been found in contempt of court by a federal court of appeals on not less than three (3) occasions involving different violations during the preceding seven (7) years for failure to correct an unfair labor practice, as prohibited by Section 8 of Chapter 372 of the National Labor Relations Act, 29 USC 158. The CITY may void this Contract if the name of the CONSULTANT or the name of a subcontractor, manufacturer, or supplier utilized by the CONSULTANT in the performance of this Contract subsequently appears in the register during the performance of this Contract.

33. For all contracts in excess of One Hundred Thousand Dollars (\$100,000.00), the CONSULTANT certifies to the best of its knowledge and belief that:
- a. No federal appropriated funds have been paid or will be paid by or on behalf of the CONSULTANT to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, or the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
 - b. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this Contract, the CONSULTANT will complete and submit Standard Form LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
 - c. The CONSULTANT will require that the language of this certification be included in the award documents for all third-party contracts (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients will certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction by Section 1352, Title 31, USC. Any person who fails to file the required certification will be subject to a civil penalty of not less than Ten Thousand Dollars (\$10,000.00) and not more than One Hundred Thousand Dollars (\$100,000.00) for each such failure.

34. For contracts in excess of One Hundred Thousand Dollars (\$100,000.00):
- a. The CONSULTANT stipulates that any facility to be utilized in the performance of this Contract, unless such contract is exempt under the Clean Air Act, as amended (42 USC 7401 *et seq.*, as amended, including Pub. L. 101-549), and/or under the Clean Water Act, as amended (33 USC 1251 *et seq.*, as amended, including Pub. L. 100-4), and/or under Executive Order 11738 and regulations in implementation thereof (40 CFR Part 15), is not listed on the date of contract award on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 CFR 15.20.
 - b. The CONSULTANT agrees to comply with all the requirements of the Clean Air Act and the Clean Water Act and all regulations and guidelines listed thereunder related to the CONSULTANT and services under this Contract.

- c. The CONSULTANT will promptly notify the CITY and the U.S. EPA, Assistant Administrator for Enforcement, of the receipt of any communication from the Director, the Office of Federal Activities, or the EPA indicating that a facility to be utilized for this Contract is under consideration to be listed on the EPA List of Violating Facilities.
 - d. The CONSULTANT agrees to include or cause to be included the requirements of the preceding three paragraphs (a), (b), and (c) in every nonexempt subcontract.
35. The CONSULTANT agrees that no otherwise qualified individual with disabilities in the United States, as defined in Section 1630.2 of the Americans with Disabilities Act, Title 42 USC 12101, will, solely by reason of his/her disability, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving benefits under this Contract.
36. Any change in the scope or character of the SERVICES or in the cost, compensation, or term of this Contract will be by award of a prior written amendment to this Contract by the parties.
37. The CONSULTANT agrees that it will not volunteer, offer, or sell its services to any litigant against the CITY with respect to any SERVICES it has agreed to perform for the CITY under this Contract, provided that this provision will not apply either when the CONSULTANT is issued a valid subpoena to testify in a judicial or administrative proceeding or when the enforcement of this provision would cause the CONSULTANT to be in violation of any Michigan or federal law.
38. Any approvals, acceptances, reviews, and inspections of any nature by the CITY will not be construed as a warranty or assumption of liability on the part of the CITY. It is expressly understood and agreed that any such approvals, acceptances, reviews, and inspections are for the sole and exclusive purposes of the CITY, which is acting in a governmental capacity under this Contract, and that such approvals, acceptances, reviews, and inspections are a governmental function incidental to the SERVICES under this Contract.
- Any such approvals, acceptances, reviews, and inspections by the CITY will not relieve the CONSULTANT of its obligations hereunder, nor are such approvals, acceptances, reviews, and inspections by the CITY to be construed as a warranty as to the propriety of the CONSULTANT's performance but are undertaken for the sole use and information of the CITY.
39. With regard to claims based on goods or services that were used to meet the CONSULTANT's obligation to the CITY under this Contract, the CONSULTANT hereby irrevocably assigns its right to pursue any claims for relief or causes of action for damages sustained by the State of Michigan, the MDOT, or the CITY due to any

violation of 15 USC, Sections 1 - 15, and/or 1984 PA 274, MCL 445.771 - .788, excluding Section 4a, to the State of Michigan, the MDOT, or the CITY.

The CONSULTANT shall require any subcontractors to irrevocably assign their rights to pursue any claims for relief or causes of action for damages sustained by the State of Michigan, the MDOT, or the CITY with regard to claims based on goods or services that were used to meet the CONSULTANT's obligation to the CITY under this Contract due to any violation of 15 USC, Sections 1 - 15, and/or 1984 PA 274, MCL 445.771 - .788, excluding Section 4a, to the State of Michigan, the MDOT, or the CITY as a third-party beneficiary.

The CONSULTANT shall notify the CITY if it becomes aware that an antitrust violation with regard to claims based on goods or services that were used to meet the CONSULTANT's obligation to the CITY under this Contract may have occurred or is threatened to occur. The CONSULTANT shall also notify the CITY if it becomes aware of any person's intent to commence, or of commencement of, an antitrust action with regard to claims based on goods or services that were used to meet the CONSULTANT's obligation to the CITY under this Contract.

40. The CONSULTANT and its Affiliates agree not to have any public or private interest, and shall not acquire directly or indirectly any such interest in connection with the project, that would conflict or appear to conflict in any manner with the performance of the SERVICES under this Contract. "Affiliate" means a corporate entity linked to the CONSULTANT through common ownership. The CONSULTANT and its Affiliates agree not to provide any services to a construction contractor or any entity that may have an adversarial interest in a project for which it has provided services to the CITY. The CONSULTANT and its Affiliates agree to disclose to the CITY all other interests that the prime or sub consultants have or contemplate having during each phase of the project. The phases of the project include, but are not limited to, planning, scoping, early preliminary engineering, design, and construction. In all situations, the CITY will decide if a conflict of interest exists. If the CITY concludes that a conflict of interest exists, it will inform the CONSULTANT and its Affiliates. If the CONSULTANT and its Affiliates choose to retain the interest constituting the conflict, the CITY may terminate the Contract for cause in accordance with the provisions stated in this Contract.
41. Any public relations communications and/or products pertaining to this Contract or the SERVICES hereunder that are intended for an external audience will not be made without prior written approval from the CITY, and then only in accordance with explicit instructions from the CITY. Examples of public relations communications and/or products may include the following:
 - a. Use of the CITY logo;
 - b. Brochures, flyers, invitations, programs, or any other printed materials intended for an external audience;

- c. Postings on social media sites or Web sites;
- d. New or updated video, digital versatile disk (DVD), or video sharing productions;
- e. Exhibits or presentations.

A violation of this provision constitutes a breach of this Contract and the prequalification rules.

- 42. The CONSULTANT will comply with any and all provisions of the Grant/Cooperative Agreement between the FRA and the MDOT, attached hereto and made a part hereof as part of Exhibit 1, that are necessary to carry out the purposes of the Grant/Cooperative Agreement. There shall be a provision for a further flow down of this requirement in all subcontracts.
- 43. The CONSULTANT will comply with any and all provisions of the Rail Passenger Station Capital Contract between the CITY and the MDOT, attached hereto and made a part hereof as part of Exhibit 1, that the Capital Contract requires City to include in its contracts, subcontracts, and/or purchase orders related to the design and construction of the Multi-Modal Passenger Rail Facility. There shall be a provision for a further flow down of this requirement in all subcontracts.
- 44. This Contract will be in effect from, _____2011 to_____, 2013. Costs incurred outside of the term of this Contract will not be eligible for reimbursement.
- 45. CONSULTANT agrees to all applicable terms and conditions set forth in Exhibit 1, even if those terms and conditions are not specifically set forth in the body of this Contract. However, in case of any conflicting provisions between the body of this Contract and Exhibit 1, the body of this Contract will govern.
- 46. This contract shall henceforth be referred to as the “Troy Multi-Modal Passenger Rail Facility Architectural and Engineering Services Contract.”
- 47. This Contract will become binding on the parties and of full force and effect upon signing in ink by the duly authorized representatives of the CONSULTANT and the CITY in the appropriate space below. The CONSULTANT has been cautioned not to commence any billable work or to provide any material or service under this contract until the CONSULTANT receives a purchase order and/or a written notice to proceed from the CITY.

IN WITNESS WHEREOF, the parties have caused this Contract to be awarded.

FIRM NAME

Company Name

Address

City State Zip

Signature of Person Authorized to Sign

Printed Name

Title

Date

CITY OF TROY

City Clerk – Aileen Bittner Date

Mayor – Janice L. Daniels Date

APPROVED AS TO LEGALITY:

City Attorney – Lori Bluhm Date

RESOLUTION # _____

JOSEPH K. KNOLLENBERG
11TH DISTRICT, MICHIGAN

2349 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
202-226-5802

DISTRICT OFFICE:
30833 NORTHWESTERN HIGHWAY
SUITE 100
FARMINGTON HILLS, MI 48334
248-851-1369

15438 MIDDLEBELT
LEVONIA, MI 48154
734-426-7667

Congress of the United States
House of Representatives
Washington, DC 20515-2211

COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEES:
DISTRICT OF COLUMBIA, CHAIRMAN
VA, HUD AND INDEPENDENT AGENCIES
FOREIGN OPERATIONS, EXPORT FINANCING
AND RELATED PROGRAMS
PAUL F. WELSBY
CHIEF OF STAFF

Rep.Knollenberg@gmail.com
www.house.gov/knollenberg

November 15, 2001

Mr. Steven Vandette
Troy City Engineer
500 W. Big Beaver Rd.
Troy, MI 48084

Dear Mr. Vandette:

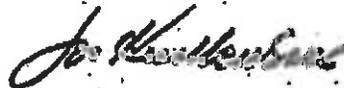
I am writing regarding your request that cost be included as one of the evaluation criteria for consultant selection on federally funded road projects. I apologize for the delay in responding to your request. As a result of the September 11th attacks many requests that my office was investigating were either put on hold or were unable to be completed as a result of the shut down in many government agencies, as well as Congressional Offices, due to the anthrax related letters.

However, after recently conferring with the Department of Transportation and the Federal Highway Administration I was informed that in order to add cost as an evaluation criterion to the consultant selection process, there would need to be a change in the Brooks Act. As you may be aware, there are no waiver or exemption provisions currently in the Brooks Act as amended. But as you know, a qualification based selection process where cost is not a factor only applies to the selection of consultants and not contracting companies who actually do the road projects.

Rest assured that I will continue work to find an appropriate legislative vehicle to make the appropriate changes in the Brooks Act so that cities and municipalities are able to consider the financial costs associated with selecting consultants for impending road projects.

If you have any further questions or concerns regarding this or any other issue, please do not hesitate to contact my staff or I at the addresses listed above.

Sincerely,



Joe Knollenberg
Member of Congress

Cc: Mayor Matt Pryor

RECEIVED BY
NOV 19 2001
ENGINEERING

EXECUTIVE SUMMARY - ITEM #2
TRANSIT CENTER PROPERTY



TO: Members of Troy City Council
FROM: Lori Grigg Bluhm, City Attorney *LG*
DATE: November 17, 2011
SUBJECT: Transit Center Parcel Litigation Involving Grand Sakwa

The City acquired the Transit Center parcel through the Consent Judgment for the 77 acre Midtown Development at Maple and Coolidge, which was entered on May 4, 1999. This Consent Judgment was subsequently amended and restated on June 2, 2000. Pursuant to the terms of this Consent Judgment, Grand Sakwa was permitted to construct its proposed mixed commercial and residential development, even though our zoning ordinance at the time did not allow for planned unit developments, and also did not allow for the proposed intensity of the development. The Consent Judgment required Grand Sakwa to conditionally transfer the Transit Center property to the City of Troy. The Transit Center property is the triangle piece of property that is located adjacent to the City of Birmingham, and is to the west of the commercial development. The location of the railroad tracks made this location ideal for a transportation center.

Under the terms of the negotiated Consent Judgment, Grand Sakwa was to convey the land to the City for use as a Transportation Center. If the property was not used for a Transportation Center, then it would revert to Grand Sakwa. The Consent Judgment required the City to "fund" the Transportation Center within ten years from the date of the Judgment (June 2, 2010). The City has been the legal owner of this property since June 22, 2001, when the warranty deed was recorded with the Register of Deeds.

Grand Sakwa filed a post judgment motion with the Oakland County Circuit Court in June 2010, arguing that the City did not comply with the terms of the Consent Judgment, since it did not "fund" the Transportation Center by June 2, 2010. The Oakland County Circuit Court ultimately ruled against Grand Sakwa, and dismissed the matter in May 2011. This ruling was based, in part, on the project award of 8.4 million dollars under the American Reinvestment Recovery Act of 2009- High Speed Intercity Passenger Rail Program (HSIPR) and the 1.3 million dollar federal appropriation for the project through the December 2009 Transportation, Housing, and Urban Development Appropriations Act, Bus and Bus Facility Program. Grand Sakwa then filed a Motion for Reconsideration, which was denied by the Oakland County Circuit Court.

More recently, Grand Sakwa filed an appeal of right in the Michigan Court of Appeals, seeking a return of the Transit Center parcel. The Michigan Court of Appeals dismissed this appeal, since there is no appeal of right for post-judgment motions. Grand Sakwa has now filed a Motion for Reconsideration of this decision, which is now pending. If the Michigan Court of Appeals upholds its earlier dismissal, then Grand Sakwa has the option of filing an Application for Leave to Appeal with the Michigan Court of Appeals.

I will keep you updated on the status of this matter.

From: jennifer.bryant
Sent: Tuesday, December 13, 2011 08:54 AM
To: Hepola, Carly
Cc: Joyce.Green
Subject: FY10 bus and bus facilities earmark question

Good morning Carly,

Land acquisition is indeed an eligible expense as long as it supports the project for which the earmark was intended. The land purchased with the funds should be in Troy/Birmingham and used as a site for a multi-modal facility.

The funds from the FY10 earmark must be obligated by the end of Fiscal Year 2012. The grantee should work with FTA's Region 5 office to get this process started, if they have not already done so. That office may be reached at (312) 353-2789.

Please let me know if you have any further questions!

Thank you,

Jennifer Bryant, Office of Communications and Congressional Affairs
Federal Transit Administration / U.S. DOT
1200 New Jersey Ave. SE, 5th Floor East
Washington, DC 20590
Tel: 202-366-2644

From: Hepola, Carly
Sent: Friday, December 09, 2011 12:42 PM
To: Green, Joyce (OST)
Subject: FY10 bus and bus facilities earmark question

Hi Joyce,

My questions are in regard to an earmark my boss secured in FY10 for the City of Troy.

- 1) Can these funds be used for land acquisition?
- 2) Do the funds expire or need to be used by a certain date?

Earmark details:

Consolidated Appropriations Act, 2010 p.l. 111-117
Federal Transit Administration (FTA); Buses & Bus Facilities; **Troy/Birmingham Multi-Modal Transit Center, MI**; \$1,300,000; Levin; Stabenow Peters

Thanks,

Carly Hepola

Legislative Assistant, Rep. Gary C. Peters (MI-09)

1609 Longworth House Office Building

Washington, D.C. 20515

(202) 225-5802 www.peters.house.gov

EXECUTIVE SUMMARY - ITEM #3

PROJECT/OPERATIONS & MAINTENANCE COSTS



400 Galleria Offcentre
Suite 555
Southfield, Michigan 48034
phone 248.352.8310
fax 248.352.1821
www.neumannsmith.com

December 14, 2011

City of Troy
500 W. Big Beaver Rd.
Troy, Michigan 48084

ATTN: Mark Miller, Director of Economic and Community Development
Steven Vandette, City Engineer
Bill Huotari, Deputy City Engineer

REF: City of Troy Letter to Mike Kirk dated 12/12/11
Transit Center Questions/Concerns

Gentlemen:

The following is our Design Team's response to Council's questions and concerns.

1. The building and elements are too expensive.
 - a. Discuss the difference between cost estimating for budgetary and feasibility determination vs. estimating during the final design process.

Response: Cost estimating during the budgetary/feasibility phase of a project is focused on assuring that the desired scope of the project can be constructed within the available budget. These budgets are based on industry standards and historical data. Furthermore, it is utilized to assign budgetary costs/allowances to the various components of the project, for use during the design to manage the overall cost of the project, to compare and select specific components based on their cost and to ultimately contain the project cost and avoid cost overruns. As the design phase progresses and detailed features and amenities of the project are selected, the cost estimate for the project is continually updated to provide a more detailed projection of the total project cost. This cost updating during the design process will have improved accuracy since the CMR will be on the project team throughout the design phase and they possess an intimate knowledge of current costs of the materials and labor and required to complete the project.

- b. Discuss the use of alternate bids to procure cost savings.

Response: The use of alternate bids can be a useful tool for a project of this scope and complexity since it provides actual cost differences between optional upgraded features and amenities that may be desirable by the City. Rather than relying on an estimated cost difference, actual unit prices for the alternate items can be compared and reviewed for selection based on prices from competitive bidding. An added benefit to including alternate items is that it would likely result in both the cost for the standard and alternate item to be priced lower by suppliers due to the potential for the substitution. However, the additional cost for alternate bids may require additional cost for the A/E to develop the specifications for the alternate bid items, depending on the complexity of the alternate bid item. Proper selection of alternate items that are to be included in the bid need to be considered by the team to avoid confusion during the bidding process.

- c. Discuss specific project components where there is the greatest potential for cost savings.

Response: In addition to the potential green/LEED, site landscaping/amenity and building treatment reductions listed in the November 22nd City Council Report, potential cost savings that could be

considered include; a reduction of the building size, the elimination of the heated sidewalks, the reduction hardscape elements in the site amenities, a simplification of the building shell to be more utilitarian and the simplification of platform and canopy structures.

2. Discuss the Construction Manager at Risk relationship with the A/E as well s the benefits/pitfalls of using a CMR and a Guaranteed Maximum Price (GMP) on this type of project.

Response: The CMR and the A/E will be stewards of the City and team members working in collaboration on the project working toward a common goal of completing a long lasting, durable facility that the City can be proud of, all within the budget and prior to the completion date of October 1, 2013. The CMR would work closely with the City and the A/E members during design to provide overall project management, a constructability review, the acquisition of agency permitting approvals, the acquisition of construction access agreements, construction budget update, material selection input, value engineering as required to remain within budget, QA/QC review prior to bidding and procurement of the various bid packages. During construction the CMR and the A/E would continue to work closely to monitor construction progress, provide quality control inspections, to complete material submittal reviews, to monitor construction budget, to resolve unknown conflicts during construction, and to provide final punchlists and equipment start-up.

The benefits of a Guaranteed Maximum Price (GMP) is that the CMR is responsible for assuring that the project is constructed within the project budget and prior to the October 1, 2013 completion date for the project and will be working in sync with the City and A/E to meet project goals. Our understanding of the CMR proposal that is currently out for bids, the CMR would be responsible for paying for cost overruns that were not added to the project at the City's request. In addition, the CMR would also be penalized an amount of \$2,650 per day for each and every calendar day that the project completion date is exceeded. These penalties will assure that the CMR provides their full resources to the project so that they are not subject to cost overruns or to a project completion date beyond October 1, 2013 required by the Contract. The GMP format will require all team members, including the City, CMR, A/E team and most importantly agencies such as FRA, Amtrak and CN, to make quick/final decisions regarding critical aspects of the project to avoid the CMR from attributing decision delays or backtracking as the reason that the budget or schedule could not be met.

Potential pitfalls with a CMR with a GMP arrangement is that a CMR that is not reputable or is not a team player during the resolution of issues or conflicts that arise during the project design and construction. This type of conflict could result in delays, claims, finger pointing and potential litigation. In addition, the CMR needs to provide the GMP to the City at the appropriate time in the project.

This same CMR and A/E relationship is being utilized for the Transit Facility we are involved with for the City of Dearborn. To date, the relationship has been successful, mutually beneficial and an asset to the City. It has aided in early cost control and budgeting; project scheduling for design and construction; and coordination of surveys, soil borings and other early on-site predesign activities.

3. What type of cost containment measures are in place?
 - a. A/E is to design within the project budget.

Response: The design cost will be contractually agreed upon and will not be exceeded unless a change in the project scope is requested by the City.

b. Use of alternate bids.

Response: As stated earlier, the use of alternate bids will be a useful tool to contain costs on the project since it will provide an opportunity to evaluate actual bid cost differences for various features that the City would like to consider for the facility. It may also result in both suppliers for the alternate bid items to closely monitor their pricing due to the possibility of the alternate. As stated earlier, the inclusion of alternate bid items may require additional cost for the A/E to develop the specifications for the alternate bid items, depending on the complexity of the alternate bid item.

c. Use of multiple bid packages.

Response: The preparation of multiple bid packages that will be developed by the CMR has been incorporated in the design and construction fee included with our A/E submittal and is very typical for projects of this size and complexity. The multiple bid packages will also be a useful tool to track the construction budget because the actual bid cost of the items can be added to the project in place of the estimated costs. This will allow an opportunity to adjust future bid packages as required if an item exceeds the budgeted amount.

d. Relationship with Construction Manager at Risk (CMR).

Response: Our intent is to create a quality, open and mutually beneficial relationship with the CMR. This will allow for a "checks and balances" process that will help control costs. We will constructively review each other's work, share and validate subcontractor bid lists, and look over each other's shoulders. We especially will work to avoid changes and problems during construction which can prove expensive. Our firm has worked in this process with many different CMR's for decades and it has been extremely successful.

4. The A/E fees + estimated CMR fees are \$1,883,489. These professional services or "soft costs" are approximately 29% of estimated construction or "hard cost".

a. Is this a reasonable "soft cost" estimate for a transit facility?

Response: It is our opinion that this is a reasonable amount for the soft costs on the project and is also within accepted ranges by the FRA and MDOT for a project of this scope, complexity and level of stakeholder involvement. The proposals for both the A/E and the CMR will be reviewed by and negotiated with the City of Troy. MDOT will audit, in detail, the derivation of costs.

It should be noted that general condition costs can vary from CMR to CMR. It all depends on what each CMR decides to claim as general conditions versus bidding with the trades. This will need to be carefully analyzed during the CMR bid review process.

b. How are these costs contained?

Response: These costs are contractually agreed to by the City and the A/E and between the City and the CMR and would not be modified unless there is a change in the scope of the project that is requested by the City. If additional man power resources are required by the A/E or CMR to complete the design and construction for the original scope of the project, the soft costs contractually agreed upon will not be exceeded.

5. The contingency is estimated at \$851,832.

a. Is the estimated contingency reasonable for a project of this size and scope?

Response: A 15% contingency is an industry standard for a project of this scope and complexity that is at this preliminary stage.

6. The City has estimated that Operations & Maintenance Costs (O&M) \$31,594 per month. THE O&M costs were estimated by the Building Operations and Department of Public Works Directors based on historical costs of other comparable city facilities. The basis for these costs is attached.

a. How do these costs compare to a similar sized facility based on industry standards?

Response: As shown on the cost estimate, prepared in-house by the City of Troy, the anticipated O&M cost for the facility on a yearly basis is \$31,594. Operation and maintenance costs vary depending upon the size, construction, use level and location of the facility. We have no reason to take exception to the figures prepared by Troy's in-house staff based on their experience at similar sized facilities in their city.

During the design process, design trade-offs impacting O&M costs need to be carefully considered. Design solutions that maximize durability, ease of maintenance and energy efficiency need to be prioritized to assist Troy in minimizing yearly O&M expenditures.

Sincerely,

NEUMANN/SMITH ARCHITECTURE



J. Michael Kirk, AIA
Principal

Copies: Stephen J. Gedert, AIA - Neumann/Smith Architecture
Michael C. MacDonald, PE - Hubbell Roth and Clark, Inc.
Walter H. Alix, PE, PS - Hubbell Roth and Clark, Inc.

MK/km

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CITY COUNCIL REPORT

November 22, 2011

TO: The Honorable Mayor and City Council

FROM: John Szerlag, City Manager
Mark Miller, Director of Economic and Community Development
Steven Vandette, City Engineer
Bill Huotari, Deputy City Engineer

SUBJECT: Troy Multi-Modal Transit Facility – Estimated Project Costs

Additional information relative to the estimated costs for the transit center project is provided for City Council's review.

ESTIMATED PROJECT COSTS

A detailed cost summary of each major work item is attached. This estimate was prepared and submitted to the Michigan Department of Transportation (MDOT) as well as the Federal Railroad Administration (FRA) for approval as part of the Environmental Assessment. The major work items are grouped into primary project components, which are shown below along with the cost of each component and its percentage of the total project cost:

<u>Primary Project Components</u>	<u>Estimated Cost</u>	<u>Percent</u>
1. Civil and Site Work (including bridge)	\$2,870,708	33.8%
2. Platform and Canopy Work	\$552,668	6.5%
3. Transit Center Building and Elevators	\$1,911,000	22.5%
4. Utility Relocation	\$201,000	2.4%
5. Canadian National Railroad	\$140,000	1.6%
6. Contingency	\$851,832	10%
7. Design and Construction Management	\$1,958,004	23.1%

Also attached is a detailed list of the items that are included in the major work items. The Civil and Site Work for example contains new storm sewers, sanitary and water services, site lighting, Doyle Drive reconstruction, bus slip construction, pedestrian bridge, stairways, parking lot paving, site landscaping, information kiosk, benches, bike racks and bus shelters among others.

The building itself, without the elevators to the bridge, is estimated at \$1,310,000 or 15.4% of the total project cost. The building utilizes all commercial grade materials, green roof, geothermal heating/cooling, LED lighting, fire suppression system and security cameras. Some of these items can be removed to lower cost, however the LED lighting is one that should be retained as this will reduce energy costs over the long run.

The estimated bridge cost is \$1,094,000 and is included in the Civil and Site Work. The cost of the bridge, as with most highway bridges, reflects the restrictions of constructing a bridge over an active roadway, in this case an active rail line, and also under high voltage power lines, within a tight working area. Very little design work

has been done on the bridge so this cost is one that may be subject to the most change, and possible utilization of some of the project contingency.

The cost of AT&T, DTE and underground fiber optic utility relocations at \$201,000 is as estimated by the utility companies. This cost is subject to change depending of site conditions at the time of construction, and may utilize some of the project contingency.

The estimated cost of the platform and canopy work is not something that should be changed. It is possible that this cost could even go up as there are new ADA accessibility requirements that will have to be incorporated into the final design. The rules for this have yet to be written by the Federal Rail Administration.

POTENTIAL COST SAVINGS

As stated during the Council Study Meeting, the cost of the project can be reduced so long as the functionality of the Transit Center is maintained. In reviewing the estimated costs, potential savings could be realized in the following areas:

1. Reducing sustainable/green design elements
2. Reducing site landscaping and amenities
3. Restricting building treatments to lower cost items

Attached is a revised cost estimate that reflects these reductions. The green roof, geo-thermal heating/cooling system and water reuse systems are eliminated as is the electric car charging station and LEED certification. The cost of landscaping and building treatments could also be reduced by 10% or more depending on what cost goals are desired by the city. The attached REVISED cost estimate reflects elimination of the foregoing items and a 10% reduction in landscaping and building treatments. The revised cost with these reductions is \$7,881,100. The revised building cost per square foot is \$425.41 and compares with an estimated industry average of \$378 to \$462 for similar sized commercial buildings.

DESIGN & CONSTRUCTION COST CONTAINMENT MEASURES

A statement made at the Council Study Meeting last week requires clarification. While the MDOT agreement limits funding to \$8,485,212 and all additional costs become city costs, the contract for the Construction Manager at Risk eliminates the City's financial risk, unless changes in scope are made by the city during construction. The Architect/Engineering contract also eliminates financial risks except when scope changes are made by the City.

The Architect & Engineering (A/E) services and Construction Manager at Risk (CMR) contracts both include cost containment directives that protect the city from cost overages not covered by federal funds, thereby reducing risk.

Under the A/E contract the A/E is required to complete the final design such that the project can be constructed within the established project budget. If estimated project costs during final design exceed the budget, then the A/E would perform redesign work to permit construction contract awards to be within the project budget. If the project being designed exceeds or is likely to exceed the project budget, and it is unable to design a usable facility within these limitations, then a change in scope or materials would be authorized by the City to reduce the estimated construction cost to an amount within the estimated budget.

While the A/E is responsible to design the project within the budget, the Construction Manager at Risk is responsible for building the project within the budget AND within a Guaranteed Maximum Price (GMP), which the CMR establishes. The Construction Manager at Risk is committed to deliver the project at or below the Guaranteed Maximum Price. Using the CMR approach to construction the CMR initially acts as a consultant to

the owner, assisting the A/E in the development of the final design to keep the project within budget, and then acts as the equivalent of a general contractor during the construction phase. In addition to acting in the owner's interest during the design phase, the construction manager must manage and control construction costs to not exceed the Guaranteed Maximum Price. If the project does exceed the GMP, the CMR must absorb the additional cost. Conversely, if the project comes in below the GMP, the cost savings belong to the City. This is different from a fixed price contract where cost savings are retained by the contractor and essentially become additional profits. Since the Construction Manager, not the City, is ultimately assuming the responsibility for cost overruns, hence the name Construction Manager at Risk.

The CMR is also subject to liquidated damages of \$2,650 per day for each and every calendar day beyond the final contract completion date, which is on or before October 1, 2013 as established by the CMR. In addition to the foregoing, the CMR will be responsible for one hundred percent (100%) of penalties or loss of federal funds due to the failure of the CMR to complete the project by the contract completion date (on or before October 1, 2013). Therefore, the CMR, not the City, will be at risk for additional costs.

OPERATION & MAINTENANCE COSTS

The operation and maintenance costs were estimated by the Building Operations and Department of Public Works Directors based on historical costs of other comparable city facilities. The basis for these costs, which is \$31,594 is attached.

It is anticipated that the operation and maintenance costs will be offset by lease agreements with Amtrak as well as potential vendors interested in locating at the site (concessions, rental agencies, etc.). These offsetting costs will not be known until the final design of the facility is near complete and these lease agreements can be negotiated.

PROJECT OVERSIGHT

As mentioned previously, the CMR functions as the owner's representative during construction with the onus on the CMR to build the project within the budget. The City has assigned staff to work jointly with the A/E and CMR throughout the life of the project. There is significant federal and state oversight of the project due to the obligation of the federal funds. Monthly reports providing employment information are required throughout the life of the project. Additionally, FRA requires quarterly reports on expenditures and project progress.

**TROY INTERMODAL TRANSIT FACILITY PROJECT
HSR2010000178 - CHICAGO: CHICAGO-DETROIT**

**SUMMARY OF
PRELIMINARY CONSTRUCTION COST ESTIMATE**

SITE UTILITIES	\$ 547,754
DOYLE DRIVE RECONSTRUCTION	\$ 133,011
DOYLE DRIVE BUS SLIPS	\$ 149,127
SITE PAVING	\$ 468,586
PEDESTRIAN BRIDGE & STAIRWAYS	\$ 1,094,000
SITE LANDSCAPING & AMENITIES	\$ 303,350
GENERAL ITEMS	\$ 174,880
SUBTOTAL CIVIL & SITE WORK	\$ 2,870,708
TRAIN PLATFORM DEMOLITION	\$ 40,000
TRAIN PLATFORM STRUCTURE	\$ 216,668
TRAIN PLATFORM CANOPY	\$ 296,000
SUBTOTAL PLATFORM/CANOPY WORK	\$ 552,668
TRANSIT CENTER BUILDING	\$ 1,310,000
ELEVATOR BUILDINGS	\$ 601,000
SUBTOTAL TRANSIT CENTER BUILDING & ELEVATORS	\$ 1,911,000
DTE O.H. RELOCATION	\$ 76,000
ATT O.H. RELOCATION	\$ 50,000
SPRINT F.O. RELOCATION	\$ 75,000
SUBTOTAL UTILITY RELOCATION COSTS	\$ 201,000
CN RAILROAD PERMITTING COSTS	\$ 50,000
CN RAILROAD TEMP. CONSTRUCTION CROSSING	\$ 90,000
SUBTOTAL CN RAILROAD COSTS	\$ 140,000
ESTIMATED CONSTRUCTION COST	\$ 5,675,376
15% CONTINGENCY	\$ 851,832
TOTAL ESTIMATED CONSTRUCTION COST	\$ 6,527,208
A/E COST (15%)	\$ 979,002
CM AT RISK (15%)	\$ 979,002
TOTAL ESTIMATED DESIGN & CONSTRUCTION MGMT.	\$ 1,958,004
TOTAL PROJECT COST	\$ 8,485,212
HIGH SPEED RAIL AWARD	\$ 8,485,212
TOTAL GRANT FUNDING	\$ 8,485,212

TROY INTERMODAL TRANSIT FACILITY
HSR2010000178 – CHICAGO: CHICAGO-DETROIT

**PRELIMINARY CONSTRUCTION COST ESTIMATE
DESCRIPTION OF WORK INCLUDED**

CIVIL & SITE WORK

- Site Utilities: includes new storm sewer, manholes, drainage structures, pavement underdrain system, roadway edgedrain, domestic water supply, sanitary service line, site lighting, emergency generator, and high-speed internet service allowance
- Doyle Drive Reconstruction: includes removal of existing paving materials in Doyle Drive, and replacement with new concrete pavement and raised crosswalks
- Doyle Drive Bus Slips: includes removal of sidewalks and trees, and earth excavation in area of proposed bus slips, and replacement with new concrete pavement and concrete curb & gutter
- Site Paving (parking lot and site excluding Doyle Drive/bus slips): includes removal of existing paving materials, site clearing & grubbing, earth excavation, new asphalt paving with concrete curb & gutter, decorative paving, sidewalk, handicap ramps, brick pavers, sidewalk snow-melt system, subgrade drainage layer below pedestrian plaza, decorative security fencing, decorative fencing
- Pedestrian Bridge & Stairways: includes bridge and stair tower foundation systems, site embankment for pathway leading to stairs, bridge support and stair tower structures, prefabricated pedestrian bridge, bridge erection, bridge deck, bridge and stairway enclosure system, HVAC allowance for bridge and stairways, lighting allowance for bridge and stairways
- Site Landscaping & Amenities: includes trees, shrubs, perennials, annuals, ground cover, topsoil and sod, benches, flag poles, bike racks, litter/recycling receptacles, tree grates, signage kiosk, information kiosk, transit facility sign, wayfinding signage allowance, bus shelters and bike rack shelters
- General Items: includes contractor mobilization allowance, temporary traffic maintenance & control allowance, temporary soil erosion & sedimentation control allowance, and contaminated material handling and disposal allowance

PLATFORM/CANOPY WORK

- Train Platform Demolition: includes cost for removing pedestrian stairs/ramps and platform at existing Amtrak station in Birmingham
- Train Platform Structure: includes removal of existing materials, excavation, installation of foundation system, placement of concrete slab with high-visibility detectable edge
- Train Platform Canopy: includes shelter construction, canopy structure, lighting allowance

TRANSIT CENTER BUILDING & ELEVATORS

- Transit Center Building: includes foundation, building structure, membrane roof system, exterior finishes, interior finishes, seating, plumbing, fire protection, electrical, interior lighting, HVAC, communications, and security cameras
- Elevator Buildings: includes foundations, elevator tower structures, membrane roof system, exterior finishes, interior finishes, energy efficient elevators, fire protection, HVAC, and interior lighting

REVISED

TROY INTERMODAL TRANSIT FACILITY PROJECT HSR2010000178 - CHICAGO: CHICAGO-DETROIT

SUMMARY OF PRELIMINARY CONSTRUCTION COST ESTIMATE ***REVISED***

SITE UTILITIES	\$	500,354
DOYLE DRIVE RECONSTRUCTION	\$	133,011
DOYLE DRIVE BUS SLIPS	\$	149,127
SITE PAVING	\$	468,586
PEDESTRIAN BRIDGE & STAIRWAYS	\$	1,094,000
SITE LANDSCAPING & AMENITIES	\$	271,000
GENERAL ITEMS	\$	170,892

SUBTOTAL CIVIL & SITE WORK \$ 2,786,970

TRAIN PLATFORM DEMOLITION	\$	40,000
TRAIN PLATFORM STRUCTURE	\$	216,668
TRAIN PLATFORM CANOPY	\$	296,000

SUBTOTAL PLATFORM/CANOPY WORK \$ 552,668

TRANSIT CENTER BUILDING	\$	1,021,000
ELEVATOR BUILDINGS	\$	570,000

SUBTOTAL TRANSIT CENTER BUILDING & ELEVATORS \$ 1,591,000

DTE O.H. RELOCATION	\$	76,000
ATT O.H. RELOCATION	\$	50,000
SPRINT F.O. RELOCATION	\$	75,000

SUBTOTAL UTILITY RELOCATION COSTS \$ 201,000

CN RAILROAD PERMITTING COSTS	\$	50,000
CN RAILROAD TEMP. CONSTRUCTION CROSSING	\$	90,000

SUBTOTAL CN RAILROAD COSTS \$ 140,000

ESTIMATED CONSTRUCTION COST \$ 5,271,638

15% CONTINGENCY \$ 790,746

TOTAL ESTIMATED CONSTRUCTION COST \$ 6,062,384

A/E COST (15%) \$ 909,358

CM AT RISK (15%) \$ 909,358

TOTAL ESTIMATED DESIGN & CONSTRUCTION MGMT. \$ 1,818,716

TOTAL PROJECT COST \$ 7,881,100

HIGH SPEED RAIL AWARD \$ 8,485,212

TOTAL GRANT FUNDING \$ 8,485,212

**PRELIMINARY CONSTRUCTION COST ESTIMATE
COST REDUCTION EXPLANATION FOR 11/22/11 ESTIMATE**

As requested, we have eliminated certain items from the project scope and have revised the preliminary construction cost estimate accordingly. Following is a brief description of the items removed, and their impact to the estimate:

GREEN ROOF

Replacing the green roof with a membrane roofing system will reduce the cost of the **TRANSIT CENTER BUILDING** by \$52,945. This reduction reflects a cost savings due to the change in the roofing materials plus the savings in the roof support structure resulting from the reduced design load.

GEOHERMAL HEATING & COOLING SYSTEM

Replacing the geothermal heating and cooling system with a standard natural gas furnace and electric air conditioner will reduce the cost of the **TRANSIT CENTER BUILDING** by \$15,120, and the **ELEVATOR BUILDINGS** by \$8,000.

HARVESTED RAIN WATER RE-USE SYSTEM

Eliminating the harvested rain water re-use system will reduce the cost of the **TRANSIT CENTER BUILDING** by \$12,000, and the **SITE UTILITIES** by \$12,400.

ELECTRIC VEHICLE CHARGING STATION

Eliminating the electric vehicle charging stations will reduce the cost of the **SITE UTILITIES** by \$35,000.

LEED CERTIFICATION FEE

Modifying the scope of the project as described above will eliminate a number of LEED credits from being available, thereby eliminating the opportunity to achieve LEED Silver certification. If LEED certification will not be pursued, some savings to the project can be realized for not having to go through the certification process. Elimination of the LEED certification fee will reduce the cost of the **TRANSIT CENTER BUILDING** by \$75,000, and the **ELEVATOR BUILDINGS** by \$21,440.

OVERALL BUILDING/LANDSCAPING COST REDUCTION

To reflect an overall estimate of potential reduction in quantity or expense of certain amenities in the building and landscaping that would not affect the aesthetics, functionality, or durability of the development, a 10% deduction can be applied. This will reduce the cost of the **TRANSIT CENTER BUILDING** by \$113,000, and the **SITE LANDSCAPING & AMENITIES** by \$30,050.

MOBILIZATION/GENERAL CONDITIONS COST

In the estimate, mobilization and general conditions are items based on a percentage of construction cost. Reducing the costs of the project as described above will also reduce these costs, resulting in reducing the cost of **GENERAL ITEMS** by \$3,998, **TRANSIT CENTER BUILDING** by \$22,500, and the **ELEVATOR BUILDINGS** by \$2,285.

In summary, with the changes outlined above, the total savings to the **ESTIMATED CONSTRUCTION COST** for the project would be \$403,738.

TROY MULTI MODAL TRANSIT FACILITY
OPERATION AND MAINTENANCE COST ESTIMATE

Item	Quantity	Unit	Unit Price	Total Cost
1 Building Maintenance and Custodial	2400	SF	\$3.07	\$7,368.00
2 Custodial supplies	2400	SF	\$0.20	\$480.00
3 Mowing (one acre or less)	21	EA	\$28.00	\$588.00
4 Snow and Ice Removal - Parking Lot and Doyle Drive SF x \$3.20 per 1,000 SF = \$210.60 per removal)	(65,812)	EA	\$210.60	\$6,318.00
5 Snow and Ice Removal - Sidewalks x \$.20 per SF = \$130 per removal x 30/year x 50% benefit from heated sidewalks)	(13,000 SF)	EA	\$130.00	\$1,950.00
6 Electric	1	Lsum	\$5,200.00	\$5,200.00
7 Gas Utility	1	Lsum	\$2,800.00	\$2,800.00
8 Elevator Maintenance	2	EA	\$1,875.00	\$3,750.00
9 Relief Valve Testing	2	EA	\$1,570.00	\$3,140.00
	Total Estimated O&M Costs			\$31,594.00

EXECUTIVE SUMMARY - ITEM #4

REVENUE SOURCES



September 15, 2011

Ms. Therese Cody
Rail Operating Programs Manager
Michigan Department of Transportation
425 Ottawa Street
Lansing, Michigan 48909

Dear Ms. Cody,

This is in response to your request for a financial commitment from Amtrak with respect to a new station facility at Troy, Michigan. Amtrak is agreeable to contributing to the expenses once the station is completed. Amtrak's payments would be a pro rata share of operating expenses that are associated with station operations (utilities, snow removal, etc.) It is our understanding that the local bus service (SMART) would occupy a portion of the station as well and would share in these expenses.

As you are aware, Section 209 of the Passenger Rail Investments and Improvement Act requires that states reimburse Amtrak for all expenses associated with trains operating on corridors less than 750 miles in length. At that point in time the proposed policy (which is in the ratification process) would result in future contracts that embrace that policy. The pro rata share of the costs associated with the Troy station would then simply be included in the overall cost of operating the Wolverine Service. Contracts reflecting that policy will need to be in place by the statutory deadline of October 2013.

Amtrak's Real Estate Department will negotiate the final terms of the lease. If you have questions about the lease, please contact Mr. Andrew Mancini at (215) 349-1957. Questions about the upcoming Section 209 policy under PRIIA can be addressed to me at (312) 880-5300 or to John Bennett at (202) 906-2114.

Thanks for your support of Amtrak and intercity passenger rail and we look forward to serving the new facility at Troy.

Sincerely,

A handwritten signature in blue ink that reads "Michael W. Franke".

Michael W. Franke
Assistant Vice President Policy and Development (Central)

cc: Andrew Mancini
Mary Montgomery
John Bender
Ray Lang
John Bennett
Ramona Schmitt



Michele Hodges
Troy Chamber President

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America Corp.

14 December 2011

John Szerlag, City Manager
City of Troy
500 West Big Beaver
Troy, MI 48084

RE: Troy Chamber Headquarters at the Troy Transit Center

Dear Mr. Szerlag:

Please consider this correspondence confirmation of the Troy Chamber of Commerce's intent to evaluate the Troy Transit Center as the future location of its headquarter office. We believe strongly in the center's merit, and its capacity to spur a commercial renaissance in Troy.

Given the fact the center will become a hub of economic activity, and serve as a welcome point for visitors to Troy, we see it as a highly desirable location, and are committed to giving it thorough consideration as we weigh the many factors that impact a location decision. We appreciate the due diligence conducted by your staff team which ensures an investment in the transit center is a solid one.

We look forward to advancing this discussion, and look to you for guidance on next steps. Thank you for the opportunity to consider collaboration of this magnitude.

Sincerely,

Michele Hodges
President

From: wynne.davis
Sent: Thursday, December 15, 2011 12:49 PM
To: Steven J Vandette
Cc: William J Huotari;
Subject: RE: Troy Transit Center

Steve,

FRA is okay with the City of Troy's proposed changes to the project. You will need to modify the SOW to show the changes to the project and we would expect the SOW and the revised financial plan to state that any funds they generated from rent charged to the Chamber would be dedicated to operations and maintenance of the Center and will not be diverted for other purposes. Does this make sense?

Wynne

From: Steven J Vandette
Sent: Friday, December 09, 2011 12:08 PM
To: Davis, Wynne (FRA)
Subject: Troy Transit Center

Wynne,

A question has come up about the size of our proposed building. It's identified in all documents as 2,400 square feet. Could we increase the size of the building and still receive funding for that. Our goal would be to stay within the \$8.5 million funding amount and not cut anything else to make this happen. We would still build a fully functional transit center as identified in the Statement of Work.

We are contemplating housing our Troy Chamber of Commerce in the Transit Center building. They would actively market transit to the traveling public as well as business travelers and the business community. An important benefit is that we would receive rent from the Chamber to offset our operating costs. What do you think?

Please let me know as soon as possible and call or e-mail if you have any questions. Thank you.

Sincerely,

Steven J. Vandette, P.E.
CITY ENGINEER
(248) 524-3383
VANDETTESJ@TROYMI.GOV

EXECUTIVE SUMMARY - ITEM #5

ECONOMIC DEVELOPMENT

BENEFITS OF TRANSIT CENTERS

Michigan Passenger Rail Station Community Benefits Study



Prepared for:
The Michigan Department of Transportation
by
Grand Valley State University
June, 2009

**This report was prepared for the Michigan Department of Transportation
by the Seidman College of Business
Grand Valley State University
Grand Rapids, Michigan
Dr. John C. Taylor, Principal Investigator
Dr. Hari Singh
Dr. Paul Isely**

**Sub-contractor assistance was provided by JLRoach, Inc.
East Lansing, Michigan
James L. Roach, President
Jared H. Becker
Terrence Eldred**

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Michigan Passenger Rail Station Community Benefits Study

Executive Summary

Passenger rail service is perceived to provide important benefits to Michigan communities. The extent of these benefits has never been quantified in a systematic way and, in 2008, the Michigan Department of Transportation (MDOT) contracted with Grand Valley State University to perform a broad based assessment of the community level benefits of passenger rail service.

The main objective of the research project has been to estimate the full range of these benefits at the community level. It is understood that passenger rail services provide important additional benefits to the state and the region in terms of congestion relief, safety, air quality improvement, and energy conservation. These benefits are discussed in the report but statewide or regional benefits are not quantified.

The research included a literature survey of other related studies to assess methodological implications for this project. Conclusions derived were that: benefits are sensitive to ridership activity (which is in turn influenced by service offerings); regional economic data should be used where possible; benefits of foregone travel should be estimated; long term benefits are contingent on local and regional development plans; and, projected benefits represent only estimates at a point in time subject to changing demographics, the economic profiles of different regions and the cost structure of competing forms of transportation.

It is important to recognize that Michigan communities receive only low or medium frequency levels of passenger rail service. Eleven of Michigan's 22 station communities have only a single daily round trip while the other half have from two to four daily round trips. These levels of service should not be expected to generate the kinds of economic impacts experienced by communities served by commuter rail, light rail, or heavy rail systems with hourly or more frequent service throughout the day. That said, existing Amtrak services to Michigan communities have been found to generate significant benefits and these benefits can be meaningfully quantified.

The National Railroad Passenger Corporation, operating under the Amtrak name, has since 1971, been the sole provider of intercity passenger rail service in Michigan. These services are provided to Michigan stations located on three corridors...

- The Wolverine Corridor between Pontiac, Detroit and Chicago
- The Blue Water Corridor between Port Huron and Chicago
- The Pere Marquette Corridor between Grand Rapids and Chicago.

Ridership on these services has grown by over 50% thus far this decade—from 457,000 passengers in the year 2000 to 724,000 passengers in 2008.

The 22 stations vary greatly in terms of ownership, age, architecture, staffing, and operation. They range from simple bus stop type shelters to historic restored depots to relatively modern buildings. Only ten of the stations are staffed with Amtrak station agents. Passengers boarding at other locations must purchase their ticket from a ticket machine, travel agent, Amtrak's web site, or from the conductor on the train. Thirteen of the stations are city owned, five are Amtrak owned, one each are owned by a local transit agency, Michigan State University, MDOT and a private owner. Operating responsibilities lie with cities, transit agencies, Amtrak, civic organizations or a mix of any of these organizations. There is no common model.

The principal objective of this research was to determine the benefits of passenger rail service to a local community. As such, a unique "Community Benefits Summary Sheet" was prepared for each station community. This Excel spreadsheet approach utilized information from MDOT's Transportation Management System (TMS). The spreadsheet is easily updatable and could possibly be directly integrated with the TMS system. Benefits may be classified into the following categories:

- a. Individual traveler benefits. Passenger trains offer an economical mode of transportation that is usually less expensive than flying or driving. This task compared existing passenger rail costs to costs that would be incurred if there were no passenger rail service in a community and alternative modes were used (or, alternately the trip was foregone). Ridership information was first obtained for each station from MDOT's Transportation Management System. The second step was to determine whether these travelers would make the trip in the absence of Amtrak service, and, if so, what mode would they use (auto, bus or plane). The 2007 MDOT/University of Michigan on-board survey was used for this purpose. The third step was to determine the costs of alternative mode travel. This was done primarily by internet searches of bus and airline fares assuming a 14-day advance purchase of a round trip ticket on a non-peak travel day. Costs for auto drivers was assumed to be the first half of 2008, IRS rate of \$.505 per mile divided by auto occupancy of about 1.8 persons (occupancy levels varied somewhat from corridor to corridor). This information was compiled for all major travel pairs for each station. Total statewide traveler savings were calculated as \$20.0 million for those individuals who used Amtrak instead of other modes of transportation. An estimate of the economic benefit of Amtrak service for passengers who would not make the trip in the absence of Amtrak service was calculated at \$2.7 million.

- b. Local business benefits. Travelers may utilize the train to travel to or from a community where they may use a taxi, rent a car, stay at a hotel, and eat at a restaurant. They may attend a conference or a sports event and they may shop in the community. This may vary from community to community but these and similar expenditures send a stream of benefits to many parts of the area. On-board survey data was used to determine the percentage of travelers that used taxis, rental cars, or local transit to access the train. Information was also obtained on passengers using hotels as well as length of stay. Respondents also indicated a primary trip purpose such as business or shopping. These responses allowed the research team to develop estimates, for example, of the number of persons who used taxis, stayed at hotels and shopped in station communities. The team was careful to isolate persons spending money in Michigan as opposed to Chicago or other out-of-state locations. Since Chicago is an important destination for Michigan train travelers it was important to exclude certain costs for travelers who resided in Michigan and were going to Chicago. As such, a conservative approach was utilized that considered Michigan hotel stays, meals, shopping and other activities for only non-Michigan residents. These types of direct expenditures send a stream of benefits throughout the community and were subject to an economic multiplier that resulted in local community benefits of \$25.7 million.
- c. Amtrak Expenditures. Amtrak operates all of the passenger rail services in Michigan. As such, Amtrak expends considerable amounts of money in Michigan for employee wages, supplies, and stations. In 2008, Amtrak employed 115 persons in Michigan. There are 48 persons involved in train operations as engineers, conductors, or train maintenance workers. There are 27 persons involved with station services including selling tickets. There are 40 employees involved in track and signal maintenance jobs related to the Amtrak owned track between Kalamazoo and Porter, Indiana. These employees were assigned to individual stations based on their work assignments. Other costs such as hotel, meal, and taxi costs for crew layovers in Michigan were also calculated by station, as were estimates for fuel and other supplies purchased in Michigan for use on Michigan services. As might be expected Amtrak expenditures are heavily weighted towards those station communities that serve as a crew base for Amtrak employees. Pontiac and Niles are good examples of stations with modest ridership but high levels of Amtrak expenditures. Costs for Amtrak vendor procurements that were not directly related to Michigan train operations were not included (e.g., purchase of over \$1 million in shoes from a Michigan vendor). Direct and indirect expenditures associated with Amtrak service in Michigan amounted to \$13.6 million.

The 22 Michigan communities with Amtrak stations receive \$62 million annually in quantifiable benefits attributable to passenger rail service. These benefits are summarized below for each of the three corridors. It is important to state that these represent quantifiable benefits attributable only to the local communities. Additional benefits more difficult to quantify relate to how the existence of passenger rail service in a community enhances its image as a place to live and do business. Significant additional benefits also accrue to the region and the state related to traffic congestion relief, safety, energy conservation, and air quality improvement. These benefits are substantial and research for the American Public Transportation Association (APTA) indicates that safety and vehicle emission costs alone amounted to \$.07 per vehicle mile in 1999. It is important to emphasize that these and other macro level benefits must be included in any consideration of the overall value of Amtrak service.

Summary of Quantifiable Community Benefits

	Pere Marquette Corridor	Blue Water Corridor	Wolverine Corridor	Total Statewide
Traveler savings	\$2,808,380	\$4,283,972	\$12,872,105	\$19,964,456
Non-traveler savings	\$ 345,737	\$ 545,449	\$ 1,848,575	\$ 2,739,761
Local business benefits	\$3,572,199	\$2,942,865	\$19,159,480	\$25,674,544
Amtrak expenditures	\$ 551,035	\$1,949,089	\$11,133,556	\$13,633,680
Total community benefits	\$7,277,351	\$9,721,374	\$45,013,716	\$62,012,441

Telephone interviews of community leaders and field surveys of each station were conducted as part of the work effort. This enabled the research team to obtain information and determine perceived and actual benefits associated with having an Amtrak station in a community. In general, there was a high degree of community support for the stations. The importance of the station to the community varies depending on the size and nature of the community and the type of station. In the smaller communities, the station may serve as a focal point for local activities and may even provide meeting space for public events or house the offices of the local chamber of commerce. In many cases, the station is seen as the only public link to intercity transportation because of the lack of intercity bus service or access to air service.

In larger communities, the service is viewed as one part of the multimodal transportation system but an important asset to the community. The location of the facility determines its potential for acting as a catalyst for further community economic development. The direct impact of the station on local businesses was generally acknowledged but little hard data was available. Restaurants and bars near stations receive additional business from travelers waiting for the train or disembarking in the community. Taxis serve most stations if the community is large enough to support a taxi service. In tourist-oriented communities, rail service provides direct access (walking) to local attractions. This is the case in St. Joseph, Dearborn (Greenfield Village platform) and New Buffalo. The survey respondents viewed passenger rail service as an important option for minority

and low income populations in the communities. It was also seen as an important service for college students in university communities such as East Lansing, Ann Arbor, Kalamazoo, and Albion.

A number of station communities have recently improved their stations and others are planning to do so. The report contains case studies of strategic approaches to station development by six Michigan communities. The report also contains a discussion of other community development benefits resulting from station development initiatives. This includes increased employment, increased property values and increased tax base. The concept of Transit Oriented Development (TOD) is discussed. Further, a literature review was undertaken of economic impacts associated with rail related developments. Most of the national research deals with developments in high-density urban areas where high levels of transit service are being proposed. This is quite different from the Michigan situation but does offer some insight on the strategic and developmental aspects of station development. The authors did obtain information on economic development issues relating to a proposed new commuter rail service in Wisconsin and the Amtrak "Downeaster" service from Boston to Portland. The latter service is more closely aligned with Michigan type services, but with important differences in terms of corridor length and service frequency. Economic studies of the "Downeaster" service expect significant growth in ridership and local development adjacent to the stations over the next few years.

Significant local economic benefits are associated with the provision of Amtrak service in Michigan. This research indicates local communities currently realize \$62.0 million annually in benefits. Additional benefits accrue to the region, state, and nation in the form of congestion relief, air quality improvement, energy conservation, and safety. The benefits accrue to the local community even though service is very limited with only a single daily round trip provided to half of Michigan's stations. This severely limits the potential for economic development impacts. The implementation of greatly improved levels of service and train speeds such as those in the proposed high speed Midwest Regional Rail System would dramatically change station area dynamics and overall benefit levels for local communities. The addition of commuter services in the southeast Michigan region would also result in major station development opportunities.

Michigan Passenger Rail Station Community Benefits Study

1.0 Project Background

1.1 Description and objectives.

Passenger rail service is perceived to provide important benefits to Michigan communities. The extent of these benefits has never been quantified in a systematic way and the Michigan Department of Transportation (MDOT) is interested in performing a broad based assessment of the community level benefits of passenger rail service. In Michigan, Amtrak provides intercity passenger rail service to 22 communities and these services have a wide range of direct, indirect, and induced economic impacts. Some of the direct impacts are related to the employment of workers and expenditures on the operation of the service. Other direct benefits relate to the increased mobility of the population at lower travel costs. Indirect benefits include expenditures by travelers for hotels, meals, taxis, and shopping and, economic development opportunities afforded to the community by the presence of passenger rail service. Induced benefits relate to the multiplier effect of these expenditures spread throughout the station community and the region.

The main objective of the research project has been to estimate the full range of these direct, indirect, and induced benefits at the community level and to develop approaches to incorporate the findings into MDOT processes such as the Transportation Management System. It is understood that passenger rail services provide important additional benefits to the state and the region in terms of congestion relief, air quality improvement, and energy conservation. These benefits are discussed in the report but statewide or regional benefits are not quantified.

It is also important to state that Michigan communities receive only low or medium frequency levels of passenger rail service. Half of Michigan's 22 station communities have only a single daily round trip while the other half have from two to four daily round trips. These levels of service should not be expected to generate the kinds of economic impacts experienced by communities served by commuter rail, light rail, or heavy rail systems with hourly or more frequent service throughout the day. That said, existing Amtrak services to Michigan communities generate significant benefits and these benefits can be meaningfully quantified. The results of this initiative should prove useful to local communities and the state in supporting the continuation or expansion of these services.

1.2 Types of benefits.

Three major categories of community level benefits are considered and quantified in this report. These are:

- Individual traveler benefits. Passenger trains offer an economical mode of transportation that is usually less expensive than flying or driving. These benefits are significant and this report quantifies the savings for each of the 22 station communities in Michigan.
- Benefits from Amtrak expenditures in station communities. Amtrak expends considerable amounts of money in Michigan communities for employee wages and for the procurement of goods and services. Information was obtained from Amtrak and estimates of expenditures for each station community were developed. This includes expenditures relating to train crews, station agents, fuel, and track and equipment maintenance. These expenditures are quantified for each station community.
- Local business benefits. Rail passengers may utilize a train to access a community where they use a taxi, stay at a hotel, eat at a restaurant, or shop at a store. These and similar expenditures send a stream of benefits

to many parts of the community. These expenditures have been estimated and quantified for each of the station communities.

The availability of passenger rail service may also afford a variety of quality of life and economic development benefits to a community. The report discusses community impacts in other states based on a literature review. It also contains a discussion of existing or planned station developments in Michigan and the kinds of benefits that are expected.

1.3 Assignment of benefits.

The study assigned all benefits to the community in which the station is located. That said, the authors recognize that the benefits may actually be spread more broadly across the entire service area of a given station. Special problems also exist in assigning benefits to stations located in Southeast Michigan where there are five stations serving the metropolitan area. Some of these stations are only a few miles apart (e.g., four miles between Birmingham and Royal Oak). Some travelers who may live in one part of the region may choose to travel to another (e.g., Pontiac residents may drive to Dearborn) to board a train because of perceived travel time, parking or other factors. Nonetheless, the values for each community when added together present a reasonable representation of the values for the region. Some outstate stations also draw from a large geographic area—for example, people from the Tri-Cities area may board the train at Flint whereas those from Mt. Pleasant may board in East Lansing and those from Traverse City may board in Grand Rapids. The station community may benefit to some degree even if the traveler is not a resident of the community where the station is located.

1.4 Other societal benefits.

Benefits at the community level represent only a portion of total societal benefits associated with passenger rail service. Other benefits accrue at the regional, state, and national level and include such things as energy savings, air quality improvements, congestion relief, and safety. In each of these categories, passenger trains provide a clear and quantifiable benefit over alternative modes. Any assessment of the total value of passenger rail service to Michigan must be sure to include these types of regional and statewide benefits in addition to the community level benefits that are the subject of this report. This is especially important when one is comparing the public sector costs of passenger rail service with the benefits derived from those services.

1.5 Time period representation.

The study is representative of the 2007-2008 time period. It utilizes calendar year 2007 ridership information and modal cost and other information from 2008.

2.0. Michigan's Passenger rail System

2.1 Overview and history.

Passenger rail services have been provided in Michigan for over 170 years. The first passenger train operated between Toledo and Adrian in 1836. By 1909, a 9000-mile network of railroad lines provided passenger service to nearly every city, town, and village in the state. The railway depot provided the doorway to the community and stations ranged from small wooden shelters to massive and distinguished buildings.

Railroads provided virtually all of the intercity transportation until the second decade of the 20th Century when automobiles and improved roads began to

siphon off local rail traffic. This trend accelerated over the decades as roads were improved and longer distance traffic shifted to air. By the early 1960's, the construction of the Interstate Highway System and massive investments in airports and airways dealt an almost fatal blow to the passenger rail industry. As ridership declined and losses grew, many passenger trains were discontinued by their private railroad operators and it became apparent that government must become involved if any passenger rail service was to survive.

In response to this crisis, in 1970, the federal government passed the National Railway Passenger Service Act that created the National Railroad Passenger Corporation known as Amtrak. This Act provided for private freight railroads to turn over passenger equipment and assets to Amtrak and, in return, they were relieved of their passenger service obligations. On May 1, 1971, virtually every privately operated intercity passenger train in the country was discontinued and most remaining services were assumed by Amtrak under a nationwide system.

In Michigan, about a dozen daily round trips on seven routes operated on April 30, 1971. The next day, May 1, only two round trips operated between Detroit and Chicago. Since that time Amtrak has been the sole operator of intercity passenger rail services in Michigan and, with minor exceptions, the entire U.S. These services receive financial assistance from the federal government and from many states including Michigan. Additional routes were added at the request of the State of Michigan between Port Huron and Chicago in 1974 and between Grand Rapids and Chicago in 1984. The existing system is shown in Figure 2.1.

2.2 Michigan routes and services.

In 2009, three routes provide passenger rail service in Michigan as shown in Table 2.1. These services have generally been in place for many years as evidenced by the following:

- Wolverine Service provided by Amtrak began with two round trips on May 1, 1971 between Detroit and Chicago. A third round trip was added in 1975 and service was extended to Pontiac in 1994. Between 1980 and 1995, one of the round trips was extended to and from Toledo while continuing to serve Detroit and all other stations to the west.

Figure 2.1



- The Blue Water Service started in 1974 between Port Huron and Chicago. From 1982-2004, the service operated as an international route from Toronto and Port Huron to Chicago. The international component to Toronto was discontinued in 2004 and service again originated and terminated in Port Huron.
- The Pere Marquette Service started in 1984 between Grand Rapids and Chicago has operated continuously since that time.

Table 2.1
Michigan Passenger rail Routes

Route	Name of Service	Daily Round Trips	2007 Ridership	2008 Ridership
Pontiac-Detroit-Chicago	Wolverine	3*	455,020	474,479
Port Huron-Chicago	Blue Water	1*	130,063	138,604
Grand Rapids-Chicago	Pere Marquette	1	106,462	111,575
Statewide			691,545	724,658

* The Blue Water service operates on the Wolverine route from Battle Creek to Chicago resulting in 4 round trips on that segment.

The three corridors are operated by Amtrak with financial support for the Blue Water and Pere Marquette services coming from the State of Michigan. The Wolverine service is part of Amtrak's basic national system and does not receive State support for operations.

The three corridors primarily operate over rail lines owned by Michigan's major freight railroads—Canadian National Railway, Norfolk Southern, CSX Transportation plus portions of the Conrail Shared Assets territory in metropolitan Detroit. This is typical of all Amtrak operations throughout the nation. An

important exception is the railroad between Kalamazoo, Michigan and Porter, Indiana that is directly owned and operated by Amtrak. This line has been improved for service at speeds up to 110 mph, although the current allowable passenger train speed is 95 mph. This line segment is used by both the Wolverine and Blue Water trains.

The freight railroads used by Amtrak typically allow Amtrak operations at maximum speeds of 65-79 mph. Freight railroad ownership of the rail lines with the resulting control of dispatching duties has caused problems with on-time performance of passenger trains. Some of the line segments have heavy freight train volumes that often delay passenger trains, producing persistent on-time performance problems.

2.3 Ridership trends

Ridership on Michigan passenger trains has grown by over 50 % thus far in this decade-- from 481,223 passengers in year 2000 to 724,658 passengers in 2008. Current ridership is, by a wide margin, the highest ridership level since the inception of Amtrak in 1971.

Recent increases are part of nationwide increases in Amtrak ridership primarily caused by higher fuel and other transportation costs. In addition, state, local, and national marketing efforts have increased awareness of the advantages of train travel. In Michigan, anecdotal evidence suggests that the ridership would be even higher if more passenger cars were available and if on-time performance were more reliable. Ticket agents and others told the research team that many trains are sold out and potential passengers are unable to purchase tickets on the days that they prefer to travel. Table 2.2 provides information on ridership by route since 1994.

Table 2.2
Michigan Ridership Trends
1994-2008

Year	Wolverine	Blue Water	Pere Marquette	Statewide
2008	474,479	138,604	111,575	724,658
2007	455,020	130,063	106,462	691,545
2006	444,319	124,953	103,912	673,184
2005	411,092	115,741	98,299	625,132
2004	379,677	98,356	90,522	568,555
2003	344,107	88,530	75,606	503,243
2002	295,550	88,045	63,596	447,191
2001	294,570	103,197	59,437	457,204
2000	313,255	106,866	61,102	481,223
1999	334,946	113,864	69,934	518,744
1998	365,143	112,168	65,788	543,099
1997	414,601	125,126	65,065	604,792
1996	383,426	111,348	58,516	553,290
1995	366,365	111,773	45,159	523,297
1994	402,461	117,100	70,995	589,142

3.0 Michigan's Amtrak Stations

The research team visited all of Michigan's Amtrak stations, prepared an inventory of findings, took pictures, and talked to station personnel when possible. Follow up calls were also made to local community representatives to get their views on a number of matters pertaining to the station including perceived benefit to the community.

Table 3.1
Station Characteristics

Station Name	Fixed Route Bus	Intercity Bus	Adjacent Land Uses	Immediate Proximity			Indoor Waiting	No. of Seats	Ticket Agent	Electronic Ticket Info
				Food	Conven. Store	Lodging				
Albion		x	Mixed industrial, residential	x			x	15		
New Buffalo			Commercial							
Dowagiac			Commercial, retail, resident.	x	x		x	24		
Bangor			Commercial	on site	x		x	24		
Lapeer			Industrial, commercial				x	10+		
St. Joe/Benton Harbor			Residential	on site			x	16		x
Durand			Industrial, commercial				x	50+		x
Port Huron			Industrial, commercial				x	35	x	
Pontiac	x	x	Office, commer., industrial	x			x	20		
Niles			Residential, industrial				x	70	x	
Birmingham			Residential (lofts)	x						
Flint	x	x	Municipal, transit center				x	25	x	
Royal Oak	x		Commercial	x						x
Jackson	x		Commercial	x	x		x	80	x	x
Holland	x	x	Commercial	x			x	30		x
East Lansing	x	x/Thruwy	University bldg., retail	x	x		x	35	x	x
Battle Creek	x	x/Thruwy	Mixed retail, commercial				x	48	x	x
Grand Rapids	x	Thruway	Industrial, commercial				x	28		x
Detroit	x	Thruway	Office, commercial	x			x	64	x	x
Dearborn		Thruway	Municipal, Office Bldgs.				x	57	x	x
Kalamazoo	x	x	Commercial	on site	x		x	110	x	x
Ann Arbor	x	Thruway	Commercial, office	x			x	50	x	X

3.1. Station inventory.

Michigan has 22 Amtrak stations. These stations vary greatly in terms of ownership, age, architecture, staffing and parking availability. They range from simple bus stop type shelters to historic restored depots to relatively modern buildings. A tabular presentation of station characteristics is presented in Table 3.1. Stations are listed by ridership levels from low to high.

Some findings...

- Ten stations have ticket agents.
- Twelve have electronic ticket machines.
- All but three stations have indoor waiting rooms available.
- Most, but not all, stations have arrangements with local contractors to open the buildings at train time when no agent is available.
- All but one station have parking spaces available. Most are free but some require payment
- No food service is available at any of the Amtrak stations with the exception of Kalamazoo that has a small convenience store, St. Joseph where the station is located in a portion of a restaurant, and Bangor that has a coffee shop type restaurant. Some other stations have vending machines.
- Seven of the stations also serve intercity bus passengers and six are served by the Thruway Bus service
- Eleven of the stations are served by fixed route local transit.

3.2 Station types.

There are four general types of stations.

- Basic. (Three stations) Bus stop type shelters exist at Birmingham, New Buffalo, and Royal Oak. The Birmingham station may be replaced by a new station and the Royal Oak station is adjacent to a

SMART bus station that has indoor seating available. The New Buffalo Station is being relocated and enhanced.

- Historic Depots. (Ten stations). Historic station buildings have been restored in Lapeer, Dowagiac, Bangor, Durand, Niles, Albion, Jackson, Holland, and Kalamazoo. St. Joseph uses a portion of the old station as a restaurant.
- Modern. (Eight stations). Since 1971, Amtrak, sometimes with MDOT financial assistance, has constructed stations in Port Huron, Flint, Battle Creek, Detroit, Dearborn, and Ann Arbor. Grand Rapids has a very simple frame building. A new station is scheduled to be built in Pontiac in 2009.
- Other. East Lansing uses a converted warehouse owned by Michigan State University (MSU).

3.3 Ownership and management of stations.

There are several ownership models.

- Thirteen stations are owned by the City in which they are located.
- Five of the stations are owned by Amtrak.
- One station is owned by each of the following: MDOT, Flint MTA, MSU, and private owners.
- Stations in Kalamazoo, Battle Creek, Flint, and East Lansing are managed by the local transit authority.

3.4 Survey of community benefits associated with passenger rail service.

A telephone survey was conducted of contacts associated with individual stations to determine perceived and actual local benefits resulting from having an Amtrak station in their community. A variety of local officials and advocates were surveyed including city officials, regional planners, transit agency employees, and civic and business

organization staff. The same set of questions was used for each interview (see appendix 8.4 for the survey form).

The research team was able to find at least one person in each community who had some knowledge and/or responsibility for the station. However, it was sometimes difficult to obtain substantive information. There are major differences in ownership, maintenance, management, and operation from community to community. There is no single model and each community has developed an approach that is suitable for their specific situation. There is often no single individual who has responsibility for the station as this may be shared between a city, a transit agency, Amtrak or a civic organization.

In general, there is a high degree of community support for the stations. The importance of the station to the community varies depending on the size and nature of the community and the type of station. In the smaller communities, the station may serve as a focal point for local activities and may even provide meeting space for public events or house the offices of the local chamber of commerce. In many cases, the station is seen as the only public link to intercity transportation because of the lack of intercity bus service or access to air service.

In larger communities, the service is viewed as one part of the multimodal transportation system but an important asset to the community. The location of the facility determines its potential for acting as a catalyst for further community economic development.

Operational responsibilities may rest with the city, transit agency, regional planning agency, Amtrak, volunteers or a mix of any of these agencies. The organizations, other than city government, most commonly involved with the operation and promotion of the passenger rail service are the Chamber of Commerce, the Visitors and Convention Bureau, and various service organizations. In some instances, the actual operation of the station (opening and closing) is done by volunteers.

The impact of a community's station on local businesses was generally acknowledged but little hard data is available. Restaurants and bars near stations receive additional business from travelers waiting for the train or disembarking in the community. Taxis serve most stations if the community is large enough to support a taxi service. In tourist-oriented communities, rail service provides direct access (walking) to local attractions. This is the case in St. Joseph and the proposed New Buffalo station. Greenfield Village is currently served by a platform but is not a regularly scheduled stop. Greenfield Village is not accessible from the current Dearborn station but will be from a proposed new station location.

Expenditures for improvements to local stations are done on an ad hoc basis. Most improvements are funded by state or federal grants with no systematic funding mechanism in place. Several communities are involved in joint marketing efforts with other communities on the same line.

The passenger rail service is viewed as an important option for minority and low income populations in the communities. It is also seen as an important service for college students in university communities such as East Lansing, Ann Arbor, Kalamazoo, and Albion.

3.5 Station development perspectives

Each station is different in terms of its potential for development. Some stations are isolated from the surrounding community and offer little potential in their existing location. Others are located in areas where development can and sometimes is occurring. That said, most of the stations serve their intended purpose of providing an acceptable location to board the train. They typically have adequate parking and are generally, but not always, perceived to be in safe locations. With some exceptions, they tend to provide an adequate gateway to and from their communities given the relatively low levels of train service.

There are several situations in Michigan where local communities are making plans for relocating and constructing new stations to take advantage of favorable local conditions. Those situations are discussed in detail later in this study.

It is unrealistic to expect stations that have only a single daily round trip and a handful of passengers to trigger high levels of land development. Sometimes this development occurs in areas adjacent to the station because of other favorable factors that are incidental to the availability of passenger train service. Developers may perceive that improvements in service levels in the future could greatly enhance their investments.

3.6 Impact of potential new services.

As previously stated, development potential, and related economic benefits, are driven largely by passenger activity levels. These in turn are determined by the quality of the service offerings, especially those relating to service frequency (e.g., daily round trips), travel time, price, and train capacity. Interviews with Amtrak station personnel indicated that there is the need for additional passenger rail cars during peak travel time periods. In Michigan, there are several initiatives under way that could dramatically increase passenger activity levels.

3.61 Midwest Regional Rail System. The Midwest Regional Rail Initiative represents an ongoing effort to develop an improved and expanded passenger rail system in the Midwest. State transportation agencies in nine Midwestern states are sponsors of this initiative. The over all proposal is the operation of a 3000-mile “hub-and-spoke” system providing service to and through Chicago to locations in the Midwest. Trains would operate at speeds up to 110 mph. In Michigan, this system would initially involve an increase from 3 to 6 trains daily, eventually with 10 daily round trips at 110 mph between Chicago and Detroit with seven continuing on to Pontiac. In addition to the ten trains destined for Detroit or Pontiac, there would be an additional four trains between Chicago and Kalamazoo. These trains would be split at Kalamazoo, and would

continue as separate trains at reduced speeds to Port Huron and Grand Rapids/Holland.

The increased speeds and frequencies are expected to generate significant additional ridership. Major Michigan stations would receive 3-4 times the amount of daily train service compared to the current situation. The additional ridership would dramatically increase local community benefits. These would be further enhanced by the construction of the necessary new infrastructure including new stations and track structure. The Midwest Regional Rail System Executive Summary published in September 2004 indicates that Michigan infrastructure and train expenditures would total \$1.1 billion (in 2002 dollars).

3.62 Commuter Rail Developments. Local communities could also benefit from the development of rail commuter services. Over the years, there have been studies of expanded commuter services in Southeast Michigan. Some of the plans involved the establishment of a comprehensive system serving most parts of the region. The plans have always assumed that service to/from Ann Arbor and Pontiac would be worthwhile. In fact, both of these corridors had publicly sponsored rail commuter service into the 1980's.

The most prominent current proposal is to implement restored service between Ann Arbor and Detroit. This project is being managed by the Southeast Michigan Council of Governments (SEMCOG) and start-up is scheduled to occur in October 2010. This would provide service to Ann Arbor, Ypsilanti, Dearborn, and Detroit as well as one or more new stations. This would provide the possibility of direct bus service to Detroit Metro Airport from a station in the Westland/Wayne/Inkster area and a connection to the proposed light rail service in the Woodward Avenue Corridor.

Another proposal involves the 'Wally' service from Howell to Ann Arbor with three intermediate stops. This project is being managed by the Ann Arbor Transportation

Authority. The initial service would not be able to serve the existing Ann Arbor Amtrak station due to railroad ownership and engineering issues.

4.0 Individual Station Benefits

The principal objective of this research is to determine the benefits of passenger rail service and its station to a local community. These benefits may be classified into the following categories:

- a. Individual traveler benefits
- b. Amtrak expenditures in station communities
- c. Local business benefits

These benefits have been quantified for each station community and a summary sheet for each of Michigan's 22 Amtrak stations is contained in appendix 8.7. The information in the summary sheet is largely driven by ridership information contained in MDOT's Transportation Management System (TMS). The TMS contains information provided by Amtrak on the number of passenger boardings and deboardings at each of Michigan's Amtrak stations and the origin and destination of their trip. The possibility exists to automate a process where individual community benefit summaries could be routinely and easily updated as part of the TMS process.

4.1 Individual traveler benefits.

Passenger trains offer an economical mode of transportation that is usually less expensive than flying or driving. This task compares existing passenger rail costs to costs that would be incurred if there were no passenger rail service in a community and alternative modes were used (or, alternately the trip was foregone).

4.11 Procedure. The first step in the process was to obtain ridership information for each Michigan passenger rail station from MDOT's Transportation Management System (TMS). MDOT obtains this directly from Amtrak, and origin-destination

information is available for each station. Year 2007 information was utilized for this process and data was compiled for stations in the Wolverine, Pere Marquette, and Blue Water corridors.

The second step in the process was to determine the alternative travel mode that would be used if Amtrak service were not available. This decision was based on responses from the comprehensive on-board ridership survey conducted by the University of Michigan (U of M) in 2007. This survey asked how a traveler would make the trip in the absence of Amtrak service to a community. It also provided information on those that would not make the trip in the absence of Amtrak service. The research team supplemented the 2007 data with information from a similar survey conducted by U of M in 2000. Without the 2000 survey data, there would have been a number of gaps in the analysis, including duration of trip in days, number of travelers in party, and percentage of travelers using hotels.

The use of two separate surveys was beneficial in that different travel time periods and question sets were involved. For example, the 2000 survey was conducted during the December holiday travel period when trip purposes (e.g. more shopping) might be somewhat different than other times of the year. The spring 2007 survey was perceived to be more representative of overall travel characteristics but the 2000 data provided important additional information.

The third step in the process was to determine the costs of the alternative modes and compare them to Amtrak costs. This involved internet searches of intercity bus and airline companies in order to derive a reasonable estimate of ticket costs for those modes.

This effort is complicated by market-based pricing for each mode wherein the price can vary significantly on a daily or seasonal basis depending on travel demand. The basic approach was to utilize 14-day advance purchase fares based on a round-trip purchase. Thus, a traveler flying to Chicago in lieu of an Amtrak trip was

assumed to pay one-half of the round trip fare for each leg of the trip. For those travelers who would drive in lieu of train service, the IRS rate for the first half of 2008 of \$.505 per mile divided by auto occupancy of about 1.8 persons per car was utilized, although this varied somewhat from corridor to corridor. The IRS rate was utilized because it is the most widely used measure for automobile cost. It includes gas, depreciation or lease payment, maintenance and repairs, insurance, tires, oil, and license and registration. Added for all modes were parking, tolls, and other appropriate fees to the trip. The last step in the process was to subtract Amtrak fares from alternative mode fare costs to determine whether there were any savings. Also a calculation was made for those individuals who would forego the trip. The procedure utilized was quite complex and numerous tables and data points were considered in preparing the summary tables at the end of this report. A more detailed discussion of the procedure is contained in separate technical memoranda.

Non-traveler benefit occurs because part of the population making a trip by train is unwilling to make that same trip with more expensive alternatives. Taking the trip has value to the citizen above the cost that they pay for the trip. An example is helpful. A regular train trip from Grand Rapids to Chicago is \$35 but the overall cost of driving is \$65. Therefore, this person will not make the trip because his consumer satisfaction is not as high as \$65. However, if the trip is available by train for \$35 and his consumer satisfaction is \$50, there is an additional consumer surplus gain of \$15. Knowing that a train traveler was willing to purchase the train ticket, but was unwilling to spend money on the most likely next expensive alternative provides an estimate of how much “consumer surplus” is lost by individuals who no longer are willing or able to take the trip in the absence of train travel. This estimate of non-traveler benefit takes into account that the money they spent on the ticket will be spent on something else, but they do not get the additional benefit of the trip beyond the original price of the ticket.

4.12 Results. Table 4.1 indicates that the availability of Amtrak service to Michigan communities saved travelers \$22.7 million in 2007. This is again based on the 2007 on-board passenger survey indicating how people would make the trip in the event that Amtrak service was not available. Appendix 8.7 of this report provides a “Community Benefits Sheet” for each station community that shows the amount of money travelers save with the availability of Amtrak service.

Table 4.1
Traveler Savings for Michigan Amtrak Passengers

	Pere Marquette Corridor	Blue Water Corridor	Wolverine Corridor	Total Statewide
Traveler savings with Amtrak	\$2.8 m	\$4.3 m	\$12.9 m	\$20.0 m
Non-Traveler savings	\$.3 m	\$.5 m	\$1.8 m	\$2.7 m
Total	\$3.1 m	\$4.8 m	\$14.7 m	\$22.7 m

4.2 Local Business Benefits

Travelers may utilize the train to travel to or from a community where they use a taxi, rent a car, stay at a hotel, and eat at a restaurant. They may attend a conference or a sports event and they may shop in the community. This may vary from community to community but these and similar expenditures send a stream of benefits to many parts of the area.

4.21 Procedure. This analysis relied heavily on responses contained in the 2000 and 2007 U of M ridership surveys of Michigan Amtrak passengers. Survey respondents indicated the mode of access to and from stations such as taxi, transit, private vehicle, or rental car. It also contained information on hotel use and length of stay. Respondents also indicated the primary purpose for the trip such as business or shopping. These responses allowed the research team to develop estimates, for example, of the number of persons who used taxis, stayed at hotels and shopped in station communities.

The research team was careful to isolate persons spending money in Michigan as opposed to Chicago or other out-of-state destinations. Since Chicago is a major destination for Michigan train travelers it was important to exclude those travelers who resided in Michigan and were traveling to Chicago. As such, hotel stays, meals, shopping and other activities were considered for only non-Michigan residents. Thus, only about 7% of all Amtrak passengers were assumed to utilize Michigan hotels for business, convention, shopping, or other purposes. This is a conservative estimate since there would likely be some Michigan residents who would stay and shop in-state.

A conservative set of estimates was used for these kinds of activities based on State of Michigan government travel rates for 2008 for hotels (\$65/night) and meals (\$38.50 per diem) and the assumption was made that the typical stay was four nights based on the survey results. An assumption was also made that those persons declaring shopping as the major trip purpose would expend \$100. This is a very conservative estimate for those individuals declaring shopping as the primary reason for the trip.

It was also assumed that travelers would spend money for miscellaneous purposes including meals in the station community or other incidental expenditures. Discussions with local station agents or others indicated that passengers or persons dropping off or picking up passengers will sometimes eat at a nearby restaurant or purchase incidentals from a local coffee shop. Several examples of this include:

- Ann Arbor. Many passengers (or those meeting or dropping off passengers) eat at several nearby restaurants and at least one restaurant is very appreciative of the business. A server said they do a lot of Amtrak passenger related business.
- Bangor. Passengers often purchase coffee or breakfast items at the coffee shop located in the station. Sometimes the Amtrak train crew will call ahead and have items delivered to them when they stop.

- Kalamazoo. The station has a convenience store and there are nearby restaurants.
- St. Joseph. The waiting room is located in a restaurant.
- East Lansing. A nearby convenience store does considerable business since it is close to the station. This is especially true if the train is late.

4.23 Results

Table 4.2 indicates that local communities are the beneficiary of about \$15.7 million annually in expenditures by Amtrak passengers using local passenger stations. This represents the equivalent of about \$23 for every Amtrak passenger using Michigan Amtrak stations. The research team believes that the assumptions used represent a conservative estimate. However, it is also recognized that communities differ widely in terms of trip purposes that may utilize a station. For example, some smaller station communities may attract far fewer business or conference travelers than a larger more diverse metropolitan area such as Ann Arbor with the University of Michigan and its related Medical Center or Detroit as the business and cultural center of Michigan. As a result, it was decided to assume the following:

- Category 1 Station. Ann Arbor, Battle Creek, Birmingham, Dearborn, Detroit, Jackson, Kalamazoo, Niles, Pontiac, and Royal Oak. Defined as a metropolitan area station with multiple daily service frequencies----\$25 per passenger.
- Category 2 Station. Grand Rapids, Holland, East Lansing, Flint, Port Huron, and St. Joseph. Defined as a metropolitan area station with a single daily frequency----\$20 per passenger
- Category 3 Station. Albion, Dowagiac, Bangor, New Buffalo, Durand, and Lapeer. Smaller community station----\$15 per passenger.

Station communities may argue that their value should be higher or lower depending on their special circumstances. The nature of this process allows them to simply insert a different value in the Community Benefit Summary Sheet to derive a different figure.

Table 4.2
Local Business Benefits from Passenger rail Service

	% using	Trip Universe	Total Trips	Average Cost	Total Cost	Cost/Pass. Statewide	Note
<u>Access</u>							
Taxi	8.5	691,545	58,781	\$10	\$587,813	\$0.85	1
Transit	2.4	691,545	16,597	\$1	\$16,597	\$0.02	1
Rental Car	0.1	691,545	692	\$50	\$34,577	\$0.05	1
Personal Vehicle	81.7	691,545	564,992	\$2.80	\$1,581,978	\$2.29	2
Total					\$2,220,966	\$3.21	3
<u>Lodging/Meals</u>							
Hotel/motel	7.42	345,772.5	25,656	\$260	\$6,670,643	\$9.65	4
Meals	7.42	345,772.5	25,656	\$154	\$3,951,073	\$5.71	4
Total					\$10,621,716	\$15.36	
<u>Incidentals</u>							
Shopping	5	345,772.5	17,289	\$100	\$1,728,863	\$2.50	5
Incid. meals	10	691,545	69,155	\$10	\$691,545	\$1.00	6
Misc.	100	691,545	691,545	\$1	\$691,545	\$1.00	6
Total Expenditures by Passenger					\$15,954,635	\$23.07	Used to develop assumptions
						Assume Following at Community Level	
Category 1 Station	Metro area station w/ multiple service				\$25/passenger		
Category 2 Station	Metro area with single service				\$20/passenger		
Category 3 Station	Smaller community station				\$15/passenger		
Results from Summary Sheets with Above Assumptions							
Grand Total from Summary Sheets					\$15,721,820	\$22.73	Avr. Direct Exp./Passenger
Indirect Expenditure Multiplier					\$9,952,725		Avr. Indirect Exp./passenger
Grand Total Direct and Indirect Expenditures					\$25,674,545	\$37.13	Avr. Total Exp./Passenger
						1.6331	Avr Multiplier

Notes for Table 4.2 are in Appendix 8.5

The direct expenditure of money in a community has a multiplier effect that results in additional induced expenditures in a community. The research team obtained multipliers generated by the RIMS II model based on the Bureau of Economic Analysis (BEA) statistics for 2006 at the county level. Different multiplier sets were obtained for five different regions in Michigan served by Amtrak. Each set contained a multiplier for retail type expenditures and one for rail related expenditures. The retail multipliers ranged from 1.4265 to 1.5817. The rail related multipliers ranged from 1.5591 to 1.8081. This issue is explained in greater detail in Appendix 8.3.

The application of these multiplier values to local business expenditures in each station community resulted in indirect and induced expenditures statewide of \$25,674,544.

4.3 Benefits from Direct Amtrak Expenditures

Amtrak operates all of the passenger rail services in Michigan. As such, Amtrak expends considerable amounts of money in Michigan for employee wages, supplies, and stations. These expenditures provide benefits to the local communities where employees live and work or where stations are located.

4.31 Procedure. Information was obtained from Amtrak on employee residence locations and procurement expenses in Michigan. Employees were assigned to station locations based on discussions with Amtrak officials and material submitted to the research team by Amtrak. Some estimates were necessary but overall employee numbers and wages correlated closely with statewide totals shown on the Amtrak website. Procurement expenditures were assigned to stations if they had a relationship to a particular station. Amtrak purchases from Michigan vendors that were intended to support system operations on a nationwide basis were not considered. For example, Amtrak purchased \$5.7 million in goods or services from Michigan vendors in 2007 and \$13.6 million in 2008. Examples include over \$1

million in computer software services and over \$1 million in shoe purchases. Many of these vendors are not located near a Michigan station and the procurement has little or nothing to do with Amtrak's service at an individual Michigan station. The test for inclusion in the calculations was that the expenditure must relate substantially and directly to Amtrak services in Michigan.

4.311 Employee Wages. In 2008, Amtrak employed 115 employees in Michigan. These employees fall into three categories:

- Operating employees including engineers, conductors, assistant conductors, and train maintenance personnel. These employees are primarily based in Pontiac, Port Huron, and Grand Rapids. There are 48 employees in this category.
- Station services include selling tickets, cleaning and providing information and security. Amtrak station agents are located in 10 Michigan stations. Some stations have a single agent on a single shift while others have several agents on several shifts. There are 27 employees in this category.
- Engineering department employees that maintain track and signal systems on the Amtrak owned 97-mile rail line between Kalamazoo and Porter, Indiana. There are 40 employees in this category.

4.312. Other Amtrak expenditures. As stated previously many of Amtrak's procurements have little to do with Michigan stations and services and were not included. However, one major purchase was \$6 million in fuel purchased from a Pontiac fuel vendor. This is used to fuel locomotives assigned to trains 352 and 354 that overnight in Pontiac. Approximately 4,000 gallons per day of diesel fuel is consumed. This study assigned only an estimate of the cost of direct labor and vendor profit to the Pontiac station for this procurement. Costs for landscaping services, station maintenance, office supplies, trash pickup, and other costs that could be directly tied to an Amtrak station were estimated and included in the calculations. In addition, Amtrak expenditures for crew layover costs (e.g., taxi,

hotel, meals) were estimated for each station. A major cost element was also supplies and materials related to the Amtrak owned line between Kalamazoo and Porter, Indiana. Approximately 40 employees utilize everything from rail to ties to gasoline to maintain this line.

4.313 Results. This process resulted in the assignment of over \$9 million in direct Amtrak expenditures to individual stations. Direct expenditures as shown in Table 4.3 are as follows:

- \$7,150,000 in direct employee wages (note: Amtrak's website shows Michigan wages of \$6.6 million in 2007 and \$7.5 million in 2008)
- \$242,000 in employee layover costs for taxis, hotels and meals
- \$300,000 for miscellaneous expenses such as office supplies, trash pickup, train toilet waste disposal, train supplies etc.
- \$700,000 for Pontiac refueling costs direct vendor labor and profit
- \$485,000 for Amtrak line (Kalamazoo-Porter) equipment and materials
- \$150,000 for Amtrak owned station operations (includes utilities & maintenance)

These values are subject to economic multipliers, as the expenditures will flow throughout the community (see appendix 8.3). The addition of these multipliers, ranging between 1.5591-1.8081 depending on the station, results in \$13.6 million of Amtrak direct and induced expenditures in Michigan.

Table 4.3
Michigan Amtrak
Estimated Employment, Wages and Other Expenditures

		Employee	Typical Wages	Total Wages	Other Costs 1/	Layover Expenses	Station Total	
Port Huron								
	Engineers	3	\$ 80,000	\$ 270,000				
	Conductor/asst conductor	6	\$ 70,000	\$ 420,000				
	Equipment maintenance (contract)	4	\$ 45,000	\$ 180,000				
	Agent	1.5	\$ 50,000	\$ 75,000				
		14.5		\$ 945,000	\$ 125,000	\$ 18,800	\$ 1,088,600	
Pontiac								
	Engineers	10	\$ 90,000	\$ 900,000				
	Conductor/asst. cond	12	\$ 70,000	\$ 840,000				
	Student engineer	1	\$ 70,000	\$ 70,000				
	Student conductor	1	\$ 50,000	\$ 50,000				
	Secretary	1	\$ 40,000	\$ 40,000				
	Equipment maintenance (contract)	3	\$ 60,000	\$ 180,000				
	Road foreman of engines	1	\$ 100,000	\$ 100,000				
		29		\$ 2,180,000	\$ 800,000	\$ 111,700	\$ 3,091,700	
Battle Creek								
	Engineer	1	\$ 90,000	\$ 90,000				
	Agent	2.5	\$ 50,000	\$ 125,000				
	Road foreman of engines	1	\$ 100,000	\$ 100,000				
		4.5		\$ 315,000		\$ 37,200	\$ 352,200	
Grand Rapids								
	Equipment maintenance (contract)	4	\$ 45,000	\$ 180,000	\$ 100,000	\$ 74,500	\$ 354,500	
Niles								
	Station agent	1.5	\$ 50,000	\$ 75,000	\$ 25,000			
	Track and signal maintenance	40	\$ 60,000	\$ 2,400,000	\$ 485,000			
		41.5		\$ 2,475,000	\$ 510,000		\$ 2,985,000	
Detroit								
	Station agent	4	\$ 50,000	\$ 200,000				
	Security	2	\$ 40,000	\$ 80,000	\$ 25,000		\$ 305,000	
Dearborn								
	Station agent	4	\$ 50,000	\$ 200,000	\$ 25,000		\$ 225,000	
Ann Arbor								
	Station agent	4	\$ 50,000	\$ 200,000	\$ 25,000		\$ 225,000	
Jackson								
	Station agent	1.5	\$ 50,000	\$ 75,000	\$ 25,000		\$ 100,000	
Kalamazoo								
	Station agent	3	\$ 50,000	\$ 150,000			\$ 150,000	
Flint								
	Station agent	1.5	\$ 50,000	\$ 75,000			\$ 75,000	
East Lansing								
	Station agent	1.5	\$ 50,000	\$ 75,000			\$ 75,000	
Grand Total Direct Expenditures		115		\$ 7,150,000	\$ 1,635,000	\$ 242,000	\$ 9,027,000	
Grand Total Direct & Indirect Expenditures (Includes station specific multipliers of 1.4265-1.5817)							\$ 13,633,680	
Note: Wage total of \$7.15 million compares to Amtrak website of \$6.6m in 2007 & \$7.5m in 2008.								
Amtrak Crew Layover Expenditures (Values Shown Below Included in Above Totals)								
	Hotel and meal expenditures	Rooms/D	Hotel	Taxi RT	Meals	Total/day	Total/Year	
	Battle Creek	2	\$40	\$5	\$8	\$102	\$37,230	
	Port Huron (LSA layover)	1	\$40	\$5	\$8	\$51	\$18,615	
	Grand Rapids (Chicago base crew + LSA)	4	\$40	\$5	\$8	\$204	\$74,460	
	Pontiac (Chicago base crews for 350/354)	6	\$40	\$5	\$8	\$306	\$111,690	
							\$241,995	
Other costs (Values Shown Below Included in Above Totals)								
	Pontiac	Fuel of \$8m+/- in 2008. Assume equiv of 2 jobs +10% profit=100k+800K=\$700K						\$ 700,000
	Pontiac	Misc expenses (office supplies, trash, train toilet waste, train supplies) for 350&354 turn						\$ 100,000
	Port Huron	Misc expenses (office supplies, trash, train toilet waste, train supplies) for 364 turn						\$ 100,000
	Grand Rap	Misc expenses (office supplies, trash, train toilet waste, train supplies) for 370 turn						\$ 100,000
	Niles	Track and signal maintenance supplies: 97 miles@\$5K/mile						\$ 485,000
GRR&PTH estimated contract labor =\$180K each(1 lead mechanic @\$80K & 3 laborers/cleaners@\$40K)								
1/Includes "Other Costs" above+\$25,000 each annual operating & maintenance costs for								
ARB,DBN,JXN,DET,PTH,NLS.		Source: GVSU estimates based on Amtrak interviews and mate						3/9/2009

4.4 Local Community Expenditures.

Many benefits may be assigned to communities that have Amtrak service. At the same time, these communities incur certain costs. Direct community costs vary widely but generally include the following:

- Staff time to coordinate with Amtrak, MDOT or others involved with the station. This sometimes involves grant applications and project management for new stations or station rehabilitation. It may also involve planning for new stations.
- Staff time to coordinate local volunteers or to arrange for necessary maintenance.
- Routine station operating costs when that responsibility resides with the local community. This may include utilities, landscaping, snow removal, and cleaning.

Only six of 22 Amtrak stations are owned by Amtrak. The balance are the responsibility of the local community—the city, the transit agency or some other entity. Estimates of local community expenditures were developed, based in part, on discussions with local community representatives. Local expenditures were estimated to range from \$10,000 annually to \$60,000 annually depending on station size and ownership responsibility.

Total local community expenditures for Amtrak stations in Michigan are estimated at \$510,000. Amtrak also expends approximately \$150,000 annually on stations that they own. The Amtrak value has been included in the Amtrak expenditure discussion.

4.5 Summary of quantifiable community benefits.

The 22 Michigan communities with Amtrak stations receive \$62.0 million annually in quantifiable benefits attributable to passenger rail service. These benefits are summarized in Table 4.5 for each of the three corridors. As might be expected, benefits are highest for the Detroit-Chicago “Wolverine Corridor” which has the most service and ridership and the greatest population. The Wolverine Corridor receives \$45 million

annually in benefits, the Blue Water Corridor receives \$9.7 million, and the Pere Marquette Corridor receives \$7.3 million. It is important to state that these represent quantifiable benefits attributable only to the local communities. Additional benefits more difficult to quantify relate to how the existence of passenger rail service in a community enhances its image as a place to live and do business. Significant additional benefits also accrue to the entire state related to traffic congestion relief, energy conservation, and air quality improvement. It is important to emphasize that these and other macro level benefits should be considered in any consideration of the overall value of Amtrak service.

Table 4.5
Summary of Quantifiable Community Benefits

	Pere Marq. Corridor	Blue Water Corridor	Wolverine Corridor	Total Statewide
Traveler savings	\$2,808,380	\$4,283,972	\$12,872,105	\$19,964,456
Non-traveler savings	\$345,737	\$545,449	\$1,848,575	\$2,739,761
Local business benefits	\$3,572,199	\$2,942,865	\$19,159,480	\$25,674,544
Amtrak expenditures	\$551,035	\$1,949,089	\$11,133,556	\$13,633,680
Total Community Benefits	\$7,277,351	\$9,721,374	\$45,013,716	\$62,012,441

Note: Values taken from Excel spreadsheet Table 8.6 and subject to rounding.

4.6 Intermodal stations and coordinated Amtrak bus services.

A number of Amtrak stations are also served by local transit agencies and/or intercity buses. In some cases, such as Kalamazoo, a major multi-modal transportation center provides a wide range of services and facilities for transit, intercity bus, and passenger rail users. Intermodal stations allow for the easy transfer of passengers between the different modes for both local and intercity travel. There are three Michigan services where Amtrak and intercity bus services are coordinated:

- Flint, East Lansing, and Battle Creek. Indian Trails buses on a regular route will pick up Amtrak passengers at Flint and East Lansing and drop them at Battle

Creek where they can board an Amtrak train traveling between Detroit and Chicago. This twice-daily service in each direction supplements the single daily Amtrak round trip. It greatly expands the travel opportunities for those passengers who are unable to utilize the limited Amtrak schedule.

- Kalamazoo, Grand Rapids, and northern Michigan. Indian Trails buses serve Amtrak passengers at Kalamazoo and transport them to and from Grand Rapids and northern Michigan points such as Traverse City, Petoskey, and St. Ignace. This daily round trip allows an Amtrak passenger to travel to Kalamazoo on an Amtrak train and connect with an intercity bus to northern Michigan. This service also provides increased travel opportunities for Grand Rapids passengers between Grand Rapids and Chicago that cannot use the single daily Amtrak round trip.
- East Lansing, Ann Arbor, Detroit, and Toledo. Amtrak operates a dedicated daily intercity bus service between East Lansing and Toledo with intermediate stops in Ann Arbor, Dearborn, and Detroit. This service is only available for Amtrak passengers traveling on Amtrak trains to and from eastern points such as New York City, Boston, or Washington DC. Connections are made at Toledo for these points. This service is well utilized even though connecting times in Toledo are in the middle of the night and this service does not connect directly with any Michigan Amtrak trains.

Ridership on these “Thruway” services is generally quite low compared to overall Amtrak ridership in Michigan. Specific information was not readily available to the research team but it is estimated that, on average, about 100 persons daily or 36,500 passengers annually use these services, predominantly on the Toledo connecting bus service. The availability of Amtrak connecting services does result in benefits to the local Michigan community where the trip originates or terminates. Those Michigan passengers using the Battle Creek or Kalamazoo connection are already included in the estimates. This area could be further investigated.

As a general statement, no significant amount of benefit accrues to the station community where a simple transfer between modes occurs. The passenger may purchase a meal, drinks, or other incidentals but typically will be in the area for only an hour or so. The greater benefit may be that the coverage of the passenger rail service is increased. The ease of transfer results in additional connecting services, which increases the number of persons traveling to or from the local community where the intermodal terminal is located. One could speculate that the development of a Midwest high-speed rail system with fast and frequent trains would greatly increase the demand for connecting services to and from those communities that are located on the high-speed line. This would benefit travelers using the high-speed service and would greatly increase the accessibility of the local community for others as well.

4.7 Benefit estimates for new stations or services

The community benefit calculation spreadsheet process may be used to estimate benefits for new services. This could be a new station or enhanced services at an existing station. The important caveat is that ridership estimates must be provided as an input as well as certain other information. Ridership is the most important driver of station benefits. Ridership estimation is a complex process typically involving computer models that use origin/destination data for auto and other modal travel. These models also consider passenger rail characteristics such as service frequency, travel time, pricing (i.e., fare structure), on-board amenities and other factors. The ridership estimation model will provide the number of individual passenger rail trips for the different city pairs served by the proposed station.

The benefit estimation process involves the substitution of new ridership data into the spreadsheet. Passenger fares are obtained and multiplied by the number of one-way trips via rail to derive total user travel costs. Alternate travel mode information must also be obtained for auto, air and intercity bus. It may be necessary to develop modal split estimates if this information is not available from surveys or the ridership forecasting model. Working through the spreadsheet will provide an estimate of total

savings for passenger rail travelers at the subject station. Non-traveler savings will be automatically calculated.

Local business revenues are calculated by multiplying total ridership by spreadsheet default values of \$15, \$20 or \$25 depending on the classification of the community (see Section 4.23). A different value may also be substituted based on specific community level information. Amtrak expenditure information, if any, may be added to the table. In many cases, this may only be expenditures related to station staff employed by Amtrak.

Multipliers specific to the location of the station must also be added (see Section 8.33 for appropriate current multipliers). The spreadsheet will automatically calculate the total community benefits associated with the proposed new station. It is important to emphasize that this process is designed for intercity passenger rail travel, to estimate benefits associated with those traveling longer distances (e.g., from Detroit to Chicago). The intercity traveler often stays overnight, eats at restaurants, visits friends or family, shops, and uses taxis. The process is not appropriate for commuter rail passengers since these travelers have very different characteristics.

5.0 Case Studies of Station Development

There are numerous direct and indirect benefits to communities resulting from the passenger rail service provided at existing stations. However, these benefits can be enhanced and expanded through the investment in a new or relocated station. These benefits are discussed in more detail in the next chapter of the report. Summarized here are some current local efforts to increase the value of a station to its community and to enhance the transportation service it provides. Each situation is unique based on the characteristics of the station, the community, and the resources available for the project.

5.1 Dearborn: Relocation to access major attractions

The City of Dearborn is planning to relocate the existing Amtrak station and replace it with a new multi-modal facility that better serves many of the major attractors of the city. The location of the current station resulted from an effort to locate public facilities between the two traditional downtown areas of Dearborn. Thus, the police headquarters, library, and cultural center are in the complex where the station is located and there is plenty of free parking available. However, the current location is isolated from most retail services, so there are few businesses that benefit from the station's present location and it is isolated from other major community assets.

The proposed new location is at Michigan Avenue (U.S.-12) and Elm Street. At this new location, the station can become a community focal point and provide an opportunity for new commercial and residential development. The new location will be more accessible to the major centers of the west downtown, including the shopping and restaurant district, the Henry Ford/Greenfield Village complex, and the Dearborn U of M campus.

Partnerships are being formed with local businesses and developers as part of the development process. Ford Motor Company is donating the land for the new station. The Chamber of Commerce is a strong supporter of the project and plans to eventually have its office in the new station building. The new multi-modal facility will include space for exhibits by the Henry Ford Museum and other attractions as well as the Chamber offices. Pedestrian connections to the downtown and U of M campus will be provided. The city is anticipating significant Transit Oriented Development around the site.

Conceptual plans, engineering, and rail studies have been completed by a consultant. The estimated costs for the new station project have been split into phases. The initial phase would be construction of a temporary station at the new site with minor site improvements and work on the rail infrastructure. The cost of the first phase is

estimated to be approximately \$1 million. Construction of the new multi-modal station, other site improvements, and additional rail infrastructure would cost an estimated \$21.4 million. Specific funding sources for the project have not yet been identified. The Environmental Assessment study for the project was completed late in 2008. Both Suburban Mobility Authority for Regional Transit (SMART) and the Detroit Department of Transportation (DDOT) have agreed to serve the new location. The current loading platform at Greenfield Village would be consolidated into the new station.

Implementation of additional commuter rail service, currently under consideration, is a key component in development of the new station. The proposed plan being coordinated by the Southeast Michigan Council of Governments (SEMCOG) would begin commuter train service between Ann Arbor and Detroit by October of 2010. Opening of a temporary station at the new site would coincide with the beginning of this service. If ridership levels prove the viability of the increased service, the full new station development would begin by 2013. The new station would also be a key beneficiary of new high-speed rail services that are being proposed for the Detroit-Chicago corridor.

5.2 Birmingham-Troy: A joint community effort in an urban suburb

The cities of Birmingham and Troy are joint sponsors of a plan for the relocation of the current Amtrak station in Birmingham to a site in Troy that would have a multi-modal transportation terminal serving both communities. The current station is a shelter located on the west side of the tracks in Birmingham amidst a new loft development with virtually no onsite parking.

The proposed site for the new station is a 3.5-acre parcel of land located in the City of Troy adjacent to and east of the railroad tracks at the rear of the Midtown Square Shopping Center. As part of a consent judgment associated with the development of the mall by Grand Sakwa Properties in 2000, the city was given a ten-year option to use

the parcel for development of a transit center. If the development does not occur by 2010 then the land reverts to Grand Sakwa or must be purchased for \$1.5 million.

A strategic plan for development of the site has been prepared by U of M's Taubman College of Architecture and Urban Planning. It analyzed the transportation, demographic, and economic characteristics of the communities and presented development scenarios. The scenarios suggest that the new transportation center could be associated with as much as 300,000 square feet of new retail space and as many as 290 new attached residential units. The mix of retail and residential varies by option.

On September 22, 2008, the two cities voted to create a joint planning commission to oversee development of the project and to hire a project manager. The current estimated cost for the new facility is approximately \$5.6 million which includes the station and a tunnel under the tracks for passenger access.

5.3 Detroit: Accessibility for the region's core

The current Detroit Amtrak station is located adjacent to Woodward Avenue in the Detroit New Center area. The station is about 3 miles north of the central business district and the office, sports, cultural and other venues in the downtown area. The current station is located in a temporary building on the north side of the CN/CR elevated railroad right-of-way and has very limited parking. MDOT and Amtrak have, for many years, been planning a new station building on the south side of the railroad from the existing station. The new station would have more parking and be designed to serve commuter as well as intercity trains. The land has been acquired. The existing and proposed new sites both have the advantage of being located on Woodward Avenue, which is a major north-south route in the region. Two plans for new light rail service on Woodward Avenue have been proposed by the Detroit Department of Transportation and by a privately funded group. Either of these plans would allow rail

passengers the opportunity to transfer to a light rail system to travel to the downtown area.

The layout of the Detroit area rail system is the major reason for the location of the existing and proposed station site. It has significant advantages in terms of rail operations and regional connectivity for existing and future services. A location closer to the downtown area would be desirable but does not seem feasible given the rail system configuration. A concern with the current location, especially for commuters, is that a transfer to another mode will be required to access the downtown area. While this is possible today by bus and possibly by light rail in the future, it does cause additional travel time, cost and inconvenience to travelers.

5.4 St. Joseph: A possible tourist destination

There are major expansion plans around the station area that will be funded mostly from private sources, with some state\local funding. These plans focus on increasing St. Joseph's reputation as a tourist and recreational center and include:

Silver Beach Memory Project (\$20 million) which will include a Curious Kids Museum, a carousel, an interpretive fountain, and a miniature convention center. Harbor Shores Project within walking distance will be an ambitious project that will have an 18 hole Jack Nicholas Signature golf course, boutique hotel, and 850 housing units with mid-size condo towers. The golf course is expected to open soon but the other parts of the project may take five to seven years.

The major expansion projects around the station area, along with walking access to the beach, should make it a more viable tourist destination, especially on weekends.

5.5 New Buffalo: A retirement\vacation homes complex

Since the inception of the Pere Marquette Service in 1984, New Buffalo has been served by one round trip daily, utilizing a bus shelter facility on the edge of an abandoned rail yard, about $\frac{3}{4}$ mile south of the community's downtown and marina district. Amtrak's Wolverine corridor runs through the marina district, but no passenger trains have made stops there in a number of decades. A real estate developer is now constructing a replacement station in the marina district, and Amtrak indicates at least two Wolverine Service round trips will be accommodating New Buffalo passengers. Existing service on the Pere Marquette line will be terminated when the new platform is operational and Wolverine service begins.

With the new train station, extensive real estate development, and a golf course, there is a good chance that New Buffalo could be a major focal point for retirement homes or second homes, with relatively quick access to Chicago.

Most of the shops\restaurants are within walking distance of the new station. There are an estimated 3000 housing units that will cluster around the New Buffalo area and all of these residences would benefit from the train access to and from Chicago—62 miles away. These residences are mostly condominiums and town homes -- many of them with lake and golf course views.

Most of the funding for the proposed station site and around the station has been from private funds. Besides relocating the station closer to the lake and the new condominium developments, there are some projects to re-vitalize the downtown area. One of them is the Fountain Square Project across from the proposed station site that will help to increase activity close to the station.

The key issue for the success of the new station would be the density of mixed housing around the area. The developer indicated that he is obtaining considerable interest from Chicago clients on these new homes\condos.

5.6 Kalamazoo: A broad multi-modal network

The station is truly multi-modal with strong connections to local transit and Indian Trails and Greyhound intercity bus services. The plans are to expand the multi-modal framework beyond the City of Kalamazoo to a larger part of the county with the establishment of a countywide transit entity. The existing multi-modal transportation center is adjacent to the Kalamazoo downtown area and has bus bays for local transit as well as intercity buses. The former train station has been renovated to provide indoor waiting, restroom, convenience shopping and other facilities for both bus and rail passengers. The transportation center is owned by the City of Kalamazoo and managed by Metro Transit. This transportation center provides an excellent example of a multi-modal facility designed to meet the needs of the different modes. The perceived benefits are many in terms of making the downtown area more connected and vibrant. The goal is to link the train service with other modes of transportation. Without the train service anchor, this would not be possible.

It should be emphasized that this station is able to develop a multi-modal framework because it has sufficient population density/commercial activity around the station in downtown Kalamazoo and one of highest levels of intercity train and bus activity in Michigan.

Metro Transit is a large organization employing about 130 persons. They have an administrative and maintenance facility adjacent to the station. Total operational expenditures for the station are approximately \$180,000 annually. The tickets for Indian Trails and Greyhound are sold by Metro transit ticket agents on a commission basis. This commission revenue is about \$80,000. Other sources of revenue include concession stand lease income.

Kalamazoo represents a good model for a wide multi-modal framework that increases the economic vibrancy of a broader region.

6.0 Community Benefits of New Station Development

In situations where a new Amtrak station is to be developed, there is the opportunity for numerous economic benefits to the community. These benefits may take many forms including local job creation, increased property values, new residential and commercial construction, and creation of new businesses in the areas surrounding the station development.

The primary analysis of economic benefits from new station development/redevelopment has been through studies of Transportation Oriented Developments (TODs) throughout the US. These studies generally focus on commuter rail service in densely developed corridors. However, many of the same types of benefits could accrue to Michigan Amtrak stations and could be enhanced by improvements to the station locations and levels of service.

Types of economic benefits:

6.1 Increased employment from station construction.

The construction or redevelopment of a station provides direct construction jobs and results in the creation of spin off jobs in the local economy. A station construction cost of \$10,000,000 will result in the creation of an estimated 90-140 new jobs and \$5,000,000 in additional spending in the local economy. These are much more conservative values compared to APTA values shown in Chapter 7. The difference is that this research only includes direct construction impacts and does not include future developments based on business stimulation.

6.2 Increased property values.

Estimates from TOD studies throughout the country indicate a wide variation in property value increases for property within ¼ mile of the station development. The

range for residential property is 2% to 45% and for office/retail 1% to 167%.¹ The situation for Amtrak stations is somewhat different from many urban light rail systems since Amtrak generally operates on rail freight lines. This may make residential proximity somewhat less desirable. However, creative land use planning and an increase in the level of public transportation services to a site can increase the desirability and value of adjacent property.

6.3 New development of adjacent land.

Creating a transportation focal point can be a stimulus for new development of various types. The location of a station and its surrounding land use is key. A site that is surrounded by public land has the potential for development by the municipality or by the municipality in conjunction with a private developer. Stations with little available vacant land or with incompatible surrounding land uses have limited potential. Municipalities working with local developers throughout the station development process can insure that the benefits of the new location are maximized. Estimates from the Birmingham/Troy station relocation currently under study suggest that the proposed multi modal station development under optimal conditions could generate up to 300,000 square feet of retail development and 290 new residential units.

6.4 Increases to the local tax base.

As property values increase around a station development, additional property tax revenue will be generated. These increases can be leveraged by local governments through the use of assessment districts, Tax Increment Financing (TIF), development fees, and leveraging public land value through joint development projects with the private sector.

6.5 Factors affecting development:

Although the above are potential benefits for all station developments, the extent to which they are realized can be increased or limited by the following:

¹ "Capturing the Value of Transit" by Reconnecting America's Center for TOD. 2008

6.51 Overall regional economic strategy

The literature on the economic impact of train stations demonstrates that ambitious station plans are necessary but not sufficient by themselves to make a major difference in a region. There has to be an overall economic strategy for the region that is based on some kind of comparative advantage or “hook” the region can develop to increase ridership and commercial activity. The critical component is effective long-term station area planning within the context of an overall regional economic plan for developing a viable TOD.²

6.52 Surrounding land use.

As in other real estate related situations, location is a primary consideration. Adjacent land uses can severely limit development potential because of either incompatible uses, or the lack of vacant land for new development. New commercial or residential development is also enhanced by proximity to existing centers of urban activity such as restaurants, shopping, and housing. The current locations of Michigan’s Amtrak stations are the result of a variety of factors such as historical location and availability of land and were not always the result of coordinated local planning, thus some locations are not optimal.

6.53 Frequency of passenger rail service.

As discussed in Chapter III, new development is driven by increased activity in and around the station site. As already noted, successful TOD occurs where frequent passenger service generates large numbers of users. Currently this is a significant issue for Amtrak stations, many of which have only one round trip per day. The proposed relocation of the Dearborn station, which currently has three round trip trains per day, is predicated on the implementation of additional commuter service that would

² Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects, TCRP Report 102, Transportation Research Board, 2004.

bring daily usage up to about 1,000 passengers per day by the addition of several additional daily round trips between Ann Arbor and Detroit.

6.54 Access to the station.

Another way to increase ridership and station activity is to insure there is easy access to the station for potential users. This includes coordination with local and regional bus services in terms of schedules and physical access to the station for boarding and unloading passengers. The walkability of the adjacent community can provide a better opportunity to integrate the station development with the community. This should include safe, convenient access to the station area for pedestrians and bicycles. Roads providing direct access to the station should be kept in good condition and adequate directional signing provided within the community.

7.0 Literature Review of Economic Impacts

An analysis of past studies on train stations and transport linkages reveals that most of the literature falls in two broad categories.

The first category includes analysis of transport corridors in *high-density areas* and how that leads to a wide variety of economic and social benefits. This type of high-density analysis has been termed Transit-Oriented Development (TOD) by the national Transportation Research Board (TRB).

Although the investigation of the economic impact of 22 Amtrak stations in Michigan clearly does not fall in this category, it is useful to catalogue the benefits and the policy lessons from these investigations since they focus on the economies of scale and scope that can *eventually accrue in the long run if a critical mass of development takes place around the station areas*. Moreover, the policy implications that are analyzed in these studies are relevant even for lower density transit systems in order to achieve the next higher level development and traffic density.

The second category of studies is about proposed and existing transportation systems that involve less density and smaller regional development areas. This type of analysis would be more in line with the present study of 22 Amtrak stations in Michigan. These types of studies, for lack of a better term, can be termed Community Impact Studies (CIS). It has been important to review these studies to glean different methodological insights that can be employed for the present investigation.

One other methodological issue needs to be discussed. It is difficult to analytically separate the projected benefits that may accrue because of the rail stations per se and the benefits that involve higher ridership levels. The studies discussed in this section tend to estimate the benefits that accrue to the transit system without making an explicit distinction between rail stations and ridership.

7.1 Lessons from Major Transit Oriented Development (TOD)

The most authoritative analysis of high-density transportation corridors has been performed by the *Transit Cooperative Research Program* of the Transportation Research Board (TRB, TCRP Report 102, 2004). This more than 500 page report analyzes different aspects of major TOD projects. Topics discussed include the policy environment that promotes TOD, how to finance and remove barriers, the direct and indirect benefits, and case studies of major transportation systems. The detailed case studies relate to ten major high-density transportation areas: Boston, New Jersey's transit villages, Washington D.C., Miami-Dade County, Chicago, Dallas, Mountain West Colorado, Portland, San Francisco Bay Area, and Southern California. The discussion in this section is based primarily on the TCRP Report 102.

The TRB catalogues the benefits of TOD as follows:

Primary Public Sector Benefits

- More ridership and fare revenues

- Economies of scope between rail, air and bus opportunities
- Resurgence of economic growth in neighborhoods
- Broad based economic development

Primary Private Sector Benefits

- Appreciation of land values and real estate improvement
- Better housing opportunities for mixed income

Secondary Public Sector Benefits

- Reduced traffic congestion, fuel use and pollution
- Higher property\sales tax revenues
- Limiting sprawl and conserving open areas
- Lower road and infrastructure expenditures
- Less crime, more social capital and public engagement

Secondary Private Sector Benefits

- Higher retail sales
- Better access to more integrated labor supply
- Lower parking expenditures
- More physically active lifestyles

There is obviously significant overlap between these benefits and one could argue that some of the benefits classified as primary are actually secondary. However, what the detailed analysis of many high density transportation corridors makes clear is that these benefits are significant and substantial. In fact, any regional transportation system needs to analyze the policy imperatives of how a higher density development can take advantage of this extended list of benefits that tend to progressively accumulate because of economies of scale and scope.

7.2 Policy Implications and lessons of the TRB report

Most respondents in the TCRP report point out that local area governments need to resolve specific development obstacles in order to encourage working with private sector stakeholders. These obstacles typically include an agreement about the appropriate mix of land uses around rail stops, parking standards, and developing joint plans that capitalize on the synergy between rail, city, and regional bus systems.

The TCRP report emphasizes that one critical piece is *effective long-term station area planning within the context of an overall regional economic plan for developing a viable TOD*. The general development plans have to be supported by *station area plans* that typically try to increase customers by:

- Promoting interdependent land uses by mixed zoning
- Identifying open space and pedestrian walkways that are conducive to development
- Developing growth oriented building and parking code policies
- Providing synergies with other non-rail transportation opportunities such as city buses, intercity buses, and taxis.

Previous investigations indicate that people who reside near large rail stations are typically 5 to 6 times more likely to use the rail system compared to those who reside far away. For this reason, it is essential to focus on the following:

- Creating the conditions that allow more *self-selection* is critical. Persons typically choose to live close to stations for life style reasons. Typically, self-selection can explain up to 40% of the increased ridership around a TOD.
- In order to provide opportunities for self-selection, one increasing trend is the conversion of park-and-ride lots to mixed-use, moderately dense housing developments. The TCRP report indicates that 20% of the properties around transit areas are planning to move in this direction.

- It is important to improve access to stations by the creation of walk-friendly designs that are aesthetically pleasing.
- It has been shown that promoting more office\retail projects around rail stations significantly increases rail boardings and alightings. Some of the models for the Arlington County (Virginia) region demonstrate that every 100,000 sq. ft of additional office\retail space during the 1985-2002 period resulted in an increase of approximately 50 boardings\alightings per day.

One of the major impediments of developing a viable TOD is a lack of consensus among the major stakeholders due to conflicting expectations. It is important to arrive at a public-private sector consensus and understanding on a fair share of the projected risks and rewards for the major participants. The reason why this is difficult is that different stakeholders tend to have somewhat conflicting goals and motivations for a TOD. Typically, transit authorities are drawn to TOD mainly to increase public sector revenue so that the project can be funded for the long term. Other public stakeholders involved in TOD, such as state and city officials, tend to focus on the broader benefits that may accrue. These benefits include reducing sprawl, increasing growth opportunities, a wider set of housing choices, and creating employment opportunities. On the other hand, private stakeholders are typically interested in a viable rate of return on their financial investments. Ensuring that the matrix of the risk\return payoffs is perceived as equitable and viable for the different stakeholders is an ongoing major issue. In neighborhoods that are facing significant economic challenges, a lack of consensus about the distribution of risks and return payoffs can often be a major impediment.

There is a widespread consensus that TOD is primarily a “bottom-up” enterprise. Regional governments are in the best position to bring projects to a successful conclusion because of their ability to raise funds. Transit authorities can best aid the development of TOD by providing reliable quality rail and bus service. An important component of the “bottom-up” approach is to have a viable network of financiers and developers. There was uniform consensus among stakeholders that state and federal

governments need to provide a nurturing and effective financial, legislative, and institutional framework for TOD to achieve a critical mass.

7.3 APTA report about economic impact

A report undertaken by Cambridge Systematics, Inc. for the American Public Transportation Association (APTA, 1999) made a comprehensive economic benefit analysis of the national public transportation system. Their major findings were:

- An investment of \$10 million in *transit capital investment* would create 314 jobs, business sales of \$30 million, and a saving in transportation expenditures of \$15 million which includes fuel savings and less congestion.
- An investment of \$10 million in *transit expenditures related to operations* will generate 570 jobs and \$32 million in sales.
- Transit investment typically accumulates significant positive business impact over the years. A continued and sustained \$10 million transit program investment will create \$2 million in business output and \$0.8 million in personal income annually even in the short run.

Although these broad-brush national averages typically apply to high traffic density areas, they indicate that the benefits can be substantial. The extent of these impacts will also be correlated with the amount of traffic density. There are also spillover effects from one region to another because of the inter-dependence between regions in an integrated economy. Consequently, the national profile estimates tend to incorporate not only the benefits of higher density but also the regional spillover effects from the adjacent areas.

One thing these national studies make clear is that the impact of a TOD depends critically on the economic base that it serves and seeks to extend to the next level. It is difficult to analyze the economic impact of train stations without taking into account the economic conditions around the region. These economic conditions include overall

performance measures such as income per capita, job opportunities, and the skills of labor force.

7.4 Community Impact Studies (CIS)

There have been several regional studies on train systems that are less well known at the national level. Most of these studies are limited by the availability of regional data. A community impact study of the Kenosha-Racine-Milwaukee (KRM) Commuter Rail Project (2007) was performed by the University of Wisconsin, Milwaukee. The study found that the impact of the KRM commuter rail would be substantial. Initially, it included the creation of 4,700 jobs with a \$560 million impact during construction. During the project operation and maintenance phase, the impact was more modest: 126 jobs and \$24 million annual impact. The project anticipated a significant increase of tourism from northeastern Illinois to southeastern Wisconsin. A significant increase in property values in the range of 4% to 20% was also expected. The indirect impact was calculated by using the Bureau of Economic Analysis RIMS II final demand multipliers.

Of particular note was the expected Transit Oriented Development (TOD) within half a mile of the nine KRM stations. This included:

- Approximately 23,000 units for living
- An increase in retail space of 7.6 million square feet
- An increase of 4.7 million square feet of office space
- 71,000 employment opportunities
- An appreciation of property values by \$7.9 billion

It was anticipated that 20 to 50 percent of this development\expansion would not take place in the absence of KRM commuter rail. However, this broad estimate of the indirect economic impact is based on the national profile of the APTA report discussed above and a case study of the San Diego Area. Although, the range of expected

benefits are quite wide, it is not entirely clear how applicable the APTA national baseline estimates may be for a regional transportation system with lower traffic density.

The KRM study is based on a previous, more comprehensive analysis performed by HLB Decision Economics for the Wisconsin Department of Transportation (2003). An important methodological insight of this study was to analyze the benefits of transit services by the purpose of the visit. This study found:

- Largest proportion of the trips was related to work (48%) which resulted in a total savings of \$333 million. Most of these savings came from a reduction in transportation costs and reduction in public assistance programs.
- About 23% of the trips were related to education, resulting in a savings of \$91.3 million.
- About 10.5% of the trips were related to health care which resulted in a savings of \$193 million. Most of this saving was in transportation costs, although there were significant reductions in home health care costs of about \$59 million that are included in the total.
- Approximately 18% of the ridership was for shopping, recreation, and tourism. The total savings attributed to this category was \$113 million.

The main methodological improvement in this study is to attribute an opportunity cost value to the trips that would *not be made* in the absence of the transit services for each trip purpose.

The percentage of commuters that would not have made the trip varied depending upon the purpose of the trip:

Work related:	18.5%
Medical purposes:	13.7%
Education:	12.6%
Recreation\shopping:	11.7%

It is not surprising that the lowest percentage of forgone trips is for recreation and the highest is related to work and medical purposes. The opportunity costs of foregone travel are divided into two components. One is to estimate the cost of the lost trips that are not made for specific purposes such as work, health care, or education. The second indirect impact is on the quality of life that has general societal benefits. These sector specific overall costs of foregone trips are significant.

An economic impact study of Amtrak's Downeaster service prepared by the Economic Development Research Institute for Maine DOT (2005) estimated that the overall economic benefits to Maine and New Hampshire would amount to approximately \$15 million dollars annually. This overall increase had the following components:

Visitor Spending:	\$3.5 million
Economic Development Impact:	\$4.4 million
Savings by using Downeaster:	\$0.7 million
Spin-off activities:	\$6.5 million

These benefits were expected to generate 240 jobs and personal income of \$4.7 million. One time construction benefits of \$1.3 million were estimated. It was expected that the projected benefits by 2015 would exceed \$100 million a year.

The authors of the study emphasized that in 2005 the Downeaster rail service did not have the attributes of a commuter rail system. By 2008, the rail line had a more frequent service (such as 5 daily round trips from Boston and Portland) and another study was conducted by the Center for Neighborhood Technology (CNT) in 2008 to estimate the Transit Oriented Development potential. It noted that Downeaster ridership had increased significantly by 32% in 2006, 5% in 2007, and 20% in 2008. Several significant hotel and office developments had taken place. Based on recent trends in the area and an optimistic prediction that by the year 2030 approximately 27% of the population in the Maine counties would be located in TODs around the rail stations, the

study projects that this will result in the approximately \$244 million transportation cost savings per year.

It also projects the following benefits accumulated over 22 years:

- Construction investment of around \$7.2 billion
- Creation of 17,800 employment opportunities

It should be noted that these optimistic projections are based on the *national projection* that approximately 27.4% of the population that moves into metropolitan areas in the U.S. served by *small but growing public transit systems*, tend to cluster around the TOD areas. These projections are likely to be quite sensitive to this underlying assumption. It is not entirely clear whether this ambitious program would be realized.

7.5 Implication of previous empirical investigations

There are several methodological implications for our analysis that flow from these recent empirical studies that have been reviewed:

1. The direct and indirect benefits are sensitive to the traffic density of the rail stations. Stations that have a significantly larger volume of passengers tend to generate a wider array of benefits because of economics of scale and scope.
2. Long-term benefits of train stations are tied ultimately to the comprehensive regional development around the area. In particular, trends such as population density, employment, commercial developments, and availability of mixed housing around the stations tend to impact long-term benefits.
3. In the absence of reliable regional estimates, many studies have relied on the national profile estimates. Our analysis of the economic impact of Michigan's 22 Amtrak stations employs regional data as much as possible.
4. Empirical studies on projected benefits are based on different methodological frameworks that measure opportunity costs in different ways. However, the more comprehensive studies tend to estimate the *benefits foregone for passengers*

that would not make the trip in the absence of the rail stations. It is important to take into account the opportunity costs of foregone trips.

5. The projected benefits of these studies are, at best, broad estimates at a point in time. These estimates are sensitive to the underlying assumptions such as the demographic and economic profile of the regions, the prices of fuel, labor and other antecedent costs. Consequently, it is desirable to eschew point estimates and generate estimates that are associated with different confidence levels.

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8.0 Appendices

8.1 Station development perspectives

A brief description and photograph of each of the stations is provided to give the reader a sense for potential development opportunities.



Port Huron. This Amtrak owned station was built in the 1970's. It is somewhat isolated from the community in an industrial area and is unlikely to be much of a catalyst for development at its present location.



Flint. This is a modern station housing both Amtrak and intercity bus service providers. It is owned and operated by the Flint MTA. The station building is located in the MTA compound and has ample parking and security. The potential for adjacent development is limited because of the isolation of its present location.



Lapeer. This restored station, originally built in 1900, is located in a commercial/industrial area. The station was recently painted and improved and has a community meeting room. It represents a good example of a small town depot that meets the needs of a smaller community.



Durand. This large historic brick structure was built in 1905 to serve the needs of a railroad-oriented community. Durand was a major railroad junction point and the building housed railroad offices as well as serving the needs of the many passenger trains. This station is owned by the City of Durand and contains a railroad museum as well as space for Amtrak passengers. It is located on a large parcel of land but is somewhat isolated from the downtown area by very active rail lines that require a circuitous route to gain access to the station area.



East Lansing. The station is located in a former warehouse owned by Michigan State University. The area surrounding the station is very congested with busy rail lines and heavy street traffic that causes access problems and limits development potential. The station is located near the Trowbridge Road/US-127 interchange and adjacent to Michigan State University.



Grand Rapids. This station is located in a small building that was renovated in 2008 by a state grant to the West Train organization. It is located on a small parcel of land with somewhat limited on-site parking but with a satellite parking lot nearby. The immediate area is industrial/heavy commercial with heavy traffic and a layout that results in streets blockages when trains are loading and unloading.



Holland. The Padnos Transportation Center represents a fine example of a restored older station. It is the community's intermodal facility for the local transit agency and Indian Trails as well as Amtrak. The overall environment and the condition of the station make this a pleasant place to board or deboard the train.



Bangor. The City of Bangor recently renovated this station originally constructed in 1926, and in addition to an Amtrak waiting room, it contains offices and a coffee shop. The station is about a block from the downtown area.



St. Joseph. Built in 1913, the former Pere Marquette railroad station is used as both a restaurant and a waiting room for Amtrak passengers. It is immediately adjacent to downtown St. Joseph at the bottom of a hill. The immediate area is experiencing condominium and other development activities. Several tourist attractions are nearby.



New Buffalo. A new station is being built in 2009 on the Wolverine line by a private developer. It is located immediately adjacent to downtown as well as a marina and several large condominium projects. The developer expects to attract sales from Chicago residents because of the short commute to and from Chicago.



Pontiac. The former intermodal center building has been removed and an interim modular building is currently being used for intercity bus and Amtrak passengers. A new station building is planned. The general area is relatively close to downtown Pontiac and adjacent office buildings.



Birmingham. A new bus stop type shelter was constructed in 2008 as well as new walkways. This station is located immediately adjacent to a new loft-condominium project and commercial developments, but lacks on-site parking. A major new intermodal station serving Troy and Birmingham is being planned to serve the area and will be coupled with transit oriented development.



Royal Oak. This is a bus stop shelter type station immediately adjacent to the downtown area. Indoor waiting room facilities and an Amtrak ticket machine are nearby in the SMART bus station. Pay parking is available.



Detroit. This is a modular building constructed in the 1990's. It is located on Woodward Avenue, a major north-south thoroughfare in the region. It is about three miles from downtown Detroit but is adjacent to the Detroit New Center, a major office/commercial area that was formerly the world headquarters of General Motors Corporation. There is long-term parking available in adjacent parking ramps. There have been plans for many years to replace this station with a new facility immediately south across the railroad tracks.



Dearborn. The current station was constructed as an Amtrak facility in an area surrounded by other city municipal buildings. There is ample short and long-term parking but the station is isolated from the downtown business areas of the city. The City has plans to relocate the station to a site adjacent to both the western downtown area of the city and the Henry Ford-Greenfield Village complex and to eventually construct a multimodal station.



Ann Arbor. The current station was constructed as an Amtrak facility and is located on the edge of the downtown area. There is a large long term parking facility that is separated from the station by the rail tracks requiring a walk over a nearby bridge to access the station. There are several bars/restaurants nearby.



Albion. This restored 1882 brick train station is also used by Greyhound and is owned by the city and sub-leased to a private business. It is located in a mixed industrial/commercial area.



Jackson. Built in 1873, this is Michigan's oldest train station still in active service. It has been renovated several times but its Italianate architecture is from an earlier era. It is located in a commercial area near downtown Jackson. Recent federal grants have been secured for rehabilitation of the existing station buildings and long-term plans completed for conversion of the facility to a multi-modal center.



Battle Creek. This modern station was built in the 1980's near downtown Battle Creek. It serves local and intercity buses as well as Amtrak.



Kalamazoo. The Kalamazoo Transportation Center is located in a renovated and greatly expanded historic station on the edge of downtown. It is an excellent example of a true multi-modal facility with space for local transit, intercity buses, and Amtrak.



Dowagiac. This restored 1903 brick passenger station is located immediately adjacent to the central business district and has ample parking and facilities.



Niles. Another restored historic station with outstanding Romanesque architecture, built in 1892. The building also serves as a base for Amtrak track and signal employees responsible for the Amtrak owned line between Kalamazoo and Porter, Indiana.

8.2 Integration with MDOT's Transportation Management System (TMS)

MDOT was originally interested in the integration of a local benefit assessment process with their Transportation Management System. Because of budget constraints this effort was eliminated from the current project with the thought that it could possibly be done later if resources were available.

Direct integration of the "Community Benefit Summary" process may be possible. The current Excel spreadsheet approach utilized station specific ridership managed in TMS. It was manually taken from the TMS and inserted in the spreadsheet. It served as the main driver for the calculations for each station. A computerized process to directly transfer ridership from the TMS file to a spreadsheet file may be feasible.

Experience with the spreadsheet approach also suggested that there might be ways to simplify and automate the other calculations as well. Manual review of on-board survey data was required for our process. This could be simplified by assuming that shifts to alternative modes would be the same in communities with similar demographics and modal service characteristics. The fare structures for bus and air also created challenges and problems given the wide variance in fares between city pairs. This could possibly be simplified and adjusted up or down on an annual basis dependent on overall trends. These adjustments would generate good estimates that should generally be adequate. A more in-depth review of assumptions could occur every few years based on new on-board surveys or significant changes in travel habits. A streamlined process integrated directly with the TMS could likely be developed.

8.3 Induced multiplier effects of Amtrak Station related expenditures

8.31 Introduction.

To estimate the ultimate impact of expenditures on Amtrak stations, the over all direct and induced expenditures must be combined. The induced effects happen because the expenditures for Amtrak operations in Michigan and the expenditures by passengers traveling on trains stimulate other industries. Typically, these induced effects arise because of backward and forward linkages between industries. For instance, Amtrak expenditures on materials to maintain their facilities stimulate other industries that provide the materials. Some induced effects are changes in local spending that occur because the Amtrak expenditures generate incomes for others that results in subsequently more expenditures.

However, there are significant leakages from these induced effects. If Amtrak purchases goods that are imported into Michigan, what ultimately accrues to the state will be only the retail, wholesale, or transportation margins. Part of the money received as income may actually be spent out of state or saved. Consequently, the ultimate multiplier impact of Amtrak expenditures will be muted to some degree.

8.32 Types of Regional Multipliers

There are three major sources of regional multipliers.

1. The RIMS II model is based on detailed input-output tables from the Bureau of Economic Analysis (BEA) of more than 500 industries and utilizes the BEA regional economic accounts.
2. The REMI model includes not only an input-output model but also a simulation process with econometric equations. In addition to BEA data, the REMI model uses County Business Patterns (CBP) database to create a detailed regional model.

3. IMPLAN builds a detailed input-output analysis based on BEA and County Business Pattern data. It builds its linkages from the top (national) to the bottom (local) levels based on a value added methodology.

Multipliers generated by these three models have two significant components:

1. The amount of demand and supply that is assumed satisfied within the region or state. This is represented by the regional purchase components (RPCs)
2. The in-built linkages between one industry and another. This is represented by an input-output matrix known as the national “A” matrix.

Typically, the way these two components are operationalized leads to significant differences in multiplier estimates. The amount of goods made within the region (location production columns in these input output models) decline as we move from state to metro to rural areas. Consequently, statewide multipliers are typically larger, followed by metro multipliers. The regional multipliers are smallest in rural areas because the economy is less diversified and there are fewer linkages with other sectors.

An interesting article has compared the ultimate economic impact of transportation expenditures utilizing three major regional economic models: RIMS II, REMI, and IMPLAN, Lynch (2000). This article finds that an expenditure of \$55.23 million on rail transit results ultimately in a significantly larger impact based on the multiplier effects. The ultimate overall impact on output generated by the different models is as follows:

RIMS II	\$90.7 million
IMPLAN	\$79.47 million
REMI	\$93.46 million

This controlled example of rail transit expenditures indicates that for this sector IMPLAN generates the most conservative estimates compared to the other major regional model

methodologies. This study utilized the RIMS multipliers which are typically smaller than the REMI multipliers.

In the public transportation sector, the IMPLAN model typically comes up with total sales impact multipliers as follows:

Public Transportation Multipliers

Rural area	1.32
Metro area	1.47
Statewide	1.61

8.33 Multipliers for the MDOT study. This investigation employed the multiplier generated by the RIMS model based on Bureau of Economic Analysis (BEA) data for 2006 at the county level. These multipliers are specifically for the rail transit sector. County level data was put into *economically similar groups* to generate five regional Type II multipliers .

Berrien, Kalamazoo, Cass and Van Buren counties:

New Buffalo, St. Joseph, Kalamazoo, Dowagiac, Niles, Bangor

Ingham, Calhoun, Jackson and Washtenaw counties:

East Lansing, Albion, Battle Creek, Jackson, Ann Arbor

Ottawa and Kent counties:

Holland, Grand Rapids

Lapeer, St. Clair, Shiawassee, Oakland and Genesee counties:

Lapeer, Port Huron, Durand, Royal Oak, Birmingham, Pontiac, and Flint

Wayne County:

Detroit, Dearborn

Station	Multiplier Retail	Multiplier Rail
New Buffalo	1.6082	1.4265
St. Joseph	1.6082	1.4265
Kalamazoo	1.6082	1.4265
Dowagiac	1.6082	1.4265
Niles	1.6082	1.4265
Bangor	1.6082	1.4265
Holland	1.7543	1.5544
Grand Rapids	1.7543	1.5544
Lansing	1.5591	1.4483
Albion	1.5591	1.4483
Battle Creek	1.5591	1.4483
Jackson	1.5591	1.4483
Ann Arbor	1.5591	1.4483
Detroit	1.5998	1.4916
Dearborn	1.5998	1.4916
Royal Oak	1.8081	1.5817
Birmingham	1.8081	1.5817
Pontiac	1.8081	1.5817
Lapeer	1.8081	1.5817
Port Huron	1.8081	1.5817
Durand	1.8081	1.5817
Flint	1.8081	1.5817

References for this section:

Lynch, Tim, Oct. 2000, "Analyzing the Economic Impact of Transportation Projects using RIMSII, IMPLAN, and REMI" Office of Research and Special Programs, U.S. Department of Transportation, Washington, D.C.

<https://www.msu.edu/course/prr/840/econimpact/michigan/MImults.htm>

8.4 Local Community Survey Form

Michigan Passenger Rail Station Community Benefits Study

Survey of Community Benefits Associated with Passenger Rail Service

Community:

Name of person interviewed:

Position:

Date of interview:

Interviewer:

Could you describe the degree of support for passenger rail service in your community? Are there any official relationships between the station and any business or civic groups such as the Chamber of Commerce, service clubs, rail/historical society, etc.

What are some of the perceived benefits to having service available to the community.

Do you feel your community has greater opportunity for growth and development than a similar community without passenger rail service?

Can you describe any specific businesses that benefit from having passenger rail service in the community (restaurants, lodging, taxis, gas stations, conference centers, retail stores.

Have there been any recent expenditures on the station using state or local funding or any other funding source?

Is your community planning to upgrade or relocate your station to better serve the community? If so, please describe in detail what these plans are and how they are being coordinated with overall community economic development. Are partnerships being formed with local businesses and/or developers as part of this process?

To what degree are local services used by Amtrak customers; such things as rental cars, taxi services, etc.

Does the availability of passenger rail service provide mobility benefits to minority, low income or no-car households in your community?

Is there any other person or organization that you would recommend we contact regarding the role of the Amtrak station in the community?

Other Notes from the interview:

8.5 Notes from Table 4.2

1. Pg 16. 2000 Survey. There are differences between pg 44, pg 16 & later cross-tab table without page number. Value used represents a conservative approach.
2. Pg 39 of 2000 Survey. 70.9% travel between 0-15 minutes. 14.2% between 15-30 minutes. Assume 0-15 minutes =7.5 min average trip=about 5 miles at 45mph. Add longer trips for average of 10 miles. 10 miles x \$.505=\$5.05/1.8 occupants=\$2.80/passenger. These people may purchase gas, insurance, new cars, etc. in the station community area.
3. Percentage total is less than 100% since some walk, bike or use bus to station.
4. Pg 7. 2000 Survey. 26.5% of passengers are non-Michigan residents. Assume only non-residents will use Michigan hotels. Assume 28% of travelers will use hotels (pg 15 assume 3% for convention, 10% for vacation, 5% for shopping, 7% for business, 3% for personal business). Thus 28% times 26.5%= 7.42% of travelers will use Michigan hotels. Use state rates for "select" cities. This is \$65/ night for lodging at 4 nights=\$260 and \$38.50 at 4 days =\$154 for meals. These are considered to be conservative values. Trip universe assumed to be half of total ridership (i.e., a person will travel by train to Michigan, stay in a hotel and return home by train--thus, two train trips for each hotel stay).
5. Page 15 indicates 19% of travelers have shopping as a primary trip purpose. Many trips are destined for Chicago. This assessment assumes 5 % of trips are shopping trips in Michigan. This is justified as 19% x 26.5%=5.04%. The value of \$100 may be very conservative for a person that declares shopping as the primary trip purpose. Trip universe assumed to be half of total ridership (a person travels by train and returns by train for each shopping trip).
6. Travelers sometimes may eat meals or otherwise spend money in the station community prior to boarding or deboarding the train. Individuals waiting to pick-up passengers may also do this especially if the train is delayed. Ann Arbor is a good example of this. This assumes that the equivalent of 10% of travelers will eat meals in station community restaurants.
7. Station specific multipliers of 1.5591-1.8081 from RIMS II model.

4/30/2009

8.6 Statewide Community Benefit Summary Table

STATEWIDE COMMUNITY BENEFITS SUMMARY TABLE

Summary of Community Benefits for Pere Marquette Corridor

	<u>NBM</u>	<u>SJM</u>	<u>BAM</u>	<u>HOM</u>	<u>GRR</u>	<u>Total</u>
Total Savings for Pere Marquette travelers	\$27,166	\$216,870	\$40,503	\$1,101,237	\$1,422,603	\$2,808,380
Non-traveler Savings	\$187	\$15,717	\$11,029	\$87,494	\$231,310	\$345,737
Local Business Revenues	\$58,715	\$246,569	\$88,966	\$1,310,778	\$1,867,171	\$3,572,199
Amtrak Expenditures in Local Community	\$0	\$0	\$0	\$0	\$551,035	\$551,035
Total Community Benefits for Pere Marquette Corridor	\$86,069	\$479,156	\$140,498	\$2,499,509	\$4,072,118	\$7,277,351

Summary of Community Benefits for Blue Water Modified Corridor

	<u>LAN</u>	<u>DRD</u>	<u>FLN</u>	<u>LPE</u>	<u>PTH</u>	<u>Total</u>
Total Savings for Blue Water Modified travelers	\$1,743,049	\$440,157	\$1,337,782	\$338,831	\$424,152	\$4,283,972
Non-traveler Savings	\$258,474	\$49,804	\$152,880	\$33,703	\$50,588	\$545,449
Local Business Revenues	\$1,386,289	\$217,731	\$794,118	\$165,712	\$379,014	\$2,942,865
Amtrak Expenditures in Local Community	\$108,623	\$0	\$118,628	\$0	\$1,721,839	\$1,949,089
Total Community Benefits for Blue Water Modified Corridor	\$3,496,435	\$707,692	\$2,403,407	\$538,247	\$2,575,593	\$9,721,374

Summary of Community Benefits for Wolverine Modified Corridor

	<u>NLS</u>	<u>DOA</u>	<u>KAL</u>	<u>BTL</u>	<u>ALI</u>	<u>JXN</u>
Total Savings for Wolverine Modified travelers	\$146,933	\$21,977	\$2,819,277	\$1,924,423	\$18,418	\$897,968
Non-traveler Savings	\$33,009	\$4,862	\$264,868	\$209,825	\$4,000	\$98,199
Local Business Revenues	\$534,123	\$52,275	\$3,687,160	\$1,877,936	\$28,836	\$951,986
Amtrak Expenditures in Local Community	\$4,258,103	\$0	\$213,975	\$510,091	\$0	\$144,830
Total Community Benefits	\$4,972,168	\$79,114	\$6,985,281	\$4,522,275	\$51,253	\$2,092,983

	<u>ARB</u>	<u>DER</u>	<u>DET</u>	<u>ROY</u>	<u>BMM</u>	<u>PNT</u>	<u>Total</u>
Total Savings for Wolverine Modified travelers	\$3,118,922	\$1,779,739	\$875,716	\$515,533	\$486,989	\$266,209	\$12,872,105
Non-traveler Savings	\$586,582	\$225,521	\$202,470	\$81,007	\$57,359	\$80,874	\$1,848,575
Local Business Revenues	\$4,990,835	\$2,613,713	\$1,989,591	\$1,027,182	\$754,791	\$651,052	\$19,159,480
Amtrak Expenditures in Local Community	\$325,868	\$335,610	\$454,938	\$0	\$0	\$4,890,142	\$11,133,556
Total Community Benefits	\$9,022,206	\$4,954,583	\$3,522,715	\$1,623,722	\$1,299,139	\$5,888,277	\$45,013,716

Summary of Community Benefits for All Michigan Served Communities

	<u>Pere Marquette</u>	<u>Blue Water</u>	<u>Wolverine</u>	<u>Total</u>
Savings for Michigan Amtrak travelers	\$2,808,380	\$4,283,972	\$12,872,105	\$19,964,456
Non-traveler Savings	\$345,737	\$545,449	\$1,848,575	\$2,739,761
Local Business Revenues	\$3,572,199	\$2,942,865	\$19,159,480	\$25,674,544
Amtrak Expenditures in Local Communities	\$551,035	\$1,949,089	\$11,133,556	\$13,633,680
Total Community Benefits for All Michigan Served Communities	\$7,277,351	\$9,721,374	\$45,013,716	\$62,012,441

8.7 Individual Community Benefit Sheets

Albion Community Benefits Summary

Traveler Savings Derived from Albion Amtrak Station			
2007 Rail Passenger Trips for Albion:			
	<u>To/from Chicago</u>	<u>Other ALI Originations</u>	<u>Total*</u>
2007 one-way train trips	920	313	1,233
Typical one-way train fare	\$28.91	\$12.65	
Total train costs to users	\$26,594	\$3,961	\$30,555
Alternative Mode Trips if No Rail Passenger Service Existed:			
	<u>To/from Chicago</u>	<u>Other ALI Originations</u>	<u>Total</u>
Intercity Bus	-	-	-
Air	-	-	-
Auto	641	218	860
Would make trip by alternative mode	641	218	860
Would not make trip	279	95	373
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:			
	<u>To/from Chicago</u>	<u>Other ALI Originations</u>	<u>Total</u>
Total one-way train trips	641	218	10,733
Typical one-way train fare	\$28.91	\$12.65	
Total train costs to alternative mode users	\$18,541	\$2,761	\$21,303
Costs for Alternative Mode Travel:			
	<u>To/from Chicago</u>	<u>Other ALI Originations</u>	<u>Total</u>
Intercity Bus			
Total one-way bus trips	-	-	-
Typical one-way bus fare w/ground costs	-	-	-
Total cost to users	-	-	-
Air			
Total one-way air trips	-	-	-
Typical one-way air fare w/ground costs	-	-	-
Total cost to users	-	-	-
Auto			
Total vehicle trips @ 1.79 occupancy	358	122	480
Cost for trip/vehicle	\$97.01	\$40.68	
Cost for trip/occupant	\$54.19	\$22.72	
Total costs @ 1.79 occupancy	\$34,762	\$4,959	\$39,720
Cost Summary for Rail and Alternative Modes:			
	<u>To/from Chicago</u>	<u>Other ALI Originations</u>	<u>Total</u>
Total costs by alternative mode	\$34,762	\$4,959	\$39,720
Total train costs to alternative mode users	\$18,541	\$2,761	\$21,303
Total Savings for Albion travelers	\$16,220	\$2,198	\$18,418
Non-traveler Savings	\$3,522	\$477	\$4,000
Summary of Community Benefits			
		<u>Multiplier</u>	<u>Total</u>
Total Savings for Albion travelers	\$18,418	1.00	\$18,418
Non-traveler Savings	\$4,000	1.00	\$4,000
Local Business Revenues	\$18,495	1.56	\$28,836
Amtrak Expenditures in Local Community	\$0	1.45	\$0
Total Community Benefits for Albion			\$51,253
* The total number of passengers using the Albion station in 2007 was 1,529; to avoid double counting, the traveler benefits of 296 passengers detouring at Albion were assigned to their Michigan originating station.			
(All calculations subject to rounding)			

Ann Arbor Community Benefits Summary

Traveler Savings Derived from Ann Arbor Amtrak Station				
2007 Rail Passenger Trips for Ann Arbor:				
	<u>To/from Chicago</u>	<u>To Kalamazoo</u>	<u>Other ARB Originations</u>	<u>Total*</u>
2007 one-way train trips	114,705	4,220	9,119	128,044
Typical one-way train fare	\$38.17	\$16.28	\$11.83	
Total train costs to users	\$4,378,128	\$68,681	\$107,843	\$4,554,652
Alternative Mode Trips if No Rail Passenger Service Existed:				
	<u>To/from Chicago</u>	<u>To Kalamazoo</u>	<u>Other ARB Originations</u>	<u>Total</u>
Intercity Bus	7,826	788	-	8,614
Air	30,675	197	-	30,872
Auto	50,269	985	6,358	57,611
Would make trip by alternative mode	88,770	1,969	6,358	97,097
Would not make trip	25,935	2,251	2,761	30,947
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:				
	<u>To/from Chicago</u>	<u>To Kalamazoo</u>	<u>Other ARB Originations</u>	<u>Total</u>
Total one-way train trips	88,770	1,969	6,358	97,097
Typical one-way train fare	\$38.16	\$16.28	\$11.83	
Total train costs to alternative mode users	\$3,387,706	\$32,051	\$75,188	\$3,494,945
Costs for Alternative Mode Travel:				
	<u>To/from Chicago</u>	<u>To Kalamazoo</u>	<u>Other ARB Originations</u>	<u>Total</u>
Intercity Bus				
Total one-way bus trips	7,826	788	-	8,614
Typical one-way bus fare w/ground costs	\$33.48	\$21.49	-	
Total cost to users	\$261,997	\$16,931	-	\$278,927
Air				
Total one-way air trips	30,675	197	-	30,872
Typical one-way air fare w/ground costs	\$83.64	\$209.88	-	
Total cost to users	\$2,565,660	\$41,333	-	\$2,606,993
Auto				
Total vehicle trips @1.79 occupancy	28,083	550	3,552	32,185
Cost for trip/vehicle	\$126.96	\$50.00	\$38.01	
Cost for trip/occupant	\$81.38	\$27.93	\$21.24	
Total costs @ 1.79 occupancy	\$3,565,431	\$27,502	\$135,014	\$3,727,947
Cost Summary for Rail and Alternative Modes:				
	<u>To/from Chicago</u>	<u>To Kalamazoo</u>	<u>Other ARB Originations</u>	<u>Total</u>
Total costs by alternative mode	\$6,393,088	\$85,766	\$135,014	\$6,613,867
Total train costs to alternative mode users	\$3,387,706	\$32,051	\$75,188	\$3,494,945
Total Savings for Ann Arbor travelers	\$3,005,382	\$53,715	\$59,825	\$3,118,922
Non-traveler Savings	\$560,475	\$13,116	\$12,991	\$586,582
Summary of Community Benefits				
			<u>Multiplier</u>	<u>Total</u>
Total Savings for Ann Arbor travelers		\$3,118,922	1.00	\$3,118,922
Non-traveler Savings		\$586,582	1.00	\$586,582
Local Business Revenues		\$3,201,100	1.56	\$4,990,835
Amtrak Expenditures in Local Community		\$225,000	1.45	\$325,868
Total Community Benefits for Ann Arbor				\$9,022,206
* The total number of passengers using the Ann Arbor station in 2007 was 141,558; to avoid double counting, the traveler benefits of 13,514 passengers detraining at Ann Arbor were assigned to their Michigan originating station.				
(All calculations subject to rounding)				

Battle Creek Community Benefits Summary

Traveler Savings Derived from Battle Creek Amtrak Station				
2007 Rail Passenger Trips for Battle Creek:				
	<u>To/from Chicago</u>	<u>Other BTL Originations</u>	<u>Total*</u>	
2007 one-way train trips	42,717	5,463	48,180	
Typical one-way train fare	\$27.97	\$12.24		
Total train costs to users	\$1,194,840	\$66,891	\$1,261,731	
Alternative Mode Trips if No Passenger Train Service:				
			<u>Total</u>	
Intercity Bus	7,935	-	-	
Air	9,606	-	-	
Auto	<u>11,835</u>	<u>3,744</u>	15,579	
Would make trip by alternative mode	29,376	3,744	33,120	
Would not make trip	13,341	1,719	15,060	
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:				
	<u>To/from Chicago</u>	<u>Other BTL Originations</u>	<u>Total</u>	
Total one-way train trips	29,376	3,744	33,120	
Typical one-way train fare	\$27.97	\$12.24		
Total train costs to alternative mode users	\$821,706	\$45,846	\$867,552	
Costs for Alternative Mode Travel:				
	<u>To/from Chicago</u>	<u>Other BTL Originations</u>	<u>Total</u>	
Intercity Bus				
Total one-way bus trips	7,935	-	-	
Typical one-way bus fare w/ground costs	\$24.50	-	-	
Total cost to users	\$194,406	-	-	
Air				
Total one-way air trips	9,606	-	-	
Typical one-way air fare w/ground costs	\$199.19	-	-	
Total cost to users	\$1,913,453	-	-	
Auto				
Total vehicle trips@1.79/1.56 occupancy	6,612	2,133	8,745	
Cost for trip/vehicle	\$90.60	\$39.90		
Cost for trip/occupant	\$58.08	\$22.73		
Total costs @1.79/1.56 occupancy	\$599,013	\$85,104	\$684,116	
Cost Summary for Rail and Alternative Modes:				
	<u>To/from Chicago</u>	<u>Other BTL Originations</u>	<u>Total</u>	
Total costs by alternative mode	\$2,706,872	\$85,104	\$2,791,976	
Total train costs to alternative mode users	\$821,706	\$45,846	\$867,552	
Total Savings for Battle Creek travelers	\$1,885,166	\$39,258	\$1,924,423	
Non-traveler Savings	\$200,814	\$9,010	\$209,825	
Summary of Community Benefits				
			<u>Multiplier</u>	<u>Total</u>
Total Savings for Battle Creek travelers		\$1,924,423	1.00	\$1,924,423
Non-traveler Savings		\$209,825	1.00	\$209,825
Local Business Revenues		\$1,204,500	1.56	\$1,877,936
Amtrak Expenditures in Local Community		\$352,200	1.45	\$510,091
Total Community Benefits for Battle Creek				\$4,522,275
* The total number of passengers using the Battle Creek station in 2007 was 53,425; to avoid double counting, the traveler benefits of 5,245 passengers detouring at Battle Creek were assigned to their Michigan originating station.				
(All calculations subject to rounding)				

Birmingham Community Benefits Summary

Traveler Savings Derived from Birmingham Amtrak Station			
2007 Rail Passenger Trips for Birmingham:			
	<u>To/from Chicago</u>	<u>Other BMM Originations</u>	<u>Total*</u>
2007 one-way train trips	15,024	1,674	16,698
Typical one-way train fare	\$46.50	\$20.55	
Total train costs to users	\$698,686	\$34,395	\$733,081
Alternative Mode Trips if No Rail Passenger Service Existed:			
	<u>To/from Chicago</u>	<u>Other BMM Originations</u>	<u>Total</u>
Intercity Bus	719	-	719
Air	4,972	-	4,972
Auto	7,274	1,167	8,441
Would make trip by alternative mode	12,965	1,167	14,132
Would not make trip	2,059	507	2,566
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:			
	<u>To/from Chicago</u>	<u>Other BMM Originations</u>	<u>Total</u>
Total one-way train trips	12,965	1,167	14,132
Typical one-way train fare	\$46.52	\$20.55	
Total train costs to alternative mode users	\$603,158	\$23,980	\$627,139
Costs for Alternative Mode Travel			
	<u>To/from Chicago</u>	<u>Other BMM Originations</u>	<u>Total</u>
Intercity Bus			
Total one-way bus trips	719	-	719
Typical one-way bus fare w/ground costs	\$39.41	-	
Total cost to users	\$28,333	-	\$28,333
Air			
Total one-way air trips	4,972	-	4,972
Typical one-way air fare w/ground costs	\$84.49	-	
Total cost to users	\$420,099	-	\$420,099
Auto			
Total vehicle trips @1.79 occupancy	4,064	652	4,716
Cost for trip/vehicle	\$153.22	\$66.04	
Cost for trip/occupant	\$98.22	\$36.90	
Total costs @1.79 occupancy	\$622,636	\$43,061	\$665,697
Cost Summary for Rail and Alternative Modes			
	<u>To/from Chicago</u>	<u>Other BMM Originations</u>	<u>Total</u>
Total costs by alternative mode	\$1,071,067	\$43,061	\$1,114,128
Total train costs to alternative mode users	\$603,158	\$23,980	\$627,139
Total Savings for Birmingham travelers	\$467,909	\$19,081	\$486,989
Non-traveler Savings	\$53,215	\$4,143	\$57,359
Summary of Community Benefits			
		<u>Multiplier</u>	<u>Total</u>
Total Savings for Birmingham travelers	\$486,989	1.00	\$486,989
Non-traveler Savings	\$57,359	1.00	\$57,359
Local Business Revenues	\$417,450	1.81	\$754,791
Amtrak Expenditures in Local Community	\$0	1.58	\$0
Total Community Benefits for Birmingham			\$1,299,139
* The total number of passengers using the Birmingham station in 2007 was 18,687; to avoid double counting, the traveler benefits of 1,989 passengers detouring at Birmingham were assigned to their Michigan originating station.			
(All calculations subject to rounding)			

Dearborn Community Benefits Summary

Traveler Savings Derived from Dearborn Amtrak Station				
2007 Rail Passenger Trips for Dearborn:				
	<u>To/from Chicago</u>	<u>Other DER Originations</u>	<u>Total*</u>	
2007 one-way train trips	57,769	7,582	65,351	
Typical one-way train fare	\$42.87	\$18.80		
Total train costs to users	\$2,476,594	\$142,542	\$2,619,136	
Alternative Mode Trips if No Rail Passenger Service Existed:				
	<u>To/from Chicago</u>	<u>Other DER Originations</u>	<u>Total</u>	
Intercity Bus	3,519	-	3,519	
Air	19,783	-	19,783	
Auto	26,109	5,286	31,395	
Would make trip by alternative mode	49,410	5,286	54,697	
Would not make trip	8,359	2,296	10,654	
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:				
	<u>To/from Chicago</u>	<u>Other DER Originations</u>	<u>Total</u>	
Total one-way train trips	49,410	5,286	54,697	
Typical one-way train fare	\$42.86	\$18.80		
Total train costs to alternative mode users	\$2,117,817	\$99,380	\$2,217,197	
Costs for Alternative Mode Travel:				
	<u>To/from Chicago</u>	<u>Other DER Originations</u>	<u>Total</u>	
Intercity Bus				
Total one-way bus trips	3,519	-	3,519	
Typical one-way bus fare w/ground costs	\$36.03	-		
Total cost to users	\$126,773	-	\$126,773	
Air				
Total one-way air trips	19,783	-	19,783	
Typical one-way air fare w/ground costs	\$79.97	-		
Total cost to users	\$1,582,074	-	\$1,582,074	
Auto				
Total vehicle trips @1.79 occupancy	14,586	2,953	17,539	
Cost for trip/vehicle	\$144.64	\$60.43		
Cost for trip/occupant	\$92.71	\$33.76		
Total costs @1.79 occupancy	\$2,109,635	\$178,454	\$2,288,089	
Cost Summary for Rail and Alternative Modes:				
	<u>To/from Chicago</u>	<u>Other DER Originations</u>	<u>Total</u>	
Total costs by alternative mode	\$3,818,482	\$178,454	\$3,996,935	
Total train costs to alternative mode users	\$2,117,817	\$99,380	\$2,217,197	
Total Savings for Dearborn travelers	\$1,700,665	\$79,074	\$1,779,739	
Non-traveler Savings	\$208,350	\$17,171	\$225,521	
Summary of Community Benefits				
			<u>Multiplier</u>	<u>Total</u>
Total Savings for Dearborn travelers		\$1,779,739	1.00	\$1,779,739
Non-traveler Savings		\$225,521	1.00	\$225,521
Local Business Revenues		\$1,633,775	1.60	\$2,613,713
Amtrak Expenditures in Local Community		\$225,000	1.49	\$335,610
Total Community Benefits for Dearborn				\$4,954,583
* The total number of passengers using the Dearborn station in 2007 was 72,254; to avoid double counting, the traveler benefits of 6,903 passengers detraining at Dearborn were assigned to their Michigan originating station.				
(All calculations subject to rounding)				

Detroit Community Benefits Summary

Traveler Savings Derived from Detroit Amtrak Station				
2007 Rail Passenger trips for Detroit:				
	<u>To/from Chicago</u>	<u>Other DET Originations</u>	<u>Total*</u>	
2007 one-way train trips	42,589	7,157	49,746	
Typical one-way train fare	\$45.79	\$18.80		
Total train costs to users	\$1,950,349	\$134,552	\$2,084,900	
Alternative Mode trips if No Rail Passenger Service Existed:				
	<u>To/from Chicago</u>	<u>Other DET Originations</u>	<u>Total</u>	
Intercity Bus	9,930	-	9,930	
Air	11,626	-	11,626	
Auto	13,507	4,990	18,497	
Would make trip by alternative mode	35,063	4,990	40,053	
Would not make trip	7,526	2,167	9,693	
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:				
	<u>To/from Chicago</u>	<u>Other DET Originations</u>	<u>Total</u>	
Total one-way train trips	35,063	4,990	40,053	
Typical one-way train fare	\$45.81	\$18.80		
Total train costs to alternative mode users	\$1,606,146	\$93,809	\$1,699,956	
Costs for Alternative Mode Travel:				
	<u>To/from Chicago</u>	<u>Other DET Originations</u>	<u>Total</u>	
Intercity Bus				
Total one-way bus trips	9,930	-	9,930	
Typical one-way bus fare w/ground costs	\$33.50	-		
Total cost to users	\$332,656	-	\$332,656	
Air				
Total one-way air trips	11,626	-	11,626	
Typical one-way air fare w/ground costs	\$81.95	-		
Total cost to users	\$952,714	-	\$952,714	
Auto				
Total vehicle trips @1.79 occupancy	7,546	2,788	10,333	
Cost for trip/vehicle	\$148.68	\$60.43		
Cost for trip/occupant	\$95.30	\$33.76		
Total costs @1.79 occupancy	\$1,121,851	\$168,451	\$1,290,302	
Cost Summary for Rail and Alternative Modes:				
	<u>To/from Chicago</u>	<u>Other DET Originations</u>	<u>Total</u>	
Total costs by alternative mode	\$2,407,221	\$168,451	\$2,575,672	
Total train costs to alternative mode users	\$1,606,146	\$93,809	\$1,699,956	
Total Savings for Detroit travelers	\$801,074	\$74,641	\$875,716	
Non-traveler Savings	\$186,261	\$16,209	\$202,470	
Summary of Community Benefits				
			<u>Multiplier</u>	<u>Total</u>
Total Savings for Detroit travelers		\$875,716	1.00	\$875,716
Non-traveler Savings		\$202,470	1.00	\$202,470
Local Business Revenues		\$1,243,650	1.60	\$1,989,591
Amtrak Expenditures in Local Community		\$305,000	1.49	\$454,938
Total Community Benefits for Detroit				\$3,522,715
* The total number of passengers using the Detroit station in 2007 was 56,494; to avoid double counting, the traveler benefits of 6,748 passengers detraining at Detroit were assigned to their Michigan originating station.				
(All calculations subject to rounding)				

Dowagiac Community Benefits Summary

Traveler Savings Derived from Dowagiac Amtrak Station			
2007 Rail Passenger Trips for Dowagiac:			
	<u>To/from Chicago</u>	<u>Other DOA Originations</u>	<u>Total*</u>
2007 one-way train trips	1,591	576	2,167
Typical one-way train fare	\$16.02	\$15.25	
Total train costs to users	\$25,495	\$8,782	\$34,276
Alternative Mode Trips if No Rail Passenger Service Existed:			
	<u>To/from Chicago</u>	<u>Other DOA Originations</u>	<u>Total</u>
Intercity Bus	-	-	-
Air	-	-	-
Auto	1,109	392	1,502
Would make trip by alternative mode	1,109	392	1,502
Would not make trip	482	184	665
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:			
	<u>To/from Chicago</u>	<u>Other DOA Originations</u>	<u>Total</u>
Total one-way train trips	1,109	392	1,502
Typical one-way train fare	\$16.02	\$15.25	
Total train costs to alternative mode users	\$17,775	\$5,982	\$23,757
Costs for Alternative Mode Travel:			
	<u>To/from Chicago</u>	<u>Other DOA Originations</u>	<u>Total</u>
Intercity Bus			
Total one-way bus trips	-	-	-
Typical one-way bus fare w/ground costs	-	-	-
Total cost to users	-	-	-
Air			
Total one-way air trips	-	-	-
Typical one-way air fare w/ground costs	-	-	-
Total cost to users	-	-	-
Auto			
Total vehicle trips@1.79/1.56 occupancy	620	225	845
Cost for trip/vehicle	\$55.60	\$50.11	
Cost for trip/occupant	\$31.06	\$28.75	
Total costs @ 1.79/1.56 occupancy	\$34,453	\$11,280	\$45,734
Cost Summary for Rail and Alternative Modes:			
	<u>To/from Chicago</u>	<u>Other DOA Originations</u>	<u>Total</u>
Total costs by alternative mode	\$34,453	\$11,280	\$45,734
Total train costs to alternative mode users	\$17,775	\$5,982	\$23,757
Total Savings for Dowagiac travelers	\$16,679	\$5,299	\$21,977
Non-traveler Savings	\$3,622	\$1,240	\$4,862
Summary of Community Benefits			
		<u>Multiplier</u>	<u>Total</u>
Total Savings for Dowagiac travelers		1.00	\$21,977
Non-traveler Savings		1.00	\$4,862
Local Business Revenues		1.61	\$52,275
Amtrak Expenditures in Local Community		1.43	\$0
Total Community Benefits for Dowagiac			\$79,114
* The total number of passengers using the Dowagiac station in 2007 was 2,782; to avoid double counting, the traveler benefits of 615 passengers detouring at Dowagiac were assigned to their Michigan originating station.			
(All calculations subject to rounding)			

Jackson Community Benefits Summary

Traveler Savings Derived from Jackson Amtrak Station				
2007 Rail Passenger Trips for Jackson:				
		<u>To/from Chicago</u>	<u>Other JXN Originations</u>	<u>Total*</u>
2007 one-way train trips		22,186	2,238	24,424
Typical one-way train fare		\$32.20	\$10.66	
Total train costs to users		714,363	23,861	\$738,224
Alternative Mode Trips if No Rail Passenger Service Existed:				
		<u>To/from Chicago</u>	<u>Other JXN Originations</u>	<u>Total</u>
Intercity Bus		2,147	-	2,147
Air		5,131	-	5,131
Auto		9,992	1,560	11,552
Would make trip by alternative mode		17,270	1,560	18,831
Would not make trip		4,916	678	5,593
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:				
		<u>To/from Chicago</u>	<u>Other JXN Originations</u>	<u>Total</u>
Total one-way train trips		17,270	1,560	18,831
Typical one-way train fare		\$32.24	\$10.66	
Total train costs to alternative mode users		\$556,824	\$16,636	\$573,460
Costs for Alternative Mode Travel:				
		<u>To/from Chicago</u>	<u>Other JXN Originations</u>	<u>Total</u>
Intercity Bus				
Total one-way bus trips		2,147	-	2,147
Typical one-way bus fare w/ground costs		\$37.49	-	
Total cost to users		\$80,517	-	\$80,517
Air				
Total one-way air trips		5,131	-	5,131
Typical one-way air fare w/ground costs		\$144.71	-	
Total cost to users		\$742,562	-	\$742,562
Auto				
Total vehicle trips @1.79 occupancy		5,582	872	6,454
Cost for trip/vehicle		\$110.80	\$34.27	
Cost for trip/occupant		\$71.03	\$19.14	
Total costs @1.79 occupancy		\$618,477	\$29,872	\$648,349
Cost Summary for Rail and Alternative Modes:				
		<u>To/from Chicago</u>	<u>Other JXN Originations</u>	<u>Total</u>
Total costs by alternative mode		\$1,441,556	\$29,872	\$1,471,428
Total train costs to alternative mode users		\$556,824	\$16,636	\$573,460
Total Savings for Jackson travelers		\$884,731	\$13,237	\$897,968
Non-traveler Savings		\$95,325	\$2,874	\$98,199
Summary of Community Benefits				
			<u>Multiplier</u>	<u>Total</u>
Total Savings for Jackson travelers		\$897,968	1.00	\$897,968
Non-traveler Savings		\$98,199	1.00	\$98,199
Local Business Revenues		\$610,600	1.56	\$951,986
Amtrak Expenditures in Local Community		\$100,000	1.45	\$144,830
Total Community Benefits for Jackson				\$2,092,983
* The total number of passengers using the Jackson station in 2007 was 26,932; to avoid double counting, the traveler benefits of 2,508 passengers detouring at Jackson were assigned to their Michigan originating station.				
(All calculations subject to rounding)				

Kalamazoo Community Benefits Summary

Traveler Savings Derived from Kalamazoo Amtrak Savings						
2007 Rail Passenger Trips for Kalamazoo:						
	<u>To/from Chicago</u>	<u>To Ann Arbor</u>	<u>To E. Lansing</u>	<u>Other KAL Originations</u>	<u>Total*</u>	
2007 one-way train trips	74,109	4,390	1,675	11,535	91,709	
Typical one-way train fare	\$23.75	\$16.72	\$10.21	\$19.65		
Total train costs to users	\$1,760,039	\$73,383	\$17,095	\$226,631	\$2,077,149	
Alternative Mode Trips if No Rail Passenger Service Existed:						
	<u>To/from Chicago</u>	<u>To Ann Arbor</u>	<u>To E. Lansing</u>	<u>Other KAL Originations</u>	<u>Total</u>	
Intercity Bus	8,649	690	403	-	9,742	
Air	11,594	99	0	-	11,692	
Auto	32,717	1,478	806	7,898	42,899	
Would make trip by alternative mode	52,960	2,266	1,210	7,898	64,333	
Would not make trip	21,149	2,124	465	3,637	27,376	
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:						
	<u>To/from Chicago</u>	<u>To Ann Arbor</u>	<u>To E. Lansing</u>	<u>Other KAL Originations</u>	<u>Total</u>	
Total one-way train trips	52,960	2,266	1,210	7,898	64,333	
Typical one-way train fare	\$23.75	\$16.72	\$10.21	\$19.65		
Total train costs to alternative mode users	\$1,257,688	\$37,875	\$12,346	\$155,172	\$1,463,082	
Costs for Alternative Mode Travel:						
	<u>To/from Chicago</u>	<u>To Ann Arbor</u>	<u>To E. Lansing</u>	<u>Other KAL Originations</u>	<u>Total</u>	
Intercity Bus						
Total one-way bus trips	8,649	690	403	-	9,742	
Typical one-way bus fare w/ground costs	\$24.50	\$21.49	\$16.20	-		
Total cost to users	\$211,868	\$14,821	\$6,533	-	\$233,222	
Air						
Total one-way air trips	11,594	99	-	-	11,692	
Typical one-way air fare w/ground costs	\$191.85	\$212.28	-	-		
Total cost to users	\$2,224,266	\$20,913	-	-	\$2,245,179	
Auto						
Total vehicle trips @1.79 occupancy	18,278	826	517	4,504	24,125	
Cost for trip/vehicle	\$79.49	\$50.00	\$41.92	\$63.96		
Cost for trip/occupant	\$44.41	\$27.93	\$26.87	\$36.48		
Total costs @1.79 occupancy	\$1,452,897	\$41,272	\$21,669	\$288,120	\$1,803,958	
Cost Summary for Rail and Alternative Modes:						
	<u>To/from Chicago</u>	<u>To Ann Arbor</u>	<u>To E. Lansing</u>	<u>Other KAL Originations</u>	<u>Total</u>	
Total costs by alternative mode	\$3,889,030	\$77,007	\$28,202	\$288,120	\$4,282,359	
Total train costs to alternative mode users	\$1,257,688	\$37,875	\$12,346	\$155,172	\$1,463,082	
Total Savings for Kalamazoo travelers	\$2,631,342	\$39,131	\$15,856	\$132,948	\$2,819,277	
Non-traveler Savings	\$218,469	\$11,911	\$3,876	\$30,612	\$264,868	
Summary of Community Benefits						
				<u>Multiplier</u>	<u>Total</u>	
Total Savings for Kalamazoo travelers			\$2,819,277	1.00	\$2,819,277	
Non-traveler Savings			\$264,868	1.00	\$264,868	
Local Business Revenues			\$2,292,725	1.61	\$3,687,160	
Amtrak Expenditures in Local Community			\$150,000	1.43	\$213,975	
Total Community Benefits for Kalamazoo					\$6,985,281	
* The total number of passengers using the Kalamazoo station in 2007 was 107,819; to avoid double counting, the traveler benefits of 16,110 passengers detraining at Kalamazoo were assigned to their Michigan originating station.						
(All calculations subject to rounding)						

Niles Community Benefits Summary

Traveler Savings Derived from Niles Amtrak Station				
2007 Rail Passenger Trips for Niles:				
	<u>To/from Chicago</u>	<u>Other NLS Originations</u>	<u>Total*</u>	
2007 one-way train trips	7,917	5,368	13,285	
Typical one-way train fare	\$13.98	\$23.01		
Total train costs to users	\$110,695	\$123,508	\$234,203	
Alternative Mode Trips if No Rail Passenger Service Existed:				
	<u>To/from Chicago</u>	<u>Other NLS Originations</u>	<u>Total</u>	
Intercity Bus	-	-	-	
Air	-	-	-	
Auto	5,520	3,665	9,185	
Would make trip by alternative mode	5,520	3,665	9,185	
Would not make trip	2,397	1,703	4,100	
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:				
	<u>To/from Chicago</u>	<u>Other NLS Originations</u>	<u>Total</u>	
Total one-way train trips	5,520	3,665	9,185	
Typical one-way train fare	\$13.98	\$23.01		
Total train costs to alternative mode users	\$77,176	\$84,334	\$161,510	
Costs for Alternative Mode Travel:				
	<u>To/from Chicago</u>	<u>Other NLS Originations</u>	<u>Total</u>	
Intercity Bus				
Total one-way bus trips	-	-	-	
Typical one-way bus fare w/ground costs	-	-	-	
Total cost to users	-	-	-	
Air				
Total one-way air trips	-	-	-	
Typical one-way air fare w/ground costs	-	-	-	
Total cost to users	-	-	-	
Auto				
Total vehicle trips@1.79/1.56 occupancy	3,084	2,097	5,181	
Cost for trip/vehicle	\$49.03	\$74.98		
Cost for trip/occupant	\$27.39	\$42.90		
Total costs @ 1.79/1.56 occupancy	\$151,200	\$157,243	\$308,443	
Cost Summary for Rail and Alternative Modes:				
	<u>To/from Chicago</u>	<u>Other NLS Originations</u>	<u>Total</u>	
Total costs by alternative mode	\$151,200	\$157,243	\$308,443	
Total train costs to alternative mode users	\$77,176	\$84,334	\$161,510	
Total Savings for Niles travelers	\$74,024	\$72,909	\$146,933	
Non-traveler Savings	\$16,075	\$16,934	\$33,009	
Summary of Community Benefits				
			<u>Multiplier</u>	<u>Total</u>
Total Savings for Niles travelers		\$146,933	1.00	\$146,933
Non-traveler Savings		\$33,009	1.00	\$33,009
Local Business Revenues		\$332,125	1.61	\$534,123
Amtrak Expenditures in Local Community		\$2,985,000	1.43	\$4,258,103
Total Community Benefits for Niles				\$4,972,168
* The total number of passengers using the Niles station in 2007 was 18,479; to avoid double counting, the traveler benefits of 5,194 passengers detouring at Niles were assigned to their Michigan originating station.				
(All calculations subject to rounding)				

Pontiac Community Benefits Summary

Traveler Savings Derived from Pontiac Amtrak Station				
2007 Rail Passenger Trips for Pontiac:				
	<u>To/from Chicago</u>	<u>Other PNT Originations</u>	<u>Total*</u>	
2007 one-way train trips	12,616	1,787	14,403	
Typical one-way train fare	\$47.75	\$23.21		
Total train costs to users	\$602,396	\$41,479	\$643,875	
Alternative Mode Trips if No Rail Passenger Service Existed:				
	<u>To/from Chicago</u>	<u>Other PNT Originations</u>	<u>Total</u>	
Intercity Bus	2,163	-	2,163	
Air	3,710	-	3,710	
Auto	3,591	1,246	4,837	
Would make trip by alternative mode	9,464	1,246	10,710	
Would not make trip	3,152	541	3,693	
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:				
	<u>To/from Chicago</u>	<u>Other PNT Originations</u>	<u>Total</u>	
Total one-way train trips	9,464	1,246	10,710	
Typical one-way train fare	\$47.80	\$23.21		
Total train costs to alternative mode users	\$452,417	\$28,919	\$481,336	
Costs for Alternative Mode Travel:				
	<u>To/from Chicago</u>	<u>Other PNT Originations</u>	<u>Total</u>	
Intercity Bus				
Total one-way bus trips	2,163	-	2,163	
Typical one-way bus fare w/ground costs	\$33.49	-		
Total cost to users	\$72,442	-	\$72,442	
Air				
Total one-way air trips	3,710	-	3,710	
Typical one-way air fare w/ground costs	\$87.02	-		
Total cost to users	\$322,874	-	\$322,874	
Auto				
Total vehicle trips @1.79 occupancy	2,006	696	2,702	
Cost for trip/vehicle	\$149.69	\$74.61		
Cost for trip/occupant	\$95.95	\$41.68		
Total costs @1.79 occupancy	\$300,301	\$51,929	\$352,230	
Cost Summary for Rail and Alternative Modes:				
	<u>To/from Chicago</u>	<u>Other PNT Originations</u>	<u>Total</u>	
Total costs by alternative mode	\$695,616	\$51,929	\$748,910	
Total train costs to alternative mode users	\$452,417	\$28,919	\$482,096	
Total Savings for Pontiac Travelers	\$243,199	\$23,010	\$266,209	
Non-traveler Savings	\$75,877	\$4,997	\$80,874	
Summary of Community Benefits				
			<u>Multiplier</u>	<u>Total</u>
Total Savings for Pontiac travelers		\$266,209	1.00	\$266,209
Non-traveler Savings		\$80,874	1.00	\$80,874
Local Business Revenues		\$360,075	1.81	\$651,052
Amtrak Expenditures in Local Community		\$3,091,700	1.58	\$4,890,142
Total Community Benefits for Pontiac				\$5,888,277
* The total number of passengers using the Pontiac station in 2007 was 16,248; to avoid double counting, the traveler benefits of 1,845 passengers detouring at Pontiac were assigned to their Michigan originating station.				
(All calculations subject to rounding)				

Royal Oak Community Benefits Summary

Traveler Savings Derived from Royal Oak Amtrak Station			
2007 Rail Passenger Trips for Royal Oak:			
	<u>To/from Chicago</u>	<u>Other ROY Originations</u>	<u>Total*</u>
2007 one-way train trips	19,751	2,973	22,724
Typical one-way train fare	\$48.31	\$20.14	
Total train costs to users	\$954,128	\$59,890	\$1,014,018
Alternative Mode Trips if No Rail Passenger Service Existed:			
	<u>To/from Chicago</u>	<u>Other ROY Originations</u>	<u>Total</u>
Intercity Bus	1,624	-	1,624
Air	5,745	-	5,745
Auto	8,237	2,073	10,310
Would make trip by alternative mode	15,606	2,073	17,678
Would not make trip	4,145	900	5,046
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:			
	<u>To/from Chicago</u>	<u>Other ROY Originations</u>	<u>Total</u>
Total one-way train trips	15,606	2073	17678
Typical one-way train fare	\$48.30	\$20.14	
Total train costs to alternative mode users	\$753,795	\$41,755	\$795,550
Costs for Alternative Mode Travel			
	<u>To/from Chicago</u>	<u>Other ROY Originations</u>	<u>Total</u>
Intercity Bus			
Total one-way bus trips	1,624	-	1,624
Typical one-way bus fare w/ground costs	\$37.72	-	
Total cost to users	\$61,254	-	\$61,254
Air			
Total one-way air trips	5,745	-	5,745
Typical one-way air fare w/ground costs	\$84.20	-	
Total cost to users	\$483,745	-	\$483,745
Auto			
Total vehicle trips @1.79 occupancy	4,602	1,158	5,760
Cost for trip/vehicle	\$150.19	\$64.75	
Cost for trip/occupant	\$83.91	\$36.17	
Total costs @1.79 occupancy	\$691,106	\$74,978	\$766,084
Cost Summary for Rail and Alternative Modes			
	<u>To/from Chicago</u>	<u>Other ROY Originations</u>	<u>Total</u>
Total costs by alternative mode	\$1,236,105	\$74,978	\$1,311,083
Total train costs to alternative mode users	\$753,795	\$41,755	\$795,550
Total Savings for Royal Oak travelers	\$482,310	\$33,223	\$515,533
Non-traveler Savings	\$73,793	\$7,215	\$81,007
Summary of Community Benefits			
		<u>Multiplier</u>	<u>Total</u>
Total Savings for Royal Oak travelers		1.00	\$515,533
Non-traveler Savings		1.00	\$81,007
Local Business Revenues		1.81	\$1,027,182
Amtrak Expenditures in Local Community		1.58	\$0
Total Community Benefits for Royal Oak			\$1,623,722
* The total number of passengers using the Royal Oak station in 2007 was 25,987; to avoid double counting, the traveler benefits of 3,263 passengers detouring at Royal Oak were assigned to their Michigan originating station.			
(All calculations subject to rounding)			

Bangor Community Benefits Summary

Traveler Savings Derived from Bangor Amtrak Station				
2007 Rail Passenger Trips for Bangor:				
	<u>To/from Chicago</u>	<u>Other BAM Originations</u>	<u>Total*</u>	
2007 one-way train trips	3,510	178	3,688	
Typical one-way train fare	\$19.48	\$4.85		
Total train costs to users	\$68,368	\$863	\$69,231	
Alternative Mode Trips if No Rail Passenger Service Existed:				
	<u>To/from Chicago</u>	<u>Other BAM Originations</u>	<u>Total</u>	
Intercity Bus	678	-	678	
Air	-	-	-	
Auto	1,697	107	1,804	
Would make trip by alternative mode	2,375	107	2,482	
Would not make trip	1,135	71	1,206	
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:				
	<u>To/from Chicago</u>	<u>Other BAM Originations</u>	<u>Total</u>	
Total one-way train trips	2,375	107	2,482	
Typical one-way train fare	\$19.51	\$4.85		
Total train costs to alternative mode users	\$46,335	\$518	\$46,853	
Costs for Alternative Mode Travel:				
	<u>To/from Chicago</u>	<u>Other BAM Originations</u>	<u>Total</u>	
Intercity Bus				
Total one-way bus trips	678	-	678	
Typical one-way bus fare w/ground costs	\$30.59	-	-	
Total cost to users	\$20,740	-	\$20,740	
Air				
Total one-way air trips	-	-	-	
Typical one-way air fare w/ground costs	-	-	-	
Total cost to users	-	-	-	
Auto				
Total vehicle trips @1.83 occupancy	928	58	986	
Cost for trip/vehicle	\$70.91	\$14.58		
Cost for trip/occupant	\$38.75	\$7.97		
Total costs @1.83 occupancy	65,764.7	850.9	66,615.6	
Cost Summary for Rail and Alternative Modes:				
	<u>To/from Chicago</u>	<u>Other BAM Originations</u>	<u>Total</u>	
Total costs by alternative mode	\$86,505	\$851	\$87,355	
Total train costs to alternative mode users	\$46,335	\$518	\$46,853	
Total Savings for Bangor travelers	\$40,170	\$333	\$40,503	
Non-traveler Savings	\$10,918	\$111	\$11,029	
Summary of Community Benefits				
			<u>Multiplier</u>	<u>Total</u>
Total Savings for Bangor travelers		\$40,503	1.00	\$40,503
Non-traveler Savings		\$11,029	1.00	\$11,029
Local Business Revenues		\$55,320	1.61	\$88,966
Amtrak Expenditures in Local Community		\$0	1.43	\$0
Total Community Benefits for Bangor				\$140,498
* The total number of passengers using the Bangor station in 2007 was 3,784; to avoid double counting, the traveler benefits of 96 passengers detouring at Bangor were assigned to their Michigan originating station.				
(All calculations subject to rounding)				

Grand Rapids Community Benefits Summary

Traveler Savings Derived from Grand Rapids Amtrak Station			
2007 Rail Passenger Trips for Grand Rapids:			
	<u>To/from Chicago</u>	<u>Other GRR Originations</u>	<u>Total*</u>
2007 one-way train trips	52,580	637	53,217
Typical one-way train fare	\$29.55	\$7.16	
Total train costs to users	\$1,553,578	\$4,564	\$1,558,141
Alternative Mode Trips if No Rail Passenger Service Existed:			
	<u>To/from Chicago</u>	<u>Other GRR Originations</u>	<u>Total</u>
Intercity Bus	4,532	-	4,532
Air	9,205	-	9,205
Auto	<u>18,542</u>	<u>382</u>	<u>18,924</u>
Would make trip by alternative mode	32,279	382	32,661
Would not make trip	20,301	255	20,556
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:			
	<u>To/from Chicago</u>	<u>Other GRR Originations</u>	<u>Total</u>
Total one-way train trips	32279	382	32661
Typical one-way train fare	<u>\$29.54</u>	<u>\$7.16</u>	
Total train costs to alternative mode users	\$953,448	\$2,738	\$956,186
Costs for Alternative Mode Travel:			
	<u>To/from Chicago</u>	<u>Other GRR Originations</u>	<u>Total</u>
Intercity Bus			
Total one-way bus trips	4,532	-	4,532
Typical one-way bus fare w/ground costs	\$37.05	-	
Total cost to users	\$167,936	-	\$167,936
Air			
Total one-way air trips	9,205	-	9,205
Typical one-way air fare w/ground costs	\$134.40	-	
Total cost to users	\$1,237,228	-	\$1,237,228
Auto			
Total vehicle trips @1.83 occupancy	10,132	209	10,341
Cost for trip/vehicle	\$95.65	\$21.55	
Cost for trip/occupant	\$52.27	\$11.78	
Total costs @1.83 occupancy	\$969,124	\$4,501	\$973,625
Cost Summary for Rail and Alternative Modes:			
	<u>To/from Chicago</u>	<u>Other GRR Originations</u>	<u>Total</u>
Total costs by alternative mode	\$2,374,287	\$4,501	\$2,378,788
Total train costs to alternative mode users	\$953,448	\$2,738	\$956,186
Total Savings for Grand Rapids traveler	\$1,420,840	\$1,763	\$1,422,603
Non-traveler Savings	\$230,722	\$588	\$231,310
Summary of Community Benefits			
		<u>Multiplier</u>	<u>Total</u>
Total Savings for Grand Rapids travelers	\$1,422,603	1.00	\$1,422,603
Non-traveler Savings	\$231,310	1.00	\$231,310
Local Business Revenues	\$1,064,340	1.75	\$1,867,171
Amtrak Expenditures in Local Community	\$354,500	1.55	\$551,035
Total Community Benefits for Grand Rapids			\$4,072,118
* The total number of passengers using the Grand Rapids station in 2007 was 53,545; to avoid double counting, the traveler benefits of 328 passengers detouring at Grand Rapids were assigned to their Michigan originating station.			
(All calculations subject to rounding)			

Holland Community Benefits Summary

Traveler Savings Derived from Holland Amtrak Station				
2007 Rail Passenger Trips for Holland:				
	<u>To/from Chicago</u>	<u>Other HOM Originations</u>	<u>Total*</u>	
2007 one-way train trips	36,830	529	37,359	
Typical one-way train fare	\$25.35	\$8.14		
Total train costs to users	\$933,679	\$4,308	\$937,987	
Alternative Mode Trips if No Rail Passenger Service Existed:				
	<u>To/from Chicago</u>	<u>Other HOM Originations</u>	<u>Total</u>	
Intercity Bus	3,250	-	3,250	
Air	6,229	-	6,229	
Auto	18,024	317	18,342	
Would make trip by alternative mode	27,504	317	27,821	
Would not make trip	9,326	212	9,538	
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:				
	<u>To/from Chicago</u>	<u>Other HOM Originations</u>	<u>Total</u>	
Total one-way train trips	27,504	317	27,821	
Typical one-way train fare	\$25.34	\$8.14		
Total train costs to alternative mode users	\$697,069	\$2,585	\$699,654	
Costs for Alternative Mode Travel:				
	<u>To/from Chicago</u>	<u>Other HOM Originations</u>	<u>Total</u>	
Intercity Bus				
Total one-way bus trips	3,250	-	3,250	
Typical one-way bus fare w/ground costs	\$33.26	-		
Total cost to users	\$108,085	-	\$108,085	
Air				
Total one-way air trips	6,229	-	6,229	
Typical one-way air fare w/ground costs	\$143.79	-		
Total cost to users	\$895,687	-	\$895,687	
Auto				
Total vehicle trips @1.83 occupancy	9,849	173	10,023	
Cost for trip/vehicle	\$80.50	\$24.50		
Cost for trip/occupant	\$43.99	\$13.39		
Total costs @1.83 occupancy	\$792,870	\$4,249	\$797,120	
Cost Summary for Rail and Alternative Modes:				
	<u>To/from Chicago</u>	<u>Other HOM Originations</u>	<u>Total</u>	
Total costs by alternative mode	\$1,796,642	\$4,249	\$1,800,891	
Total train costs to alternative mode users	\$697,069	\$2,585	\$699,654	
Total Savings for Holland travelers	1,099,573	1,664	\$1,101,237	
Non-traveler Savings	86,939	555	\$87,494	
Summary of Community Benefits				
			<u>Multiplier</u>	<u>Total</u>
Total Savings for Holland travelers		\$1,101,237	1.00	\$1,101,237
Non-traveler Savings		\$87,494	1.00	\$87,494
Local Business Revenues		\$747,180	1.75	\$1,310,778
Amtrak Expenditures in Local Community		\$0	1.55	\$0
Total Community Benefits for Holland				\$2,499,509
The total number of passengers using the Holland station in 2007 was 37,915; to avoid double counting, the traveler benefits of 556 passengers detraining at Holland were assigned to their Michigan originating station.				
(All calculations subject to rounding)				

New Buffalo Community Benefits Summary

Traveler Savings Derived from New Buffalo Amtrak Station			
2007 Rail Passenger Trips for New Buffalo:			
	<u>To/from Chicago</u>	<u>Other NBM Originations</u>	<u>Total*</u>
2007 one-way train trips	2,336	98	2,434
Typical one-way train fare	\$10.25	\$14.85	
Total train costs to users	\$23,939	\$1,456	\$25,395
Alternative Mode Trips if No Rail Passenger Service Existed:			
	<u>To/from Chicago</u>	<u>Other NBM Originations</u>	<u>Total</u>
Intercity Bus	-	-	-
Air	-	-	-
Auto	<u>2,336</u>	<u>59</u>	<u>2,395</u>
Would make trip by alternative mode	2,336	59	2,395
Would not make trip	-	39	39
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:			
	<u>To/from Chicago</u>	<u>Other NBM Originations</u>	<u>Total</u>
Total one-way train trips	2,336	59	2,395
Typical one-way train fare	\$10.25	\$14.85	
Total train costs to alternative mode users	\$23,939	\$873	\$24,813
Costs for Alternative Mode Travel:			
	<u>To/from Chicago</u>	<u>Other NBM Originations</u>	<u>Total</u>
Intercity Bus			
Total one-way bus trips	-	-	-
Typical one-way bus fare w/ground costs	-	-	-
Total cost to users	-	-	-
Air			
Total one-way air trips	-	-	-
Typical one-way air fare w/ground costs	-	-	-
Total cost to users	-	-	-
Auto			
Total vehicle trips @1.83 occupancy	1,277	32	1,309
Cost for trip/vehicle	\$39.60	\$44.68	
Cost for trip/occupant	\$21.64	\$24.42	
Total costs @1.83 occupancy	\$50,543	\$1,436	\$51,979
Cost Summary for Rail and Alternative Modes:			
	<u>To/from Chicago</u>	<u>Other NBM Originations</u>	<u>Total</u>
Total costs by alternative mode	\$50,543	\$1,436	\$51,979
Total train costs to alternative mode users	\$23,939	\$873	\$24,813
Total Savings for New Buffalo travelers	\$26,604	\$562	\$27,166
Non-traveler Savings	-	\$187	\$187
Summary of Community Benefits			
		<u>Multiplier</u>	<u>Total</u>
Total Savings for New Buffalo travelers	\$27,166	1.00	\$27,166
Non-traveler Savings	\$187	1.00	\$187
Local Business Revenues	\$36,510	1.61	\$58,715
Amtrak Expenditures in Local Community	\$0	1.43	\$0
Total Community Benefits for New Buffalo			\$86,069
* The total number of passengers using the New Buffalo station in 2007 was 2,559; to avoid double counting, the traveler benefits of 125 passengers detouring at New Buffalo were assigned to their Michigan originating station.			
(All calculations subject to rounding)			

St. Joseph Community Benefits Summary

Traveler Savings Derived from St. Joseph Amtrak Station				
2007 Rail Passenger Trips for St. Joseph:				
		<u>To/from Chicago</u>	<u>Other SJM Originations</u>	<u>Total*</u>
2007 one-way train trips		7,472	194	7,666
Typical one-way train fare		\$14.94	\$11.19	
Total train costs to users		\$111,659	\$2,170	\$113,829
Alternative Mode Trips if No Rail Passenger Service Existed:				
		<u>To/from Chicago</u>	<u>Other SJM Originations</u>	<u>Total</u>
Intercity Bus		1,564	-	1,564
Air		832	-	832
Auto		2,935	116	3,051
Would make trip by alternative mode		5,331	116	5,447
Would not make trip		2,141	78	2,219
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:				
		<u>To/from Chicago</u>	<u>Other SJM Originations</u>	<u>Total</u>
Total one-way train trips		5,331	116	5,447
Typical one-way train fare		\$14.94	\$11.19	
Total train costs to alternative mode users		\$79,661	\$1,302	\$80,963
Costs for Alternative Mode Travel:				
		<u>To/from Chicago</u>	<u>Other SJM Originations</u>	<u>Total</u>
Intercity Bus				
Total one-way bus trips		1,564	-	1,564
Typical one-way bus fare w/ground costs		\$16.00	-	
Total cost to users		\$25,025	-	\$25,025
Air				
Total one-way air trips		832	-	832
Typical one-way air fare w/ground costs		\$221.68	-	
Total cost to users		\$184,498	-	\$184,498
Auto				
Total vehicle trips @1.83 occupancy		1,604	64	1,667
Cost for trip/vehicle		\$53.74	\$33.65	
Cost for trip/occupant		\$29.36	\$18.39	
Total costs @1.83 occupancy		\$86,169	\$2,141	\$88,310
Cost Summary for Rail and Alternative Modes:				
		<u>To/from Chicago</u>	<u>Other SJM Originations</u>	<u>Total</u>
Total costs by alternative mode		\$295,693	\$2,141	\$297,833
Total train costs to alternative mode users		\$79,661	\$1,302	\$80,963
Total Savings for St. Joseph travelers		\$216,032	\$838	\$216,870
Non-traveler Savings		\$15,437	\$279	\$15,717
Summary of Community Benefits				
			<u>Multiplier</u>	<u>Total</u>
Total Savings for St. Joseph travelers		\$216,870	1.00	\$216,870
Non-traveler Savings		\$15,717	1.00	\$15,717
Local Business Revenues		\$153,320	1.61	\$246,569
Amtrak Expenditures in Local Community		\$0	1.43	\$0
Total Community Benefits for St. Joseph				\$479,156
* The total number of passengers using the St. Joseph station in 2007 was 8,197; to avoid double counting, the traveler benefits of 531 passengers detraining at St. Joseph were assigned to their Michigan originating station.				
(All calculations subject to rounding)				

Durand Community Benefits Summary

Traveler Savings Derived from Durand Amtrak Station			
2007 Rail Passenger Trips for Durand:			
	<u>To/from Chicago</u>	<u>Other DRD Originations</u>	<u>Total*</u>
2007 one-way train trips	7,724	304	8,028
Typical one-way train fare	\$35.23	\$14.62	
Total train costs to users	\$272,080	\$4,443	\$276,523
Alternative Mode Trips if No Rail Passenger Service Existed:			
	<u>To/from Chicago</u>	<u>Other DRD Originations</u>	<u>Total</u>
Intercity Bus	677	-	677
Air	1,688	-	1,688
Auto	3,470	188	3,658
Would make trip by alternative mode	5,835	188	6,023
Would not make trip	1,889	116	2,005
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:			
	<u>To/from Chicago</u>	<u>Other DRD Originations</u>	<u>Total</u>
Total one-way train trips	5,835	188	6,023
Typical one-way train fare	\$35.32	\$14.62	
Total train costs to alternative mode users	\$206,114	\$2,744	\$208,858
Costs for Alternative Mode Travel:			
	<u>To/from Chicago</u>	<u>Other DRD Originations</u>	<u>Total</u>
Intercity Bus			
Total one-way bus trips	677	-	677
Typical one-way bus fare w/ground costs	\$57.16	-	
Total cost to users	\$38,722	-	\$38,722
Air			
Total one-way air trips	1,688	-	1,688
Typical one-way air fare w/ground costs	\$179.41	-	
Total cost to users	\$302,775	-	\$302,775
Auto			
Total vehicle trips @1.56 occupancy	2,224	120	2,345
Cost for trip/vehicle	\$135.55	\$49.87	
Cost for trip/occupant	\$86.89	\$31.97	
Total costs @1.56 occupancy	\$301,516	\$6,002	\$307,518
Cost Summary for Rail and Alternative Modes:			
	<u>To/from Chicago</u>	<u>Other DRD Originations</u>	<u>Total</u>
Total costs by alternative mode	\$643,013	\$6,002	\$649,014
Total train costs to alternative mode users	\$206,114	\$2,744	\$208,858
Total Savings for Durand travelers	\$436,899	\$3,258	\$440,157
Non-traveler Savings	\$48,795	\$1,008	\$49,804
Summary of Community Benefits			
		<u>Multiplier</u>	<u>Total</u>
Total Savings for Durand travelers		1.00	\$440,157
Non-traveler Savings		1.00	\$49,804
Local Business Revenues		1.81	\$217,731
Amtrak Expenditures in Local Community		1.58	\$0
Total Community Benefits for Durand			\$707,692
* The total number of passengers using the Durand station in 2007 was 8,410; to avoid double counting, the traveler benefits of 382 passengers detouring at Durand were assigned to their Michigan originating station.			
(All calculations subject to rounding)			

Flint Community Benefits Summary

Traveler Savings Derived from Flint Amtrak Station			
2007 Rail Passenger Trips for Flint:			
	<u>To/from Chicago</u>	<u>Other FLN Originations</u>	<u>Total*</u>
2007 one-way train trips	20,443	1,517	21,960
Typical one-way train fare	\$37.90	\$14.40	
Total train costs to users	\$774,769	\$21,849	\$796,618
Alternative Mode Trips if No Rail Passenger Service Existed:			
	<u>To/from Chicago</u>	<u>Other FLN Originations</u>	<u>Total</u>
Intercity Bus	867	-	867
Air	6,626	-	6,626
Auto	7,553	937	8,490
Would make trip by alternative mode	15,046	937	15,983
Would not make trip	5,397	580	5,977
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:			
	<u>To/from Chicago</u>	<u>Other FLN Originations</u>	<u>Total</u>
Total one-way train trips	15,046	937	15,983
Typical one-way train fare	\$37.85	\$14.40	
Total train costs to alternative mode users	\$569,495	\$13,494	\$582,989
Costs for Alternative Mode Travel:			
	<u>To/from Chicago</u>	<u>Other FLN Originations</u>	<u>Total</u>
Intercity Bus			
Total one-way bus trips	867	-	867
Typical one-way bus fare w/ground costs	\$41.99	-	
Total cost to users	\$36,398	-	\$36,398
Air			
Total one-way air trips	6,626	-	6,626
Typical one-way air fare w/ground costs	\$174.23	-	
Total cost to users	\$1,154,387	-	\$1,154,387
Auto			
Total vehicle trips @1.56 occupancy	4,842	601	5,442
Cost for trip/vehicle	\$144.64	\$49.15	
Cost for trip/occupant	\$92.71	\$31.50	
Total costs @1.56 occupancy	\$700,292	\$29,515	\$729,807
Cost Summary for Rail and Alternative Modes:			
	<u>To/from Chicago</u>	<u>Other FLN Originations</u>	<u>Total</u>
Total costs by alternative mode	\$1,891,077	\$29,694	\$1,920,771
Total train costs to alternative mode users	\$569,495	\$13,494	\$582,989
Total Savings for Flint travelers	\$1,321,582	\$16,200	\$1,337,782
Non-Traveler Savings	\$147,920	\$4,960	\$152,880
Summary of Community Benefits			
		<u>Multiplier</u>	<u>Total</u>
Total Savings for Flint travelers		1.00	\$1,337,782
Non-traveler Savings		1.00	\$152,880
Local Business Revenues		1.81	\$794,118
Amtrak Expenditures in Local Community		1.58	\$118,628
Total Community Benefits for Flint			\$2,403,407
* The total number of passengers using the Flint station in 2007 was 23,863; to avoid double counting, the traveler benefits of 1,903 passengers detouring at Flint were assigned to their Michigan originating station.			
(All calculations subject to rounding)			

Lansing Community Benefits Summary

Traveler Savings Derived from East Lansing Amtrak Station						
2007 Rail Passenger Trips for East Lansing:						
	<u>To/from Chicago</u>	<u>To Kalamazoo</u>	<u>To Port Huron</u>	<u>Other LNS Originations</u>	<u>Total*</u>	
2007 one-way train trips	41,691	936	722	1,109	44,458	
Typical one-way train fare	\$30.79	\$10.51	\$16.18	\$10.62		
Total train costs to users	\$1,283,623	\$9,841	\$11,685	\$11,775	\$1,316,924	
Alternative Mode Trips if No Rail Passenger Service Existed:						
	<u>To/from Chicago</u>	<u>To Kalamazoo</u>	<u>To Port Huron</u>	<u>Other LNS Originations</u>	<u>Total</u>	
Intercity Bus	4,038	-	80	93	4,211	
Air	7,930	-	-	-	7,930	
Auto	<u>18,774</u>	<u>312</u>	<u>161</u>	<u>731</u>	<u>19,978</u>	
Would make trip by alternative mode	30,741	312	241	824	32,119	
Would not make trip	10,950	624	481	285	12,340	
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:						
	<u>To/from Chicago</u>	<u>To Kalamazoo</u>	<u>To Port Huron</u>	<u>Other LNS Originations</u>	<u>Total</u>	
Total one-way train trips	30,741	312	241	824	32,119	
Typical one-way train fare	\$30.84	\$10.51	\$16.18	\$10.62		
Total train costs to alternative mode users	\$947,998	\$3,280	\$3,900	\$8,750	\$963,929	
Costs for Alternative Mode Travel:						
	<u>To/from Chicago</u>	<u>To Kalamazoo</u>	<u>To Port Huron</u>	<u>Other LNS Originations</u>	<u>Total</u>	
Intercity Bus						
Total one-way bus trips	4,038	-	80	93	4,211	
Typical one-way bus fare w/ground costs	\$46.80	-	\$34.16	\$17.33		
Total cost to users	\$188,980	-	\$2,732	\$1,608	\$193,321	
Air						
Total one-way air trips	7,930	-	-	-	7,930	
Typical one-way air fare w/ground costs	\$133.13	-	-	-		
Total cost to users	\$1,055,692	-	-	-	\$1,055,692	
Auto						
Total vehicle trips @1.56 occupancy	12,034	200	103	528	12,866	
Cost for trip/vehicle	\$118.38	\$41.92	\$55.55	\$36.48		
Cost for trip/occupant	\$75.88	\$26.87	\$35.61	\$23.38		
Total costs @1.56 occupancy	\$1,424,579	\$8,383	\$5,733	\$19,269	\$1,457,964	
Cost Summary for Rail and Alternative Modes:						
	<u>To/from Chicago</u>	<u>To Kalamazoo</u>	<u>To Port Huron</u>	<u>Other LNS Originations</u>	<u>Total</u>	
Total costs by alternative mode	\$2,669,252	\$8,383	\$8,465	\$20,878	\$2,706,978	
Total train costs to alternative mode users	\$947,998	\$3,280	\$3,900	\$8,750	\$963,929	
Total Savings for Lansing Area travelers	\$1,721,254	\$5,103	\$4,565	\$12,127	\$1,743,049	
Non-travelers Savings	\$246,881	\$5,103	\$4,672	\$1,818	\$258,474	
Summary of Community Benefits						
				<u>Multiplier</u>	<u>Total</u>	
Total Savings for Lansing Area travelers			\$1,743,049	1.00	\$1,743,049	
Non-traveler Savings			\$258,474	1.00	\$258,474	
Local Business Revenues			\$889,160	1.56	\$1,386,289	
Amtrak Expenditures in Local Community			\$75,000	1.45	\$108,623	
Total Community Benefits for Lansing Area					\$3,496,435	
* The total number of passengers using the East Lansing station in 2007 was 48,025; to avoid double counting, the traveler benefits of 3,567 passengers detraining at East Lansing were assigned to their Michigan originating station.						
(All calculations subject to rounding)						

Lapeer Community Benefits Summary

Traveler Savings Derived from Lapeer Amtrak Station				
2007 Rail Passenger Trips for Lapeer:				
	<u>To/from Chicago</u>	<u>To E. Lansing</u>	<u>Other LPE Originations</u>	<u>Total*</u>
2007 one-way train trips	5,559	128	423	6,110
Typical one-way train fare	\$40.57	\$9.91	\$19.19	
Total train costs to users	\$225,504	\$1,269	\$8,118	\$234,890
Alternative Mode Trips if No Rail Passenger Service Existed:				
	<u>To/from Chicago</u>	<u>To E. Lansing</u>	<u>Other LPE Originations</u>	<u>Total</u>
Intercity Bus	679	64	-	743
Air	1,262	-	-	1,262
Auto	<u>2,524</u>	<u>64</u>	<u>261</u>	<u>2,850</u>
Would make trip by alternative mode	4,466	128	261	4,855
Would not make trip	1,093	-	162	1,255
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:				
	<u>To/from Chicago</u>	<u>To E. Lansing</u>	<u>Other LPE Originations</u>	<u>Total</u>
Total one-way train trips	4,466	128	261	4,855
Typical one-way train fare	\$40.42	\$9.91	\$19.19	
Total train costs to alternative mode users	\$180,519	\$1,269	\$5,013	\$186,801
Costs for Alternative Mode Travel:				
	<u>To/from Chicago</u>	<u>To E. Lansing</u>	<u>Other LPE Originations</u>	<u>Total</u>
Intercity Bus				
Total one-way bus trips	679	64	-	743
Typical one-way bus fare w/ground costs	\$47.82	\$17.32	-	
Total cost to users	\$32,482	\$1,109	-	\$33,590
Air				
Total one-way air trips	1,262	-	-	1,262
Typical one-way air fare w/ground costs	\$182.32	-	-	
Total cost to users	\$230,129	-	-	\$230,129
Auto				
Total vehicle trips @ 1.56 occupancy	1,618	41	167	1,827
Cost for trip/vehicle	\$154.23	\$33.33	\$65.48	
Cost for trip/occupant	\$98.87	\$21.37	\$41.97	
Total costs @ 1.56 occupancy	\$249,581	\$1,367	\$10,965	\$261,913
Cost Summary for Rail and Alternative Modes:				
	<u>To/from Chicago</u>	<u>To E. Lansing</u>	<u>Other LPE Originations</u>	<u>Total</u>
Total costs by alternative mode	\$512,191	\$2,476	\$10,965	\$525,632
Total train costs to alternative mode users	\$180,519	\$1,269	\$5,013	\$186,801
Total Savings for Lapeer travelers	\$331,673	\$1,207	\$5,952	\$338,831
Non-traveler Savings	\$31,861	-	\$1,843	\$33,703
Summary of Community Benefits				
			<u>Multiplier</u>	<u>Total</u>
Total Savings for Lapeer travelers		\$338,831	1.00	\$338,831
Non-traveler Savings		\$33,703	1.00	\$33,703
Local Business Revenues		\$91,650	1.81	\$165,712
Amtrak Expenditures in Local Community		\$0	1.58	\$0
Total Community Benefits for Lapeer				\$538,247
* The total number of passengers using the Lapeer station in 2007 was 6,795; to avoid double counting, the traveler benefits of 685 passengers detouring at Lapeer were assigned to their Michigan originating station.				
(All calculations subject to rounding)				

Port Huron Community Benefits Summary

Traveler Savings Derived from Port Huron Amtrak Station				
2007 Rail Passenger Trips for Port Huron:				
	<u>To/from Chicago</u>	<u>To E. Lansing</u>	<u>Other PTH Originations</u>	<u>Total*</u>
2007 one-way train trips	8,392	747	1,342	10,481
Typical one-way train fare	\$47.24	\$16.67	\$20.39	
Total train costs to users	\$396,400	\$12,454	\$27,363	\$436,217
Alternative Mode Trips if No Rail Passenger Service Existed:				
	<u>To/from Chicago</u>	<u>To E. Lansing</u>	<u>Other PTH Originations</u>	<u>Total</u>
Intercity Bus	752	-	-	752
Air	2,548	-	-	2,548
Auto	3,737	747	829	5,313
Would make trip by alternative mode	7,038	747	829	8,614
Would not make trip	1,354	0	513	1,867
Cost of Rail Passenger Service for Those Who also Would Travel by Alternative Mode:				
	<u>To/from Chicago</u>	<u>To E. Lansing</u>	<u>Other PTH Originations</u>	<u>Total</u>
Total one-way train trips	7,038	747	829	8,614
Typical one-way train fare	\$47.18	\$16.67	\$20.39	
Total train costs to alternative mode users	\$332,033	\$12,454	\$16,899	\$361,387
Costs for Alternative Mode Travel:				
	<u>To/from Chicago</u>	<u>To E. Lansing</u>	<u>Other PTH Originations</u>	<u>Total</u>
Intercity Bus				
Total one-way bus trips	752	-	-	752
Typical one-way bus fare w/ground costs	\$53.24	-	-	-
Total cost to users	\$40,047	-	-	\$40,047
Air				
Total one-way air trips	2,548	-	-	2,548
Typical one-way air fare w/ground costs	\$102.19	-	-	-
Total cost to users	\$260,404	-	-	\$260,404
Auto				
Total vehicle trips @1.56 occupancy	2,396	479	531	3,406
Cost for trip/vehicle	\$175.95	\$55.55	\$69.57	
Cost for trip/occupant	\$112.79	\$35.61	\$44.60	
Total costs @1.56 occupancy	\$421,526	\$26,600	\$36,961	\$485,088
Cost Summary for Rail and Alternative Modes				
	<u>To/from Chicago</u>	<u>To E. Lansing</u>	<u>Other PTH Originations</u>	<u>Total</u>
Total costs by alternative mode	\$721,978	\$26,600	\$36,961	\$785,539
Total train costs to alternative mode users	\$332,033	\$12,454	\$16,899	\$361,387
Total Savings for Port Huron travelers	\$389,945	\$14,146	\$20,062	\$424,152
Non-Traveler Savings	\$44,377	-	\$6,211	\$50,588
Summary of Community Benefits				
			<u>Multiplier</u>	<u>Total</u>
Total Savings for Port Huron travelers		\$424,152	1.00	\$424,152
Non-traveler Savings		\$50,588	1.00	\$50,588
Local Business Revenues		\$209,620	1.81	\$379,014
Amtrak Expenditures in Local Community		\$1,088,600	1.58	\$1,721,839
Total Community Benefits for Port Huron				\$2,575,593
* The total number of passengers using the Port Huron station in 2007 was 12,619; to avoid double counting, the traveler benefits of 2,138 passengers detouring at Port Huron were assigned to their Michigan originating station.				
(All calculations subject to rounding)				

EXECUTIVE SUMMARY - ITEM #6

FACTUAL ANALYSIS AND OTHER

CONSIDERATIONS ABOUT

TRANSIT



CITY COUNCIL REPORT

December 14, 2011

TO: John Szerlag, City Manager

FROM: Mark Miller, Director of Economic and Community Development
Steven J. Vandette, City Engineer

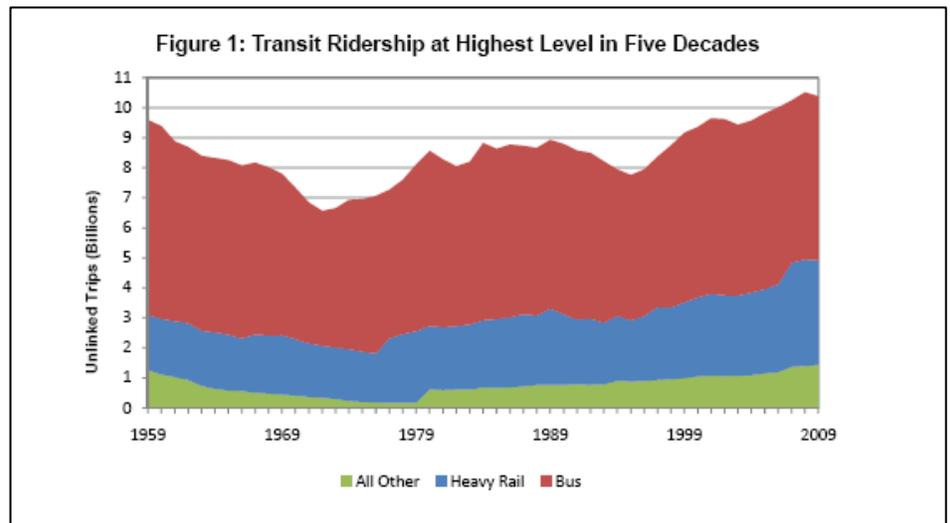
SUBJECT: Factual Analysis of Information Presented by David L Wisz on the Troy Multi-Modal Transit Facility and other Considerations about Transit Specific to the City of Troy

The use of outdated transit ridership data from 2008 and 2009 in the above referenced presentation does not accurately reflect current transit ridership trends.

1. The use of public transportation is increasing

In figures provided by Amtrak, during the first quarter (October - December) of the 2010-2011 fiscal year, 130,683 passengers rode Amtrak Wolverine service trains on the Pontiac/Detroit-Chicago corridor. This accounts for an increase of 22.7 percent from the same period a year earlier. The Birmingham Amtrak Station, which this station would replace, saw an increase of 32 percent in ridership from 2009 to 2010.

According to the American Public Transportation Association, for the past 16 years, the increase in public transportation ridership nationally has increased in a greater percentage than the number of miles driven on highways. Between 1995 through 2008, public transportation ridership increased by 38 percent. This growth rate was significantly higher than the 14 percent increase in U.S. population and



Source: American Public Transportation 2010 Fact Book

the 21 percent growth in the use of the nation’s highways over the same period.

The increase in public transportation has continued into and through the recession. In 2010, Americans took 10.7 billion transit trips, which is an increase of a 4 percent increase over trips taken in 2007. During that three year period, Americans drove measurably less, according to the U.S. Department of Transportation. This increase in ridership was found on all modes of transit. Most interestingly smaller public transportation systems, those serving populations under 100,000, rose 9.3 percent.

More recently, in the third quarter of 2011, public transportation rose 2.0 percent over the same quarter last year, representing an increase of nearly 52 million trips. Ridership in all public transportation modes increased in the third quarter, led by light rail, which increased by 5.8 percent.

Troy is currently served by a public transportation system consisting of bus service operated by SMART, Detroit Department of Transportation (DDOT), and Amtrak rail service. SMART operates both fixed route and community transit service, which is curb to curb advanced reservation service designed to meet the special needs of people who cannot access SMART’s regular fixed route service. SMART operates 54 bus routes that serve Macomb, Wayne, and Oakland Counties. Average weekday ridership on the system overall is 37,000 passengers, and average weekly ridership including weekends brings that total to 200,000 passengers. Based on information provided by SMART, nearly 13 million people ride SMART buses annually. Almost 70 percent of SMART riders use the service to get to or from work and an additional 20 percent to commute to educational facilities. Nearly 40 percent of SMART riders do not have a car and over 41 percent of SMART riders have been a rider for five years or more (SMART, 2007).

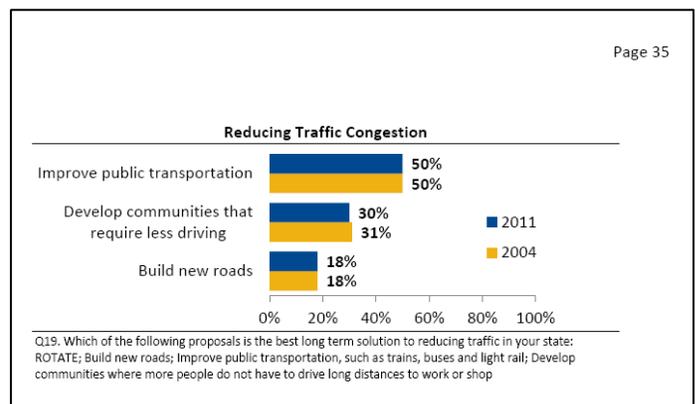
SMART Bus currently operates 9 fixed bus routes in Troy. Six of the nine Troy routes currently terminate or pass through the area near the proposed Troy Transit Center. These existing routes generate 209 trips daily in the vicinity of the proposed Intermodal Facility.

2. The desire for public transportation is increasing

As indicated earlier, the citizen-based *Troy Futures-2020 Vision* report strongly supports the need for alternative forms of transportation, including transit.

According to the **2011 Community Preference Survey: What Americans are looking for when deciding where to live**, the number one amenity identified that was lacking from a community was public transportation, with a 51 percent response in 2011¹. This 51 percent response was up 5 percent as compared to the 2004 survey.

Furthermore, 50 percent of the respondents in the survey felt that “improving public transportation” was best solution to address traffic congestion. While only, 18 percent of the



¹http://www.realtor.org/wps/wcm/connect/a0806b00465fb7babfd0bfce195c5fb4/smart_growth_comm_survey_results_2011.pdf?MOD=AJPERES

responders would invest in building more roads.

3. The need for public transportation is increasing as there is an increasing transit dependent populations in Troy who would be highly served by a public system

A transit dependent person is one who has no alternative to using public transit on a daily basis. Providing reliable and independent transportation is important to these populations because limited access to vital destinations, such as grocery stores and medical facilities, can have serious health, employment, educational and social implications. Transit dependent populations traditionally fall into four categories:

Seniors

Every 10 minutes, someone in Michigan turns 65². As the population ages there will be an increasing need for transportation options in order to maintain individuals’ current standards of living. Like most Michigan communities, Troy is an aging population:

Troy Senior Population Statistics				
2000 Census Population Over 65	2010 Census Population Over 65	Percent change 2000-2010	SEMCOG projected 2035 population 65+ for Troy	SEMCOG projected population change 65+ for Troy 2010-2035
8,286	11,146	34.5 % increase	19,493	74.9 % increase

Source: U.S. Census and SEMCOG

Low Income / No Car Households

Those individuals and families that are categorized as low income/no car households, rely on public transportation for access to employment and vital facilities.

Troy Low Income Population / No Car Household Statistics					
2010 Census Population Below Poverty Line	Percent of Troy’s Population Below Poverty Line	Percent of Troy’s Senior Population Below Poverty Line	2010 Census Individuals within 125% of the Poverty Line	Number of Troy households without a car	Percent of Troy households without a car
3,745	4.6 %	5.8 %	5,373	1,313	4.3 %

Source: U.S. Census

² U.S. Census

Youth

Troy Youth* Population Statistics			
2010 Census Population	Percent of Troy's Population	2035 SEMCOG Projected Population	Percent of 2035 SEMCOG Projected Population
19,311	23.8 %	19,360	22.3 %
*identified as anyone under 18 years of age Source: U.S. Census			

Disabled

Similar to seniors, most disabled populations are completely dependent on others for their transportation needs. Public transit can provide means of transportation, and greatly assist in allowing disabled to maintain a sense of independence and social connections.

Troy Disabled Population Statistics				
Total Troy 2010 population	Total Troy population with a disability 2010	Troy population with a disability age under 18 years in 2010	Troy population with a disability age 18-64 years in 2010	Troy population with a disability age 65+ in 2010
81,037	8,390 (10.4 % of Troy's total population)	920 (1.1 % of Troy's total population)	4,019 (5 % of Troy's total population)	3,451 (4.3 % of Troy's total population)
Source: U.S. Census				

Many individuals fall into multiple transit dependent population categories.

While not a transit dependent population, commuters are expected to make up a significant number of the Troy Transit Center users. According to the U.S. Census, 13.3 percent of Troy's working population work in either Royal Oak or Detroit, and 11.3 percent of people who are employed in Troy come from Royal Oak or Detroit. The Troy Transit Center could provide a valuable service to Royal Oak/Detroit commuters.

4. Roads costs are not more than covered by actual user fees (vehicle registration, license fees, gas taxes, etc. and roads do not generate a profit.

Since at least 1964, roads have been Michigan's "forgotten priority" — Michigan has continuously ranked in the bottom nine states in per capita state and local expenditures on roads. Even after the last gas tax increase (14 years ago, in 1997, the state raised Michigan's gas tax by four cents per gallon), Michigan still ranked in the bottom four states. Today, Michigan remains among the bottom nine states. Given this track record, it should be no surprise that Michigan's roads are in worse shape than those in other states.

Michigan's state-collected gas tax is lower than that of the majority of other states in the nation (it ranks 30th). Michigan's diesel tax rate is even worse, ranking 42nd in the nation. But it's not just that Michigan's fuel-tax rates are lower than much of the rest of the nation. These revenues also are

not keeping up with inflation or matching the need for road repairs. In fact, for the last five years, MTF revenues have been declining after having been flat for nearly 10 years. But that's not the whole story. Many of the costs associated with critical road maintenance activities are increasing far faster than the consumer rate of inflation.

It's not just Michigan's road agencies that have concluded our roads need help. In 2008, the governor's Transportation Funding Task Force (TF2), a non-partisan group of four state legislators and nine business, labor and community leaders, came to the same conclusion. The Task Force, after studying roads and road funding for six months, concluded that Michigan needs to double its road funding just to maintain the existing road system in "good" condition. The Task Force concluded this would result in spending an additional \$3 billion per year on Michigan's roads.

Despite the recent six-month extension of the surface transportation authorization bill, which will authorize public transportation funding at current levels until March 2012, the House of Representatives has proposed to cut more than one-third of federal funding for public transportation. This would occur because the bill requires expenditures to match revenues from the gas tax and other sources, which has not been sufficient to address the nations crumbling roads and bridges.

5. All forms of transportation are subsidized.

A common myth is that roads directly pay for themselves through "user fees" such as gas taxes, fees, and tolls. However, a 2011 report released by the U.S. Public Interest Research Group (PIRG) found that the U.S. has spent \$600 billion more on highways since the system was built than what "user fees" accounted for. According to the PIRG report, today user fees only cover only about half of the cost of building and maintaining roads³.

Furthermore, what are traditionally not counted towards public subsidies are the "soft" and external costs of driving/roads, which are not accounted for in user fees. These "soft" and external costs include:

- Automobile accidents and associated medical costs
- Congestion
- Environmental and public health impacts
- Dependence on foreign oil

6. Transit is supported by the Troy Futures-Vision 2020 Report and Troy Master Plan

Provision for increased public transit is strongly supported by the *Troy Futures-Vision 2020* Report and the *Troy Master Plan*. *Troy Futures* was a citizen driven process and provided background and direction for the *Troy Master Plan*. Both documents note that public transportation is essential to increase Troy's competitiveness, but also serve as an important community feature for existing and future residents, and businesses. Statements speaking to public transportation include:

³ http://cdn.publicinterestnetwork.org/assets/28b773b9f18cdb23da3e48a8d7884854/Do-Roads-Pay-for-Themselves_-wUS.pdf

Troy Futures-Vision 2020 Report

- Image and Feel Section: *Troy has implemented “Villaging” development concepts, which includes public transportation.*
- Mobility Section: *In 2020, Troy will be a City with multiple transit options for all age groups and workforce members.*
- Lifestyles Section: *In 2020 Troy has evolved to achieve a city experience that is “Better Than a Downtown” with cultural/ethnic areas of “pockets” throughout the City connected by an entertaining form of transportation.*
- Regionalism Section: *In 2020, Southeastern Michigan has developed a multi-modal transportation system that is supportive of economic development and that provides alternative modes of transportation for citizens of all ages.*
- Wealth Creation Section: *Upgrade Public Transportation*

Troy Master Plan

- *The concept of “Villaging” introduced by the Troy Futures-Vision 2020 is one that lends itself to the incorporation of mass transit and the provision of alternative modes of transportation.*
- *The Transit Center provides a unique amenity to the area.*
- *The combination of air, rail and bus transit in one compact area, supported by a high-density residential development and regional commercial uses, will work to create a vibrant gateway to the southwest corner of Troy.*

7. Troy Transit Station provides environmental, social, and economic benefits in order to increase Troy’s desirability and economic viability.

Both the *Troy Future-2020 Vision* and the *Master Plan* strive to retain and attract a younger, educated population. Traditionally, talented, knowledge-economy workers view transit as a key attribute of places they wish to live. The provision of public transportation options will assist in talent retention and attraction efforts of talented individuals, which will greatly improve the region’s economic competitiveness. Public transportation options are critical to expanding Troy’s regional economic vitality and competitiveness. The project can serve as a catalyst for several key areas of local development, serve as a hub for new business development, and assist in attracting and retaining young professionals. Based on numerous studies it has become clear that the presence of transit can increase property values and result in valuable development opportunities. Transit offers a multitude of environmental, social, and economic benefits⁴

Environmental

Numerous environmental benefits include:

- Reduction in fuel consumption
- Reduction in traffic congestion
- Reduction in air pollution

⁴ Cervero, Robert et al. *Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects*, Report 102, Transit Cooperative Research Program, 2004; Litman, Todd, *Comprehensive Evaluation of Rail Transit Benefits*, Victoria Transport Policy Institute, June 2006.

Social

Many of the social aspects of transit have been addressed in point 3; however additional social benefits include:

- Improved fitness and health as a result in increased walking and biking
- Neighborhood revitalization
- Reduction in transportation costs
- Reduction in vehicular accidents
- Expanded labor market pool for employers
- Improve access to job opportunities for residents

Economic

Direct economic benefits include local job creation, increased property values, new residential and commercial construction, and creation of new businesses in the areas surrounding the station development. The primary analysis of economic benefits is based on studies of Transportation Oriented Developments (TODs). The goal of the Troy Master Plan is to develop a TOD type development, including a high-density residential development, mixed use, and regional commercial uses around the Troy Transit Station.

According to a 2008 study conducted by the Center for Transit Oriented Development for the U.S. DOT and a 2009 study conducted Grand Valley State University for MDOT⁵, the following economic benefits of new station creation include:

- A new station construction cost of approximately \$10,000,000 will result in the creation of an estimated 90-140 new jobs and \$5,000,000 in additional spending in the local economy. This number is direct construction impact and does not include future development spinoff.
- While studies and estimations vary, various TOD studies have shown that property within ¼ mile of the station development increases 2 percent to 45 percent for residential and 1 percent to 167 percent for office/retail
- Development spinoff
- Increased property tax revenue as a result in high land values and new development

In summary:

- Gas tax revenues are not keeping up with inflation or matching the need for road repairs.
- Gas tax and other related revenue are insufficient to meet the needs of the nations crumbling roads and bridges.
- Public transportation ridership nationally has increased in a greater percentage that the number of miles driven on highways
- Ridership on Amtrak's Wolverine line (Pontiac/Detroit-Chicago) accounted for an increase of 22.7 percent in the 2010-2011 fiscal year from the same period a year ago.

⁵ http://www.michigan.gov/documents/mdot/MDOT_Michigan_Passenger_Rail_Station_Community_Benefits_Study_299920_7.pdf

- Provision and support for increased public transit is strongly supported by the Troy Futures Report and the Troy Master Plan.
- Use of public transportation has grown at a greater rate than U.S. population and use of national highways.
- Transit trips increased 4 percent between 2007 and 2010.
- The Birmingham Amtrak Station saw an increase of 32 percent in ridership from 2009 to 2010.
- 51 percent of people surveyed identified that public transportation as the one amenity lacking from a community.
- By a 2.5 to 1 margin, people surveyed felt that improving public transportation was best solution over building new roads to address traffic congestion.
- Troy has a significant and growing transit dependent population who would greatly benefit from increased public transportation options:
 - A 74.9% increase in seniors between 2010 and 2035
 - 23.8 % of the population is under 18
 - 4.6 % of the population is below the poverty line
 - 4.3% of the households are without a car
 - 10.4% of the population is disabled
- The Troy Transit Center could provide a valuable service to the 13.3 % outgoing and 11.3% incoming Royal Oak/Detroit commuters



December 11, 2011

Debunking public transportation myths

*By Matt Helms
Detroit Free Press Staff Writer*

There are a lot of misconceptions about public transit, despite its critical role in getting people around.

It's a \$55-billion industry in the U.S. and a system that has been stretched by record-high gas prices and ridership levels not seen since the 1950s even as a troubled economy reduces funding nationwide.

The American Public Transportation Association says the long-term trend is clear: Ridership on the nation's buses, subways, commuter rail lines and other transit systems grew 34% in 1995-2009, outpacing 23% growth in the number of vehicle miles driven on highways in that period. The number of workers who rely on transit regularly grew by a million, to nearly 7 million nationwide, in 2005-09.

As state and local leaders explore setting up a regional public transportation system to help stabilize and ultimately improve service in southeast Michigan, they'll have to battle misunderstandings about public transportation:

Transit should pay for itself.

No big-city transit system in the U.S. is self-sustaining.

Chicago's three main transit systems are among the best at it, with revenue from fares, advertising on rail and buses and investments bringing in about 50% of operating costs, as Illinois state law requires.

Nationwide, transit is subsidized by federal, state and local governments because it's efficient and provides reliable, safe transportation that in itself can be considered an attraction to living in a place, like New York's subways. It's far friendlier to the environment than cars and, when well run and reliable, can lead to less traffic congestion by providing a low-cost alternative to commuting by car, encouraging people who own cars not to drive them to work daily.

Unlike transit, highways aren't subsidized.

Only if you don't factor in things like Michigan's tax of 19 cents per gallon of regular gasoline you pay at the pump, and the 18.4-cent federal tax.

True, that same pot of money pays for both road building and maintenance and for building and operating transit. But a U.S. Public Interest Research Group (PIRG) report in January debunked the notion that those taxes -- often called "user fees" by advocates of road spending -- are adequate. By PIRG's estimate, the U.S. has spent \$600 billion more on highways since the system was built than what "user fees" such as gas taxes and vehicle registration fees paid for, and today those fees cover only about half of the cost of building and maintaining roads.

It's also true that metro Detroit has some of the nation's highest rates of people who commute alone by car, clearly indicating a preference. But about 160,000 people ride metro Detroit's bus system daily, and more would use it if better service were guaranteed.

Metro Detroiters aren't willing to pay for transit.

Detroit subsidizes its Department of Transportation buses to the tune of \$53 million a year, and property owners in 70 suburbs pay a tax that supports suburban bus service.

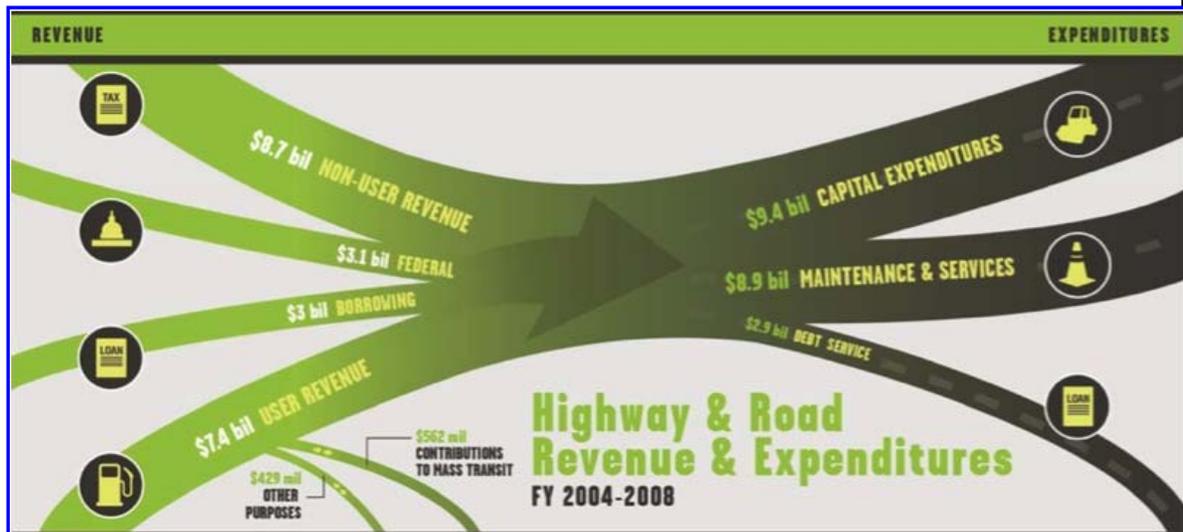
Fifty-three other suburban communities eligible to be part of SMART instead opt out of the system and avoid paying a .59 mill property tax that provides about 42% of SMART's budget.

SMART covers all of Macomb County and 50 communities in Wayne and Oakland counties, where voters renewed SMART's millage overwhelmingly -- 70% in favor -- in 2010.

- Streetsblog Capitol Hill - <http://dc.streetsblog.org> -

Transit's Not Bleeding the Taxpayer Dry — Roads Are

Posted By [Tanya Snyder](#) On December 12, 2011 @ 3:27 pm In [Highway Expansion, Ohio, Transit, Wisconsin](#) | [15 Comments](#)



[1]

Note the massive stream of non-user funding for roads and the eensy weensy bit taken out for transit. Source: [SSTI](#) [2]

[We've said it before](#) [3] and we'll say it again: Roads don't pay for themselves.

But maybe they should.

"Taxpayers cover costs that should be borne by road users," asserts the State Smart Transportation Initiative at the University of Wisconsin-Madison. "Road subsidies push up tax rates, squeeze government services, and skew the market for transportation."

SSTI, along with the smart growth group [1,000 Friends of Wisconsin](#) [4], published a study in October showing that "between 41 and 55 percent of [Wisconsin's] road money comes from non-users" [\[PDF\]](#) [2].

Between 2004 and 2008, roads in the state cost an average of \$4.24 billion annually. Of this, \$1.74 billion came from revenue sources unrelated to road use—primarily property and sales taxes—while another \$600 million was borrowed...

The fact is, roads constitute one of the biggest tax burdens we face.

Non-users fork over \$779 per household for roads — as opposed to \$50 for transit. But most drivers still believe that transit eats a huge chunk of transportation funding while roads are self-supporting. SSTI wanted to dispel that notion, said study author Bill Holloway.

"So much of the time, when you get into a conversation about transportation, people talk about the subsidy we provide to transit riders," Holloway said. "Transit is a 'subsidy'; highways and roads are 'investments.' But look at the tiny diversion from highway and road user fees that go to transit – it's a drop in the bucket – and then realize that a huge portion of everything everyone buys goes to roads [through sales taxes]."

It's not just Wisconsin – Policy Matters Ohio recently published its own version of the Wisconsin study [[PDF](#) ^[5]], showing that in that state, drivers pay 60 percent of the cost for roads, with government subsidies picking up the tab for the remaining 40 percent. Still think transit is the big money suck?

“The 3-C interstate highway corridor from Cleveland through Columbus to Cincinnati cost 7.5 times more to build than the 3-C passenger rail corridor would have,” the group notes, “and requires 18 times the level of annual appropriations to keep the highway in good repair (more than \$200 million annually).”

It's reasonable for property and even sales taxes to pay for some local streets – after all, whether you drive or not, everybody uses local streets one way or another. But SSTI finds that the degree to which non-users are subsidizing roads goes far beyond what's reasonable.

The Wisconsin study was released about a week after a [controversy](#) ^[6] broke in the state over whether or not to increase tolling. SSTI realized it was a ripe moment to inject some realism into the conversation about how transportation is funded.

Wisconsin could fully fund its roads by raising the gas tax by about 50 cents per gallon or by imposing highway tolls, according to the study. But Governor Scott Walker is more interested in making sure the paltry amount drivers do spend to support the transportation system they use goes to roads and nothing but roads.

Walker (famous nationwide for [returning high-speed rail money](#) ^[7] to the federal government and then [asking for some of it back](#) ^[8]) has bought into the myth of the long-suffering driver subsidizing the freeloading transit user. He's proposed barring driver user fees from being used for transit at all – a big gift to the highway lobby. Even the road-builders themselves are only seeking a [guarantee](#) ^[9] in Wisconsin that road-user fees will be used only for *transportation*. They wouldn't dare go as far as Walker and insist that they be used just for *roads*.

In addition to Ohio and Wisconsin, several other states are also compiling information on how much of their road costs are actually paid for by road users – Michigan, Illinois, Iowa, and Minnesota will be coming out with their reports soon. Others can find raw data on their states in the appendix of the SSTI report [[PDF](#) ^[2]].

Article printed from Streetsblog Capitol Hill: <http://dc.streetsblog.org>

URL to article: <http://dc.streetsblog.org/2011/12/12/transit%e2%80%99s-not-sucking-the-taxpayer-dry-roads-are/>

URLs in this post:

[1] Image: <http://dc.streetsblog.org/wp-content/uploads/2011/12/wi-hwy-costs.jpg>

[2] SSTI: http://ssti.us/wp/wp-content/uploads/2011/10/WI_Road%20costs%20report.pdf

[3] We've said it before: <http://dc.streetsblog.org/2011/01/04/actually-highway-builders-roads-don%e2%80%99t-pay-for-themselves/>

[4] 1,000 Friends of Wisconsin: <http://www.1kfriends.org/>

[5] PDF: http://www.policymattersohio.org/wp-content/uploads/2011/10/Highways_2011920.pdf

[6] controversy: <http://www.jsonline.com/news/statepolitics/study-revives-toll-road-proposal-for-wisconsin-130954218.html>

[7] returning high-speed rail money: <http://dc.streetsblog.org/2011/04/22/scott-walkers-broke-wisconsin-breaking-the-bank-for-highways/>

[8] asking for some of it back:

<http://www.jsonline.com/news/statepolitics/118842999.html>

[9] guarantee: <http://www.findingforwardwisconsin.org/inner.iml?mdl=news.mdl&ArticleID=85>

			\$27,600	\$5,600	\$22,000	80%
			\$52,800	\$12,800	\$40,000	76%
			\$4,20,600	\$3,942,100	\$678,500	15%
			\$1,400	\$60,700	\$63,700	20%
			\$765,700	\$1,502,900	-\$737,200	-96%
			\$1,654,021	\$1,140,552	\$504,469	30%

November 2011

SEMCOG 2010 On-Board Transit Survey Preliminary Findings

Transit ridership is a key measure of creating a successful region and providing reliable, quality infrastructure. In support of improving transit ridership, SEMCOG, the Southeast Michigan Council of Governments, invested in an extensive survey of transit riders and service. The results summarized here are to inform policy decisions and allocation of resources. Results reinforce the need for transit in the region and provide further evidence supporting Governor Snyder’s commitment to transit.

The following systems were surveyed – Detroit Department of Transportation (DDOT), Suburban Mobility Authority for Regional Transportation (SMART), Ann Arbor Transportation Authority (AATA), University of Michigan Transit Service (UM), Detroit People Mover (DPM), Blue Water Area Transit (BWAT) and Lake Erie Transit (LET). Questionnaires provide information about passenger demographics and trip details.

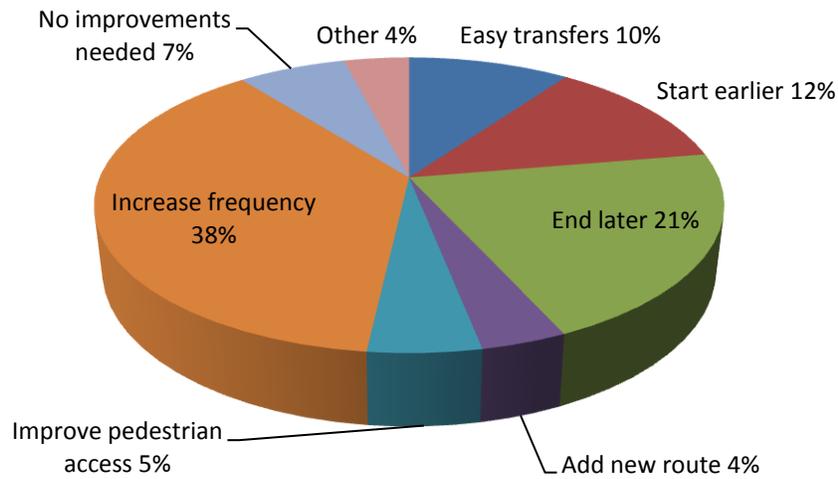
Key preliminary findings

- Over 222,000 boardings occur on the regions bus system every day.
- About half of transit usage occurs on 10% of the system.
- 14,000 active bus stops were surveyed; 800 of them (6%) served 50% of daily regional ridership.
- The vast majority of transit trips (85%), either begin or end at home.
- 54% of the trips were work/university related.
- 84% of respondents walked to/from the bus stop. 75% of the transit riders were frequent riders (3-7 days per week).
- 52% of riders reported made no transfer to complete their trips; 36% made one transfer.
- Young people use transit. More than one-third of the riders were between ages 18-25.
- 90% of the riders did not get any fare subsidy.
- 20% of riders are unemployed.
- 46% of riders did not have a valid driver’s license and nearly 52% of riders did not have access to any vehicle.
- 86% of riders were from households with annual income less than \$50,000; 40% were from households with less than \$10,000 income.

Current Users Desire More Service

Nearly 40% of those surveyed would like service to be more frequent. One-third would like extended service hours (earlier start /later end).

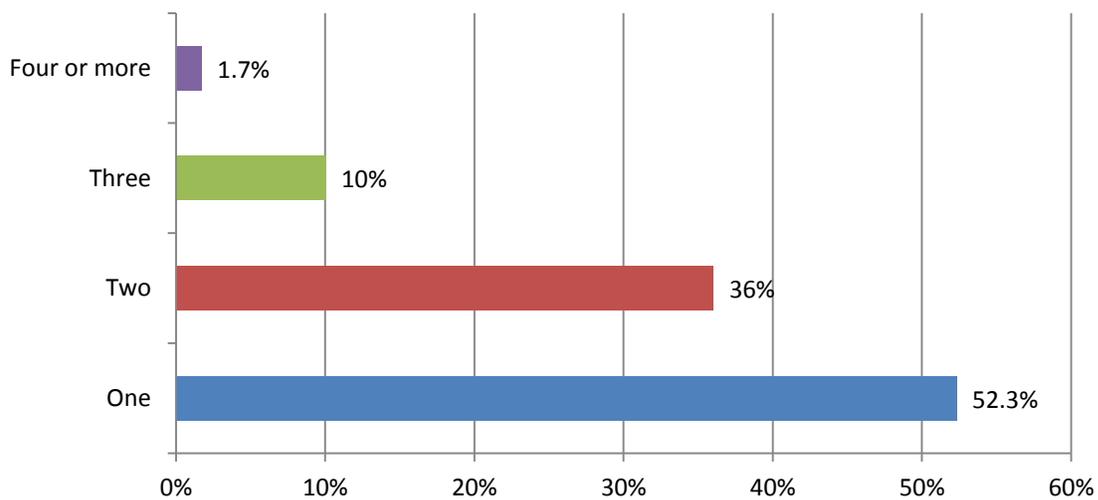
Figure 1 - **Transit improvements**



Many Riders Need to Use Two or More Buses to Get to Their Destination

More than half of the riders indicated that they did not transfer, while 36% had to use two buses. The rest needed three or more buses to complete their journey.

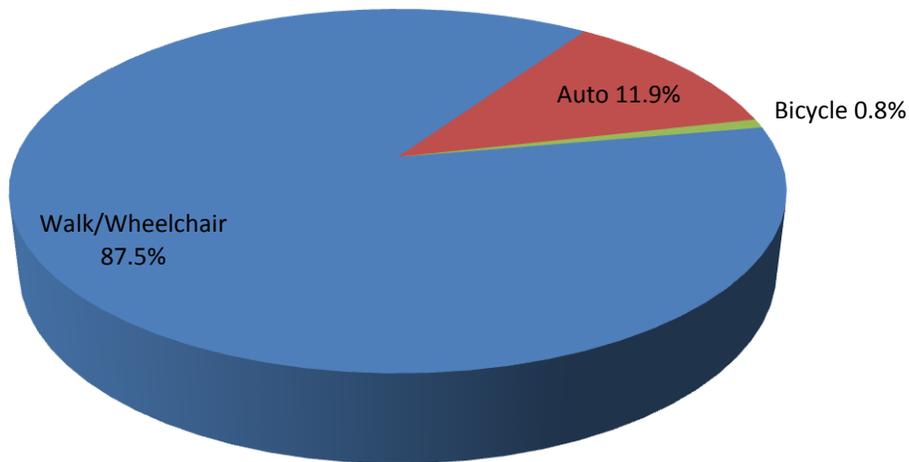
Figure 2 - **Total Buses**



Most Transit Riders Walk to the Bus Stop

Nearly 88% transit riders walked or used a wheelchair to get to their stop. About 12% used a car; nearly two-thirds of those were dropped off.

Figure 3: **Access Mode**



Auto includes driving alone, carpooling, taking a taxi or dropped off.

Very Few Riders Receive a Fare Subsidy

Nearly 90% of bus riders paid full fare out of their pocket. Fares from 8.2% of riders were fully paid by employers; 1.9% of riders received partial financial assistance.

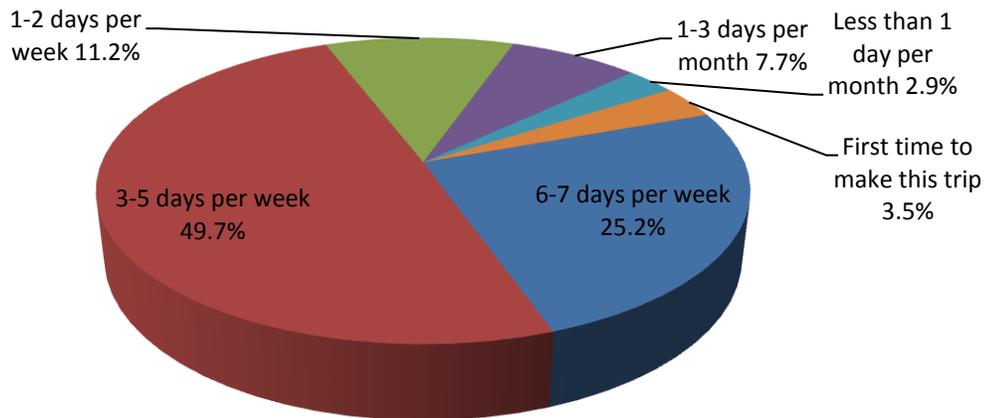
Table 1 – **Fare Subsidy**

No Subsidy	Full Subsidy	Partial Subsidy
89.9%	8.2%	1.9%

Most Riders Use Transit on a Regular Basis

About one-fourth of riders used transit 6-7 days a week. Nearly half used the system 3-5 days a week.

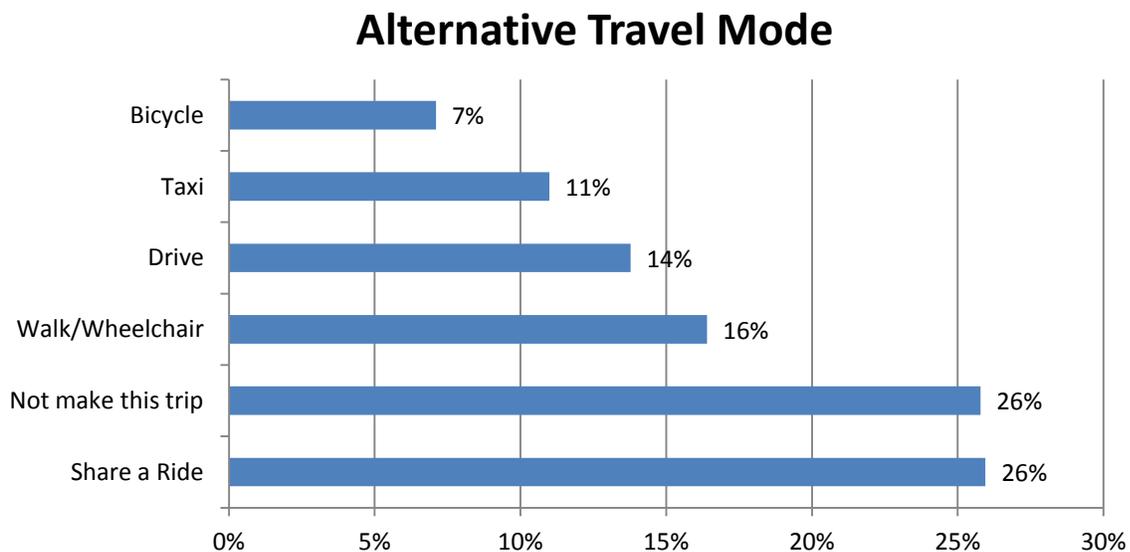
Figure 4 – **Trip Frequency**



If the Bus is Not Available, 26% of Riders Would Not Make Their Trip

When asked how they would make this trip, if the bus service was not available, nearly 26% said they would share a ride with someone; about the same percentage said they would not make the trip. Other modes mentioned are walking (16%), driving (14%), taxi (11%), and bicycling (7%).

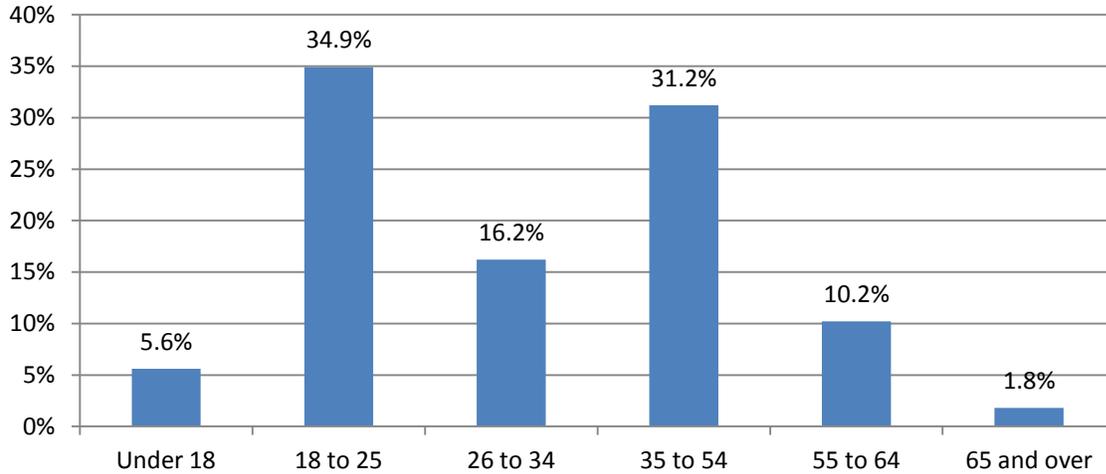
Figure 5 – **Alternative Travel Mode**



Age Distribution

A little over one-third of riders are between ages 18-25. Another large proportion (31.2%) fall between the age of 35-54. Note that this category has a much bigger range than the other middle categories.

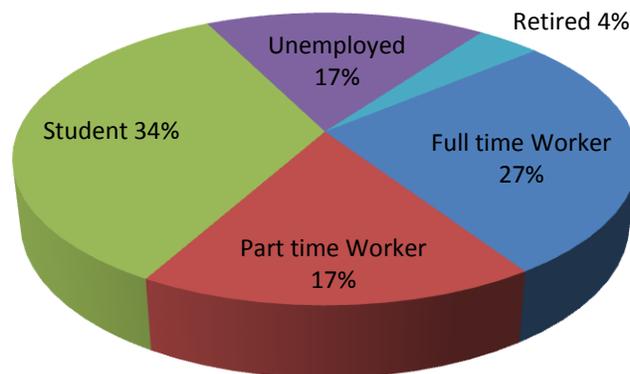
Figure 6 – Age Distribution



Transit is Needed to Support Economic Prosperity

Full-time workers (27%) and part-time workers (17%) comprise more than half of the surveyed riders. Students are the second-largest group of riders (34%), including college/university, high school, middle school, and other students. About 17% of transit riders are unemployed.

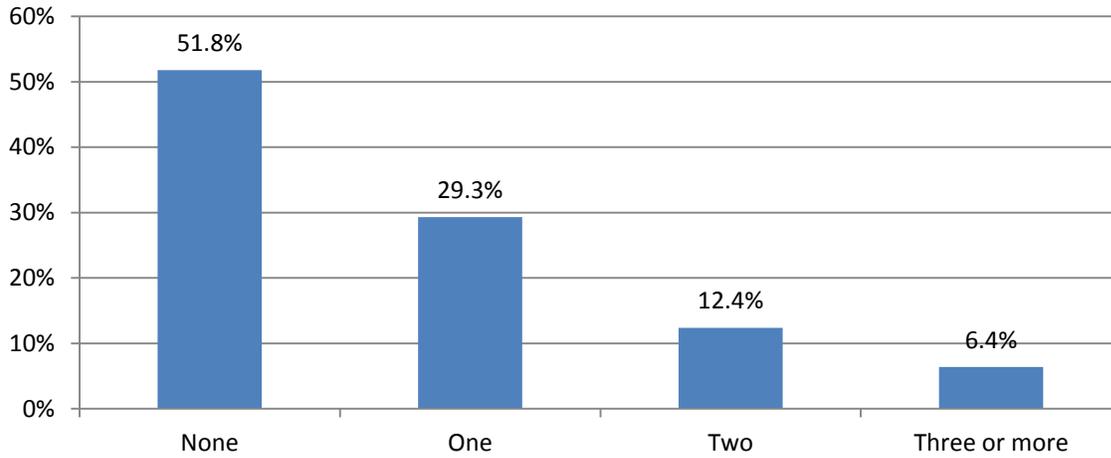
Figure 7 – Employment Status



Vehicle Availability

More than half of respondents (51.8%) do not have access to any vehicle. A little less than one-third (29.3%) have access to one vehicle, and 19% have multiple vehicles available to them.

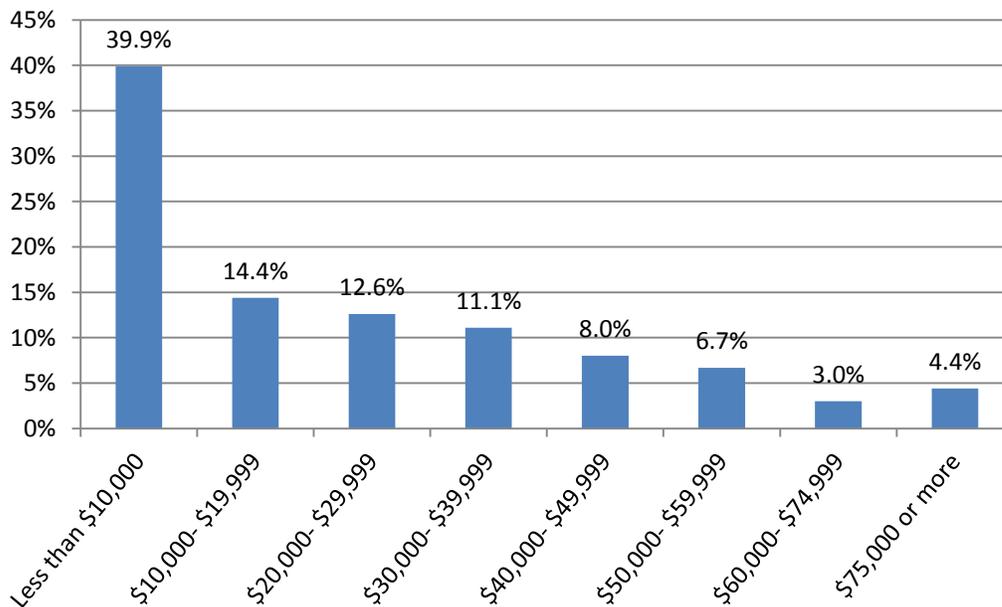
Figure 8 – **Vehicle Availability**



Income Range

In 2009, 86% of riders were from households with income less than \$50,000; nearly half of those (40%) came from households with less than \$10,000 annual income in 2009.

Figure 9 – **Income Range**



Trip Purpose

85% of transit trips in Southeast Michigan started or ended at home; nearly 54% of those were work/university related. Non-home-based trips accounted for 15% of the total.

Table 2 – **Trip Purpose**

Home based Work/University	Home based other	Non-home based
53.8%	31.2%	15.0%

EXECUTIVE SUMMARY - ITEM #7

**“REQUIEM FOR A TRAIN” (SLATE
MAGAZINE)**

1174

HOME / [TECHNOCRACY](#): THE INTERSECTION OF GOVERNMENT AND TECHNOLOGY.

Requiem for a Train

High-speed rail is dead in America. Should we mourn it?

By [Will Oremus](#) | Posted Wednesday, Dec. 7, 2011, at 8:24 PM ET



High-speed rail design for Mission Beach, Calif. © 2008-2010 State of California

If you live in Los Angeles, Orlando, Cincinnati, Chicago, Milwaukee, Raleigh, or any number of other U.S. cities, chances are you've read a news story that started something like this: "Imagine stepping on a train in [your city] and stepping off in [another major city] just two-and-a-half hours later. This dream could become a reality in the next [unrealistic number] years, thanks to plans for a national network of high-speed rail lines."

Well, you can stop imagining it now. High-speed rail isn't happening in America. Not anytime soon. Probably not ever. The questions now are (1) what killed it, and (2) should we mourn its passing?

There was a brief burst of enthusiasm around the future of high-speed rail in January 2010, when President Obama [announced](#) \$8 billion in federal stimulus spending to start building "America's first nationwide program of high-speed intercity passenger rail service." Since then, however, the project's chances of success have been heading in one direction: downhill. First, Tea Party conservatives in Florida and wealthy liberal suburbanites in the Bay Area began questioning their states' plans. Then, just as Joe Biden was [calling for \\$53 billion](#) in high-speed-rail spending over the next six years, a crop of freshly elected Republican governors turned down billions in federal money for lines in Wisconsin, Ohio, and Florida. Finally, Republicans in Congress [zeroed out the federal high-speed rail budget](#) last month. (To understand [why conservatives hate trains](#), see my colleague Dave Weigel's story from earlier this year.)

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Though Republicans' outright rejection of high-speed rail is short-sighted, so were many of the plans themselves. Rather than focus on the few corridors that need high-speed rail lines the most, the Obama administration doled out half a billion here and half a billion there, a strategy better-suited to currying political support than to addressing real infrastructure problems. Spread across 10 corridors, each between 100 and 600 miles long, Obama's rail system would have been, at best, a disjointed



[Norway's Absurd Butter Shortage and Its Very Valuable Lessons About Global Economics](#)



[What Is It That Makes Mormonism—or Christianity or Judaism—a Religion and Not a Cult?](#)



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patchwork. The nation's most gridlocked corridor, along the East Coast between Washington, D.C. and Boston, was left out of the plans entirely. Worse, much of the money was allocated to projects that weren't high-speed rail at all.

The Europeans define high-speed trains as those that travel at speeds of 155 miles per hour or more (or 125 mph for tracks that are upgraded, rather than newly built). Wisconsin's proposed \$823 million Milwaukee-to-Madison line was to reach 110 mph, at most, in between stops in cities such as Brookfield and

Oconomowoc. Ohio's version was even slower, with trains on an upgraded freight-rail track topping out at 79 mph. With stops, the trip from Cincinnati to Cleveland would have been significantly slower by rail than by car. Who would ride such a thing? Former Ohio governor Ted Strickland, a Democrat, [bemoaned](#) the jobs that would be lost when his Republican successor killed the project. But at a cost of \$400 million, this was job creation of the sort that John Maynard Keynes himself would have eyed skeptically. Florida's \$2.4 billion Tampa-to-Orlando line made more sense, but it was no surprise that Republican Gov. Rick Scott nixed it in February. By that time, high-speed rail had already become a punch line among fiscal conservatives.

For all that, a line in California, connecting Los Angeles to San Francisco, still seemed to stand a chance. Unlike its counterparts elsewhere in the country, the California line would be true, dedicated high-speed rail, with trains running up to 220 mph. It would connect two metropolises of seven-million-plus people that are just far enough apart to make a drive unappetizing (six hours sans traffic) and a plane hop unwieldy. And the plans were already in place; the state had been working on a high-speed rail line for decades and lacked only the money to execute it.

It was, it seemed, the perfect showcase for the Obama stimulus. This was more than just [digging holes in the ground](#)—it was putting people to work building something that the country needed anyway. Not only is California's Interstate 5 congested and getting worse, but air traffic between San Francisco and Los Angeles is beginning to be a problem as well. Without high-speed trains, the state will need to build more highways, more airports, or both. But for a state that recently passed a law limiting greenhouse gas emissions, electric trains make far more environmental sense. And they're popular—the state's voters had approved a \$10 billion bond issue for the rail line even before Obama announced his own high-speed plans. So what went wrong?

The project was oversold from the beginning, with projections of 100 million riders per year and healthy operating profits—yes, profits, on a railroad—leading to skepticism even among those inclined to support it. Along with the usual conservative opponents, the wealthy liberals living along the railroad's proposed path in Palo Alto and neighboring cities—sufficiently motivated by the prospect of trains roaring literally through their backyards—began to uncover holes in the financing scheme as well. Rather than take them seriously, the rail line's bullheaded backers attempted to steamroll the opposition, branding them NIMBYs and ["rotten apples."](#) Sure, they were NIMBYs, but it didn't make them wrong. And when they leveraged their connections and media savvy to get state lawmakers, academics, and [journalists like me](#) to investigate, the findings that came back damaged the project's credibility.

Under pressure to come up with more realistic projections, state rail authorities [admitted last month](#) that the project would take twice as long to build as they'd originally claimed, attract fewer riders, and cost twice as much. The honesty was welcome, but it came too late: A poll released this week showed the public has turned against high-speed rail altogether, with [nearly two-thirds](#) saying they'd like a chance to reconsider.

Some will point out that California's high-speed rail plan still isn't dead, exactly. (It's "more of a zombie," one blogger [quipped](#).) State officials, backed by Democratic Gov. Jerry Brown, have concentrated their efforts on building just one leg, from agricultural Fresno to dusty Bakersfield, as a sort of desperate foot-in-the-door tactic. They still have the Obama administration's support. "We are not going to be dissuaded by critics," transportation secretary Ray LaHood said this week. "We are only at the beginning of this multi-generational process—the simple fact is that the transportation challenges that are driving increased demand for rail are not going away." That's true, but the chances that California—or the country—will meet those challenges now look dim.

1174

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Cartoonists' Take On Political Campaigns



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 - A Caribbean Christmas: Rum, Pork and More

FOREIGN POLICY



US High Speed Rail Association Update

Dear Bill,

FOR IMMEDIATE RELEASE

The House of Representatives will be holding a hearing tomorrow morning (12/15/11) on the California High Speed Rail Project. The hearing is entitled: *California's High-Speed Rail Plan: Skyrocketing Costs & Project Concerns*, and starts at 10am in room 2167 Rayburn House Office Building.

The US High Speed Rail Association has issued the following statement on this hearing and high speed rail in America:

An open letter to Congress and Members of the House Transportation Committee:

We commend Chairman Mica and the Committee for holding the hearings continuing the focus on developing true high speed rail (HSR) in America as another transportation option. We submit this letter for the record for the hearing California's High-Speed Rail Plan: Skyrocketing Costs & Project Concerns, held on 12/5/11.

The US High Speed Rail Association (USHSR) supports the development of true high speed rail in California, the Northeast Corridor, and several others to expand our mobility options. The nation's current transportation options are deteriorating rapidly, creating major problems nationwide:

- Severe highway congestion in every region of America, getting worse each year
- Aviation in continuous decline with increased cancellations, delays, & bankruptcies
- Permanently rising transportation fuel costs (oil currently around \$100 per barrel)

America desperately needs additional options for moving people and goods around the nation. Our roads and airports were built when oil was \$5 per barrel. Today, America struggles to keep these running with oil now at \$100 per barrel, and rising. Experts predict oil will surpass \$200 per barrel this decade, establishing a real urgency to constructing HSR in multiple corridors as quickly as possible.

Businesses across America are paying the price every day in lost productivity for a transportation system that gets more expensive as the service levels worsen. Our growing congestion and rising fuel prices combine to make it more costly to do business in America. Congestion delays alone cost more than \$156 billion each year in wasted time and fuel stuck on our highways and runways. This 'hardening of the nation's arteries' - makes America less competitive with nations that have HSR - the only form of transportation not subject to congestion.

Investing in high speed rail as part of a balanced transportation system is smart business for America. HSR costs less to build than roads and airports. High speed rail delivers:

- Proven technology with a 45 year track record; Highly successful everywhere it's built

- Safely transporting billions of passengers
- Relieving congestion, saving time, money and fuel
- Creates jobs, economic development, efficiency, and real estate development

HSR is currently in operation in more than 20 countries (including the UK, France, Germany, Belgium, Spain, Italy, Japan, China, Korea, and Taiwan). HSR is under construction in more than 10 countries (including China, Spain, and Italy); and in development in another 14 countries (including Saudi Arabia, Qatar, Turkey, Morocco, Russia, Poland, Portugal, South Africa, India, Argentina, and Brazil). HSR has been in operation in Japan for 45 years carrying more than 9 billion passengers without a single fatality.

The US High Speed Rail Association urges you to keep the nation moving forward on high speed rail by continuing to fund the following priority corridors simultaneously:

- California HSR - Special Project of National Significance
- Northeast Corridor HSR Project of National Significance
- Chicago Hub HSR Project
- Texas HSR Project
- Various other smaller upgrade projects on existing rail lines
- Preliminary planning studies for the next round of new projects

California HSR is a Special Project of National Significance worthy of ongoing federal funding. It's the largest and most advanced HSR project in the nation, with the first phase readying to go out to bid. There is widespread public and business support for the project. It's already creating jobs, and will quickly become a national demonstration project for advanced HSR technology in America. Given its location near Silicon Valley, this could lead to the launch of a new high tech industry. California will be the first test of 220 mph trains on American soil, quickly advancing the nation from last place to first place in global state-of-the-art HSR.

California needs this new rail system because they have the worst congestion in America, with no possibility of expanding their freeways. With the state's population expected to double, HSR is the only feasible mobility solution. California is the 8th largest economy in the world, and represents more than 13% of the U.S. economy. The state needs a modern, efficient transportation system. The recently released business plan laid out the worst case scenario of taking decades to build out. A number of investors have already expressed interest in building the second phase - the two end pieces - creating the full San Francisco to Los Angeles 220 mph connection. This will quickly become the busiest, most profitable rail line in America, and a top 5 in the world.

We have a unique opportunity to launch a national high speed rail competition between the east and west coasts for developing HSR in America. There's no time to wait for the Northeast corridor to be built before launching other important HSR systems. Regions across America need high speed rail's benefits now. The best way forward is to advance multiple systems simultaneously in different regions.

The US High Speed Rail Association supports the development of multi-use infrastructure corridors containing rail lines, pipe lines, communication lines, utilities, energy systems, and smart grid lines. Together, these save money by combining investments across a number of sectors, creating additional revenue streams.

As the nation enters a new era of tight budgets, high energy prices, and paralyzing congestion, HSR will play an important role across America by delivering new transportation options that save time, money, and energy.

Sincerely,

Andy Kunz

President & CEO
US High Speed Rail Association
Washington, DC

ADDITIONAL SUPPORT MATERIAL:

High Speed Rail Program Extremely Important for America America is struggling from growing congestion, aviation decline, & rising fuel prices - High Speed Rail solves all 3

- Congestion Relief - America suffers from paralyzing congestion nationwide, growing worse every day, costing over \$156 billion each year in wasted time and fuel
- Mobility - HSR delivers a new form of very high-capacity, fast transportation - never subject to congestion delays (a single HSR line carries the equivalent of a 10-lane freeway); HSR also decongests highways and runways
- Time Savings - HSR delivers passengers quickly to their destinations, on-time, every time
- Business Friendly Transportation - Fast, convenient, room to work, no restrictions on electronic devices
- American Jobs - HSR creates millions of jobs in multiple sectors
- American Manufacturing - HSR develops new industries and ramps up U.S. manufacturing
- Real Estate Renewal - HSR will be the catalyst for the next national real estate boom
- Tourism Renewal - HSR promotes travel and tourism
- Safety - HSR is the safest form of transportation possible
- Energy Savings / Security - 10 times more efficient than flying/driving; Lowers dependence on foreign oil
- Sustainability - HSR is the greenest form of transportation, and can be powered by renewables
- Profitable- HSR operations are profitable in every country around the world, earning billions

California High Speed Rail - Special Project of National Significance

- Most important project in the country, worthy of federal funding, ready for bidding, jobs created already
- National demonstration project with domestic HSR technology development potential (Silicon Valley, etc.)
- Majority of project will be 'true HSR' - 220 mph trains; First location in America demonstrating true HSR
- High investor interest, very high potential ridership/profits once connected to major cities
- California is the 8th largest economy in the world; 13% of the U.S. economy
- California has the worst congestion in the nation - physically impossible to expand state's highways
- Statewide HSR project meets clean air requirements, environmental quality, renewable energy goals

Northeast Corridor High Speed Rail - Project of National Significance

- Currently busiest rail corridor in America
- Well established ridership and support networks
- Early planning stages; Built in incremental upgrades over time
- True HSR reached incrementally segment by segment

Recommendations for the National HSR Program

- The HSR program is of national importance - keep it going with initial seed investment

- Focus on advancing first two projects simultaneously: 1. California; 2. Northeast Corridor
- Fund first phase of each project to launch systems
- Establish incentives and conditions to attract private investors for second phase
- Set up a national competition between the projects - East Coast HSR vs. West Coast HSR
- Dedicate part of the Federal Surface Transportation funding each year to HSR, starting in 2012
- Develop permanent funding sources for national HSR program, grow national network each year

The US High Speed Rail Association will be holding an important conference to discuss ongoing federal funding for high speed rail and the Surface Transportation Reauthorization Bill. Members of Congress, business leaders, high speed rail experts, and Roelof Van Ark, CEO of the California High Speed Rail Authority will participate in this historic event. Please join us:



Special Super Early Bird Registration Price only \$395. ENDS FRIDAY!
[Register now!](#)

Be part of this important high speed rail summit! Hear from Congress and the Obama Administration about plans to step up the national high speed rail program. Hear about the many challenges with launching a major new infrastructure project of this scale. Listen to senior elected officials discuss the importance of maintaining the 'political sustainability' needed to get it built.

Learn about the rapidly growing support among the business community across multiple sectors for high speed rail in America. Hear from experts about the conservative case for a major investment in HSR. This is the event to be part of in the nation's capital - at the center of the action in high speed rail! [Conference information](#)

EXECUTIVE SUMMARY - ITEM #8

IMPACT ON CRIME OF

INTERMODAL TRANSIT CENTERS

IN MICHIGAN

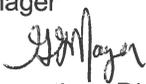


INTEGRITY * RESPECT * LAWS AND THE CONSTITUTION * ACCOUNTABILITY * PROBLEM SOLVING * PROFESSIONALISM

MEMORANDUM

DATE: December 15, 2011

TO: John Szerlag, Troy City Manager

FROM: Gary Mayer, Chief of Police 
Gerry Scherlinck, Captain Operations Division 

RE: Impact on Crime of Intermodal Transit Centers in Michigan

Assignment

This memorandum is in response to a request to provide data on crime at Intermodal Transit Centers in Michigan from a list presented at a Troy City Council meeting.

Methodology

Troy PD staff contacted New Buffalo, Pontiac, Ann Arbor, East Lansing, Holland, Flint, Kalamazoo, Dearborn, Battle Creek, and Grand Rapids police departments. They were identified as having an Intermodal Transit Center in their jurisdiction from the list we were provided. Only Battle Creek PD was able to produce data related specifically to their center. Since January 2010, there were 111 total calls for service, the majority of which were non-criminal in nature. The other departments do not have specific data available. In an effort to complete the assignment, we asked for a professional opinion.

Conclusions

The prevailing theme was that Transit Centers were not conduits for criminals to access the community, nor were they a locus for crime. Where crime problems were reported, they were more related to a stand alone "main bus terminal" rather than a Transit Center that also provided bus service. An Intermodal Transit Center was defined as a combined train/bus station or a train station with access to bus service. What is viewed as an Intermodal Transit Center in most of these locations is an Amtrak station with limited bus service. The bus service in place was generally set up to provide access to and from the trains, rather than as a multi-purpose main bus hub in combination with the train station. Generally, the Transit Centers were separate from the main bus hub, with the main bus terminal usually located in another location in the downtown area. Battle Creek and Kalamazoo were the exceptions; they both have a combined train and main bus terminal located in their downtown district.

Three of the cities have security presence at their Transit Centers. Flint has one or two uniformed guards. Holland has a police reserve in the evenings to maintain a police presence and assist citizens with questions. Kalamazoo has two police officers assigned to the Transit Center, 9:00 a.m. to 9:00 p.m.

The only exception to the general theme that these centers pose little to no impact on the overall community in terms of crime was information received from Battle Creek PD. The problems were more related to the location of the center in a high crime area, rather than specific to the center itself. A police officer is assigned directly to the downtown area. Patrolling the Transit Center and maintaining a police presence is part of that assignment.

Overwhelmingly, the feedback was that even in urban cities such as Flint, Pontiac and Grand Rapids, cities with an overall higher rate of crime, the combined train/bus centers have little if any impact on crime and police resources.

EXECUTIVE SUMMARY - ITEM #9
WOODWARD LIGHT RAIL



Detroit light-rail line plan scrapped for city, suburban buses

The ambitious plan for a light-rail line on Woodward Avenue between downtown Detroit and 8 Mile has been scrapped in favor of a system of city and suburban buses, several officials briefed on the decision told the Free Press today.

U.S. Transportation Secretary Ray LaHood told Detroit Mayor Dave Bing that doubts that Detroit could pay operating costs over the long term for the light-rail line because of its and the state's financial problems swayed him against the plan. The decision came despite earlier public support that included LaHood's 2010 visit to Detroit to award a \$25-million grant to get the project moving.

LaHood, President Barack Obama's top transportation official, met last week with Bing and Snyder, and the sides agreed that the better option is a system of rapid-transit buses operating in dedicated lanes on routes from downtown to and through the suburbs along Gratiot, Woodward and Michigan avenues and along M-59, the officials said.

The death of the light-rail plan brings an end to about four years of intensive effort by the city, private developers and

nonprofit groups to create what was widely viewed as the most promising attempt in decades for a light-rail system to Detroit.

Bing's office wouldn't release details of the discussions, but said the mayor and LaHood agreed that the city, where more than 60% of residents with jobs work in the suburbs, would be better served by high-speed buses instead of rail, said Bing spokesman Dan Lijana.

"Mayor Bing and Secretary LaHood have had numerous conversations and are on the same page on the future of transit in Detroit," Lijana said.

Geralyn Lasher, a spokeswoman for Snyder, said the governor has been supportive of a rapid transit bus system for Detroit and southeast Michigan, but light rail trains are "out of our lane.... We've always been more in the line of the rapid bus."

Both the city and a group of private investors known as M-1 Rail and corporate

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titans such as Dan Gilbert, Roger Penske, Peter Karmanos and Mike Ilitch, along with the powerhouse Kresge Foundation, developed plans for a light-rail project to revitalize the Woodward corridor.

The investors initially wanted a line between downtown and New Center, while the city aimed to take it north to 8 Mile. The private investors pledged tens of millions in seed money, and after some disagreement on the scope of the project, agreed to let the city lead the effort.

The M-1 Rail group of private investors sent a letter dated today to Bing, Snyder and LaHood expressing disappointment about the decision but holding out hope that a shorter, 3.2-mile rail line could still be build on Woodward between downtown and New Center.

In the letter, the investors said that killing the light-rail plan would “leave unfulfilled the promise of light rail on Woodward Avenue that we have all stood behind, leave unused all the work that has come to date, leave on the table \$100 million in private and philanthropic investment, and leave to the next generation the prospect of rail transit on Woodward Avenue.”

But it had faced doubts, including Bing’s decision in September to hand over control of the project to the Detroit Economic Growth Corp., the quasi-governmental agency that spearheads redevelopment projects for the city. The DEGC also was a significant investor in the project.

Suburban communities in southern Oakland

County this fall won federal funding to study extending the rail line north to Maple Road in Birmingham.

Details about how the rapid bus system would be built weren’t available. Officials said the federal money already granted to Detroit can be transferred to a new bus system.

Supporters said the light-rail project had been the region’s best chance at a rail-based transit system since the late 1970s, when the city was promised \$600 million in federal funding but lost the money when Oakland and Macomb county leaders wouldn’t go along with the plan.

The decision to scrap the light-rail plan outraged Megan Owens, director of the Detroit advocacy group Transportation Riders United, who said she had heard rumblings in recent weeks that “the project was in trouble” in large part because there was no dedicated source of operating money, estimated to be at least \$10 million a year, for the rail line after it was built.

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Supporters said the light-rail line would spur major residential and commercial redevelopment along Woodward well in excess of what it would cost to build the line. "We're basically throwing away a \$3-billion economic development investment," Owens said. "I'm outraged Mayor Bing would let this happen on his watch."

Contact Matt Helms: 313-222-1450 or mhelms@freepress.com.

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EXECUTIVE SUMMARY - ITEM #10
PLANNING COMMISSION SUPPORT

STUDY ITEM

8. **TROY MULTI MODAL TRANSIT FACILITY**

There was general Planning Commission discussion of the Troy Multi Modal Transit Center.

Resolution # PC-2011-12-065

Moved by: Sanzica
 Seconded by: Schultz

WHEREAS, The City of Troy received a \$8,485,212 federal grant to fund the Troy Multi-Modal Transit Facility project through the American Recovery and Reinvestment Act (ARRA) High-Speed Intercity Passenger Rail (HSIPR) Program; and

WHEREAS, On September 12, 2011 City Council approved an MDOT Capital Contract for \$8,485,212 for the specific purpose of designing and constructing the Troy Multi-Modal Transit Facility at no cost to the City of Troy; and

WHEREAS, The Troy Multi-Modal Transit Facility will become one of ten planned regional hubs in the Detroit Regional Mass Transit (DRMT) plan for the Detroit metropolitan area, including Wayne, Oakland and Macomb counties and the City of Detroit; and

WHEREAS, The Troy Multi-Modal Transit Facility will be served by AMTRAK and SMART, which will utilize the Troy Multi-Modal Transit Facility as a central hub for their bus network; and

WHEREAS, The Troy Multi-Modal Transit Facility complements transit oriented initiatives throughout southeast Michigan, including the Woodward Light Rail and Detroit Region Aerotropolis projects; and

WHEREAS, Studies show that investment in public transit yields economic benefit to the surrounding area, including the creation of a large number of construction jobs; and

WHEREAS, Public transportation provides transportation options, allows for mobility for underserved populations, provides congestion mitigation, assists in retaining young talent and helps regions to be competitive in the global economy; and

WHEREAS, The City of Troy Master Plan calls for the creation of a mixed use area centered between the Oakland/Troy Airport and the Troy Multi-Modal Transit Facility; and

WHEREAS, The Troy Multi-Modal Transit Facility will serve as a vibrant gateway into the City of Troy; and

WHEREAS, If City Council votes to terminate the Troy Multi-Modal Transit Facility project, the \$8,485,212 federal grant will be used to fund another project elsewhere; the money will not be used for any purpose other than High Speed Rail.

THEREFORE BE IT RESOLVED, The Planning Commission hereby recommends that City Council approves the contract for Architectural/Engineering services so that the Troy Intermodal Transit Center can be designed and constructed.

BE IT FINALLY RESOLVED, A copy of this resolution shall be forwarded to all City Council members prior to the December 19, 2011 Regular meeting.

Yes: All present (9)

MOTION CARRIED

EXECUTIVE SUMMARY - ITEM #11
COMMUNICATIONS OF SUPPORT



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

November 29, 2011

Mr. John Szerlag, City Manager
City of Troy
500 W. Big Beaver
Troy, Michigan 48084

Dear Mr. Szerlag:

The Michigan Department of Transportation (MDOT) would like to congratulate the City of Troy for their recent Federal Railroad Administration award toward a new multi-modal transportation center. The city has worked diligently with MDOT over the past several years to make this dream a reality, and we applaud your efforts and commitment to this project. The department considers this project an integral component of Michigan's Accelerated Rail Program.

As you may know, public transportation is on the rise. Passenger rail travel alone has significantly increased in Michigan and nationwide. Station activity in this area has increased by 8 percent over the last fiscal year, and over 29 percent since 2009. This project will provide a gateway to your city and offer the traveling public connectivity, convenience, safety, and security. Also, the development associated with transit will produce a return for the city that is immeasurable. Some of these returns were noted in the "Michigan Passenger Rail Station Community Benefits Study," in which the City of Troy was involved.

Again, congratulations as you move forward on this exciting project. If you have any questions, please contact either me or Tim Hoeffner, Administrator, Office of Rail, at 517-373-6672.

Sincerely,

A handwritten signature in blue ink that reads "Kirk T. Steudle".

Kirk T. Steudle
Director



Michele Hodges
Troy Chamber President

**2011 Board of Directors
Chair**

John Tagle, AIA, John Tagle
Architects, Inc.

Vice Chair

Scott Foster, Wellco Corp.

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Solutions, LLC

Sandy Burgess, Burgess
Strategic Marketing Services

Ted Canaday, Charles H.
Wright Museum of African
American History

Bill Cowger,
Acacia Photography

Barry Demp,
Barry Demp Coaching, LLC

Tasneem Hakim,
ALYKO Enterprises

Christopher Hengstebeck,
Beaumont, Troy

Jordan Kotubey,
International Academy of
Design and Technology

Marty Orłowski,
McNish Group, Inc.

Kent Sharkey,
TEAM Human Capital Solutions

John Wells,
Toyoda Gosei North
America Corp.

Dear Mayor Daniels and Members of Troy City Council,

As members of the business community, we have observed a reluctance of the Troy City Council to continue development of a proposed Transit Center in the City of Troy.

Through discussions with City of Troy staff as coordinated through the Troy Chamber of Commerce, it is our belief that proper research and due diligence has been conducted and a solid business case established to warrant use of federal funds that have been appropriated for this project. It is our belief the transit center would serve as a valued resource for business and employee attraction and retention. Further, if federal funds that have been designated for the development of a rail transit center are left unutilized by the City of Troy, the funds will be awarded to an alternate municipality and not utilized for federal deficit reduction as has been suggested.

Therefore we ask that Troy City Council approve, without hesitation, a resolution to award an architectural and engineering contract as recommended by Troy City staff at its December 19, 2011 session and support the recommendation of city staff to swiftly move forward in executing the project.

Most Sincerely,

The Troy Chamber Board of Directors and some of Troy's most significant business citizens:



From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Abigail Clark [abclark@umich.edu] **Sent:** Tuesday, December 13, 2011 10:27 AM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Ms. Abigail Clark 320 Curtis Rd East
Lansing, MI 48823-2004
(517) 285-7304

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Andrea Dewey [akushla@aol.com] **Sent:** Tuesday, December 13, 2011 10:11 AM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it. Here in Grand Rapids, we would jump at the opportunity to have high speed rail and modern train facilities -don't let this opportunity pass you by.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Ms. Andrea Dewey 1171 Honey
Creek Ave NE Ada, MI 49301-9579

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Andy McGlashen [andrew@environmentalcouncil.org] **Sent:** Tuesday, December 13, 2011 1:57 PM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

Dear Council Members,

Please vote in support of keeping the \$8.4 million federal grant to completely fund the proposed transportation facility in Troy. Since my in-laws live in your city, I visit frequently, and am excited about the positive changes this grant could bring to Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Andy McGlashen 1542 Snyder Rd
East Lansing, MI 48823-3746

From: Cynthia A Stewart
Sent: Monday, December 05, 2011 6:12 PM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@dougietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginnis@dmcginnis.com); wade.fleming@proforma.com
Subject: FW: Transit Center

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Angela Sanders [angiesanders1@juno.com] **Sent:** Tuesday, December 13, 2011 3:06 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mrs. Angela Sanders 11110
Courville St Detroit, MI
48224-2462
(313) 372-2112

From: B Dport [<mailto:dportsstuff@gmail.com>] **Sent:**
Saturday, December 03, 2011 12:55 PM **To:** Cynthia A
Stewart **Subject:** Transit Center

Unfortunately I can not make either of the remaining council meetings. Having said that, I would like to voice my opinion in **favor** of the transit center.

I am a resident of Troy, and have been since 1992. During that time I watched as council voted down IKEA, then our opportunity for a AAA Baseball team. In retrospect I venture to say the city would be better off today had just those two issues passed and were allowed to flourish (as they currently do to the benefit of other political jurisdictions).

We need a council that is forward thinking and vested in the future of the city, not one mired in the present. The opportunity, at least in terms of the transit center, is now at hand - please let's not be put in a position to second guess what should have been done again!

Barry J Davenport

✉ bdport@gmail.com ☎ 248-765-0401 (mobile) ☎ 248-430-4611 (Skype)

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From: Cynthia A Stewart **Sent:** Thursday, December 01, 2011 9:04 AM **To:** Mark F Miller; John Szerlag **Subject:** FW: Troy Transit Center

From: BPap2293@aol.com [<mailto:BPap2293@aol.com>] **Sent:** Wednesday, November 30, 2011 6:32 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djllkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz

Cc: Cynthia A Stewart **Subject:** Troy Transit Center
To The Mayor and Troy Council Members,

We are writing in support of the Troy Transit Center.

Both our (adult) children graduated from the Troy School system. Our daughter then went on to and graduated from Albion College. Like many, when she graduated she was unable to find a job here in the Detroit area and moved to Chicago. She lives and works in Downtown Chicago and like many others who live in Chicago she does not have car. Just about each month she either comes home for a long weekend or we go to Chicago to see her. We all take the train. So unlike many of those who come forward to speak to the council about the Troy Transit Center, we actually do ride the train and can make the following comments with complete confidence.

Some who have spoken to the council have commented on the low number of riders. We believe this is because Amtrak is working on the tracks which is causing current time delays. They don't currently own the tracks and are at the mercy of the freight trains. So riders are now adverting and using the MegaBus or driving to Michigan City, IN and taking the South Shore commuter train from there. With the completion of the tracks allowing the train to take less time, we believe the rider ship will increase. After all, there is no parking in downtown Detroit to take the MegaBus and it takes about 4 hours to drive to Michigan City, IN.

We believe we need to look beyond today when looking at the Troy Transit Center. Amtrak is getting the high speed tracks in place which will cut down on the time to get to Chicago. Some may only go as far as the New Center area in Detroit, or to Ann Arbor, or to Kalamazoo to Western Mi, or Kalamazoo College. Others may continue on to the casino in Battle Creek, or to the end of the line to Chicago.

With a high speed train it will become a reality that one could take the early morning train, have lunch and shopping in Chicago and return home later in the day.

Right now there are 2 or 3 actual parking spaces in Birmingham and they are for handicapped. Other parking is on street parking. As has been pointed out, there is only a small shelter at the station. Neither Pontiac, Birmingham nor Royal Oak have full service stations. The first true station with a building is Detroit.

When you look at tomorrow today, please look at building the infrastructure that is necessary for tomorrow. Amtrak is building their infrastructure by fixing and replacing the tracks. Troy can look to the future and build the infrastructure to meet the need of tomorrow. Change the name of the station from Birmingham to Troy.

Sincerely,

Bruce and Nancy Papet Troy, MI

From: Cynthia A Stewart **Sent:** Monday, November 28, 2011 7:34 AM **To:** John Szerlag; Mark F Miller **Subject:** FW: Troy Transit Center

From: Carla Meier [<mailto:carlajmeier@yahoo.com>] **Sent:** Sunday, November 27, 2011 7:55 PM **To:** Jim Campbell; Janice Daniels; Wade Fleming; davehenderson@wideopenwest.com; mmcginnis@dmcginnis.com; djklslater@aol.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Troy Transit Center

Dear Mayor and Council Members:

Please vote in favor of the Troy Transit Center. This is a positive opportunity for Troy; its presence in our community will have far-reaching effects in the future.

Thank you.

Carla Meier

Troy Resident Since 1970

From: Cynthia A Stewart **Sent:** Friday, December 02, 2011 5:35 PM **To:** John Szerlag **Cc:** Mark F Miller **Subject:** FW: Transit Center

From: cathymogawa@aol.com [<mailto:cathymogawa@aol.com>] **Sent:** Friday, December 02, 2011 5:25 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Transit Center

I understand that the City Council needs to make a decision on approving the contract for the Transit Center by the end of the year. Troy has already spent nearly a half a million of its Capital Projects money on preparations for the Transit Center. Federal funding is available now for transit/railroad projects which will not be available in the future. Cities like New York, Boston, and Chicago attract young people in part because of their rapid transit systems. In the past cities that were along the pathways of the railroad thrived while those cities that were by-passed died. People and businesses moved. It would be very short-sighted of Troy to ignore this opportunity. We should live up to our motto and be the "City of Tomorrow" not the city of yesterday. As George Santana said "Those who cannot remember the past are condemned to repeat it".

Catherine OGawa

From: Cynthia A Stewart **Sent:** Monday, December 05, 2011 6:13 PM **To:** John Szerlag **Cc:** Mark F Miller **Subject:** FW: Transit Center and Council Responsibility

From: Cathy Fucinari [<mailto:dwgbooks@wideopenwest.com>] **Sent:** Saturday, December 03, 2011 12:32 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Transit Center and Council Responsibility

As I understand it, it is in our interest in this country to become less reliant on foreign oil. However, the only way for us to do that is to find substitutes for gas engine automobiles. Mass transit is a necessary facet of the solution. I am not new to the topic, I began attending information sessions on this transit center in 2008.

Having the regional transit hub located in Troy will increase our local economy. Not only will there be a \$8 million plus infusion from the federal government, which translates into additional jobs, but also from the various modes of transportation using the center. This center is not limited to linking Troy to Detroit, but will also link all of southeast Michigan, from Ann Arbor to Port Huron, and eventually beyond.

- Having access to mass transit does not limit anyone's freedom to drive their own car. It provides the additional freedom of increased options for transportation. □ I 75 's route through Troy spurred significant development of our city and brought with it an infusion of capital. □ Saying it will bring a criminal element to Troy is ludicrous and isolationist. Should the fact that Somerset Mall draws shoplifters have prevented its construction? □ The transit center will increase employment opportunities in Troy, which will add the local economy, and is strongly supported by the business community.
 - If it isn't built here, providing us with these advantages, it will be built somewhere else, and provide the economic advantages to some other community! Are you willing to deny our community an \$8 million economic boost?

This week, I asked Mayor Daniels what the credentials were for her "expert". I repeat the questions here: Does he work in the transportation field? Does he have a degree in a transportation field? Is he an expert in economics or finance? What qualifies him to come from outside our city and influence decisions for Troy?

Apparently, she didn't like being questioned.

Ms. Daniels, I am a resident, a taxpayer, a contributing member of the community, and a voter in Troy and have been for 35 years. You, as an elected official, should show more respect for your constituents than to refer to someone as "you people" when someone asks you a legitimate question. In addition, you have promoted bigotry in our community through your own words and deeds and in defending this person's racist and bigoted attitudes.

Finally, how can city council defend losing \$8 MILLION for our community?

Cathy Fucinari

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Charles Dineen
[charles.dineen@wmich.edu] **Sent:** Tuesday, December 13, 2011 6:53 AM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Charles Dineen 80490 28th
St Lawton, MI 49065-9644
(269) 624-6072

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Charles Shong
[charles.shong20@gmail.com] **Sent:** Tuesday, December 13, 2011 10:11 AM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident from Saranac, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *The rail line going through Troy is owned now by MDOT; passenger trains will have more priority, increasing on-time service. *Any upgrades to a rail line as shown in the studies I have read increases ridership. With 110 mph services and a new station, I am sure ridership will increase. *Young people want these types of transportation options. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Charles Shong 8674 Meadow
Vista Dr Saranac, MI
48881-8619
(616) 430-4203

From: Beth L Tashnick on behalf of John Szerlag **Sent:** Thursday, December 15, 2011 9:34 AM **To:** Justin Breyer; Mark F Miller
Subject: FW: Transit Center

From: Cheryl Davenport [<mailto:cdport118@gmail.com>] **Sent:** Wednesday, December 14, 2011 3:24 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djklslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz; John Szerlag **Subject:** Transit Center

I have to agree with you, Mayor Daniels, that the federal government has its issues but to throw back money they have earmarked for Troy is irresponsible. You must know, because everyone else knows, that this project has been in the works for years and if the money doesn't go to Troy, it will go elsewhere. Please look past your moral indignation at how incompetently the federal government operates and see that to vote 'no' on the transit center for that reason just makes no sense. In what way will a 'no' vote be of benefit to Troy?

If you have ever lived near or frequently visited other metropolitan areas that have a major transit system, you know what a valuable thing it is. I understand that this station is not a major transit system but it would bring Troy into the future. We have family in the suburbs of Boston. You can get almost anywhere by bus, train or subway. And ridership is increasing each year. We are so proud to tout being the motor city that we lose site of the fact that mass transit is the wave of the future and while we are happily driving our cars around the rest of the country is using more efficient manner of transportation. If you vote 'no' on this you are closing a door to lead Troy into a sound future. Just makes no sense.

Cheryl Davenport

From: Cynthia A Stewart
Sent: Monday, December 05, 2011 6:28 PM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Subject: FW: Support the Transportation Center

From: Chris Dyrda [<mailto:dyrda@mac.com>]

Sent: Friday, December 02, 2011 7:10 PM **To:** Cynthia A Stewart **Subject:** Support the Transportation Center

Honorable Council Members:

We support and ask you to vote to proceed on the Transportation Center.

It will build infra structure, promote commerce, and link Troy to Chicago, St. Louis, and all points east and west. It will also create jobs in the area, and do all this at no cost to Troy!

I understand that some members oppose this effort "on principle". What a way to get nothing done. It is not the job of Troy city council to represent the federal government. It is the job of Troy city council to promote the well being of Troy!

Please don't be stupid about this project.

Chris

dyrda@mac.com
248.703.7640

From: Cynthia A Stewart
Sent: Monday, December 05, 2011 10:26 AM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@dougietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Subject: FW: Transit Center

From: cynthia jones [<mailto:cbjones250@gmail.com>] **Sent:** Monday, December 05, 2011 10:05 AM **To:** Cynthia A Stewart **Subject:** Transit Center

Madame Mayor and Council Members,

I would like to express my support for continuing to fund the Transit Center as planned. I believe that this investment will help move Troy and the surrounding areas toward a more prosperous future by meeting the very real need for mass transit services in our area. Troy's share of the investment is fairly minor compared to the grant from the federal government. Please do not allow the progress made to date to fall by the wayside.

Thank you for your consideration.

Cynthia Jones 154 Timberview
Drive Troy, MI 48084
(248) 680-0443

From: Dave Verbeke [dverbeke@wowway.com] **Sent:** Monday, December 12, 2011 1:34 PM **To:** Janice Daniels; mmcginis@dmcginnis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Resident Feedback-New Transportation Center

I had hoped for a return to commonsense government with the election of new council members. Instead, we seem to be continuing down the road of divisive ideology comment.

As I understand it, the City has spent nearly a half-a-million dollars on the new Transit Center. The balance of the cost for the new center is funded by federal (and maybe state) grants. Ongoing costs are estimated at \$30,000 annually, but should be offset by rental and leasing revenue. I accept the fact that these decisions were made by previous administrations.

I read now that some council members argue that because of the large federal deficit, Troy shouldn't spend the federal money for the Center. Huh? Does someone think the money won't be otherwise spent elsewhere?

AND, what about asking Troy taxpayers to kiss off a half-a-million dollars the City has already spent?

Where's the common sense here? The arguments for and against the need for the Center are long past. At this point, the taxpayers have nothing to lose and everything to gain. Council should do its job representing the taxpayers of Troy and move ahead with the Transit Center.

David Verbeke 25 Year (voting) Troy resident Cell: 248-925-7213 Home: 248-649-4039 E-Mail: dverbeke@wowway.com

From: Denise Konchel [dkonchel@gmail.com] **Sent:** Tuesday, December 06, 2011 12:31 PM **To:** Janice Daniels; mmcginis@dmcginis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz; Cynthia A Stewart

I want to add my voice to the discussion of Ms. Daniels public faux pas. But, in addition to her slur against people who make up the city of Troy, I think Ms. Daniels and City Council members need to understand that once the national shame and embarrassment subside over this most egregious remark and lack of understanding of public service, a vision of the future needs to be addressed in the city of Troy.

Please approve the Troy Multi-Modal Transit Facility project. We need this project to pass as our contribution to the future of transportation in our region (please see the related article on the front page of today's [December 6, 2011] Detroit Free Press). Troy will miss out on an outstanding opportunity to help provide regional and local transportation services to its own citizens as well as the citizens of Michigan. The federal money assigned to this project, if not passed will be given to another entity, probably outside Michigan. How much longer does Troy intend to regress into the past and not have a vision for the future? This project will help folks with jobs to get to them, will create jobs, and show the nation that, yes, we can do something right in this town for a change. The citizens of Troy deserve no less. What I would like to return to is the sense I had twenty plus years ago when my family moved to here thinking this was a great and diverse place to raise our daughters, who, now in their late twenties, have so greatly benefited from the public schools, the library, the diversity, and, ultimately, the forward thinking city fathers. You can do much to remove the tarnish from Troy's current reputation by approving the Troy Transit Facility project.

Denise Konchel

From: Cynthia A Stewart
Sent: Monday, December 05, 2011 5:06 PM **To:** John Szerlag; Mark F Miller
Subject: FW: Transportation Center Comments

From: Kramer, Dennis [<mailto:Dennis.Kramer@Meritor.com>] **Sent:** Monday, December 05, 2011 4:34 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Transportation Center Comments

Dear Members of Troy City Council,
Today you are faced with a decision – to spend or not to spend for public transportation.

“During my 15 years on the Troy Planning Commission we faced many similar decisions. I can remember similar discussions – is a Somerset Collection a plus or a minus in our community, is our diversified population, with somewhere between 50 and 60 churches, a plus or minus in Troy, are we a bed room (residential community) or a combination of residential, commercial, and industrial citizens. Should we focus more on the residents or those that work in the city?”

Today like in the past, there’s no ONE answer to above questions

BUT, BUT,..... BUT

There is a common thread – if we isolate our selves to any one segment, isolate ourselves to a portion of the electorate – we die. If we decide not to pay the price of serving both those that live, those that employ, and those that work in Troy, then as an island we die.

“Maybe I’m a co-op student without a car and need to travel to the Detroit for my work at Wayne State, Campus Marius, the Ren Cen.” “Maybe I’m a Detroit resident that works in Troy and I need an option to the Senta /DDOT options there today.” “Maybe I want to take my family to Detroit, Ann Arbor, Chicago, without the hassle of driving, parking, etc.”

THERE IS A PRICE TO PAY – our limited financial resources get stretched further to support another entity. Safety, enforcement, infra structure – all cost time and money. There is also a price to pay to isolate Troy, to sit back and not take a leadership position in Oakland County, in South East Michigan.

I don’t think any of us can predict the challenges and changes we’ll see in Troy in the next twenty years. But we do have an opportunity and obligation to plan, to survive through them.

This transportation decision is part of that survival plan: A plan that preserves Troy’s future for its residences, employers, and employees. Please give it your full consideration.

Thank you,
DennisKramer
Resident

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Dietrich R. Bergmann, PhD, PE

PO Box 130525 Ann Arbor, MI 48113 – 0525 734 – 761 – 2775 Bergmann@umich.edu

December 5, 2011

to: Members of the Troy City Council Troy, MI

SUBJECTS:

(1) Proposed City of Troy Multimodal Transit Center Project, to be located along CN / Canadian National / Grand Trunk Western railroad tracks south of Maple Road (described at www.troymi.gov/TransitCenter)

(2) Item # L-1 on the agenda for Troy City Council meeting scheduled for 05 December 2011 (PowerPoint presentation by Mr. Wisz)

Dear Council Members,

Although I am not a resident of Troy, I am familiar with Troy because I worked in Troy for several years while employed by the GM Transportation Systems Division. I was born in southeastern Michigan, have lived in southeastern Michigan most of my life, and am a licensed professional engineering in Michigan and a licensed civil engineer in California. My professional interests are urban transportation planning and public transportation systems operations design. My business interests are in real estate investment.

I noted with interest the plans for Troy's prospective Multimodal Transit Center project. I understand that you are in the process of deciding whether to accept a federal grant award for the facility's construction.

I strongly recommend that you accept the federal grant and construct the Multimodal Transit Center. Some of the reasons for doing so are as follows:

The project will accommodate not only local bus service, but also higher speed and more reliable Amtrak service which will use existing railroad facilities to be upgraded, at no cost to the City of Troy.

The Amtrak services will improve access to Detroit Metro Airport and points west of metro Detroit for Troy residents and businesses based in Troy.

The existence of an Amtrak station in Troy will tend to enhance Troy's competitive standing within Metro Detroit as an office center. Troy needs the economic and commercial tax base stimulus that the Amtrak station will bring inasmuch as it now is at a competitive disadvantage in the rental of its office space relative to other areas in metro Detroit. A CBRE report quoted in an article on pages 3 and 25 of the 28 November 2011 issue of Crain's Detroit Business states that Troy has an office vacancy rate of 34.8% in comparison with a 28.1% vacancy rate for metro Detroit as a whole. Further, old office buildings in downtown Detroit are being renovated and will increase the competitive pressures on the Troy office space market.

Growing urban areas are investing in improved public transportation services and facilities and business are sharing the cost. Even in metro Detroit, businesses in downtown Detroit are offering \$100 million to assist in the development of a light rail system in the Woodward corridor.

Troy needs to provide more urban amenities such as improved public transportation facilities, so that businesses now located in Troy will have less incentive to move to the Detroit central business district. Examples of businesses that have moved there recently, from suburbs other than Troy, include Compuware and Quicken Loans.

Improved public transportation can be an inexpensive substitute for highway expansion, which is becoming prohibitively expensive. For example the reconstruction and expansion of **one interchange** about three years ago near downtown Milwaukee cost approximately **\$0.8 billion**. Also, Michigan DOT is proposing to add service drives and to widen, by one lane in each direction, a 7mile long segment of the I-94 freeway in the City of Detroit during the 2012 to 2030 time period at a cost of over **\$2.7 billion**. These are big numbers that never will be paid for by the gasoline and diesel fuel tax revenues generated by the new users of those highway segments.

I have reviewed the materials from Mr. Wisz that are included in the agenda packet for today's meeting and

respectfully disagree with the assertion that public transportation usage in the USA is declining. Statistics collected by the federal government from urban public transportation providers are shown on the next page and indicate that the opposite is true. Also, Amtrak's patronage has increased by approximately 36% since 2000, according to the attached two-page data sheet published by Amtrak.

Technological innovation is being exploited by Amtrak and by public transportation operations in Ann Arbor and other places around the country to improve the efficiency and effectiveness of their operations. There is nothing about the proposed Troy Multimodal Transit Center project that will discourage continued improvements.

I do have two specific suggestions for the City of Troy, and those are as follows:

- (A) locate the transit center station building so as to not impede the eventual installation of a station track on the Troy side of the existing two-track railroad route. Doing that will simplify future express services between Troy, the airport train stop and other locations; and
- (B) take a proactive role in advocating improved access to the Detroit Metro Airport from the Amtrak route, rather than leaving that decision to others.

Please do not hesitate to contact me If you have any questions regarding the above.

Respectfully,

Dietrich R. Bergmann

From: Cynthia A Stewart **Sent:** Monday, November 28, 2011 8:05 AM **To:** John Szerlag; Mark F Miller **Subject:** FW: Transit Center

From: ellenhodorek@aol.com [<mailto:ellenhodorek@aol.com>] **Sent:** Monday, November 28, 2011 7:51 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djklslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Transit Center

Dear Mayor Daniels and Members of City Council:

I am writing in hopes that that you will not stand in the way of 10 years of work to make the Transit Center upgrade a reality. Scrapping the plan now has tremendous risk and runs counter to the vision of so many leaders, including Governor Snyder. This article sums up my concerns with canceling the project. Let's not let go of the vision for this region. While I am also concerned about our national debt, we can not solve it by neglecting our infrastructure. We then trade one crisis for another for our children. (That's assuming the money wouldn't just go to another community.)

http://www.nytimes.com/2011/11/26/opinion/the-death-of-the-fringe-suburb.html?_r=2

Why did Birmingham walk away from it? They didn't. They just couldn't align the right resources -- the purchase of that property -- to make it happen. They had to let it go. Troy is in a pivotal position to be an important link here. We walk away from it, and we sustain yet another reputational black eye. Our only excuse would be the inability to align our leadership with our Master Plan.

Sincerely,

Ellen Hodorek



ENVIRONMENTAL LAW & POLICY CENTER

Protecting the Midwest's Environment and Natural Heritage

35 East Wacker Drive, Suite 1600 • Chicago, Illinois 60601
(312) 673-6500 • www.ELPC.org

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November 28, 2011

Dear City Council Members of Troy,

I am writing to encourage you to support the construction of a new Multi-Modal Transit Facility in your city.

The Environmental Law & Policy Center is the Midwest's leading public interest environmental legal advocacy and eco-business innovation organization. We have advocated for passenger rail for over 15 years and have a strong interest in creating sustainable and economically viable transportation systems throughout the Midwest.

Troy's Transportation Facility will bring economic, infrastructure and transportation benefits to the City of Troy. Additionally, federal funds will cover all of the project's estimated \$8.4 million design and construction costs. No financial risk of overruns will be shouldered by the City or its residents because of a Construction Manager at Risk agreement.

Cities across America have long used passenger rail stations to promote economic development. An example is the city of Normal, Illinois's new Multi-Modal Transportation Center, which serves as a model for Troy's project. Normal has already seen \$200 million in private investment as a result of their new rail station, including a new hotel and conference center. The station alone is expected to generate 375 jobs. The Transportation Center was funded by federal grants and is located along the Chicago-to-St. Louis rail corridor. The line will reach 110 mph operation in 2012, and Normal's new Transportation Center allows the city to access and benefit from the future of Midwest inter-city travel. Troy is similarly located on the Chicago-to-Pontiac corridor, also slated to receive 110 mph capability in the near future. A Multi-Modal Transportation Center will enable Troy to tap into the Midwest's fast and efficient future rail network.

In addition to providing a link with Midwest 110 mph passenger rail, the new station will make Troy more economically competitive by encouraging business development near the station and providing additional commuting options. It will link with the SMART bus system and allow Troy to serve as a transportation hub for the city and surrounding areas. The City will further benefit from increased property values as well as revenue generated from an Amtrak lease agreement, which can be used for local infrastructure.

I encourage the City Council of Troy to support the construction of the Multi-Modal Transportation Facility for the benefit of the city and its residents.

The ELPC appreciates the opportunity to comment on this project.

Kevin Brubaker, *Deputy Director*

A handwritten signature in black ink, appearing to read "Kevin Brubaker", written in a cursive style.

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Frank Lynn [paco3446@aol.com] **Sent:** Tuesday, December 13, 2011 7:20 AM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Frank Lynn 3446 Devon Dr NE Grand Rapids, MI 49546-1348

From: Cynthia A Stewart **Sent:** Thursday, December 01, 2011 10:02 AM **To:** Mark F Miller; John Szerlag **Subject:** FW: Troy Transit Center - YES!

From: Fred Meinberg [<mailto:fred@techworldinc.com>] **Sent:** Thursday, December 01, 2011 9:56 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Troy Transit Center - YES!

Honorable Council Members, In response to the front-page article in the Troy-Somerset Gazette this week, I would like to voice my support for the Troy Transit Center. My business, Techworld Language Solutions, is located in close proximity to the proposed transit center. We have operations and clients in Chicago and we are frequent riders on AMTRAK to Union Station. The train is our preferred transportation mode. Air travel is inconvenient and expensive; driving can be faster (provided we can get through Detroit and Chicago traffic) but tiresome.

For less than \$100 for a round-trip ticket (upgrade to Business Class is \$13.00 each way) the train is an excellent choice.

The news (Crain's Detroit Business November 28, 2011) that the U.S. Department of Transportation has awarded \$150 million to MDOT for the high-speed rail service between Chicago and Detroit can only enhance the desirability of a Troy station. This appears to be great timing for Troy to be part of a modern rail system.

I believe that the Troy Transit Center would be a great asset to the Troy community.

Please contact me if you would like any additional input.

Thank you, Fred

Fred Meinberg President

2760 Industrial Row Drive, Troy, Michigan 48084 U.S.A. +01.248.288.5900 extension 12
fred@techworldinc.com <http://www.techworldinc.com>

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<http://www.linkedin.com/pub/fred-meinberg/0/91/218>

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From: Cynthia A Stewart **Sent:** Monday, November 28, 2011 10:30 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: "For" the transportation center completion

From: Gary Osak [<mailto:gosak@me.com>] **Sent:** Monday, November 28, 2011 9:45 PM **To:** Doug Tietz; Janice Daniels; mmcginnis@dmcginnis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com
Cc: Cynthia A Stewart **Subject:** "For" the transportation center completion

Ladies and Gentlemen:

I am for the completion of the transportation center based on what I have read and seen on council meetings.

Pros:

- 1 receiving huge amounts of federal money to add an asset - would be an asset to Troy
- 2 Transportation is and will be a concern in the future. Opening transportation and commerce has been a sign and precursor of progress throughout the ages, horses, chariots, ships, trains, street cars, planes , etc.
- 3 it can bring students, out of state and international visitors, working folks, those that choose or cannot afford a car, professionals from other cities
- 4 Ever visited to New York, Boston, Washington D.C., Chicago? They work, they have transportation options
- 5 it is a long term investment to upgrade infrastructure to pay dividends for years
- 6 The cost / benefit is worth it. It would be short sighted to walk away after the sunk costs already spent
- 7 Amtrak isn't the best, however, it works to some degree and will likely get better
- 8 What places work the best? Those where government money is spent, there is culture, education, transportation. E.g., Ann Arbor. One of the wealthiest, most sought after places in the USA and world

Concerns:

- 1 Make sure the federal government, Amtrak is responsible for repairs, maintenance and upgrades in their lease
- 2 If Amtrak were to leave the site, its ownership would become the City of Troy's under its sole discretion
- 3 The government will indemnify Troy for any and all legal concerns, injuries, accidental or otherwise on the property

Non-issues:

1. Not taking the federal money to save the world -- come-on. The money will go elsewhere in a second.

I think there are smart ways to spend, and save money (sell the golf courses). Based on what has been written, this appears a value added proposition which warrants follow-through.

Thank you Gary Osak
Troy homeowner

From: Cynthia A Stewart
Sent: Monday, December 05, 2011 5:59 PM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@dougietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com

Cc: Mark F Miller
Subject: FW: Transit Center

From: Gene MARKEL [<mailto:m3972@sbcglobal.net>] **Sent:** Saturday, December 03, 2011 6:33 PM **To:** Cynthia A Stewart **Subject:** Transit Center

Please do not let the Troy Transit "die"! When we moved to Troy in 1981 my husband enjoyed the convenience of riding the train from Birmingham to work at the Renaissance Center in Detroit everyday. It was very convenient & afforded us a chance to only have 1 car. I don't recall when the train service terminated but it was followed up with a bus service & then van pools all from the Birmingham station. We were looking forward to having a simple way of getting a train ride to Chicago, Ann Arbor or even just a bus ride to Detroit. It would be so simple for us to take a taxi to the transit center & hop on a train, bus, etc. (Wasn't there a deal with the developer of the shopping center regarding the Transit Center?) Don't let the center go!!! Let's show how "forward thinking" Troy citizens are. Thank you for your service.

Gene & Ethel Markel

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Georgia Richards [gfr2travel@yahoo.com] **Sent:** Tuesday, December 13, 2011 2:56 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station. Troy will be such a moving place!

Sincerely,

Dr. Georgia Richards 3090 Woodbridge
Dr SE Apt 201 Kentwood, MI 49512-1963
(209) 535-3495

From: Glenn Clippard [glenn.clippard@gmail.com] **Sent:** Monday, December 05, 2011 10:41 AM **To:** djklslater@aol.com; Jim Campbell; mmcginis@dmcginis.com; Wade Fleming; Doug Tietz **Cc:** John Szerlag; Lori G Bluhm **Subject:** Transit Center

At tonight's meeting you are scheduled to consider a request from Mayor Daniels to allow David Wisz (a resident of Birmingham who does not work in this city) to speak for longer than the five minutes given to every other person who has an interest in Troy and wishes to address the council. Mayor Daniels insists that Mr. Wisz message is so important that it must be heard in its' entirety. First, having heard him speak at the last council meeting and having looked at his presentation documents in the Agenda packet I don't see anything new that he didn't cover last week, unless you want to consider the page in his powerpoint where he plans to connect the dots between Obama, CAIR and local workers unions.

Second, his whole theme appears to be that public transportation is bad. It's a money loser. Always has been and always will be. So I am a little confused about why Mayor Daniels would want us to hear from Mr. Wisz so badly since in today's Detroit News an article about the Transit Center says the following: "Daniels said the city should pay for such a big project itself — even if it takes another decade. She said she's planning to recommend that the city designate a savings account for the project and that a portion of the city's reserve fund be added each year."

<http://detroitnews.com/article/20111205/METRO02/112050340/New-mayor--council-members-try-to-halt-Troy-transitfacility>

Why is she pushing to have a guy who has no discernable connection to this community say that public transportation is a waste of money and that we should refuse to take federal money to do it, when she says she wants to set-up a savings account using Troy taxpayer money to pay for the same thing down the road? This is truly confusing to me. Public transportation is bad. Don't waste federal money on it (even though this money WILL be spent somewhere else on the exact same type of project if we give it back). Let's start saving so we can waste city money on it in the future (money that could be used for other pressing needs).

Finally, if you haven't noticed over the weekend, you are going to have a firestorm on your hands tonight thanks to the Mayor's "personal" opinions about homosexuals. Considering the nation wide attention she has garnered with that one statement, just think about the can of worms that will be opened up if you make Mr. Wisz (and all of his "personal" opinions) more than just another citizen by granting him some kind of petitioner or consultant status. Troy does not need this. Please make decisions based on what's best for this city. Not what's best for the Federal government, not what's best for the the state government and not what's best for you personally. If people weren't paying attention before, they are certainly paying attention now.

Sincerely,

Glenn Clippard Troy,
MI

From: Cynthia A Stewart **Sent:** Tuesday, November 29, 2011 12:10 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Transit center

From: Irv Wengrow [<mailto:iwengrow@yahoo.com>] **Sent:** Tuesday, November 29, 2011 11:51 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djklslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Transit center

Once again last night, as before, I have not heard one logical or rational argument why this Center is not in Troy's best interests. The arguments against from the lectern had nothing to do with what's best for Troy's future.

In a now mature city with significant economic needs, this center has the potential to be a major shot in the arm for our future economic security

Reluctance to accept Federal funds only makes sense if the funds would be wasted but this is not the case. The Federal money creates jobs during construction as well as the spinoffs once the project is fully operational and tied to the other new transit projects, all of which creates taxes paid back to the government. Not to mention the increased revenue from commercial property taxes that negates the need for increased residential tax increases.

As Bruce alluded to, this money is the same as revenue sharing with bringing back to Troy tax dollars paid by us. Continuing to refuse this money is the same as rejecting State revenue sharing.

This is the time for our leaders to lead.

Irv Wengrow

From: Cynthia A Stewart **Sent:** Wednesday, November 30, 2011 4:23 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Transit Center - Support Please!

From: James Steinhagen [<mailto:James.Steinhagen@internationalfleetsales.com>] **Sent:** Wednesday, November 30, 2011 2:23 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Transit Center - Support Please!

Hello –

I have lived in Troy for almost 20 years now. We purchased our home in early 1993 and have watched the development of the city with interest. We have become a shining star in the eastern Oakland county area, and with the Somerset Collection a destination for many people from around the area.

I understand you are discussing the proposed Troy / Birmingham Transit Center at an upcoming Council meeting but I will be out of town. I wanted to let you know that I think this is a GOOD project for Troy. Following reasons –

The current train station (really shouldn't be called that – it is only a platform with a small protection site) needs to be improved. We have used Amtrak a number of times. Parking is not good. Overall appearance is not good. Protection from the elements is not good. Generally, not a place that represents the best we can do. It is a “make do” facility!

The new proposal provides a welcoming view into the city and the area. It will be much more than a “make do” facility. Also – and most importantly, the proposed funding has been approved and is coming from Washington DC. If we don't use it, someone else will. We pay heavy taxes to Washington DC already, it would be good to see some of that come back to our state / city. Don't get “hung up” on whether Washington has the funds. We know they don't, but if we don't use the money that has been appropriated for this project, some other project will! The funds won't go unspent – whether we like it or not!

The Center will get Troy into the Amtrak system. When people look for places to go, Troy will be mentioned as a stop on the Chicago to Pontiac route. Good publicity for the City and the new station would put Troy in a better position for future growth.

Lastly, and most importantly, the Transit Center will provide needed jobs for construction workers, will provide needed jobs for others in the future (taxis and limo drivers) and as the US becomes more reliant on mass transport, it will insure that Troy remains accessible and will channel people from the surrounding area through our city.

My bottom line – let's proceed with this new entry point for Troy. It can't hurt, and it may even help! So, SUPPORT the Transit Center when you vote on proceeding!

Regards

James Steinhagen

From: Cynthia A Stewart

Sent: Monday, December 05, 2011 6:10 PM

To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com

Subject: FW: proposed transit center

From: Jim White [<mailto:jwhite13453@gmail.com>] **Sent:** Saturday, December 03, 2011 2:48 PM **To:** Cynthia A Stewart

Subject: proposed transit center

please forward to all Troy city council members.

I say YES to the proposed transit center.

James T. White 2333 Tucker Troy, MI 48085

From: Cynthia A Stewart

Sent: Monday, November 28, 2011 7:40 AM

To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com

Subject: FW: Transit

From: Janet Moldovan [<mailto:jmoldovan@wideopenwest.com>] **Sent:**

Saturday, November 26, 2011 9:18 AM **To:** Cynthia A Stewart **Subject:**

Transit

I am a Troy resident and I do believe that the train stations proposed site at 15/Coolidge should proceed. Troy's theme is the City of Tomorrow, yet we're so-o far behind on bike trails, a downtown, etc. Let us not take something that would also increase desirability for people who want to take the train and not have to go to Royal Oak, Pontiac, Detroit, etc.

Janet Moldovan 4728 Alton Dr. Troy, 48085 **From:** Cynthia A Stewart **Sent:** Thursday, December 01, 2011 5:18 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Mass Transit Center

From: Jason D [<mailto:jasond861@gmail.com>] **Sent:** Thursday, December 01, 2011 5:14 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Mass Transit Center

Troy City Council,

I urge all members of council to vote to accept the federal funding to build the mass transit center. I travel by train to Chicago multiple times per year. I find it difficult or near impossible to use the train at the Birmingham tracks as there is no parking or taxi's. The city has already invested over \$400,000 in planning for this center and has secured federal funding to build the center. The contract with Amtrak would cover the cost of maintaining the building and it would provide an opportunity to be a leader in mass transit. This center when built would allow for this to be a central hub for this area. This could be used for those who want parking to use the train to travel to Chicago and to connect to the light rail that is being planned for Woodward.

Thanks for you consideration,

Jason Dalbec 546
Trombley Troy, MI
48083

From: Cynthia A Stewart **Sent:** Wednesday, December 07, 2011 9:59 AM **To:** John Szerlag; Mark F Miller **Subject:** FW: The State of Troy

From: Jerome Konchel [<mailto:jjpk84@gmail.com>] **Sent:** Wednesday, December 07, 2011 9:41 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz; Cynthia A Stewart **Subject:** The State of Troy

I wanted to copy and forward the email my wife sent yesterday. I want to voice my agreement with what she wrote being that I am also a long time voter and resident of Troy.

I want to add my voice to the discussion of Ms. Daniels public faux pas. But, in addition to her slur against people who make up the city of Troy, I think Ms. Daniels and City Council members need to understand that once the national shame and embarrassment subside over this most egregious remark and lack of understanding of public service, a vision of the future needs to be addressed in the city of Troy. Please approve the Troy Multi-Modal Transit Facility project. We need this project to pass as our contribution to the future of transportation in our region (please see the related article on the front page of today's [December 6, 2011] Detroit Free Press). Troy will miss out on an outstanding opportunity to help provide regional and local transportation services to its own citizens as well as the citizens of Michigan. The federal money assigned to this project, if not passed will be given to another entity, probably outside Michigan. How much longer does Troy intend to regress into the past and not have a vision for the future? This project will help folks with jobs to get to them, will create jobs, and show the nation that, yes, we can do something right in this town for a change. The citizens of Troy deserve no less. What I would like to return to is the sense I had twenty plus years ago when my family moved to here thinking this was a great and diverse place to raise our daughters, who, now in their late twenties, have so greatly benefited from the public schools, the library, the diversity, and, ultimately, the forward thinking city fathers. You can do much to remove the tarnish from Troy's current reputation by approving the Troy Transit Facility project.

Thank You, Jerome Konchel

From: Jerry Korach [gkorach@wowway.com] **Sent:** Monday, November 28, 2011 9:48 PM **To:** Janice Daniels; mmcginis@dmcginis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Transit Center

I fully support moving forward on the Transit Center. Keep it moving forward.

This Transit Center will bring more people to the city and support our local businesses. It will allow residents of Troy and other nearby cities to have a safer environment for using Amtrak services and other future transportation services.

Troy city resident Jerry
Korach

From: Cynthia A Stewart **Sent:** Monday, November 28, 2011 7:39 AM **To:** Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com);

Doug Tietz (doug@dougtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginnis@dmcginnis.com); wade.fleming@proforma.com

Subject: FW: Transit Center

-----Original Message-----From: Sally Wagener [<mailto:jswagener@wideopenwest.com>] Sent: Saturday, November 26, 2011 3:03 PM To: Cynthia A Stewart Subject: Transit Center

I support the Transit Center. Our family commutes to Chicago and would use the transit center.

My company had many employees that traveled to Troy and would love a transit center.

Somerset is a destination for many visitors and a transit center would attract more visitors.

Transit centers also attract new residents and businesses.

Jim & Sally Wagener 4544
Lehigh

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of John Hensler
[mrhensler@gmail.com] **Sent:** Tuesday, December 13, 2011 4:11 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-model transportation facility in the City of Troy.

As a Royal Oak resident--I live north of 14 mile and just west of Crooks, so I'm practically in Troy... I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-model transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. John Hensler 5045 Mansfield
Ave Apt 305 Royal Oak, MI
48073-1141

From: Wells John [john.wells@toyodagosei.com]

Sent: Thursday, November 17, 2011 1:52 PM

To: Janice Daniels; mmcginis@dmcginis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz

Cc: Cynthia A Stewart

Subject: Transit Center

Good afternoon Troy Mayor and Council members, I feel strongly Troy needs to move forward on completing the Transit Center. Our city must consider how does

Troy compete not only in Michigan but also nationwide for future business. I feel if business is healthy the city will be healthy. I feel the transit center will increase business and be a positive asset for our city in the future. I live and work in the City of Troy. Sincerely, John C. Wells

Cell Phone # (248) 761-8517

From: Cynthia A Stewart
Sent: Monday, December 05, 2011 10:35 AM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Cc: Mark F Miller
Subject: FW: Transit Center

From: Jonathan Gugel [<mailto:jonathan.gugel@att.net>] **Sent:** Sunday, December 04, 2011 11:09 PM **To:** Cynthia A Stewart
Subject: Transit Center

Good Afternoon Cindy,

I was disappointed to read about the lack of support for Troy's Transit Center. As a member of the National Rail Passengers Association and supporter of Amtrak, I believe that the Transit Center would be an important investment in Troy's future! Councilman Flemming's projected ridership numbers of 257 people/day by 2027 appear low. Much depends on how the State of Michigan responds to the opportunity for increased rail transportation.

Historically, rail ridership has seen a steady increase across the country wherever it has been embraced. The real question has always been, does the public want to embrace change and invest in the future. California, New York and even Maine have all moved forward with plans to encourage rail ridership - and all have seen payoffs for their investments. I hope Michigan will adopt this philosophy and invest in the future!

Thank you!

Jonathan Gugel 6207 Ledwin
Drive Troy, MI 48098
(248) 879-7519

From: Cynthia A Stewart **Sent:** Tuesday, December 06, 2011 2:07 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Troy Transit Center

From: Chinquapin183@aol.com [<mailto:Chinquapin183@aol.com>] **Sent:** Tuesday, December 06, 2011 12:55 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Troy Transit Center

Troy and southeast Michigan need the transit center. Since some Council members and the Mayor aren't in favor of the transit center, I emailed Governor Snyder and Representative Marty Knollenberg. I'm hoping they can help make the transit center happen. Please don't let this great opportunity for Troy to be lost. With all the bad press Troy has received recently, do what's right for Troy and approve the transit center.

*Sincerely, Joyce Flynn
1708 Eastport 48083*

From: Joyce Vondrehle [drehle@sbcglobal.net] **Sent:** Sunday, December 04, 2011 5:53 PM **To:** Janice Daniels; mmcginis@dmcginnis.com; djklslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Transit Center

Dear Council Members, > > Troy has been working and planning to make our city a successful destination center. The lack of a downtown plus financial restraints inhibit this ambition so we must consider additional attractions. > > In looking ahead to our future, the Transit Center helps to fulfill this ambition. In view of the Federal money available it would be short-sighted to abandon this project because of conservative concerns. > > The Transit Center is an investment in our future. > > Sincerely, > > Joyce von Drehle **From:** Cynthia A Stewart **Sent:** Monday, November 28, 2011 9:17 PM **To:** Dane Slater (djklslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com);

Doug Tietz (doug@dougtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginnis@dmcginnis.com); wade.fleming@proforma.com

Subject: FW: Transit Center

-----Original Message-----From: Joanie Ugelow [<mailto:ugelow@comcast.net>] Sent: Monday, November 28, 2011 9:14 PM To: Cynthia A Stewart Subject: Transit Center

As a 40 year resident and frequent train user to Chicago and my old home town in south western Michigan, I would like to speak in support of the new transit center. It has been a long time in coming and I would certainly be disappointed if it does not actually happen. It fits the needs of both good environment use and good value in this poor economy.

J. Ugelow

From: Julie O [odonovanj@comcast.net] **Sent:** Tuesday, December 13, 2011 8:10 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Please Vote For Transportation Center

Dear Council,

I am urging you to vote yes for the transit center for three reasons.

1.) I have seen the benefits of mass transportation when I lived in Denver for ten years. Often I chose to use mass transportation. I then had the freedom of reading or working during my commute. I saw when mass transportation is reliable, inexpensive, and convenient many people use the system. 2.) I would like to see transportation options for people with disabilities. I am the mother of a child with a disability. Employment rates for people with disabilities are dismal. A huge obstacle is getting transportation to work. As driving is not a freedom available to all people, please give people the freedom of options with transportation.

3.) I would like to see federal tax money invested in my city. I saw the Mayor's quote in the Free Press "It's a terrible waste of money, and I don't care if it's coming from Washington, D.C. -- that's still taxpayers' money," Daniels said last month. "How do you justify taking \$8.5 million from a government that is trillions of dollars in debt?" I would justify the investment as Troy is part of a larger Federal initiative. The money will be spend. If you turn down the project, another city will benefit from your short sightedness. Another city will be "The City of Tomorrow". Please remember to keep the best interest of Troy in mind. You were not voted to run the federal government. Those investment decisions were made by our federal government.

Please accept the federal dollars and bring the multi-modal transportation project to Troy. Thank you,

Julie O'Donovan
3809 Estates Drive
Troy, MI 48084
248-649-5725

From: Cynthia A Stewart
Sent: Monday, December 05, 2011 10:12 AM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Subject: FW: I want the transit center

From: Karen Koch [<mailto:karenkoch2@gmail.com>] **Sent:** Monday, December 05, 2011 8:20 AM **To:** Cynthia A Stewart **Subject:** I want the transit center

Hi,

I want the transit center to go thru. So far the deal looks good.

Karen Koch Business Division On the Flint Campus: Tuesday, Thursday, Friday and Saturday At GM on Monday - Thursday noon - 4 p.m.

From: Cynthia A Stewart
Sent: Wednesday, December 07, 2011 4:23 PM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Cc: Mark F Miller
Subject: FW: transit center

From: Kathy Dilworth [<mailto:kdilworth6208@wowway.com>] **Sent:** Wednesday, December 07, 2011 4:09 PM **To:** Cynthia A Stewart **Subject:** transit center

If its use it or lose it, we could use a nicer transit center. The one we have now is nothing. Thanks. _Kathy Dilworth

Dear Mayor Daniels and Council Members,

As I have followed the public comment on the Transit Center issue, it appears that a number of people have stereotyped public transportation as a public service only used by poor people and as one speaker said -"muggers." As someone who has been forced to rely on public transportation following a severe injury, I would beg to differ. In a community the size of Troy, there are literally thousands of people who are unable to drive due to age, health issues or disability in addition to those who cannot afford a car in the "motor city" at large. Additionally, how many people do we have moving to Troy from other countries who have never driven a car because they lived in a community with strong reliance on public transportation? I'm sure the necessity of driving here is a challenge indeed.

My purpose in writing you is to advocate for the citizens of Troy who cannot drive a car. Let me tell you about my friend Lee. She is an adult with mild developmental disabilities who graduated from school and has a full time job in Bloomfield Hills. She rents a condominium in Troy. She has a car, but is limited to only driving within about five miles of her residence because of difficulty navigating. Every day, she drives to the bus stop and takes the bus to and from work. Without the support of the public transportation service, she would have difficulty sustaining employment, shopping, medical appointments and participating in social activities. There are hundreds more like Lee, but most of them are not able to drive at all. Many are capable of using public transportation if it is provided in a manner that enables them to access it.

How many senior citizens do we have in Troy who are not able to drive? While there is support with Medigo & the Smart bus, that system is not very user friendly if they need to go outside of Troy or they need to go somewhere in the evening. How many of them are sitting at home alone because it is too difficult to get to their destinations? If you don't believe this exists in Troy, you are encouraged to ride along with someone delivering "Meal on Wheels." I believe the Transit Center should be viewed as an opportunity to enlarge the world of people who are not independently mobile. As you consider the variables pertaining to the Transit Center, I encourage you to explore the concept of "Universal Design" In an article found at <http://www.vtpi.org/tdm69.htm>, universal design is defined as: "Universal Design (also called Inclusive Design, Accessible Design or just Accessibility) refers to facility designs that accommodate the widest range of potential users, including people with mobility and visual impairments (disabilities) and other special needs."

"Universal design should be comprehensive, meaning that it results in seamless mobility options from origin to destination for the greatest possible range of potential users. It should consider all possible obstacles that may exist in buildings, transportation terminals, sidewalks, paths, roads and vehicles." You are also encouraged to visit the Easter Seals Project Action web site at www.projectaction.org, where you will find in depth information the "Accessible Transportation" initiative. Their mission is "to promote universal access to transportation for people with disabilities under federal law and beyond by partnering with transportation providers, the disability community and others through the provision of training, technical assistance, applied research, outreach and communication." If you click on STORE, you will find numerous documents related to adaptive transportation. Attached are "ADA Essential Handbook," a document designed to inform transportation boards about federal law and the legal parameters for being ADA compliant when making public transportation decisions and "Stories of Changed Lives" Please consider this information before a final decision on the Transit Center.

The decision to make Troy more mobility friendly is in your hands. There have been years of planning dedicated to this initiative. The funding is already in place and will likely be transferred to another community if refused here. There may be additional funds available for the adaptive transportation element of this project. We have the opportunity to make our community more accessible to thousands of people. Are we going to move forward or cover our eyes to the need?

Respectfully submitted,

Kathleen S. Martin 707 Kimberly Drive Troy MI 48098

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Kathy Oppenhuizen [kathy1717@sbcglobal.net] **Sent:** Tuesday, December 13, 2011 7:56 AM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Ms. Kathy Oppenhuizen 8135 Olive
Trl West Olive, MI 49460-8316
(616) 846-1956

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Kevin Mlutkowski
[kevin.mlutkowski@concrete.org] **Sent:** Tuesday, December 13, 2011 8:46 AM **To:** Cynthia A
Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a recent past resident in Birmingham's Rail District (my home was only several hundred yards from the proposed station) and supporter/user of public transportation, I strongly encourage acceptance of this federal grant and subsequent development of the transportation facility. Personally, I would use the facility and know many other friends/colleagues who would, too.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Kevin Mlutkowski 1573
Columbia Rd Berkley, MI
48072-1913
(248) 335-0913

From: Cynthia A Stewart **Sent:** Monday, December 05, 2011 1:58 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Troy Transit Center

From: Judith Tracey [<mailto:Judith@ProjectTech.com>] **Sent:** Sunday, December 04, 2011 10:37 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djklslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Troy Transit Center

We have been waiting for the Transit Center for years. It will help make Troy a more wonderful City. Please let it proceed!

Lawrence and Judith Tracey 2131 Curran Troy **From:** Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of John Langdon [John

langdon@sbcglobal.net] **Sent:** Monday, December 12, 2011 9:25 PM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-model transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-model transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. John Langdon 16 E 35th St
Holland, MI 49423-7007
(616) 392-2468

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Tim Fischer
[timothyfischer@gmail.com] **Sent:** Monday, December 12, 2011 9:36 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Tim Fischer 951 E
Columbia St Mason, MI
48854-1309

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Steve Sobel
[weatherwatcher248@sbcglobal.net] **Sent:** Monday, December 12, 2011 9:41 PM **To:** Cynthia A
Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Remember: IF YOU DON'T ADD OR BUILD ONTO WHAT YOU ALREADY HAVE, THE CITY WILL CONTINUE TO BE DOWNGRADED. THIS INCLUDES OTHER CITIES IN LOWER MICHIGAN WHERE RAIL SERVICE IS CURRENTLY USED. STATIONS SUCH AS DEARBORN, ANN ARBOR, JACKSON, AND BATTLE CREEK ARE CURRENTLY BEING CONSIDERED FOR NEW OR IMPROVED FACILITIES! RECENTLY, A NEW STATION IN THE CITY OF PONTIAC WAS OPENED AS A COMBINED BUS AND TRAIN STATION.

PLEASE SUPPORT THIS PROJECT. MICHIGAN IS ON THE THRESHOLD OF MANY PROJECTS, STARTING SPRING, 2012 TO UPGRADE THE LINE FROM DEARBORN TO YPSILANTI TO KALAMAZOO, PROVIDING MORE EFFICIENT TRAVEL TO AND FROM PONTIAC TO CHICAGO.

PLEASE JOIN IN AND MAKE THIS CORRIDOR A TRIP THAT EVERYONE WILL ENJOY WELL INTO THE FUTURE!

MICHIGAN MUST MOVE AHEAD AND SHOW THE NATION THAT WE'RE MAKING BIG MOVES TO ATTRACT FUTURE BUSINESS WHICH WILL MAKE MICHIGAN A TOP STATE TO DEAL WITH IN THE NEAR FUTURE!

Sincerely,

Mr. Steve Sobel 23829 Colchester Dr Farmington, MI 48336-2415

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Todd Scott
[timothyfischer@gmail.com] **Sent:** Monday, December 12, 2011 9:45 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Todd Scott 951 E Columbia
St Mason, MI 48854-1309
(248) 808-1158

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Dave Rajewski [drajewski@hotmail.com] **Sent:** Monday, December 12, 2011 9:50 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Dave Rajewski 602 Fremont St
Bay City, MI 48708-7772
(989) 980-3759

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of William McMullin [mcmullinw@gmail.com] **Sent:** Monday, December 12, 2011 9:54 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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Sincerely,

Mr. William McMullin 217
Richard Ave Lansing, MI
48917-3443
(269) 615-2503

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Ron Leatz
[rrrfire@aol.com] **Sent:** Monday, December 12, 2011 10:00 PM **To:** Cynthia A Stewart **Subject:**
Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Ron Leatz 402 Main St
Dowagiac, MI 49047-1709
(269) 782-0635

From: Linda Kajma [lindamarie@wowway.com] **Sent:** Friday, December 09, 2011 5:10 PM **To:** wurfels@michigan.gov **Subject:** Troy transit center

I am writing as a 37 year resident of Troy, Michigan. As you know, the Federal Government has given a grant to our area to enhance our transit center. Unfortunately, this November three individuals were elected to the positions of councilmen and Mayor who want to quash this initiative. They are, Mayor Janice Daniels, Councilman Doug Tietz and Councilman Dave Henderson.

After listening to the experts and doing my own research, I strongly support the transit center as a means to keep our locality in the mix of initiatives to grow not only our area, but Michigan as a whole. I am seeking support at our Dec. 19th City Council meeting in Troy. I am also asking that any supporters please write our Mayor and council people to stress the importance of this.

I would like to add that our Mayor does have a plan for a transit center in Troy; start a savings account and use part of our city's general fund to save for a transit center to be built in the future when we can afford it. I know I don't have to explain how ludicrous that is. Also, with the decreased revenues that municipalities are seeing, how can you expect tax payers to agree to this.

You can reach the Mayor and council members at:

janice.daniels@troymi.gov; mmcginnis@dmcginnis.com; djlkslater@aol.com; wade.fleming@troymi.gov; jim.campbell@troymi.gov; davehenderson@wideopenwest.com; doug.tietz@troymi.gov;

Please feel free to contact me if you have any questions about my research, etc.

Thank you for your time.

Linda Marie Kajma
248-425-8580

From: Brkac@aol.com **Sent:** Tuesday, November 22, 2011 2:01 PM **To:** John Szerlag; Cynthia A Stewart; Jim Campbell; Wade Fleming;

davehenderson@wideopenwest.com; djklslater@aol.com; Doug Tietz;
mmcginnis@dmcginnis.com; Janice Daniels

Subject: city study session last night

Dear Troy Mayor Daniels, City Council People, and the City Manager:

I have watched almost every city council meeting since they have been televised . I believe very strongly that all politics are local . I also believe that Troy is one of the best run cities in the United States at the very least it is the best run city that I based on the many places I have lived . The places I have lived are numerous : State College,PA , Philadelphia PA , Boston MA , Charlottesville VA , Lexington KY, Irvine CA , Busan Korea , Beijing,China , Salzburg, Austria , Troy ,MI . We as a family have invested many dollars and years in this city. We as a family do want to keep our city of tomorrow today. We do not want it to become the city of yesterday . I tell you this because after watching the city council meeting and city council study session I am concerned for our city. Let me list my concerns .

City Council Meeting :

1. Both meetings were run like a town hall and more time was spent on public comment than on the agenda needing business . It is a business meeting and must be run that way . If a citizen cannot make their comment in 3 to 5 minutes they should write it and send it to the council members . If some said it before the next person should just raise their hand if they agree . Clapping and repeating an idea over and over is very is annoying and inefficient .Effective business meetings are not run as "kumbuary event " .

Rules for public comment and effective business meetings are important for several reasons ;:

- a. So we the tax payers are spared the unnecessary overtime for employees who must stay to be at the service of council if not overtime that they do not need to stay all night and work the next day .
- b. So city council members can do there day time job without being sleep deprived .
- c. So the citizens watching at home can go to bed to go to work the next day .
- d . So people who came to the meeting for an item on the agenda can go home at a reasonable time.
- e.Our society uses Roberts rules of order for business meeting to assure that communication is orderly to avoid confused communication in relation to intend .
- f. Rules for comment session of the meeting should serve to limit " crazy rambles,and uncivility to council and city staff .

2. I must wonder if one is really a conservative if they do carefully study issues to know what to conserve and what to discard based on cost ratio effectiveness . The wise business teachers in my life taught me to study all sides of an issue to avoid bias .

Study Session

The impression left by the interchange between the council members was very convincing that new members were already decided and wanted to rush a no vote thru quickly . We watching felt certain that not one new council had read the futures report nor would they ever read it . That report was constructed by a large group of citizens from a adequate cross section of the community that truly represented the diversity of Troy citizens .It was clear that the council members who worked on this for several years were trying to get you to learn more before voting. It is important that your fear of risk does not make you rush to a seriously wrong decision about the transit center and the future of Troy. Do not be mistaken this is not a Obama issue . This is a long term issue understood by all political and business people who are understanding the new future for our global economy .

The greatest concern I have is that your fears are having you to only look at the present state of the economy. Not the future and surely not the total picture . Our city has always been run by a conservative council and look what they did for us citizens because the depended on professional experts to research and education them . I ask you to please look at several things before voting .

- 1 The success of cities who use only professional managers versus those with political managers .
- 2 The detailed history of the interstate highway system and how it was built piece by piece over 30 years supported by both political parties . .
- 3 The federal government overall plan for the public mass transit system .and how Troy fits in that part of the puzzle.
- 4 It is wrong to look at today's passengers so please understand we are preparing for our children and grandchildren now
- 5 Do not forget the issue present today that a decent transport system with chang the passenger load , a. many jobs in the surburbs go unfilled and the many unemployed in Detroit that a mass transit system would change the landscape . It is a win win.
- 6 I lived in Boston and Philadelphia while I got my undergraduate and graduate degrees . I did 90% of my studying on my commute .When I went for a Phd at Wayne State I had to drive what a waste.
- 7 When I was the CEO of Long Term Care Facilities we needed to spent extra to have sufficient nurses aide by running vans 3 times a day to different points in Detroit . That cost was not only the van but cost 2 Drivers per van etc . My memory is that the cost was near \$ 30,000 a month. So a small business being able to save that cost would be more profitable .

I thank all of you for your willness to serve our city. I advise you that your duty is to do what is best for the future of Troy not just those who make a lot of noise and come to every city council meeting to make the same noise over and over. Also those who are just taking up time are those who keep telling the same mistake over and over and never change their truth regardless of the data need tell them to stop wasting our time some of us must go to work the next day . . . Richard Nixon was very correct when he spoke of the silent major. So always be aware of the silent majority as they statistical are where you will get you best answer if you ask them . They are the ones who truly believe that you must make the hard but informed decisions The loud citizens will statistical be only 15-30% of the citizens.

Please forgive me for this rambling letter I promise to not do it often. I do love my city and feel very troubled that very unwise decisions can destroy it for the next generation if people run it that are ideologues and not problem solvers .

Lucille Musser Arking
arkinglm@aol.com

From: Cynthia A Stewart **Sent:** Tuesday, December 06, 2011 1:38 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Transit Center in Troy

-----Original Message-----From: Lynn J Bell [<mailto:ljbell@comcast.net>] Sent: Tuesday, December 06, 2011 8:15 AM To: Janice Daniels; Cynthia A Stewart; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz Subject: Transit Center in Troy

Mayor Daniels and City Council members,

I attended last evening's City Council meeting and had to leave before my number of 67 or 68 was called. I wish to share with you what I would have said.

Our family has lived in Troy for 24 years, and I am in support of the Transit Center in Troy. I think it is a long term infrastructure investment that is forward thinking. I would like to make two points.

First, it is true that mass transit systems in the US have shrunk due to the expansion of cars and roads. But now we have long commutes and pollution as a result, and the pendulum is swinging. There is much talk about mass transportation in the country. Our region is about to benefit from two new initiatives to expand rail service from Detroit to Kalamazoo and on to Chicago and funding for light rail north along Woodward. It is a serendipitous coincidence that we can take advantage of building a transit center to connect rail and bus with these two efforts in our region. Troy's Transit Center will be mentioned with these other two examples of public transportation, and it will be in positive and future-thinking light. If we don't accept this funding, it will not go back to the federal government to bring down the budget. It has been earmarked for mass transit and will go to another community. Troy's motto is City of Tomorrow, Today. We can be the city of tomorrow by capitalizing on this funding opportunity.

My second point has to do with quality of life. There are many people who would love to have the option of using public transportation to get to Detroit and beyond for work or play. Many people would love to ride their bike or walk to the center. It's built in exercise as they go to work or play. It has been said that it will cost \$300,000 a year to operate. I assume it will be the job responsibility of a city employee to manage the center. It can be a job expectation that they find this revenue which we already know will come from Amtrak rent and vendors.

As to the vendors, shopping for things people need on the way home from work - milk, bread, items to pack the next day's lunch, a birthday/get well - is a must. This employee should also be charged with marketing using TV and area newspaper, and the message should continually detail all the benefits and new, exciting opportunities this affords people. Another marketing idea is have available at the center discount coupons for the e.g., Target, Kohl's, Home Depot, Panera etc along Coolidge .

This would bring more more to businesses in the south west corner of our along Maple between Eton and Coolidge. I make these specific examples for a reason. I find it easier to imagine the potential when I bring it down to my life instead of operating out of a position of fear for what could happen.

Rather than bringing undesirables in to Troy on the heroin train, the transit center would be a hub of transportation, and if the city embraces it enthusiastically it would be a point of pride that we have supported such a progressive idea to connect with public transportation in south east Michigan. It would be yet another piece of what makes our city the City of Tomorrow, Today. Thank you for listening to my thoughts.

On the matter of your Facebook comments, Mayor Daniels, it is disturbing that you did not grasp the reach of Facebook comments these days. Even if you weren't a declared candidate at the time, I imagine you were thinking about it. And, even if you retract the word you used, we still know your point of view. I, too, am so disturbed that the leader of my community feels and expresses such disdain for a portion of the population. I hope last night you met some of the many law abiding, thoughtful, articulate people who also are gay.

Sincerely, Lynn
Bell

From: Cynthia A Stewart **Sent:** Wednesday, December 07, 2011 4:22 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Transit Center

From: ld@compass-commercial.com [<mailto:ld@compass-commercial.com>] **Sent:** Wednesday, December 07, 2011 4:10 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djklslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart; michele@troychamber.com **Subject:** Transit Center

As a Troy business owner, a resident since the late 60's, a THS graduate and a former Planning Commissioner for the City of Troy I strongly support the transit center.

My business is working with tenant's renewing and or relocating office and industrial locations across the United States. Better services for our community directly affects people's perception of our community. Over the last year and especially the last few weeks our city has not fared well politically. Let's work together to improve our image along with the services we offer perspective corporations. As someone representing international companies I believe this transit center can make the difference between a corporation locating in Southfield verses our city. Let's give corporations more reasons to relocate or stay in this community by voting yes for the Transit Center.

Best Regards,
Lynn Drake, MCR
President

1175 W Long Lake Road Suite 100 Troy, MI 48098 Phone: 248-341-2410 Direct: 248-341-2406 Cell: 248-459-1648 Fax: 248-498-6885

ld@compass-commercial.com www.compass-commercial.com www.itraglobal.com



From: Macintosh [tfd307@wowway.com] **Sent:** Monday, November 28, 2011 5:05 PM **To:** Cynthia A Stewart **Subject:** transit center

Save the transit center

From: Cynthia A Stewart
Sent: Wednesday, December 07, 2011 2:03 PM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@dougietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Subject: FW: YES for the Transit Center

From: Maria Nikishina [<mailto:mashausa@yahoo.com>] **Sent:**
Wednesday, December 07, 2011 2:02 PM **To:** Cynthia A Stewart
Subject: YES for the Transit Center

I was surprised to learn, that some of the council memebers are against the Transit Center. The oil is running out, and Troy and other Detroit area communities need to prepare for that. The federal Government understands it, and that is why the money was provided for the project. Troy can not claim to be "The city of the future" without good access to the rail system.

YES to the Transit Center!

Sincerely, Maria, Troy resident since 1999.

From: Cynthia A Stewart **Sent:** Monday, December 05, 2011 2:00 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Troy Transit Center

-----Original Message-----From: Marion Turowski [<mailto:mdturowski@gmail.com>] Sent: Monday, December 05, 2011 10:03 AM To: Janice Daniels; mmcginnis@dmcginnis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz Cc: Cynthia A Stewart Subject: Troy Transit Center

Good Morning,

I am in support of proceeding with the Troy Transit Center. I believe it would be a mistake to not continue with this project.

We elected you to move the city forward. Let the Federal government manage itself; we elected you to help manage this city.

Troy must do it's part in the progress of the Detroit Metro area and the state of Michigan. The lack of mass transit is a job killer to this area. This is a big step in the right direction. Look at the big picture.

We must manage our community, first.

Thank you.

Marion Turowski 5314
Shrewsbury Dr Troy, MI
48085

248-879-9126

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of jean connell [phelpsc@umich.edu] **Sent:** Monday, December 12, 2011 6:08 PM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mrs. jean connell 1696 Inverness
Ct Ann Arbor, MI 48108-8508
(734) 997-0472

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Jacquelyn Smithers [jasmithers@sbcglobal.net] **Sent:** Monday, December 12, 2011 6:40 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

I have lived in Ann Arbor for 20 years. I know the state needs job and economic development. As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Ms. Jacquelyn Smithers
2906 Sharon Dr Ann Arbor, MI
48108-1861

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of James Swain [jims48329@aol.com] **Sent:** Monday, December 12, 2011 7:29 PM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. James Swain 5554 Pleasant Dr
Waterford, MI 48329-3334
(248) 703-2292

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Lorne Beatty
[[beatty@blue-chip.us] **Sent:** Monday, December 12, 2011 7:44 PM **To:** Cynthia A Stewart **Subject:**
Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Lorne Beatty 573 Maxfield
Rd Brighton, MI 48114-9649
(810) 632-7766

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Cathy Hart [cathy.hart@att.net] **Sent:** Monday, December 12, 2011 8:11 PM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident and one who regularly uses the Amtrak Wolverine on the Detroit to Chicago corridor, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be appalling if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Advancing rail and public transportation in general is important both environmentally and economically. Michigan's rail/transportation programs will ensure that Michigan's economy remains on solid ground and will attract both business and residents. Don't take my word for it. Do some research. Public transportation is a huge driver for our economy. In the end, public transportation will move forward and succeed because it's the right answer.

Sincerely,

Mrs. Cathy Hart 4924 S Main St
PO Box 266 Leslie, MI
49251-9434

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Carol McGeehan [cmcgeeha@davenport.edu] **Sent:** Monday, December 12, 2011 8:45 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Ms. Carol McGeehan 568 W 31st
St Holland, MI 49423-7218

From: Michael McCarty [michaelrrmccarty@gmail.com] **Sent:** Tuesday, December 13, 2011 5:53 PM **To:** Cynthia A Stewart
Subject: Troy Transit Center

Mayor Janice Daniels

City Council Members: James Campbell
Wade Fleming
Rick Henderson
Maureen McGinnis
Dane Slater
Doug Tietz

Our names are Mike and Susan McCarty. We do not often write to our city government leaders. However, the current rancor with the mayor and city council over the transit center compel us to express our opinion. We have been residents of the city of Troy for 33 years. We relocated from our first home in Troy to our second home in Troy because we liked the progressive nature of the city and its many amenities. We are retired now and could live in Traverse City or Florida, but we continue to enjoy living in Troy.

Recently we have become concerned about the debate on the Troy Transit Center. We have eagerly watched the the plans for the Troy Transit Center develop over many years. City planners, with support from businesses and residents, have successfully negotiated obstructions and hurdles from all quarters. Now that the project is on the threshold of success, there is still another hurdle: the new Mayor and City Council.

We enthusiastically support building the Troy Transit Center. We believe it will provide a convenient center for alternate forms of transportation for Troy and metro Detroit residents. It will undoubtedly become an integral part of a carefully crafted rail system linking Troy to Detroit, Ann Arbor and (at high speed) Chicago. This will permit easy access to countless museums and cultural attractions. The Detroit station will permit connections to the soon to be built light rail line down Woodward Avenue and access to numerous Detroit museums, the ball parks and the river front.

Longer term, with increased passenger trains per day, residents will have convenient, efficient, reliable and safe transportation. This will make Troy a more attractive place to live. Trains will reduce pollution, reduce traffic congestion and permit greater worker productivity since they can work while riding.

We recognize that these are very difficult economic times. However, the investment has already been made by Troy's progressive leaders of the past decade. Community leaders many decades ago made infrastructure plans, commitments and sacrifices, and followed through with construction to provide us with the streets, highways, electrical grid, water, sewer, schools and universities that enrich our community today. Are we as courageous as they?

We urge you to support construction of the Troy Transit Center. The dividends will be enjoyed by current and future residents of Troy.

Sincerely,

Mike & Susan McCarty
michaelrrmccarty@gmail.com

From: Michele Hodges [Michele@troychamber.com] **Sent:** Thursday, November 17, 2011 10:29 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Troy Transit Center

Good morning, Mayor and Council. I write with regard to the Troy Transit Center. I unfortunately am not able to attend Monday's study session, and I wanted to be sure to share some thoughts regarding this most important opportunity for Troy. I urge you to be VERY careful with your deliberations, and to realize the magnitude of the decision before you. Below is a letter I've composed. I hope you will have an opportunity to review it, and I'd be happy to address any follow up concerns that may emerge.

Before signing off, I'd like to respond to the position that government can't afford this investment. I fully concur there are serious issues with our Federal government, and I recognize its lack of capacity to reinvent itself. Personally, I would relish the opportunity to be empowered to restore fiscal responsibility, and responsible decision making. Unfortunately, though, none of us are empowered in such a way (at least with respect to our responsibilities here in Troy), and we have no choice but to utilize the available tools (e.g. Federal funding for the transit center). The dollars dedicated to this project are OUR dollars that we have already sent to Washington and, if we don't use them, they will be given to our competitor communities, severely compromising Troy in the process. We aren't going to change the paradigm by foregoing the transit center -we need to fight that battle on another stage.

Thank you.

LETTER-Dear Mayor Daniels and Members of the Troy City Council:

Twenty-three days ago, I stood on the platform of **Shanghai's Maglev Train** with 57 fellow travelers from the Troy Chamber. The Maglev is the fastest ground transportation in the world, and it hovers ten millimeters above the Earth as it races forward at 431 km/h. As we boarded the train, there was a buzz in the air and an excitement that mirrored that of the Great Wall. Who would have thought a mere train could compete with the grandeur and history of the Great Wall, history's most massive public works project?

I suppose the answer to that question lies in the fact it is not a mere train. It represents a mastery of innovation and technological advancement. It suggests a clear understanding of what a vital, on fire society is all about. It is also a symbol, and a remarkable one at that, for it symbolizes a hunger and a desire to be the fastest and the best in the world. When coupled with the 4,000 skyscrapers built in Shanghai since the 1990's, the notable architecture, the outstanding public transportation system, and the overall commitment to achievement, the Maglev makes it clear China is positioned to compete, and to do so strongly. In fact, it was a bit unsettling to arrive back in New York, only for it to feel "small" in comparison. What does this mean for our future? It means we need to recapture the innovative spirit that formed our country, and that made Troy what it is today. As the Troy City Council debates whether or not to go forward with our own transit center, I feel a bit rattled by what I see as imminent danger, for we *are* in danger of losing a strong competitive advantage. I see the transit center as an important problem solving tool, one that can resolve our revenue crisis, and inspire forward movement that can lead to far more opportunity. I'm not going to burden you with the facts and figures that form the basis for making this most important investment in our community, for you've heard them before. And, the Chamber has exerted considerable energy toward ensuring this is a solid investment for Troy. Rather, my hope is to awaken in our community an awareness of what is needed to compete in the global marketplace, and to remain a community of choice. People want walkable communities, people want to reduce commercial vacancies, people want higher property values, people want transportation options, people want additional revenue to support community infrastructure, and people want an innovative community ripe with opportunity. The transit center can make this vision a reality. Henry Ford once said "If I would have asked my customer what he/she wanted, it would have been a faster horse". We can't settle for the faster horse. We must go for the Maglev. We must be the bullet that seizes this opportunity to solidify resources that address the challenges we face. The transit center is our future. The hard work has been done, and all we need to do now is enjoy the benefits that will transpire for years to come. Sincerely, Michele Hodges, President Troy Chamber of Commerce

P.S. Check out the Member-2-Member discounts you and your employees can enjoy. From hotel stays to oil changes and legal advice to dental plans, it's great to support fellow Chamber members when searching for products and services in the area!

[Details...](#)

Out of respect for the environment, please only print this email if absolutely necessary.

Michele Hodges, IOM
President

Troy Chamber of Commerce

4555 Investment Drive, Suite 300 Troy,
MI 48098 michele@troychamber.com
248/641-0197

[Twitter](#) [LinkedIn](#)

[Facebook](#)

From: Nancy Negohosian [nnegohosian@hmsproducts.com] **Sent:** Friday, December 02, 2011 11:20 AM **To:** Janice Daniels; mmcginis@dmcginis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Transit Center

Dear Mayor and Council,

There are individuals that want to work, yet they do not have transportation to their jobs. Don't think this is a fantasy, it is a reality even in our community. As a business owner, I always ask applicants if they have reliable transportation. One person I hired just this summer, does not have a car. He hitches a ride to somewhere in Royal Oak where he and a bicycle are dropped off. He then rides the bicycle at 5:00am to work, parks it in some bushes down the street and walks the rest of the way in. He is always standing outside at 5:45am when we unlock the building. Sometimes he is soaking wet. He is too proud to admit this, but we know. This man is a veteran and a skilled tradesman, but good fortune has not always come his way. If he could count on reliable public transportation, he would get to work warm in the winter and cool in the summer. Right now the option is not there.

As a Board Member of the Boys & Girls Club, we have children at the schools on the west side of Troy, that would love to come to our Club, but they have no way to get there. Transportation is the issue because both parents work, making a ride to the Club impossible.

There are many senior citizens that cannot depend on Smart Busses to get them to appointments and shopping. Reliable transportation could give them more independence. This independence will give them a more positive outlook, which is vital to their health.

Many good citizens in Troy have worked for years to make the Transit Center a reality. Please continue to support it. It may not be for you personally, but for the workers, children and seniors that would benefit from it; it is priceless.

Thank you,

Nancy A. Negohosian Vice President HMS Products Co. 1200 E. Big Beaver Road Troy, MI 48083 USA Direct - 248-524-8255
nnegohosian@hmsproducts.com

From: Cynthia A Stewart
Sent: Monday, November 28, 2011 7:33 AM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Subject: FW: TRANSIT FACILITY

From: O'Hare, Mike [<mailto:Mike.OHare@searshc.com>] **Sent:** Monday, November 28, 2011 7:10 AM **To:** Cynthia A Stewart
Subject: TRANSIT FACILITY

Hello, I'm all for the Transit Facility. It will bring jobs and people to Troy.

M.J. O'Hare 1172 Beattie
Dr. Troy, Mi 48085

This message, including any attachments, is the property of Sears Holdings Corporation and/or one of its subsidiaries. It is confidential and may contain proprietary or legally privileged information. If you are not the intended recipient, please delete it without reading the contents. Thank you.

From: Cynthia A Stewart **Sent:** Monday, November 28, 2011 8:40 AM **To:** Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com);
Doug Tietz (doug@doug tietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginnis@dmcginnis.com); wade.fleming@proforma.com **Subject:**
FW: transit center and growth of this city/region

-----Original Message-----From: Macintosh [<mailto:tfd307@wowway.com>] Sent: Thursday, November 24, 2011 8:29 AM To: Cynthia A Stewart Subject: transit center and growth of this city/region

I have been to numerous large cities and find that they use all aspects of transportation to make there cities more accessible to those visiting them ie. tourists, those looking for employment and those looking for a home or even the current residents. Some go on trips just come and shop at Somerset collection. Some would come for entertainment but other than bars we have none. I would hope in the future to have the railroad connect to a light rail system to the proposed woodward corridor mass transit and to a north/south line on rochester and maybe continue all the way over to metro beach. This could bring in many people from the surrounding cities as well. People don't want to leave their cars in Pontiac at the train station for fear of damage or being stolen, Royal Oak has parking but no shelter.

If you have never caught the train in Birmingham try it this winter. If you are lucky enough to get a parking space you will find it more comfortable to stay in your car than to sit in the shelter and then I hope you don't realize you need to use the bathroom really bad. This state has ignored our needs for decades because we were the motor capitol of the world. Wake up that was the past. Your time would be better spent bringing in an entertainment district to this city. Work on making Troy a draw for people rather than a conduit to get to one.

You have a unique opportunity to bring this city back to life and make it better. I would hope you would not make us a backwater in the United States any longer. Please keep us the "city of tomorrow today" rather than the city of yesterday tomorrow. We can be the jewel of Oakland county again and a help to the regrowth of this state as well. Please think of the needs of the community and not of future political ventures. There is no place for political parties in local government only citizens looking to better their community. I pray that you will do Gods will and not your own and that you use his wisdom in all that you do. God bless you all.

Respectfully yours Orville Allen, resident of 35 years, full time employee for 311/2, part time for 6 months and volunteer firefighter for 20.

From: Pam Brady [recyclers2@comcast.net] **Sent:** Sunday, December 11, 2011 11:57 PM **To:** Janice Daniels; mmcginis@dmcginis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart; Brady **Subject:** transit center

Dear Madam Mayor and City Council, You'd asked for input from the community about the proposed transit center. Here is ours: We think the studies have shown that a city of the future that attracts young people will have more bikers, walkers and runners and more mass transit. Troy must decide on the big picture: does it want to be a city of the past and pinch pennies or a city of the future and build a transit center while the money is there. While it sounds fiscally irresponsible and a step backward, it is really a step toward a sustainable future and therefore a step forward in progress. Thank you for your consideration, Pam and Mike Brady 576 Trombley Ave Troy, MI 48083
recyclers2@comcast.net

From: Cynthia A Stewart
Sent: Monday, November 28, 2011 7:38 AM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Subject: FW: Troy Transit Center

From: Jim & Pat Schultz [<mailto:gmpatsch@aol.com>] **Sent:** Saturday, November 26, 2011 3:49 PM **To:** Cynthia A Stewart
Subject: Troy Transit Center

At a time when the rest of the world is talking Smart Growth, Mixed-Use Development, Walkable, Transit Oriented Communities is there anything more than a YES that needs to be said.

At one point the slogan for City was the City of Tomorrow, Today....well actions speak louder than words.

Jim & Pat Schultz 4771
Squirrel Hill Dr Troy, MI
48098 248-641-0748 home
248-483-5131 work

Go confidently in the direction of your dreams. Live the life you have always imagined by Henry Thoreau Even if you're going in the right direction, you'll get run over if you just sit there. Might as well not get run over anymore by Will Rogers

From: Paul Bartlett [paultbartlett@comcast.net] **Sent:** Sunday, December 11, 2011 4:25 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Transit Center

Good afternoon Mayor and Council Members,

I am Paul Bartlett of 1568 Charlevois Dr. in Troy.

I would like to state my opinion regarding the proposed Troy transit center.

I am in full support of the proposed Troy transit center. I find it to be an exciting project and a very important step forward for the City of Troy. Although I was not able to attend the most recent council meeting, I did watch the meeting in its entirety on TV. Consequently, I did see the presentation and opinion of Mr. Wisz (please excuse my spelling of his name if incorrect) and I also think that I understand the opinion of Ms. Daniels.

Although I understand the point that the Mayor is stating, I feel that not accepting this money would be a mistake. If we don't accept the money, it will not go to help pay down the national debt, it is earmarked for transportation and that is what it will be used for. Whether the money is spent here in Troy or somewhere else in the US, it will be spent on transportation (I think that we all know that once money is put into one type of fund, it cannot, by law, be used someplace else). I feel that we need to keep this money right here in Troy. It's not the time or the place to make political statements about how the country spends its money.

In addition, Mayor Daniels has stated that if we return this Federal money, we can simply start a bank account and put away our own money to build the transit center sometime in the future. I have 2 concerns with this statement.

1 The \$8.5 million is in fact tax money and since the residents of Troy pay taxes (some of which go to the Federal Government) this "IS" our money anyway. I think it is about time that we get some of our Federal tax dollars back and put them to good use. We don't mind accepting Federal money when we build a road (which I agree with, we should accept this money as well), I believe that when we are awarded Federal dollars that they split is typically 80% Fed and 20% Troy. The money is earmarked for Troy, please accept it.

2 If we return the Federal money and start saving for the center ourselves, will the land be available? I think we all know that if we return the money then Grand Sakwa will certainly use that against us in trying to re-obtain the land that we plan to use for the transit center. So if we wait to build it, where do we plan to build it in the future? We don't have much shared land with the train tracks to choose from in Troy. The opponents say that we don't need the transit center, but if that's true, then why would we plan to build it in the future? Seems like they may agree that we do need it, at least in the future. If we build it now, we'll be ahead of the game.

As the gentleman from Amtrak reported, ridership is up and has been going up for the past several years. I can personally state that trains between metro Detroit and Chicago are quite full. I have started taking the train to Chicago in the last few years myself. I currently leave from the Royal Oak station because there's simply nowhere to park at the current Birmingham stop. I can purchase a roundtrip ticket from RO to CHI for about \$59. If I flew, that cost would be \$150-\$200 depending on when you buy the ticket. Plus I have to drive all the way to airport at DTW and get from the airport to downtown Chicago when I land. Driving is another option, but to park your car is about \$35 per day. That's why I started taking the train, it's simply more economical. No traffic and freeway hassles and no hassles at the airport.

I firmly believe that the younger generation will favor mass transit to go to work, shopping and dining. If we can get in on the ground floor, I think that our local businesses will certainly benefit.

Troy has always been a leader and innovator for Metro Detroit, let's not stop our momentum now.

Thank you for taking the time to read through my long email.

In conclusion, I hope that you will all vote yes for the transit center on December 19.

From: Cynthia A Stewart
Sent: Thursday, December 01, 2011 4:59 PM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Subject: FW: Please Move Forward with the Mass Transit Center

From: Paul Benavides [<mailto:paul@benavides.com>] **Sent:** Thursday, December 01, 2011 12:23 PM **To:** Cynthia A Stewart
Subject: Please Move Forward with the Mass Transit Center

Council -

I have been a city of Troy resident for over 12 years and plan on remaining for a long time as my kids grow. I have owned 2 homes in the city and have used the Community/Recreation Center, many of the cities parks, the historical museum, etc. and am generally appreciative of the city in which I live.

I think that there was a period in time when Troy represented a sort of 'newness' or a more modern, futuristic type of allure to residents and that attracted younger and more affluent people looking for a progressive, contemporary setting to raise families.

Further, at a visit to the museum I learned that Troy was once a part of a larger mass transit system that unfortunately did not survive the automotive boom many years ago.

I also frequently visit large cities both in the U.S. and in Europe and frequently take advantage of public transit systems, including taxi's, subways, elevated trains, busses, etc. I find them to be hugely beneficial and a fantastic way to get around inexpensively while avoiding traffic, saving money, and allowing a stranger to visit and get around with relative ease. I always return to the Detroit area wishing that we had something similar.

With rising fuel costs, changing population, and economic situations that may require people to go further distances for employment, what we need in this area is mass transit that is viable, safe, reliable and worthwhile.

While initial ridership may be slow and while adoption in the region may take sometime, the only thing that is certain, is that all major cities around the world, have, or need, or will be implementing mass transit systems. So the question isn't IF we need one, it is simply WHEN?

So today we have some federal funds available to move this forward and to get started on this inevitable endeavor. So, please move forward accordingly to get this effort seriously underway. Troy should have taken a leadership position on this from the outset. Further, hundred's of thousand's of dollars have already been spent let's not make that a waste.

The region needs progress like this. It creates jobs, it modernizes the transportation system, it creates future viability of the Detroit area.

Paul B. Benavides 703.789.7625

From: Cynthia A Stewart **Sent:** Friday, December 09, 2011 1:21 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Transit Center

From: Joanielevitt@aol.com [<mailto:Joanielevitt@aol.com>] **Sent:** Thursday, December 08, 2011 8:34 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart; michele@troychamber.com **Subject:** Transit Center

As a resident and business owner in Troy, I am concerned about the loss of a proposed transit center. It will harm business development in our city. Most major metropolitan areas in the country have a better public transit systems than we have in the Metro Detroit area. I have visited several: NY, Chicago, Washington DC, are examples, and all have capitalized on mass transit to build and flourish their region. Many of the proposed **transit stops** are located amongst viable commercial areas and residential housing.

The mayor's position that it will only add to the federal deficit is naive at best. Does she really believe the money will go back to the treasury? Not a chance; another city will use it to their advantage - a loss to Troy. I urge the council to move forward with the transit center to assist in the growth of Troy.

Philip M Levitt **From:** Cynthia A Stewart **Sent:** Wednesday, November 30, 2011 4:19 PM **To:** John Szerlag; Mark F Miller
Subject: FW: Troy Transit Center

From: Richard Beaubien [<mailto:dbeaubien@comcast.net>] **Sent:** Wednesday, November 30, 2011 4:00 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djklslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Troy Transit Center

Please support the completion of the Troy Transit Center.

Transit service will become more important for Troy citizens as the population ages. There are people on my street who can no longer drive themselves.

Troy is a regional employment center, and many of the employees in Troy do not have access to a car. Because of Troy's position as a regional employment center, good transportation service is important to our business community. Good roads that are well maintained and good transit service enhance Troy's position as a regional employment center.

The Governor's message on transportation last month identified improved public transit of the reinventing Michigan program. Troy's Transit Center is a logical step in the Governor's program to improve public transit.

Richard F. Beaubien 1685
Ross Drive Troy, MI 48084

From: Cynthia A Stewart **Sent:** Monday, December 05, 2011 5:45 PM **To:** John Szerlag **Cc:** Mark F Miller **Subject:** FW: Congrats and transit center

From: Rita Knorr [<mailto:TroyREK1759@wideopenwest.com>] **Sent:** Sunday, December 04, 2011 11:52 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Congrats and transit center

Congrats to Mayor Daniels and to the new council members!!

I don't write very often - only when I feel it worth it. I do hope that the new council members as well as mayor - will provide better feed back than the previous council, to e-mails - even with the members that are not new - I hope that this year you will respond to e-mails - not getting replies makes it seem like you don't care what citizens have to say.

Regarding the transit center - I don't know how many of you have been in Troy for 40 years - but if you are familiar with the Birmingham platform on Eton where Amtrack was - is - the building (that is now a restaurant - i believe) really isn't that big. It's not like at an airport where people wait for flights. The people know when the train departs - and they are gone. So the building size that is proposed should be sufficient - if you compare it to the building on Eton.

I worked next door to the Amtrack station - at that time - and the people came and left by train - it was quite interesting to watch. Anyway I think we should continue with the Transit Center! Remember, the transit center has been in the making for 10 Years, and it isn't fair for a new council to make snap judgements with only being in office for a few weeks.

It seems that hoping for a quiet existence doesn't seem to be for Troy. Again, we are in the news because of the Transit Center and of course Mayor Daniels' facebook comments. These things don't help to unite troy residents - seems we're just going from one controversy to another.

Trying to unite Troy needs time and it also needs a bit of non-controversial items.

Again, I don't write very often. I take care of my mother - so I can't make it to meetings and this is the only way other than phone call to communicate with you. You probably get a lot of e-mails as well as phone calls, but remember - for some of us this is our only way to communicate with you. I'd rather send a e-mail than bother you with phone calls.

VOTE YES for the Transit Center

From: Arkingr@aol.com **Sent:** Monday, November 21, 2011 9:55 PM **To:** Janice Daniels; mmcginis@dmcginis.com; djklslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart; Cynthia A Stewart; brkac@aol.com **Subject:** Transit Center

21 Nov 2011

Troy Mayor Daniels, City Council People, and the City Manager:

I listened to the public comments regarding the issue of the Transit Center at this evenings Council meeting. Many of these people were critical of the Transit Center, citing such problems as a lack of sufficient trains to make it worth our while, a lack of riders, a sense that the national railroad system is poorly planned and that the whole enterprise is a disaster in the making.

Today both companies and individuals rely upon the Interstate Highway System for (relatively) efficient transport of goods and people around the country. No big infrastructure project escapes criticisms. It may come as a surprise to the critics of the Transit Center, including Mayor Daniels, that the Interstate Highway System was severely criticized in the late fifties and early sixties. As its administrator said in 1961, the Interstate System, he said, "can and must be completed by 1972" as scheduled. He saw three challenges. The first was the funding problem, and the second was the "scandals" that were undermining public support. The third was "public apathy, or at least a lack of full appreciation of the urgent need for the highway program and the benefits it is bringing." (emphasis added). Increased public education was essential in the face of the negative publicity, he said. "There is no instant panacea for the trouble besetting the highway program," but he

promised to "give the job everything I have." . These efforts coincided with continued negative press coverage. For example, the investigative journalist Jack Anderson wrote about "The Great Highway Robbery" in the February 4, 1962, issue of *Parade* magazine. He quoted Representative John A. Blatnik (D-MN), who headed the Special Subcommittee on the Federal-Aid Highway Program, as saying, "Corruption permeates the highway program and stigmatizes the whole road-building industry." The committee's counsel, Walter May, suggested throwing a dart at a U.S. map. "Wherever it sticks, we can find something wrong with the new highways. The coverage usually cited examples of graft, payola, abuse of right-of-way appraisals, and poor judgment♦

I think the point is made. The Interstate System ,which the critics of the Transit Center today consider as a valued and integral part of our modern world, was itself as severely criticized in its day as is the Transit Center today. Had the critics of the Interstate Highway system in 1961 had their way, the nationwide system would never have been completed, it would have been ridiculed as a road to nowhere, our economy would have suffered greatly and our prosperity would have evaporated. The advocates of todays Troy Transit Station and its integration into a rejuvenated multimodal transit system have the same foresight that Presidents Eisenhower and Kennedy had for the Interstate system in its day. The critics of todays transit station and initiatives are likely to be judged by history as being as ill-informed about the advantages of multimodal transit as were the critics of the Interstate System. Their criticisms are not informed by history.

If Troy is to remain the City of Tomorrow Today, then it cannot do so by discarding the infrastructure necessary if Tomorrows accomplishments are to materialize. I ask each of you to consider the fact that contemporary criticisms are often wrong, and needs be discounted by each of you when considering your vote on this matter. I also ask you to review the literature documenting the economic benefits of updated multimodal transportation in the modern world. I see that you are now in an apparent hurry to vote on the Transit Center - I caution that uninformed and rushed votes are more likely to be regretted in future than votes which have thought as well as emotion behind them.

Sincerely yours

Robert Arking, Ph.D Lucille M. Musser, MSN

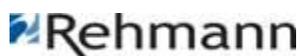
6450 Shagbark Drive, Troy MI 48098

From: Robert Gigliotti [Robert.Gigliotti@rehmann.com] **Sent:** Thursday, November 17, 2011 1:04 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Troy transit center

I'd like to weigh in on recent conversations around town on the Troy Transit center. I lived in Troy for some 28 years and served on the economic development committee for 19 of those years. I have also located my business in Troy since 1972 and just recently moved it to 1500 W. Big Beaver 2 weeks ago. Troy has always been a progressive city and is a city "Of Tomorrow ..Today" ! The troy transit center is the culmination of the foresight many of us have had for many years and now I hear that the new city leaders are discussing terminating the project. I am opposed to that and would like to see you moving forward with the project as planned. Many of our Troy businesses need to bring people to their jobs from other parts of SE Michigan and the lack of this project would forestall job growth in our city. It is also a link for residents to move about SE Michigan from their homes in Troy. We all know that a good residential base makes a great city. Making access to our city easy provides a reason for business to locate here and generate tax basis increase for our buildings. Enough saidjust keep the transit center project alive.

Robert S. Gigliotti, CPA Tax
Principal

1500 W. Big Beaver 2nd floor Troy, MI 48084 Phone (248) 952-5000 main Phone: (248) 293-7070 direct Fax: (248) 952-5750
Email: robert.gigliotti@rehmann.com



note new address as of Nov 1, 2011

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From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Robert Tischbein [rptischbein@juno.com] **Sent:** Tuesday, December 13, 2011 3:35 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Robert Tischbein 45581
Kensington St Utica, MI
48317-5939
(586) 726-9737

From: Robin Boyle [aa2815@wayne.edu] **Sent:** Wednesday, December 14, 2011 10:52 AM **To:** Janice Daniels; mmcginis@dmcginis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart; Mark Nickita, AIA; Conan Smith; smithdj@michigan.org **Subject:** Bing/Snyder Decision on Light Rail Changes the Dynamic (again) for the Transit Center in

Troy

The announcement that the Detroit Light Rail project is being abandoned in favor of a region-wide potential Bus Rapid Transit system (BRT) places the planned (and already funded) Troy Transit Center in a new and critical light.

Governor Snyder's apparent support for BRT across the region is based on the realization that new fixed (rail) transit systems are very expensive and, absent a massive system (aka Washington DC), flexible, rubber-tire, systems have merit. Moreover, connecting new BRT to existing heavy rail services once again makes sense.

A region wide system also greatly strengthens the labor market by facilitating travel to work across the metropolitan area, linking business with employees, connecting home with work.

This can only serve to further position Troy and indeed the whole of Oakland county in a better and more competitive position.

RB

Robin Boyle Professor and Chair Department of Urban Studies and Planning - DUSP 3198 Faculty Administration Building
Wayne State University Detroit, Mi 48202

t: 313-577-2701

f: 313-577-0022

e: aa2815@wayne.edu

www.clas.wayne.edu/DUSP

From: Cynthia A Stewart **Sent:** Tuesday, December 06, 2011 2:49 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Transit in greater Salt Lake City -- perhaps in Troy **Attachments:** Transt and Development in Salt Lake City- Bloomberg.pdf; ATT422350.htm

From: Robin Boyle [<mailto:aa2815@wayne.edu>] **Sent:** Tuesday, December 06, 2011 2:44 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Transit in greater Salt Lake City -- perhaps in Troy

Member of the Council may be interested in an article from [Bloomberg News](#) regarding transit and suburban development in greater Salt Lake City. This community has consistently invested in an integrated transit system (heavy rail, light rail, bus and inter-modal) supported by the business community, the CLDS, the state, regional council (Wasatch Front) and suburban entities along the corridor. I had the opportunity recently to visit Daybreak [designed, built and managed by the Kennecott Land Company (now Rio Tinto, a global mining conglomerate)] and saw first hand how effective transit builds and strengthens community.

This is how a private-public partnership is meant to work.

Regards,

From: Rjcox54@aol.com **Sent:** Tuesday, December 13, 2011 3:51 PM **To:** Cynthia A Stewart **Subject:** Proposed trasit center

City Council Members, Our family very much supports the transit center plans. We were among those who gave input to the city's master plan where we stated that having a transit center was a priority. Please don't dismiss our comments. We've waited so long for good mass transportation in this area. Please consider carefully. We are asking you to take the lead and endorse this project which will be good for business and our residents.

Rosalind and David Cox

From: Cynthia A Stewart **Sent:** Monday, December 05, 2011 5:45 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Transit Center

From: Gretchen Waters [<mailto:gwaters@wowway.com>] **Sent:** Sunday, December 04, 2011 11:29 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Transit Center

Dear Mayor Daniels & Council Members:

We are writing in support of the Troy Transit Center.

We have lived in Troy for 40 years; our children graduated from Troy Schools; attended Michigan colleges; and we all live in the area.

We support a progressive community and have always felt the Troy Transit Center would be a positive boost to our infrastructure – something very necessary as we look toward the future. It has been studied & planned for, it's paid for and it makes sense.

Please vote yes on Troy Transit Center.

Sincerely,

Roy & Gretchen Waters 5106
Longview Troy, MI

From: Cynthia A Stewart **Sent:** Monday, December 05, 2011 6:29 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Transit Center

From: Sandra Gross [<mailto:sandra.gross@gmail.com>] **Sent:** Friday, December 02, 2011 6:20 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Transit Center

Dear Mayor and City Council,

Some alarming information has come to my attention about opposition to the Transit Center. There is a man named David Wisz who was apparently unable to speak at the last city council meeting but who apparently will speak at an upcoming meeting. His purported Facebook page (<http://keeptroystrong.blogspot.com/2011/12/this-is-man-mayor-janice-daniels-wants.html>) is full of racist and anti-Muslim filth. Now, I'm all for the First Amendment, but, there is also common human decency to consider. If you read the alleged posts, the reason he doesn't want the transit center is to keep residents of Detroit (with a majority African American population) out of Troy.

Opposing the transit center because we don't want a person of a certain race in our city (not Wisz's city as he lives in Birmingham) is unconscionable. If he wants to hate a person of another race or religion, that's his business. If he wants to get up in front of city council and speak his mind, that is also his business. But, we cannot make business decisions in our city based on this type of indecency.

Thank you,

Sandra Gross Concerned Troy
Citizen

From: Scott Foster [scott.foster@wellcocorp.com] **Sent:** Friday, November 18, 2011 10:02 AM **To:** Janice Daniels; mmcginis@dmcginis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Greetings and Transit Center consideration

Dear Mayor Daniels and Members of the Troy City Council:

Congratulations on your team and recent momentum. It's great to see such encouraging communication, planning and positive media coverage. Your commitment to the City is obvious.

As a proud Troy School District Graduate and one of your many advocates, please accept this humble appeal to consider the Troy Transit Center as a valuable distinction for the City's future.

I can't pretend to understand the financial and other challenges you are facing. However, you have my confidence and support. In the meantime, please carefully evaluate the opportunities that the Transit Center could bring to the extraordinary community of Troy.

Please don't hesitate to contact me anytime you have questions or if I can support you. Thank you for your consideration. All the best for a wonderful Thanksgiving to you and your family.

Sincerely,

Scott Foster President, Wellco 2012 Board Chair, Troy Chamber of Commerce 248.906.8875

scott.foster@wellcocorp.com

www.wellcocorp.com

Making business feel good.

From: Sharon MacDonell [smmacd@gmail.com] **Sent:** Sunday, November 27, 2011 10:29 AM **To:** Janice Daniels; mmcginis@dmcginis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart; John Szerlag
Subject: The Death of the Fringe Suburb

Dear Council,

As you consider whether to kill a pro-Troy, pro-progress, pro-bus, pro-rail, pro-public transportation project that was 11 years in the making, I hope you will consider the damage that sort of thinking may do to the future of our city.

And as you consider the expertise of a patent attorney, I hope you will also consider the words of the man below, ***Christopher B. Leinberger**, a senior fellow at the Brookings Institution and professor of practice in urban and regional planning at the University of Michigan, who was also named a Top 100 Urban Thinker by an international organization.*

This is not a time to exercise your new-found power to promote political ideology, this is a time to do what is best for Troy's future.

Please think. Please do not act against the tide of reason and forward thinking.

Thank you.

Sharon MacDonell Mother of two Leonard students and homeowner in Troy

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Steven Vagnozzi
[svagnozzi@comcast.net] **Sent:** Monday, December 12, 2011 11:22 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident and frequent Amtrak passenger, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Steven Vagnozzi 2144
Woodfield Rd Okemos, MI
48864-3229
(517) 349-4809

From: Cynthia A Stewart **Sent:** Monday, December 05, 2011 3:10 PM **To:** John Szerlag **Cc:** Mark F Miller **Subject:** FW: transit center

From: Steve Philips [<mailto:philipsst@hotmail.com>] **Sent:** Monday, December 05, 2011 3:09 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz; Cynthia A Stewart **Subject:** transit center

Please save the Troy Transit Center!!!! We need better public transportation, and the transit center is a good step in that direction.

Thank you for your support!

Steve Philips

From: Cynthia A Stewart
Sent: Monday, December 05, 2011 3:09 PM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Subject: FW: Transit Center

From: Mike Morgan [<mailto:mmorgan181886@comcast.net>] **Sent:** Monday, December 05, 2011 3:05 PM **To:** Cynthia A Stewart
Subject: Transit Center

To the mayor and all council members. Please do not be reactionary when it comes to the proposed Transit Center. What a wonderful addition it would be to our community with links to the Woodward corridor light rail. Finally, it would be easy for people to move in and out of our city for shopping, work, medical services, recreation and restaurants. I have seen estimates that Troy's actual dollar contribution per year would be a pittance when you think of all the money that would come into the city. A first class city (New York, Chicago, Washington D.C.) must have available public transportation. Come on folks...do the right thing...be forward thinking!!!!!!!!!!!!!!!!!!!!

Susan Morgan Troy
Homeowner

From: Tasneem Hakim (ALYKO) [tasneem@alyko.com] **Sent:** Monday, November 21, 2011 7:31 PM **To:** Janice Daniels; mmcginis@dmcginis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Transit Center

Dear Mayor and Members of the City Council,

I was delayed and unable to attend the Council meeting tonight, but I am writing to you to urge you to please make every effort to keep the Transit Center project alive in Troy. I am a long time resident of Troy and a business owner in Troy as well. I led the Lifestyles Taskforce of the City of Troy's Futures 2020. A very important finding of the Lifestyles Taskforce was that cities must have the necessary environment and facilities available for a company's employees before that company will choose to locate their facilities there. Effective transportation is a very important element that businesses look for for their workforce. Another finding was that the younger workforce is choosing to relocate to cities with a downtown and public transportation. The baby-boomer population is increasing in Troy and reaching retirement age, and we need the youth to stick around so businesses will find the workforce they need in Troy. Please refer to the Futures 2020 Report which is available at the Troy Public Library.

We desperately need to increase funds coming into our city and a surefire way to do this is to invite and retain businesses who can help shoulder the tax burden that is now falling on us residents. The government funds allocated to this project if not used by us will definitely be utilized by another community that is competing for these businesses – and they will reap all the benefits.

I urge you once again, please do not allow this treasure to be lost, as all we have to do now is to make sure we keep hold of it!

Sincerely, Tasneem
Hakim

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of James Slater [jslat55@yahoo.com] **Sent:** Tuesday, December 13, 2011 9:58 PM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. James Slater 109 N Court
St Lapeer, MI 48446-2213

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Hugh Gurney [hgurney@hsmichigan.org] **Sent:** Tuesday, December 13, 2011 5:40 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

I urge you to look at successful transportation centers such as the ones in Kalamazoo, Holland and Grand Rapids, all centerpieces for those communities. At this point in time, Michigan needs every dollar it can get and the jobs those dollars can create right now and in the future as part of the development potential of the transportation center.

Sincerely,

Mr. Hugh Gurney 2270 Hickory
Circle Dr Howell, MI
48855-6411

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of John Donahue [svtashmoo@att.net] **Sent:** Tuesday, December 13, 2011 5:09 PM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

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Sincerely,

Mr. John Donahue 6810 Paddock Ln
Charlotte, MI 48813-8145

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Audrie Thelen [thele1aj@cmich.edu] **Sent:** Tuesday, December 13, 2011 4:25 PM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. We, as a state, need to embrace the future instead of getting left behind. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Miss Audrie Thelen 8630 W
Howe Rd Eagle, MI 48822-9792

From: Thomas Cronogue [tcronogue@yahoo.com] **Sent:** Monday, November 28, 2011 7:44 PM **To:** Cynthia A Stewart

I've been a tax paying resident of Troy for over 30 years. I fully support the Transit Center proposal. Let's do something smart to promote commerce in Troy and not stupid haggling with businesses like Telly's and Hooter's who pay taxes and provide jobs.

Thomas Cronogue 2026
Jeffrey Drive

From: Timothy Brower [mabtpb02@wowway.com] **Sent:** Wednesday, November 30, 2011 10:58 AM **To:** Janice Daniels; Janice Daniels; mmcginis@dmcginis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart; Cynthia A Stewart **Subject:** Troy Transit Center

Respected Council Members,

We have been Troy residents for the past 14 years and our connection to the City goes back much farther. During that time, many changes have taken place in Troy, most of which we have supported and believe have made significant improvements to the City and its image.

We also believe going forward and completing the Troy Transit Center will expand the future business environment, provide needed transportation options and in general increase Troy's 'footprint' in Southeastern Michigan.

I'm sure we can agree that if the government funding for this project is returned, it will likely be squandered on some frivolous initiative and not used to 'pay down' our national debt. We believe the City of Troy cannot afford to lose this opportunity for future growth.

Thank you for your service

Mary Ann and Tim Brower 3704 Old
Creek Rd Troy 48084

From: Cynthia A Stewart
Sent: Friday, December 02, 2011 4:33 PM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Subject: FW: Transit Center

From: Utpal Dutta [<mailto:duttau@udmercy.edu>] **Sent:** Friday, December 02, 2011 3:59 PM **To:** Cynthia A Stewart **Subject:** Transit Center

Hello Elected Officials:

The city of Troy should go for Transit Center. Surrounding housing, retail and small airport are very unique for this transit center. 10 years from now people will appreciate your leadership and vision.

Transit center will be good for the city of Troy and resident. Please go and visit Portland, observe benefits of Transit.

Regards,

Utpal Dutta Troy
Resident

Utpal Dutta Ph.D. P.E Professor Civil & Environmental Engineering University of Detroit Mercy 4001 W. McNichols Road Detroit, MI 48221 Phone (313)993-1040 Fax (313)993-1187

Nov. 28, 2001

Dear Mayor,

We would like to encourage you & the council to move forward with the Transit Center. We find the little that is there very useful. Certainly, the expanded version would be a great improvement & very efficient.

Please let's move ahead on this project.

Sincerely,

Victor A. Bordo

Phelma V Bordo

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Vickie Wagner
[vickie.wagner@yahoo.com] **Sent:** Monday, December 12, 2011 5:37 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

Troy's new transportation facility will bring economic, infrastructure and transportation benefits to the community: *Federal funds will cover all of the project's estimated design and construction costs, and the City is protected from cost overruns through an agreement with the construction manager. *Troy is located on the Chicago-to-Pontiac passenger rail route, which is slated to reach 110 mph capability in the near future. A Multi-Modal Transportation Center will allow Troy to tap into this new fast and efficient rail network. *Passenger rail decreases road congestion and improves air quality by transporting people more than twice as efficiently as airplanes or cars. *The new station will raise nearby property values and provide additional commuting options, linking with the SMART bus system and allowing Troy to serve as a transportation hub for the city and surrounding areas.

In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mrs. Vickie Wagner 6707 Martin Rd
Three Oaks, MI 49128-9559
(269) 756-9812

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of John Korovilos
[johnkorovilos@sbcglobal.net] **Sent:** Monday, December 12, 2011 5:37 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

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Sincerely,

Mr. John Korovilos 1975
Theodore St Trenton, MI
48183-3605
(734) 692-2049

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Nikolas Smart
[nikolas.l.smart@gmail.com] **Sent:** Monday, December 12, 2011 5:21 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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Sincerely,

Mr. Nikolas Smart 4450
Lakeshore Rd Manistee, MI
49660-9218
(412) 315-9498

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Christopher Reader [xopher@tigerburningbright.net] **Sent:** Monday, December 12, 2011 5:21 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Christopher Reader 2303
Jefferson Dr SE Grand Rapids, MI
49507-3148
(616) 475-3974

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Peggy S. Collins [peg281944@aol.com] **Sent:** Monday, December 12, 2011 5:13 PM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

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Sincerely,

Ms. Peggy S. Collins 21310 Lathrup
St Southfield, MI 48075-4216
(248) 559-9417

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Mark Messing [mrmessing@charter.net] **Sent:** Monday, December 12, 2011 5:13 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

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Sincerely,

Mr. Mark Messing PO Box 254 619 5th
St. Traverse City, MI 49685-0254
(231) 929-0871

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of William Scharf [wcscharf@charter.net] **Sent:** Monday, December 12, 2011 5:13 PM **To:** Cynthia A Stewart **Subject:** Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

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Sincerely,

Dr. William Scharf 6241 Summit Ct
Traverse City, MI 49686-1885

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Mary Lee Pitre
[mlpitre2000@yahoo.com] **Sent:** Monday, December 12, 2011 11:32 PM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 12, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Ms. Mary Lee Pitre 2025 Fulton St E
Grand Rapids, MI 49503-3898
(616) 643-0199

From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Mark Wagner
[woodswalker1982@yahoo.com] **Sent:** Tuesday, December 13, 2011 1:29 AM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 13, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Mark Wagner 540 Willow Tree Ln
Rochester Hills, MI 48306-4259

December 12, 2011

The Honorable Mayor and City Council City of Troy 500 W. Big Beaver Rd. Troy, MI 48084

Dear Mayor and Council,

Walsh College has enjoyed a partnership with the City of Troy since we first built our campus on Livernois Road 41 years ago. The ensuing years have been years of growth and prosperity for Walsh and for the City of Troy.

Troy's growth and prosperity occurred because the city made its decisions with the future central to its thinking. Troy has done this consistently, and well. We believe that an opportunity to continue this tradition presents itself once again in the upcoming proposed transit center vote.

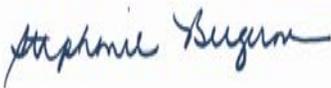
In studying the impact of the transit center, Walsh believes it has the potential to reduce traffic congestion, sprawl, and fuel consumption; improve air quality; and to attract visitors to Troy. Although the actual effects of a transit center cannot be predicted *per se*, we do know that for Troy and other U.S. cities, the up-and-coming business owners, homeowners, and sources of business and property tax revenues will be found in the 24- to 35-year-old segment of the population. We know that this group desires to live and work in communities that offer public transportation. They will relocate to secure jobs in cities where this is a feature. In Denver, for example, employers offer a transit pass as an employee benefit. When employers pay for the pass, only 32% of employees drive to work alone.

Evidence exists that transit systems have the potential to raise property values, increase development and redevelopment, and increase retail sales. Between 2004 and 2007, the Hiawatha Light-Rail Line in Minneapolis produced an increase of \$47.1 million in residential property values. In Dallas, more than \$3.3 billion in new property development and redevelopment has been completed, is under way, or planned since 1999 near Dallas Area Rapid Transit light rail stations. In just one year, businesses located nearby saw retail sales increase by nearly 33%, compared to just 3% elsewhere in the city. Within five years of light rail line construction in Portland, more than 7 million square feet of new development valued at more than \$900 million occurred adjacent to the light rail line.

Please consider the transit center as an example of intergenerational equity. It will be an investment in those who will come after you who will be entrusted to uphold and maintain all that you have worked so hard to build. As your longtime partners, Walsh College asks you to continue your proven capability of decision making with the future in mind. We urge you to vote affirmatively for the transit center.

Sincerely,

Stephanie W. Bergeron President



From: Ward Randol Jr. [WRandol@dickinson-wright.com] **Sent:** Monday, December 12, 2011 12:19 PM **To:** Loraine M Campbell; John Lavender; Cynthia A Stewart **Subject:** FW: Transit Center

Rainy, John & Cindy – FYI. Ward

From: Ward Randol Jr. **Sent:** Monday, December 12, 2011 12:18 PM **To:** 'janice.daniels@troymi.gov'; 'mmcginis@dmcginnis.com'; 'djlkslater@aol.com'; 'wade.fleming@troymi.gov'; 'jim.campbell@troymi.gov'; 'davehenderson@wideopenwest.com'; 'doug.tietz@troymi.gov' **Cc:** 'council@troymi.gov' **Subject:** Transit Center

I have taken the early Amtrak train from Birmingham to Chicago about a dozen times in the last 3 years. "Early" is 6:19 A.M., and on each of my trips there have been 15 to 25 people on the platform waiting to board the train. Many more people have boarded in Royal Oak, Ferndale, Detroit, Dearborn and Ann Arbor. Several of my trips to Chicago have been in the winter, and still there have been 15 to 25 people huddled in the unheated "shelter" on the Birmingham platform or clustered on the platform braving the cold wind. How much better it would be for me if I could wait in a heated waiting room in Troy after parking my car in Troy, to board the train in Troy!

But enough about me as a traveler, and instead, turn the picture around. What if people could board the Amtrak train bound for Pontiac in Ann Arbor, Dearborn, Detroit, Ferndale and Royal Oak, where the train stations provide good parking, to come to Troy for a day of shopping and dining at Troy's many fine establishments? What if they could disembark to an attractive transit center in Troy and immediately grab a bus or a taxi to Somerset? Or to my law firm, which moved to Big Beaver in Troy from Bloomfield Hills this past July? What if a shuttle bus service from the transit center could be established by one or more of the recipients of such presumptively increased patronage, to and from their places of business, including even those in other nearby communities? What if the shuttle bus proved its worth enough to add stops at the Troy Library, the Troy Historic Village, and other cultural destinations within an easy bus drive from the transit center? The federal government for better or worse has appropriated the money to build the transit center, and the future net cost of its operation to Troy (estimated to be around \$30,000 a year?) could likely be far more than offset by increased business revenues that it will bring to Troy, without raising anyone's taxes. Last time I looked, Troy's business community paid over 40% of the taxes levied by Troy to operate City government. The views of Troy's business community with respect to the transit center should therefore be given attentive hearing and consideration.

As some of you know, I moved my home to Troy from Birmingham 6 years ago, and I have been active in the Troy Historical Society raising money to expand and improve the Troy Historic Village. Now I also work in Troy and will serve on one of its boards/commissions starting later this month. Thank you for your attention. Ward Randol

The information contained in this e-mail, including any attachments, is confidential, intended only for the named recipient(s), and may be legally privileged. If you are not the intended recipient, please delete the e-mail and any attachments, destroy any printouts that you may have made and notify us immediately by return e-mail. Thank you.

In accordance with U.S. Treasury regulations, if this message contains advice concerning one or more Federal tax issues, it is not a formal legal opinion and may not be used by any person for the avoidance of Federal tax penalties.

From: Cynthia A Stewart **Sent:** Tuesday, December 06, 2011 1:36 PM **To:** John Szerlag; Mark F Miller; Steven J Vandette
Subject: FW: Multi-modal Transit Center for TROY

From: William Cowger [<mailto:wecowger@acaciaphoto.com>] **Sent:** Tuesday, December 06, 2011 8:59 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djklslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Multi-modal Transit Center for TROY

Troy City Council

Re: Free Press article... Fast Trains in 3-4 years.

http://www.freep.com/article/20111206/FEATURES07/112060385/1302/NLETTER10/Fast-trains-from-Detroit-to-Chicago-coming-in-3-4-years?source=nletter-NEWS-FREEP-top_stories_5am

You have a choice to make. Use the federal funds while they are available to be ready when this is completed, or turn the money back to wait for 3-4 years. In 3-4 years if the land is even available, it will cost the taxpayers of Troy more than \$1.5M and then Troy taxpayers will be on the hook for the other \$8.5M to build the transit center. In other words, it will never happen. You will have cost the Troy taxpayers (including the businesses that pay 42% of the tax bill) an \$8.5M investment in our future.

Do the right thing for Troy, not the right thing for a national ideology (Wisconsin, Florida, etc. had a local match that our city management has negotiated out of our project).

If you want to make it a national issue, then consider our national security. Let's go ahead and focus only on the automobile as the Mayor's "expert" says, so we can become even more dependent on buying foreign oil from countries that hate us, and through oil companies that are not American and do not have our strategic interest at heart.

But we did not elect you to make decisions on behalf of the nation. We elected you to serve the best interests of Troy.

6499 Atkins, Troy, MI

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From: Environmental Law and Policy Center [elpcinfo@elpc.org] on behalf of Daniel Labby [dlabby2002@yahoo.com] **Sent:** Wednesday, December 14, 2011 11:48 AM **To:** Cynthia A Stewart
Subject: Please Vote to Keep Federal Funding for Transportation and Local Economic Development

Dec 14, 2011

Troy City Councilperson

Dear Troy City Councilperson Councilperson,

I am writing to ask you to vote in support of keeping the \$8.4 million federal grant that would fund 100% of the proposed new multi-modal transportation facility in the City of Troy.

As a Michigan resident, I strongly support Governor Snyder's leadership to advance high-speed passenger rail, and I am especially pleased that Troy was chosen for this federal grant. A similar project in Normal, Illinois, resulted in 375 jobs and \$200 million in private investment, including a new hotel and conference center near the station. It would be heartbreaking if the City of Troy and State of Michigan rejected the federal grant, losing out on millions of dollars in private investment and the jobs that come with it.

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In short, losing the \$8.4 million federal grant for Troy's multi-modal transportation facility would be a huge lost opportunity for local jobs and economic growth. I urge you to support keeping the federal grant and building the new station.

Sincerely,

Mr. Daniel Labby 1259 Electric Ave
Lincoln Park, MI 48146-1807

EXECUTIVE SUMMARY - ITEM #12

COMMUNICATIONS OF OPPOSITION

From: Charlie Noonan [charlesa197@wideopenwest.com] **Sent:** Friday, December 09, 2011 7:14 PM **To:** Cynthia A Stewart
Subject: Abandon the Transit Center Project

As a long time resident and business owner, I strongly object to the development and participation of the proposed Transit Center. I strongly oppose the use of any funds from any source to continue the objectives of a Transit Center at Maple and Coolidge Road.

Charles Noonan 795 Randall Dr Troy **From:** Danielle Favret [dfavret@comcast.net] **Sent:** Friday, December 02, 2011 9:39 PM
To: Cynthia A Stewart **Subject:** Transit feedback

Hello, I am a Troy citizen and have been reading about the transit center. Most of the articles I have read are about the costs and the legal challenges. It would be helpful to read some articles on how the transit center will actually benefit the city. I do not see how this transit center will benefit the average citizen and I do not see myself using it. I see a very large price tag and given the economy I do not think it is worthwhile. I appreciate the opportunity to provide my thoughts. I am very happy that the library is open. Thank you!

From: Cynthia A Stewart
Sent: Friday, December 02, 2011 12:01 PM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginnis@dmcginnis.com); wade.fleming@proforma.com
Subject: FW: transit

From: Diane Studenski [<mailto:studenski@comcast.net>] **Sent:** Thursday, December 01, 2011 9:14 PM **To:** Cynthia A Stewart
Subject: transit

To all Troy City Council Members:

Just to voice my opinion. I oppose the transit project. I fear the cost for this project is going to result in a tax increase. I fear that operational costs will result in another tax increase. I already pay for empty and out-of-service buses. I really don't want to pay for the same for a light rail system. In addition, is it necessary that we pay to transport possible drug addicts, thieves, and people looking to do harm to us and our homes from 8 Mile Road? Where do you live? This will turn into a fiasco just like the library We now have a tax increase for a library that is closed on Saturdays. How dumb is that. What a waste of taxpayer money.

Furthermore, let me say one more thing. My husband took a 15% pay cut in order to keep his Troy company in existence. I took a 33% pay cut to keep my dental hygiene position. Our household has had to make serious adjustments to fit this new budget. May I make a suggestion that Troy do the same thing? You could start by NOT exploring new projects, like the Transit System.

Thank-you for reading my opinion.

Diane Studenski 3451
Dorothea Court Troy

From: Don Armstrong-- Strong RC Motors [djarmstrong@wideopenwest.com] **Sent:** Saturday, November 19, 2011 9:58 AM
To: Janice Daniels; mmcginis@dmcginis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:**
Transit center

After all the studies and preliminary work I have seen no evidence that the transit center has any value and may in fact turn out to be a huge liability. Very few people in Troy travel by train. Maintaining security and safety of a remote location open 24-7 would be a significant cost. It is just not reasonable for our police department to say otherwise. Likewise, the \$30,000 projected for site maintenance is just not realistic. What other \$9M facility can be maintained for less than 0.33 percent of it's value. Fire insurance would be more than that!

Stop fooling around and get serious. We are in hard economic times. Revenue are going down. We can't be wasting resources on something the citizens do not want, will not use and can't afford.

Seems pretty simple to me. Birmingham gets it. Get real. Stop this thing!

Don Armstrong 5099
Crestmont Troy, MI
48098

From: Cynthia A Stewart **Sent:** Tuesday, December 06, 2011 4:01 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Transit Center comments

From: Ivanzoe@aol.com [mailto:Ivanzoe@aol.com] **Sent:** Tuesday, December 06, 2011 3:45 PM **To:** Janice Daniels; mmcginis@dmcginis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Transit Center comments

The following is the text of comments I presented at the Dec. 5 Council meeting: ***** Because of all the talk and printed evaluations related to the proposed Troy Transit Center, I thought it appropriate to conduct a personal investigation and evaluation.

I started by visiting the new Pontiac Transit Center at 11 AM last Thursday. The parking lot at this location would accommodate about 30 vehicles. There were just four parked when I visited. I later learned that two of those belonged to Greyhound bus employees who work at this location.

When I approached the door of the building I had to wait while one of those Greyhound employees unlocked the entry door.

Inside, I picked up an Amtrak route and schedule for the entire U.S. From that publication I learned there were only three trains daily Southbound toward Detroit and another three trains out of Detroit Northbound.

As it turns out, if I were employed in Detroit and wanted to use the train for transportation there is only one morning train (at 6:05 AM) and one returning train (at 6:46 PM) that could be used. The trip takes between 40 minutes and one hour. I could assume in the morning I would park at the station, but when arriving downtown in Detroit, I would need either a bus or taxi to my place of employment, unless it was within walking distance.

The next shock for me was when I inquired about the train fare. The agent said they do not sell train tickets at the station. Tickets could only be purchased online on the Internet. I checked that out later and learned the train fare was \$12—one way—and tickets must be purchased in advance.

I also checked the amenities, or lack thereof, for Birmingham and Royal Oak. These locations have NO enclosed waiting area; NO ticket office; NO lounge; NO ATM; NO WiFi; NO elevator. All of these NO's also apply to Pontiac except for the enclosed waiting area.

As a young engineer, I used to ride the Grand Trunk Western trains to and from my place of employment. In those days the trains were frequent, long, and full. The fare daily was 10 cents, one way.

Some past speakers to this Council have indicated the "need" for a Troy Transit Center, as if it would be a start to something grand.

Let's face it. Detroit is a city in terrible difficulties with very high unemployment and has lost more than half of its population from earlier glory days.

What really are the prospects of meaningful work for suburbanites who would commute there from a Transit center?

Can you imagine a business wanting to consider such prospects?

This Troy Transit Center proposal is much like the "bridge to nowhere". This is a boondoggle for a train to nowhere. Some have said "if we don't take the Federal money someone in another state will". That attitude is partly what is going wrong within our country today.

If the project is wrong, it is wrong.

Perhaps, just perhaps, the City of Troy can become the starting point for common sense to be restored to our land.

I urge this Council back to reality. Please reject the Transit Center project.

(end of presented comments)

During some later comments by those favoring the Transit Center project some statements were made that, while not incorrect, they were definitely inaccurate. In particular, one gentleman compared the costs to travel between Troy and Chicago via plane, car and train. While I have not checked air fares we all know that those seem to go like a yo-yo on frequent basis. The reported train fare was the same I had obtained from Amtrak. The presenter indicated car costs based on Government figures to operate ones' vehicle. I am sure this includes such things fuel as well as wear and tear costs of owning a car, and its depreciation. Even if I used either of the other modes my car will continue to depreciate even while parked in my garage.

In addition, the cost associated with air travel or train were only the air or rail fare to Chicago and did not include any further known costs for things like taxi or bus fares, and perhaps parking of my car at the train Transit center.

But more importantly, it did not include the enormous subsidy we assume as taxpayers for Amtrak---and that number is staggering! I think Amtrak will concur they have not made a profit for a long time. So much for the savings.

One other person spoke of considering the total picture. I think that point is very valid. When was the last time any Federal Government project came in under or even at budget estimates? This comment might also apply to the Amtrak projections for future riders.

One last thought. If train travel were to become commonplace how long would it be before it became obvious that we must factor in security precautions for those travelers? Didn't terrorists destroy a train in Spain?

Troy should not become part underwriter of this boondoggle.

Thank you for listening and your consideration.

Ivan Johnson

From: Cynthia A Stewart
Sent: Monday, November 28, 2011 7:41 AM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@dougietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Subject: FW: transit center

From: Katherine Duncan [<mailto:kduncan48085@yahoo.com>]
Sent: Saturday, November 26, 2011 6:05 AM **To:** Cynthia A Stewart
Subject: transit center

I would respectfully ask the council to abandon the plans for a transit center at this time. This VERY expensive project would benefit few people. I would rather see my tax dollars used on projects such as roads where many, many more people benefit. Our ailing infrastructure needs so much attention and we need to place our tax dollars there. Another idea is to SAVE the dollars in a rainy day fund Thank You, Katherine Duncan 432 Beldale Dr

~A cheerful heart is good medicine
(Proverbs 17:22)

From: Cynthia A Stewart
Sent: Monday, November 28, 2011 6:25 PM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@dougietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginnis@dmcginnis.com); wade.fleming@proforma.com
Subject: FW: Transit Center should be a non-starter - You must say no-go!!!

From: lamkirt@comcast.net [<mailto:lamkirt@comcast.net>] **Sent:** Monday, November 28, 2011 6:24 PM **To:** Cynthia A Stewart
Subject: Transit Center should be a non-starter - You must say no-go!!!

A transit center behind the Midtown Shopping Center would be a big mistake.

No. 1 -Who will use it? Very few. Go and see who is now using the Royal Oak transit center at 11 Mile at LaFayette St. You have all the homeless derelicts hanging out there. Winos, druggies and it's not a pleasant place to visit.

No. 2 -That Royal Oak facility is just 4 miles from the proposed Troy location and there is no good reason to build another one so close.

No. 3 -The local bus system is also a joke. You never see more than one to 5 people on them and we're paying a good part of the operation thru our tax millage. The business' who these riders work for should be assessed the total cost of any bus operation. You see more buses running empty around here than you see with paying passengers.

L Mehan Troy resident for 41 years

From: Michael Koran [MJKoran@svi-results.com] **Sent:** Sunday, December 04, 2011 12:16 PM **To:** Janice Daniels **Cc:** Cynthia A Stewart; Michael J. Koran **Subject:** Simply vote "NO" on any further Transit Center Activity

Dear Mayor and Respected City Council Members.

As a longtime Resident and Business Owner here in Troy, I urge the City Council of our great city to vote "NO" on any further Transit Center activity.

Simple: Vote No.

Thank you for your time and consideration in this.

Michael J. Koran 34552
Dorothea Court Troy, MI
48084-2639 248.644.3953

Increased Traffic on already congested Coolidge & Maple Roads? 3 trains a day? What does it cost to go to Detroit? Train to - where again? Cost of operation to the City of Troy? Spending money the Federal Government has to Borrow? From China? Cost: Has the cost been "curve fitted" to the Federal Allotment? What is the cost per sq ft? Sounds VERY high. This is simply NOT a high priority for our City. Build it when it is needed. Save for the future. Have we the city heard any opposing opinions? We might want to take another look at this "Master Plan"... ... and on and on and on ...

From: Cynthia A Stewart
Sent: Tuesday, December 06, 2011 1:46 PM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@dougietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginnis@dmcginnis.com); wade.fleming@proforma.com
Cc: Mark F Miller
Subject: FW: No Transit Center Unless...

From: Michael Whinihan [<mailto:whinihan@sbcglobal.net>]
Sent: Tuesday, December 06, 2011 1:42 PM **To:** Cynthia A Stewart
Subject: No Transit Center Unless...

Gentlemen and Ladies,

I am a retired economist who has lived in Troy for 26 years. As far as I know, the only profitable mass transit in the world is a bus service in Hong Kong that takes workers from very high density residential areas to a very high density downtown and back again, so I am somewhat skeptical of the profitability any public transit system.

The money already spent is a sunk cost and so is irrelevant to the decision. I do not foresee any benefit to business from this transit center. So, the only important issue for the taxpayers of Troy is the \$30,000 annual cost. Will Amtrak guarantee \$30,000 per year for its lease through 2027? If not, there is the risk that passenger estimates are exaggerated, as happened for the Los Angeles subway.

The risks are high that the high-speed rail between Dearborn and Kalamazoo will have low ridership and will not achieve high speeds consistently, as is true of almost all Amtrak trains. In which case, few people will board the train in Troy. Similarly, only a few people from the extreme SE of Troy and extreme SW of Birmingham will use the transit center to commute to Detroit.

So, I would like Troy to abandon the Transit Center unless the lease income is estimated to exceed \$30,000 per year based on realistic passenger volume estimates.

Michael Whinihan, Ph. D. 1157
Shallowdale Drive Troy, MI
48085

From: Cynthia A Stewart
Sent: Friday, December 02, 2011 4:32 PM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginnis@dmcginnis.com); wade.fleming@proforma.com
Subject: FW: Transit Center

From: R&C Swiatek [mailto:r_c_swiatek@wideopenwest.com]
Sent: Friday, December 02, 2011 4:12 PM **To:** Cynthia A Stewart
Subject: Transit Center

Council Members, The Transit Center does NOT appear beneficial to Troy residents and should NOT be persued! Since it is located on the far western boundary of Troy, in Birmingham, it would be of little utility. (We live 10 miles from the proposed site.)

The 257 passenger day usage projection, by year 2027, hardly justifies the \$8.5M cost or the anticipated Troy \$30,000 yearly maintenance cost. For that expenditure, taxi vouchers could be made available to those desiring to reach other modes of transportation. Thank you for considering, Richard and Caroline Swiatek

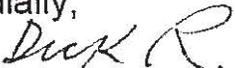
5879 Cliffside Drive

Dear Mayor Daniels

Thank you for the courtesies extended to all of us last night.

I am including here the "bullet points" that I attempted to address.

Cordially,


Richard Rosenbaum

1. OWNER – Newspaper articles reported that the owner of the Grand Sakwa shopping center is a major owner in the limo service that has an exclusive contract to pick up Detroit Metro Airport patrons. Does this owner expect Troy taxpayers to provide and maintain a building to be used as a watering hole for limo drivers, and a dispatch office for telephone/radio calls?
2. COST – Published figures have ranged from \$3 to \$10 million and keep changing. At \$6 million, this project will be approximately \$200,000 for each of the 28 daily train boarders and will be one of the most expensive train stations (per daily boarder) on the planet.
3. VISIBILITY – This may be the only "Transit Center" anywhere that is not visible from a major road. It is 2000 ft. south of Maple Road and 1000 ft. west of Coolidge.
4. NO OVERLAP – 99.99% of the Coolidge or Maple bus riders would never use the train, and 99.9% of the train riders would never use a bus to get to or from the Transit Center.
5. INCONVENIENCE – The life of most Maple and Coolidge bus riders is very hard. Why increase their misery by routing the buses past the "Transit Center" which will take five minutes or more?
6. COST – The last train from Chicago arrives at 1:30 A.M. when it is on time. The cost to heat, light, clean and staff the Transit Center will be huge for a community that is struggling to provide library services expected of a world-class city.

7. AMENITIES – Almost every train platform in the civilized world has a heated waiting area and a restroom. Most also have a telephone, water bubbler, vending machines and video surveillance. The proposed Birmingham station had NONE of these. What will Troy have?
8. OLD PLATFORM – The original 1931 platform is still accessible from the upper area of the Big Rock Café. An elevator and small parking structure might make this a viable alternative. I would be glad to arrange a meeting with Norm LaPage who owns the Big Rock Café.
9. HIGH SPEED RAIL – The proposed Transit Center has been linked to the nation's desire for high speed rail service. The train from Chicago that arrives in Ann Arbor at 2:09 PM finally arrives in Pontiac at 4:08 PM. This is 61 train miles in almost two hours, at 30MPH.
- 10.--U OF M – The shocking endorsement of the Transit Center project by a U of M professor made sense only when I found out that the professor's office is in a building donated by Al Taubman.
11. SECRECY – Many of the meetings about the Transit Center did not include the public. Birmingham ignored my request for notifications. When I used the FOIA to obtain information, one invoice that I paid was \$382.79.
12. LITTLE SECRET – Most repeat train users from Birmingham, Bloomfield and Troy begin and end their trips at the Dearborn station which has ample parking and a climate controlled station which is staffed and had a washroom and telephone. The train trip from Dearborn to Birmingham takes slightly more than an hour. The drive from the Dearborn station to Troy or Birmingham takes half an hour.
13. PERCEPTION – The proposed Transit Center will be much more expensive and only slightly less pathetic than the bus shelter which now serves as a Birmingham "train station".

From: R. Markey [limerickln@sbcglobal.net] **Sent:** Saturday, November 26, 2011 10:24 AM **To:** Cynthia A Stewart **Subject:** Transit Center

Please end the transit center project.

Check out what happened to the original pontiac transit center torn down a few years ago. It was a very nice building which decayed from a lack of use. If Pontiac, with a far greater need for public transpartation, could not utilize a public traqnsportation center, how will Troy.

If you need further info try riding the trains to chicago and beyond. I tried it last summer and it is a nightmare I don't care to repeat. Missed connections due to delays and buses in place to trains. As bad a air travel is, trains are still worse.

From: Rbickmeyer@aol.com **Sent:** Wednesday, November 30, 2011 2:21 PM **To:** Cynthia A Stewart **Subject:** Transit center?

City Council: Hallelujah, our new administration is considering dropping the transit center. Yes, it would be nice to have trains available to go to Chicago, Ann Arbor, etc. but how many people would use them? Enough to warrant the expense? I doubt it. I once read that it would cost Troy \$3 million and Birmingham \$300,000. Then I read that Birmingham backed out. Smart! The federal funds are also our taxes. Politicians excel at spending taxpayers' money. Then when they run out of money for something vital, like a library, they ask for more through a special millage. I'm betting that the incumbent council members will reconsider with open minds and join the fiscally conservative new members. Bob Bickmeyer **From:** Cynthia A Stewart **Sent:** Monday, November 28, 2011 7:38 AM **To:** John Szerlag; Mark F Miller **Subject:** FW: Transit center and Troy Trails

From: Tammy Duszynski [<mailto:tammy.duszynski@gmail.com>] **Sent:** Saturday, November 26, 2011 8:23 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Transit center and Troy Trails

Hello Everybody-

We think it would be a good idea to make what we already have better instead of adding more. Lets focus on what we have now and what we already started to do. An example would be the Troy Trails. A lot of work was put into that project and because of hard times, the project was stopped.

The Draft of the Master Plan was completed February 2010(we have asked repeatedly to see it and have been denied). This plan has been done and paid for so lets approve this plan! It will benefit more citizens and it is a project that has been started long ago. Once this plan is approved by our new and great City Council, all future road projects will have to reference this plan in order to build new trails when new road projects come along.

Thus, Troy Trails and not the transit center at this time.

Thanks, Tammy and Tom Duszynski 248-740-8595

PS We missed the study session so if you decided against the transit center, great. Please let Tom know if you need more information about the Troy Trails.

From: Tony Cruz [tcruz1009@sbcglobal.net] **Sent:** Saturday, November 19, 2011 1:37 PM **To:** mmcginis@dmcginis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart; Janice Daniels **Subject:** Transit Center

Dear Troy City Council:

As our 200+ year old experiment has proven out, if it's done by the private sector, where all risks are assumed by people whose money is *hard* earned, investment decisions are generally done with great care. When money is gotten by compulsion or more specifically, civil fiat, there are zero financial risks to the spenders and therefore, the ROI on such investments can vary immensely and all guarantees are off. Such is the case with the so-called Transit Center. I can't think of a project whose goals are more speculative and/or whose added value is less prevalent, than this presumed project. My favorite argument in its favor is that \$8.4 million of "federal" money is helping to finance this effort. We're so accustomed to "worshiping" our civic leadership at all levels, many of us have forgotten that federal money originates from the same place as all taxes: Our purses and wallets.

Please understand that whether or not the SMART bus system is a "smart" idea and whether or not the modest wooden platform at Eton Street is of "21st century vintage", I'll still be able to board a train bound for faraway places east and west and/or a bus to local destinations, with no problem and it won't require kissing \$9M or more of OUR money goodbye. Please bury this idea once and for all. There're far better uses for our tax dollars, irrespective of where they're earmarked.

OTOH, if private investors, *sans government aid*, see value in this venture, I would welcome it and would ask that you not impede their progress. I love being wrong about these things, but that only happens when intelligent people *with their own money at stake* make the decisions.

Sincerely,

Tony Cruz Remember, there are 10 kinds of people: Those who understand binary and those who don't...

From: Cynthia A Stewart **Sent:** Monday, December 05, 2011 1:56 PM **To:** John Szerlag; Mark F Miller **Subject:** FW: Troy Transit Center

From: William J Wonsik [<mailto:bwonsik@wideopenwest.com>] **Sent:** Monday, December 05, 2011 12:17 PM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Troy Transit Center

Dear Mayor Daniels and Council Members

I am unable to attend tonight's Council meeting to let my feelings known to you about the future of the Troy Transit Center.

For 36 years I worked in the Downtown Detroit for MichCon/DTE Energy and and would like to share my experiences with you.

- ☐ A rail road to Detroit is not a new idea. During the past 30 years Detroit would frequently propose building a light rail system to the northern suburbs. However, during much better economic times one thing remained consistent for 30 years, the rail road was never built.
- ☐ The Detroit area is really spread out geography with East, West, Northern and Down River communities. The number of workers who commute to the downtown area has declined each year. When I retired in 2006 more traffic was going north each morning on I-75 than were going south into Detroit. Based on my experience I would question who would ride the rail road into Detroit and what business they would be working at as Detroit is pretty much a Ghost Town these days.
- ☐ The majority of my coworkers drove private cars to work, and had little interest in taking any form of mass transit into work. This was due to changing family lifestyles and the need be flexible to attend to family matters before and after work. In addition we were required to attend meetings and other offsite work functions. and were expected to provide our own transportation.
- ☐ it appears that some citizens and members of the Troy City Council seem to think that since most of the cost of these mass transit projects are financed by Federal Tax Dollars that this money is "Free Money" coming from Washington's stash of stimulus dollars. As you know our country is broke and we need to reduce Federal spending not increase it. The responsible thing to do is to return the \$8.5 million dollars to the Federal Government to I would urge Council to table the proposal to build a transit center at this time. If the proposed Woodward rail road is ever built the city can always re-evaluate the need for a Transit Center in Troy at that time. I think that most citizens feel this is the responsible thing to do.

Thank you for reading my comments,

William J Wonsik III
2531 Limerick Lane
Troy, MI 48098

From: Kathy Ziemba [kathyz723@aol.com] **Sent:** Sunday, December 11, 2011 9:28 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djlkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Troy Transit Center....

Mayor Daniels & Council Members,

I am totally against the Troy Transit Center. Who is going to use it ?? A lot of Michigan people are leaving the state because of the lack of jobs. People are losing their homes & their jobs.

We do not need this Transit Center.....Period...

How can the City of Troy support this Transit Center, when the city cannot even support the Library ??? Was the City lying to us taxpayers about the lack of funds for our city services ??? Now they want to build & support a useless Transit Center....Shame on You...

Thank You,

Respectfully,

William Ziemba

248-689-6216 23

Carter Troy, MI

48098

billziemba1968@aol.com

From: Cynthia A Stewart **Sent:** Monday, November 28, 2011 10:38 AM **To:** John Szerlag; Mark F Miller **Subject:** FW: Troy Transit Center - information updateTroy Transit Center

From: Curtis Brown [<mailto:curtis.c.brown@gmail.com>] **Sent:** Monday, November 28, 2011 10:22 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djklslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz
Cc: Cynthia A Stewart **Subject:** Troy Transit Center - information updateTroy Transit Center

All, I sent a note to Robin Beltramini shortly before the election asking the questions below. Can you give me an update of where the Troy Transit Center stands? Has Birmingham actually withdrawn from the

project? Is Troy still going ahead with it? If Troy is still going ahead with it do you have any usage projections that you can share with me? Robins's response was that she had studies that show we (City of Troy) need the Troy Transit Center. Do you have these studies and if so can they be shared?

Michigan doesn't have a great record of people using mass transit. What leads you to think that a state/city where most people drive "one to a car" are going to flock to mass transit if we build it? What are yours positions on the Troy Transit Center?

Sincerely, Curtis Brown

Curtis Brown 41
Whitney ct. Troy, MI
48085

The difference between a politician and a statesman is: A politician thinks of the next election, and a statesman thinks of the next generation.

--James Freeman Clarke

From: Cynthia A Stewart
Sent: Monday, November 28, 2011 7:36 AM
To: Dane Slater (djlkslater@aol.com); Dave Henderson (davehenderson@wideopenwest.com); Doug Tietz (doug@doughtietz.com); Janice Daniels (janicedaniels@janicedaniels.com); Jim Campbell (jcampbell@futuretool.com); John Szerlag; Maureen McGinnis (mmcginis@dmcginis.com); wade.fleming@proforma.com
Subject: FW: Transit Center

From: John Piljan [<mailto:jmplmp@hotmail.com>] **Sent:** Sunday, November 27, 2011 10:52 AM **To:** Cynthia A Stewart **Subject:** Transit Center

Dear Sirs,

I would like to make some comments on the proposed Transit Facility. Here are my thoughts and comments:

- 1 How will this be paid for? If by taxpayers then a THOROUGH cost/profit analysis must be made.
- 2 Who will ride the transit? How many people will really ride it on a daily basis - not just for the initial week or so.
- 3 How many riders will we really have?
- 4 Will the riders pay for the expense of building this facility or will it be another 'white elephant'?
- 5 The funds required to build ,MAINTAIN, MANAGE and keep up the facility must be paid for within a set period of time not forever - say five to seven years - NO MORE.
- 6 Has a "**realistic**" analysis been made on how much revenue will be collected vs. the operating expenses?
- 7 I have spoken to several of my acquaintances and no one to date has informed me that they would use that facility. So who will use it and WHY?
- 8 Has the council really discussed why we need this ? and if so what are the reasons? Because based on my calculations it will never pay for itself and as such should be stopped.

I am a concerned citizen and as you are very well aware of our governments (local, state, and federal) are spending money we do not have. A serious '**factual**' (**not wishful thinking**) discussion needs to take place and if the facts (not opinions) bear it out then put it in writing and let everyone know what you have decided.

Thank you for your attention.

John Piljan
1668 Thorncroft, Troy,
MI 48084

From: robc@baycep.com **Sent:** Sunday, November 20, 2011 11:58 AM **To:** Janice Daniels; mmcginnis@dmcginnis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz; Cynthia A Stewart
Subject: Transportation Center Evaluation

Honorable Ladies and Gentlemen,

Here are a few thoughts concerning the process for evaluation of the Troy Transportation Center:

- 1 The fact that there is a federal grant pending for this program does not mean that it will actually result or produce a meaningful benefit for the citizens of Troy or Oakland County. The "benefits story" must be substantiated by other such situations.
- 2 The creation of jobs as a result of this program must be evaluated warily. In evaluations such as these secondary and tertiary linkages often float to the top and become primary.
- 3 Previous studies on this matter may be impaired by point-of-view and personal preferences. Is there an example of a non-biased evaluation that the Council could use?
- 4 Please use accepted demographics and accounting principles, history and forecasts, to support the benefits of this project.
- 5 Please share your evaluation efforts and allow for the citizens of Troy to review materials, workpapers and consultants' presentations so that we can understand progress and concerns.

I'd be delighted to help.

Rob Carrigan

cell: 248-321-4319

From: Robert Schieferstein [rschieferstein@sbcglobal.net] **Sent:** Monday, December 05, 2011 10:39 AM **To:** Janice Daniels; mmcginis@dmcginis.com; djkslater@aol.com; Wade Fleming; Jim Campbell; davehenderson@wideopenwest.com; Doug Tietz **Cc:** Cynthia A Stewart **Subject:** Train Station

I remember reading that there was a study done projecting future ridership on the train. Do we have current data indicating the average number of riders who get on or off of the train in Troy weekly? Could one of you share that information with me? Do we know if these riders are primarily commuters who use this service regularly or just random users?

Also, please refresh my memory regarding the total projected cost of this project.

I hope to attend tonight's Council Meeting where I understand that the train station will be discussed. I hope to become more informed on this subject tonight because my gut feeling about it is that the expenditures would be wasteful - but I acknowledge that I lack data and may be wrong.

Thanks for any information you can provide. I look forward to the meeting.

Thanks, Bob Schieferstein
rschieferstein@sbcglobal.net
248 646-8577

EXECUTIVE SUMMARY - ITEM #13

**HONORABLE GOVERNOR RICK
SNYDER SUPPORT**



STATE OF MICHIGAN
EXECUTIVE OFFICE
LANSING

RICK SNYDER
GOVERNOR

BRIAN CALLEY
LT. GOVERNOR

December 16, 2011

Mayor Janice Daniels
Troy City Hall
500 W. Big Beaver
Troy, MI 48084

Dear Mayor Daniels:

As you are aware, the City of Troy was awarded a contract with the State of Michigan on September 14, 2011 for the final design and construction of a multi-modal facility. This facility will be a gateway to the intercity passenger rail system and will provide vital economic benefits in the short- and long-term. The contract provided funding from the Federal Railroad Administration (FRA) in the amount of \$8,485,212 and does not require any state or local match.

This project will be an asset to the City of Troy and the entire state. The exposure and economic benefit the city will receive through a nationwide connection to Chicago and points beyond will be extremely beneficial.

According to a Michigan Passenger Rail Station Community Benefits Study prepared for the Michigan Department of Transportation (MDOT) by Grand Valley State University in 2009, the construction of a station provides not only direct construction jobs but results in the creation of hundreds of spin off jobs for the local economy. For example, construction costs of \$10 million result in the creation of an estimated 90-140 new jobs and \$5 million in additional spending in the local economy. The study estimates that local communities are the beneficiary of about \$15.7 million annual in expenditures by Amtrak passengers using local passenger stations, an equivalent of about \$23 for every Amtrak passenger using Michigan stations.

Michigan is an example of making the difficult decisions necessary to set a structurally sound course for fiscal responsibility. As a practical matter however, I am committed to ensuring that Michigan residents – our shared constituents – receive a fair return on their federal tax dollars. In this particular instance, I hope you and the council will join me in recognizing two critical realities: reinvesting our federal tax dollars on transportation in Troy will have a significant, positive economic development impact on your community and the state, and also rather than deterring the federal budgeting practices, rejecting these funds at this time will likely result in a community in another state receiving the benefit of Michigan's federal tax dollars.

I pledge to work with you through MDOT's Rail Program to enhance and expand the Detroit to Chicago Corridor and implement accelerated rail. This effort will improve

Mayor Janice Daniels
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the integrity of the current schedule, provide the corridor with new equipment and ultimately increase train frequencies. As you know, the Troy center is designed to be a regional transportation hub and also would provide a transfer point to bus service, taxis and limousines.

Not only is this project good for Michigan, it is important for the people and the economic future of Troy. I encourage you to take the next step in moving forward with this project.

Sincerely,



Rick Snyder
Governor

c: Maureen McGinnis, Mayor Pro Tem
Jim Campbell, Troy City Council
Wade Fleming, Troy City Council
Dave Henderson, Troy City Council
Dane Slater, Troy City Council
Doug Tietz, Troy City Council
John Szerlag, City Manager
Michele Hodges, Troy Chamber of Commerce
Kirk Steudle, MDOT
Doug Smith, MEDC