



## Tri-County Regional Planning Commission

913 West Holmes Road, Suite 201  
Lansing, Michigan 48910  
Telephone: (517) 393-0342  
Web Page: www.mitrpc.org  
Email: tcrpc@acd.net  
Fax: (517) 393-4424

### COMMITTEE REPORT

#### TRANSPORTATION REVIEW COMMITTEE

Date: January 13, 2010 (Wednesday)  
Time: 4:00 p.m.  
Place: Foster Community Center  
Room 209  
200 North Foster  
Lansing, MI 48910

#### MINUTES

##### OFFICERS

###### CHAIRPERSON

Carol Wood

###### VICE-CHAIRPERSON

Dianne Holman

###### TREASURER

Larry Martin

###### SECRETARY

Howard Pizzo

##### COMMISSIONERS

Russel Bauerle  
Kevin Beard  
James Dravenstatt-Mocerri  
Glenn Freeman, III  
Eric Hewitt  
Tim Kaltenbach  
Art Luna  
Brian McGrain  
Ralph Monsma  
David Pohl  
Shirley M. Rodgers  
Marsha Small  
Carol Strachan  
Darrell Tennis  
John Veenstra

##### EX-OFFICIO

###### LANSING MAYOR

Virgil Bernero

###### COUNTY BOARD

###### CHAIRPERSONS

Joseph Brehler  
Debbie DeLeon  
Larry Martin

###### EXECUTIVE DIRECTOR

Jon W. Coleman

Attendance: See attached attendance sheet.

Staff Present: Jon W. Coleman, Paul Hamilton, Steve Skinker, Maria Habba

Ch/Bauerle called the meeting to order at approximately 4:10 p.m.

#### I. Minutes

It was **MOVED** by C/Beard, **SUPPORTED** by C/Hewitt, to approve the minutes of October 14, 2009 as printed. **MOTION CARRIED UNANIMOUSLY.**

#### II. Regional 2035 Transportation Plan

Hamilton said revised copies of the proposed resolution in Appendix C of the Plan were distributed. Hamilton also distributed an errata sheet showing corrections that will be addressed in the final document. Hamilton explained that the errata sheet is how we're processing corrections. Hamilton said the errata sheet includes suggestions and an error based on public comments. Hamilton said one of those comments led to shifting the definition of "bike paths" to "shared use paths." C/Pohl commented that "shared use" is a broad term.

It was **MOVED** by C/Tennis, **SUPPORTED** by C/Pizzo, to recommend adoption of the proposed resolution adopting the Regional 2035 Transportation Plan for Clinton, Eaton and Ingham Counties. **MOTION CARRIED UNANIMOUSLY.**

#### III. TIP Amendment – Regional 2035 Transportation Plan

A summary of projects listed in the 2010-2011 Plan cross years checked with the 2008-2011 TIP was distributed as TIP amendments. Hamilton noted that when the Plan is adopted the conformity determinations made on the Plan

(Over)

also apply to the TIP, and therefore both documents need to be in alignment. These amendments were not provided to CARTS; however, road agencies should be aware of what they've changed. Hamilton said these amendments will be submitted as TIP amendments. Skinker mentioned a financial constraint issue with the Canal Road project. Hamilton said this issue will be resolved. He noted that this project is currently listed in the model.

It was MOVED by C/Pohl, SUPPORTED by C/Monsma, to recommend the proposed TIP amendments with the acknowledgement of the Canal Road financial constraint issue will be resolved. MOTION CARRIED UNANIMOUSLY.

Hamilton said assuming there are no changes between what we've just acted on in the Plan and the 2011-2014 TIP which will be acted on in June, that the conformity determination made on the current Plan as well as the 2008-2011 TIP could also apply to the 2011-2014 TIP if all projects are in alignment. If there is a change or if different outcomes of the Michigan Avenue/Grand River study are presented, the modeling may have to be re-run.

#### IV. TIP Amendments

##### A. Bridge Projects

Hamilton noted that the enclosed list of bridge projects are 2012 jobs and will therefore be added to the illustrative list.

It was MOVED by C/Monsma, SUPPORTED by C/Hewitt, to recommend approval of adding the proposed bridge projects into the illustrative list. MOTION CARRIED UNANIMOUSLY.

##### B. Additional Transit Stimulus Projects

Hamilton said the enclosed transit projects are "semi-committed" jobs. He explained that the transit agencies were notified of extra stimulus funds that could be awarded to them if they are in the TIP. Hamilton said only one project was not listed in the current illustrative list (Clinton County's truck "project"). Hamilton explained his intention of handling this administratively in order to expedite this process of receiving ARRA funds for the projects. Hamilton said MDOT's website contains technical definitions, specs for bidding, etc., if members are interested.

It was MOVED by C/Dravenstatt-Moceri, SUPPORTED by C/Monsma, to recommend approval of staff handling the transit stimulus project amendments administratively. MOTION CARRIED UNANIMOUSLY.

#### V. TIP Schedule

Hamilton reviewed the 2011-2014 TIP schedule. Project Selection Day is Friday, January 29, 2010. Project applications are due on Friday, January 15, 2010. Action on the TIP is scheduled to take place in June, 2010.

Hamilton briefed the Committee on a possible second stimulus bill that has been passed by the House that includes approximately \$27 billion for additional highway improvements and approximately \$8 billion for transit nationwide. The Senate has not acted yet on this bill. Hamilton has advised members to also submit project applications for those projects that could be advanced in 90 days from apportionment. These projects could include resurfacing, reconstructions, transit projects, etc. Hamilton's desire is to have a program ready in the event "stimulus #2" is awarded. Hamilton noted that in addition to the transportation program, there are additional programs to receive additional stimulus funds on the table. More information can be obtained on the House Appropriations Committee's website.

VI. Status of Projects

An update on the status of current projects was distributed. Hamilton noted that current stimulus projects were submitted prior to MDOT's deadline. Hamilton's been contacted on the two Lansing projects with regard to 120% being available. Based on the Committee's Hamilton advised that MDOT take 120%. Hamilton noted that hasn't specifically seen or heard if the chunk of Waverly for Ingham County project has been submitted and obligated. With regard to the CMAQ projects, once FHWA has made their eligibility determination, those projects can be amended into the TIP. He also noted that the flexing issues with the CATA projects have still not been resolved. Manzella noted that this is an internal FHWA/FTA staff decision on whether or not their projects are flexed.

C/Veenstra questioned what "flex" means. Hamilton answered that under SAFTEA-LU, the flexing process is the ability to shift funding from a roadway project to a transit project, and visa versa. He said flexing is essentially the transfer of the funds.

VII. Status Reports/Other

- Michigan Avenue/Grand River Corridor Study – Hamilton encouraged members to attend the corridor study meeting that is being held in Room 212 at the Foster Center between 5:00 – 7:00 p.m. An additional meeting is also being held at the Meridian Township Hall on January 14, 2010 at 5:00 p.m.
- Certification Review Report – Hamilton said copies of the Federal Certification Review report will be disseminated as part of the TCRPC Annual Dinner Meeting packet. Rachael Tupica, FHWA, will make a presentation on the report at the February CARTS and Commission meetings.
- Asset Management – Skinker provided dates and schedules on upcoming Asset Management training opportunities as follows. Training on the Internet Reporting Tool will be held on Monday, March 1<sup>st</sup> at 1:00 p.m. at Delta Township Hall. The PASER training will be held on March 4<sup>th</sup> at LCC West. Hamilton explained that all Act 51 agencies should attend the reporting tool training. Staff will disseminate an email to members with further information.

- Other/Adjourn – Hamilton distributed information on “stricter smog standards to impact municipalities/industry” that he received from AMPO. Hamilton explained that EPA is proposing to lower their ozone standards and also adding a secondary standard. He said this is expected to be published in the federal register and implementation will be phased in. Typically, regions have two years to bring everything up to the new standards after they’ve been published. Hamilton said it is still unknown whether or not TCRPC will be designated as attainment or non-attainment under the new standard.

There being no further business the meeting adjourned at approximately 4:55 p.m.

COMPOSITE ATTENDANCE RECORD  
TRANSPORTATION REVIEW COMMITTEE 2010

C=Cancelled  
A=Alternate  
A1=1st Alternate  
A2=2nd Alternate  
A3=3rd Alternate

GOVERNMENTAL UNIT/AGENCY	MONTH/DAY												TOTAL
	1/13	2/10	3/10	4/14	5/12	6/9	7/21	8/25	9/8	10/13	11/10	12/8	
Clinton County: Clinton County Road Commission Clinton County Board of Commissioners	Bauerle Pohl	X X											
Eaton County: Eaton County Road Commission EATRAN	Pizzo Tennis Luna	X X											
Ingham County: Ingham County Road Commission	Beard McGrain Veenstra Dravenstatt-Moceri	X X X											
Lansing City: CATA	Hewitt Monsma	X X											
MDOT:	McBurrows	X											
<b>TOTAL VOTING MEMBERS</b>		10											
<b>NON VOTING MEMBERS:</b> CATA: D Alexander J Manzella N Wilson (A-1)		X											
EATRAN:	Webb												
CRAA:	Otto	X											
FHWA:	Tupica												
MDNR:	Rusch												
<b>TOTAL</b>		12											

## RESOLUTION

### A RESOLUTION ADOPTING THE REGIONAL 2035 TRANSPORTATION PLAN FOR CLINTON, EATON AND INGHAM COUNTIES

WHEREAS, on December 28, 1973, the Tri-County Regional Planning Commission was designated by the Governor of Michigan as the Metropolitan Planning Organization for the Lansing Urbanized Area; and

WHEREAS, joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) rules and regulations, including 49 CFR 613, 23 CFR 450 and Section 134 require preparation of a long range transportation plan and Transportation Improvement Program (TIP); and

WHEREAS, the Regional 2035 Transportation Plan has been prepared by the Tri-County Regional Planning Commission consistent with these rules and regulations as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) on August 10, 2005; and

WHEREAS, the Regional 2035 Transportation Plan was developed in consideration of planning factors in Section 134 of Title 23, United States Code; and

WHEREAS, the Tri-County Regional Planning Commission and the Michigan Department of Transportation developed a Regional Architecture for Intelligent Transportation Systems (ITS) based on input from agencies throughout the region as summarized in Chapter 13 of the Regional 2035 Transportation Plan and in technical documents incorporated therein by reference; and

WHEREAS, the Regional 2035 Transportation Plan includes fiscal analysis of sources of anticipated revenue, demonstrates how the transportation system will be operated and maintained, documents how identified projects will be funded and thus is financially constrained; and

WHEREAS, preparation and review of the Regional 2035 Transportation Plan also considered assessment of financial capacity throughout the transit project development process consistent with FTA Circular 7008.01; and

WHEREAS, the Regional 2035 Transportation Plan has a planning horizon of greater than 20 years and can be amended periodically on request with appropriate supporting documentation; and

WHEREAS, the Regional 2035 Transportation Plan includes investment strategies and other measures necessary to ensure preservation of the existing transportation system, includes

projects to enhance transportation efficiency, relieve vehicular congestion and improve mobility of people and goods; and

WHEREAS, the Regional 2035 Transportation Plan was reviewed and approved by the Long Range Plan Task Force of the Capital Area Regional Transportation Study (CARTS) Technical Advisory Committee on January 5, 2010; and

WHEREAS, the Regional 2035 Transportation Plan was reviewed and approved by the CARTS Technical Advisory Committee on January 5, 2010; and

WHEREAS, the Regional 2035 Transportation Plan was reviewed and approved by the Transportation Review Committee on January 13, 2010; and

WHEREAS, a legal notice was published on December 21, 2009 announcing availability of the plan for review and comment as specified in the Metropolitan Transportation Planning Public Participation Plan as adopted by the Tri-County Regional Planning Commission on February 28, 2007; and

WHEREAS, public informational meetings were held at 8:30 a.m. on Tuesday, January 5, 2010, at 5:00 p.m. on Wednesday, January 6, 2010, at 7:00 p.m. on Thursday, January 7, 2010, on Wednesday, January 13, 2010 at 3:00 p.m., and again at 6:00 p.m. on Thursday, January 21, 2010 to present the plan to the public for review and comments; and

WHEREAS, the Regional 2035 Transportation Plan was developed with opportunity for public participation and comment as specified in the Metropolitan Transportation Planning Public Participation Plan; and

WHEREAS, the Regional 2035 Transportation Plan and public comments received were reviewed by the Tri-County Regional Planning Commission on January 21, 2010; and

WHEREAS, the Regional 2035 Transportation Plan contains analysis of distribution of benefits to, and for potential disproportionate adverse impacts on, low income and minority residents consistent with requirements of Title VI of the Civil Rights Act of 1964, Executive Order 12898 and the U.S. DOT Order published in the April 15, 1997 Federal Register; and

WHEREAS, the Regional 2035 Transportation Plan re-endorses results from the **“Regional Growth: Choices for Our Future”** project’s “Wise Growth” alternative” as directed by the Tri-County Regional Planning Commission on March 27, 2002, confirmed by the Regional Growth Steering Committee on April 5, 2002 and as adopted by the Tri-County Regional Planning Commission on March 26, 2005 in the Regional 2025 Transportation Plan, as re-adopted by the Commission on October 26, 2005 as part of the Regional 2030 Transportation Plan and as again adopted by the Commission on June 27, 2007 while adopting the Regional 2030 Transportation Plan Supplement; and

WHEREAS, the Regional 2035 Transportation Plan is based on regional socioeconomic forecasts approved by the Commission in June 2008 with consideration given to long term reallocation of these forecasts to be more consistent with the adopted “Wise Growth” land use alternative from the **“Regional Growth: Choices for Our Future”** project; and

WHEREAS, the Tri-County Regional Planning Commission conducted analysis of current regional trends in land use, growth, development, environmental impacts, the efficiency and effectiveness of the transportation system, obtained substantial public input and gave careful consideration to alternative regional land use patterns; and

WHEREAS, the Commission recognizes regional development, land use and implementing the adopted “Wise Growth” scenario is the region’s highest priority issue in order to reduce congestion, maintain and improve air quality, reduce greenhouse gas emissions, protect environmentally sensitive or agricultural lands, continue to maintain and expand the regional economy, improve global competitiveness, sustain quality of life of the region’s residents and is part of their fiduciary responsibility to taxpayers in order to protect public health, safety and welfare of the region’s residents; and

WHEREAS, on April 15, 2004, the United States Environmental Protection Agency (EPA) officially designated the Tri-County region as a non-attainment area for the eight-hour ozone National Ambient Air Quality Standard (NAAQS) standard; and

WHEREAS, provisions in federal Clean Air Act and Amendments of 1990 (CAAA) require all areas designated as “non-attainment” or “maintenance” for one or more criteria pollutant demonstrate transportation investments in the region’s transportation plan and TIP will not worsen air quality or delay timely attainment of air quality standards; and

WHEREAS, on May 16, 2007 the Tri-County region was re-designated by the United States Environmental Protection Agency as an attainment/maintenance area for ozone with a 2018 emissions budget; and

WHEREAS, on June 27, 2007 the Tri-County Regional Planning Commission made a determination of conformity and adopted the 2008-2011 Transportation Improvement Program consistent with an amended conforming Regional 2030 Transportation Plan and its Plan Supplement; and

WHEREAS, an Interagency Work Group (IAWG) composed of representatives from the Federal Highway Administration, Environmental Protection Agency, Michigan Department of Transportation, Michigan Department of Environmental Quality and TCRPC staff and transit agency representatives met periodically and approved the process to be used in performing transportation conformity analysis for the 8-hour ozone standard; and

WHEREAS, a detailed analysis has been prepared and is summarized in Chapter 16 of the Regional 2035 Transportation Plan Supplement in accord with appropriate standards of

professional practice and shows that the two ozone precursors of volatile organic compounds (VOCs) and nitrogen oxides (NOx) are below the emissions budget for all analysis years, thus demonstrating conformity; and

WHEREAS, projects contained in the 2008-2011 TIP as amended are consistent with those modeled as part of conformity analysis prepared for the Regional 2035 Transportation Plan and/or are exempt from a regional emissions analysis as determined by the Interagency Work Group, which justifies a determination by the Tri-County Regional Planning Commission that the 2008-2011 Transportation Improvement Program is also in conformity with the State Implementation Plan, since it contains no new projects which require a regional emissions analysis.

NOW, THEREFORE BE IT RESOLVED that it is the finding of the Tri-County Regional Planning Commission that the Regional 2035 Transportation Plan has no disproportionate adverse impacts on, and an equitable distribution of the benefits to, protected classes of minorities and low income population of the region as required by Title VI of the Civil Rights Act of 1964.

BE IT FURTHER RESOLVED that the Tri-County Regional Planning Commission certifies the Regional 2035 Transportation Plan was prepared consistent with applicable federal requirements.

BE IT FURTHER RESOLVED that it shall be the policy of the Tri-County Regional Planning Commission to evaluate all proposed future expenditures of federal funds and to establish project priorities for use of federal funds based on the adopted alternative for land use as shown on the "Wise Growth" policy map and which are consistent with the adopted themes and principles as shown in Chapter 2 of this plan.

BE IT FURTHER RESOLVED that the Tri-County Regional Planning Commission re-adopts herein by reference the Lansing Sector ITS Architecture and Lansing Sector Summary Report for deployment of Intelligent Transportation System (ITS) technology in the region as summarized in Chapter 13.

BE IT FURTHER RESOLVED that the Commission has determined that the Regional 2035 Transportation Plan demonstrates conformity with the State Implementation Plan.

BE IT FURTHER RESOLVED that the Commission has determined that the 2008-2011 Transportation Improvement Program as amended is consistent with this conformity demonstration for the Regional 2035 Transportation Plan and thereby also demonstrates conformity with the State Implementation Plan.

BE IT FURTHER RESOLVED that the Regional 2035 Transportation Plan contains, in Appendix D, an Illustrative Projects List that consists of Transportation Enhancement projects, Bridge projects, Safety projects and Small Urban STP projects, all of which are currently

unfunded pending selection by the Michigan Department of Transportation, as well as non-selected Urban STP projects, MDOT projects, earmarks for Congressional High Priority Projects, and CMAQ projects, and that projects contained on this list for CMAQ, Enhancements, Safety and Small Urban Programs and others which have been prioritized by the Commission and subject to MDOT selection, along with projects earmarked by Congress may be advanced into the Plan by staff through an administrative process, alleviating need for a complete plan amendment process, while unfunded Urban STP and MDOT projects may be advanced subject to guidelines identified in Chapter 1 of this document.

BE IT FURTHER RESOLVED that the current adopted conforming Regional 2030 Transportation Plan remains in effect until this Regional 2035 Transportation Plan has been approved and had a conformity finding issued by the Federal Highway Administration and the Federal Transit Administration.

BE IT FURTHER RESOLVED that the Tri-County Regional Planning Commission does hereby adopt the Regional 2035 Transportation Plan, subject to editing for clarity, corrections, public comments, errors and omissions and additional documentation and that it be transmitted to State and Federal officials for approval.

BE IT FURTHER RESOLVED that the Chair is authorized to sign this resolution adopting the Regional 2035 Transportation Plan and that it be submitted to funding and implementing agencies and local governments for approval or action as appropriate.

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Carol Wood, Chairperson  
TRI-COUNTY REGIONAL PLANNING COMMISSION

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Date

Certification to be inserted in final document.

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2035 Long Range Transportation Plan  
Errata Sheet

1/19/2010

Plan	Supplement	Chapter	Page	Error	Correction
x		1	7	"...a 2002 base year..."	Update to read "...an emissions budget..."
x		5	5	Incorrect date	Update to read "... public libraries throughout the region with an announcement of the January public information meetings..."
x		10	118	Lake Lansing Road Corridor discussion	Add reference to new roundabouts being additional reasons for detailed analysis of the corridor to fully determine benefits
x		10	118	None/Adding material	Add a mention to the discussion on page 118 that the presence of the roundabouts may be another reason to do more detailed studies
x		10	129 - 132	Sidewalk inventory maps	Updated maps
x		11	28	# 83 and #84 listed as ECRC	Should be ICRC
x		11	29	#88 listed as ECRC	Should be ICRC
x		11	31	#83 and #84 listed as ECRC	Should be ICRC
x		11	32	#88 listed as ECRC	Should be ICRC
x		12	4	Financial summary adjustment	Cost corrections in Chapter 13 are reflected in financial summary
x		12	13	Inflation factor consistency	Table 12-4 adjustments in MTF and local revenue columns; MT and local revenues assumed to remain flat, consistent with Table 12-1 assumptions
x		12	15	Adding new Table 12-5	Adding table and narrative showing uncommitted revenues available and operations and maintenance commitments
x		13	18	Incorrect map location	Interurban Off-Road Trail lies between Okemos and Marsh Roads
x		13	18	Map 13-3 location is incorrect - the map shows a segment of the trail which is already completed	The correct location is indicated on the list on table 13-2 (page 13-16) and extends this existing segment to the east of Okemos to Marsh
x		13	49	Incorrect cost	Snow Road bridge (2035 project) federal cost is \$4653.0 (not 465.3); related adjustment to correct financial summaries
x		13	175	Missing dollar amount	Update to read "...identify \$3 billion dollars..."
x		13	175	Missing dollar amount	Update to read "Over \$583 million is..."
x		13	175	Missing dollar amount	Update to read "...over \$253 million is available..."
x		13	175	Missing dollar amount	Update to read "...this amounts to 3.9 billion of taxpayer..."

2035 Long Range Transportation Plan  
Errata Sheet

1/19/2010

Plan	Supplement	Chapter	Page	Error	Correction
x		13	175	Missing dollar amount	Update to read "...of the estimated \$3.9 billion in currently..."
x		13	175	Missing dollar amount	Update to read "...approximately \$443 million has been reserved..."
x		Appendix	3	None/adding material	Additional letters and responses from consultation with resource agencies and additional public participation documentation materials. These supplemental materials may include summary materials and results from the Town Forums and Public Information meetings as appropriate.
x		Appendix	1 and 2	None/adding material	Florida Department of Transportation Revised SCE Evaluation Guidance
x		Appendix		None/adding material	An appendix will be added following page 18-14 which will contain additional supporting material
x		Appendix A	2	Bike Paths definition	Update to read "Bike Paths - See "Shared Use Paths"
x		Appendix A	4	None/adding material	Added definition of Enhancements
x		Appendix A	5	None/adding material	Added definition of Federal Surface Transportation Legislation
x		Appendix A	6	Long Range Plan – A plan referring to transportation planning for a time span of more than twenty years.	Update to read "Long Range Transportation Plan – A document resulting from a regional or Statewide process of collaboration and consensus regarding a region or State's transportation system. This document serves as the defining vision for the region's or State's transportation systems and services. In metropolitan areas, the plan covers all of the transportation improvements scheduled for funding over the next 20 years."
x		Appendix A	7	None/adding material	Added definition of Mitigation
x		Appendix A	9	None/adding material	Added definition of Project Development
x		Appendix A	9	None/adding material	Added definition of Public Hearing
x		Appendix A	9	None/adding material	Added definition of Public Meeting
x		Appendix A	10	None/adding material	Added definition of Shared Use Paths
x		Appendix A	13	None/adding material	Added definition of Transportation Planning
x		Appendix A	1 to 13	None/adding material	Adding several definitions to the Glossary
x		Appendix C	1 to 4	Miscellaneous clarification to Plan Adoption Resolution	Updated resolution is being distributed to the TRC and the Commission

2035 Long Range Transportation Plan  
Errata Sheet

1/19/2010

Plan	Supplement	Chapter	Page	Error	Correction
	x	16	5	Missing space between paragraphs	Insert space near top of page, before first full paragraph
	x	16	6	"MDOT has completed a data...the HPMS Universe..."	Update to read "MDOT in currently undertaking a data...HPMS universe..."
	x	16	6	"Thus, the 2000 total..."	Update to read "Thus, the 2005 total..."
	x	16	12	"TCRPC and MDOT staff cooperatively prepared..."	Update to read "TCRPC prepared..."

2010-2011 Plan Projects Cross Check with 2008-2011 Transportation Improvement Program (TIP)  
(Appropriate TIP amendments will follow)

Year / Priority	Local Jurisdiction	Project	Length In Miles	Location	Proposed Improvement	Federal <sup>#</sup>	Non-Fed <sup>#</sup>	Total	Federal	Non-Fed	Exempt from Regional Emissions Modeling?	If Project is Not in TIP Describe Status
2010	CCRC	State Road	1.00	US 127 BR to Wood	Resurface	168.0	42.0	210.0	Urban STP	CCRC	Yes	
2010	CCRC	County Farm Road		Over Spaulding Extension	Bridge replacement	540.0	135.0	675.0	Bridge (BRRP)	CCRC	Yes	
2010	CCRC	Grand River Highway *	0.40	Forest Hill to the east .40 mile	Resurface	150.0		150.0	EDFD		Yes	
2010	CCRC	Howe Road	5.00	Grange to Wacousta	Seal coat (force account)/ARRA	67.5		67.5	STPR		Yes	
2010	Clinton Transit	Transit facility, Phase II "D"		St. Johns headquarters	Continue construction (fencing), modular office system and storage cabinets/shelving	12.0	3.0	15.0	EDFD	Clinton Transit	Yes	
2010	Clinton Transit	Transit facility, Phase I		St. Johns headquarters	Construct new administration and maintenance building	187.5	46.9	234.4	Small Urban	Clinton Transit	Yes	
2010	East Lansing	Coleman Road	0.78	West to Wood	Construct 2 lane roadway including bike lanes		4305.0	4305.0	Local	East Lansing	No	2008 TIP
2010	East Lansing	Harrison Avenue	0.64	Trowbridge to Kalamazoo	Reconstruct existing four lane boulevard; replace curb and gutter	725.2	181.3	906.5	Urban STP	East Lansing	Yes	
2010	Eaton Rapids	East Knight Street		Over Grand River	Preventative maintenance	157.0	40.0	197.0	Bridge (BRRP)	Eaton Rapids	Yes	
2010	ECRC	Canal Road	5.50	Bentley to Vermontville Highway	Seal coat (force account)/ARRA	82.6		82.6	STPR		Yes	
2010	ECRC	Cochran Road	3.37	M-50 to Pinch	Seal coat (force account)/ARRA	49.0		49.0	STPR		Yes	
2010	ECRC	Cochran Road	5.06	Butterfield to Five Pont Highway	Seal coat (force account)/ARRA	71.3		71.3	STPR		Yes	
2010	ECRC	Cochran Road; Benton Road	4.00	Mt. Hope to M-43; M-43 to Eaton Highway	Seal coat (force account)/ARRA	59.0		59.0	STPR		Yes	
2010	ECRC	Dow Road	4.69	M-43 to M-50	Seal coat (force account)	53.0	13.3	66.3	STPR	ECRC	Yes	

2010-2011 Plan Projects Cross Check with 2008-2011 Transportation Improvement Program (TIP)  
(Appropriate TIP amendments will follow)

Year / Priority	Local Jurisdiction	Project	Length In Miles	Location	Proposed Improvement	Federal <sup>#</sup>	Non-Fed <sup>#</sup>	Total	Federal	Non-Fed	Exempt from Regional Emissions Modeling?	If Project is Not in TIP Describe Status
2010	ECRC	Five Point Highway	4.60	Freeman to Narrow Lake Road	Seal coat (force account)/ARRA	66.4		66.4	STPR		Yes	
2010	ECRC	Five Point Highway; Ainger Road	4.84	Lacey Lake Road to Battle Creek Road; Battle Creek Road to Five Point Highway	Seal coat (force account)/ARRA	68.2		68.2	STPR		Yes	
2010	ECRC	Hartel Road	3.55	Island to King	Seal coat (force account)	40.8	10.2	51.0	STPR	ECRC	Yes	
2010	ECRC	Ionia Road	4.20	Bellevue Village limit to Five Point	Seal coat (force account)	53.0	13.3	66.3	STPR	ECRC	Yes	
2010	ECRC	Ionia Road; Nashville Hwy	5.01	Nashville to valley; Curtis to Ionia Rd.	Seal coat (force account)	62.4	15.6	78.0	STPR	ECRC	Yes	
2010	ECRC	Kalamo Highway	3.02	Pease to Shaytown	Seal coat (force account)	33.8	8.5	42.3	STPR	ECRC	Yes	
2010	ECRC	Kalamo Highway	3.07	Ainger to Battle Creek Road	Seal coat (force account)	35.6	8.9	44.5	STPR	ECRC	Yes	
2010	ECRC	Kelly Highway	4.12	Hager to Brown	Seal coat (force account)	46.9	11.7	58.6	STPR	ECRC	Yes	
2010	ECRC	Kinneville Road; Waverly Road	6.00	Eaton Raids city limit to Waverly; Bellevue to VFW Highway	Seal coat (force account)	54.6	13.6	68.2	STPR	ECRC	Yes	
2010	ECRC	Michigan Avenue	1.00	Canal to Creyts	Construct 3 lane roadway	1280.0	560.0	1840.0	Urban STP	ECRC	No	
2010	ECRC	Mulliken and Needmore Roads	5.46	M-50 to Cochran	Seal coat (force account)/ARRA	78.4		78.4	STPR		Yes	
2010	ECRC	Narrow Lake Road; Bellevue Roads	5.50	Baseline to Bellevue; Narrow Lake to Royston	Seal coat (force account)	<del>59.2</del> 36.1	<del>14.6</del> 9.0	<del>72.8</del> 45.1	STPR	ECRC	Yes	Correction per 2008-2011 TIP
2010	ECRC	Nixon Road	0.40	St. Joe to Rockbridge	Widen from 2 to 3 lanes	240.0	ac 356.5	596.5	Urban STP	ECRC	No	
2010	ECRC	Otto Road	5.50	Kinsel to Doane	Seal coat (force account)	63.2	15.8	79.0	STPR	ECRC	Yes	

2010-2011 Plan Projects Cross Check with 2008-2011 Transportation Improvement Program (TIP)  
(Appropriate TIP amendments will follow)

Year / Priority	Local Jurisdiction	Project	Length In Miles	Location	Proposed Improvement	Federal <sup>#</sup>	Non-Fed <sup>#</sup>	Total	Federal	Non-Fed	Exempt from Regional Emissions Modeling?	If Project is Not in TIP Describe Status
2010	ECRC	Sunfield Road	2.69	M-43 to M-50 and north of Sunfield	Seal coat (force account)	29.9	7.5	37.4	STPR	ECRC	Yes	
2010	ECRC	Vermontville Highway	2.37	Hager Road to Vermontville village limit	Seal coat (force account)/ARRA	34.6		34.6	STPR		Yes	
2010	ECRC	Waverly Road; Plains Road	5.40	VFW Highway to Tolles; Eaton Rapids city limit to Waverly	Seal coat (force account)	62.4	15.6	78.0	STPR	ECRC	Yes	
2010	Grand Ledge	Spring Street/West Lincoln	0.15	Pleasant to Jenne	Reconstruct with curb and gutter	175.2	43.8	219.0	Urban STP	Grand Ledge	Yes	
2010	ICRC	Dobie Road		Over Red Cedar River	Replace bridge	1,884.0	471.0	2,355.0	Bridge (BRRP)	ICRC	Yes	
2010	ICRC	Mt. Hope Road	0.67	Farm Lane to Hagadorn	Resurface	200.0	50.0	250.0	Urban STP	ICRC	Yes	
2010	ICRC	Waverly Road	1.50	Willow to Grand River	Resurface	375.0	175.0	550.0	TEDF	ICRC	Yes	
2010	ICRC	Waverly Road (AC)	0.50	St. Joseph to Michigan	Resurface, repair curb and gutter (ac conversion, construction in 2009)	480.0	120.0	600.0	Urban STP	ICRC	Yes	
2010	ICRC	Waverly Road *	2.75	Columbia to Pleasant River	Resurface and add paved shoulders	<b>720.0</b>	180.0	900.0	EDFD/ STPR	ICRC	Yes	
2010	ICRC	Waverly Road *	1.50	Willow to Grand River	Resurface	900.0		900.0	Urban STP		Yes	
2010	Lansing	Edgewood Blv *	1.33	Washington to Cedar	Resurface	750.0		750.0	Urban STP		Yes	
2010	Lansing	Executive Drive	0.39	Keystone to Miller	Restore & Rehabilitate	260.0	65.0	325.0	Urban STP	Lansing	Yes	TCRPC action, February 2009
2010	Lansing	Holmes Road	2.30	Waverly to Cedar (except Wash to Logan Sq)	Reduce from 4 to 3 lanes (grinding, striping, signage)		48.3	48.3	Local	Lansing	No	Add to TIP
2010	Lansing	Holmes Road *	0.80	Berwick to Pleasant Grove	Reconstruct from Berwick to Deerfield; resurface Deerfield to Pleasant Grove at City's expense	475.0	100.0	575.0	Urban STP	Lansing	Yes	

2010-2011 Plan Projects Cross Check with 2008-2011 Transportation Improvement Program (TIP)  
(Appropriate TIP amendments will follow)

Year / Priority	Local Jurisdiction	Project	Length In Miles	Location	Proposed Improvement	Federal <sup>#</sup>	Non-Fed <sup>#</sup>	Total	Federal	Non-Fed	Exempt from Regional Emissions Modeling?	If Project is Not in TIP Describe Status
2010	Lansing	Kalamazoo St	0.34	Larch to Pennsylvania	Reconstruct	520.0	130.0	650.0	Urban STP	Lansing	Yes	
2010	Lansing	Kalamazoo Street		Over the Grand River	Preventative maintenance	240.0	60.0	300.0	Bridge (BRRP)	Lansing	Yes	
2010	Lansing	Keystone Ave	0.47	Pennsylvania to Enterprise	Restore & Rehabilitate	280.0	70.0	350.0	Urban STP	Lansing	Yes	TCRPC action, February 2009
2010	Lansing	Moores River Drive (ACC)	0.41	Mount Hope to Frances Park	Reconstruct and add non-motorized lanes	180.0		180.0	Urban STP	Lansing	Yes	
2010	Lansing	Mt. Hope Avenue		at Washington	Add left turn lanes		315.0	315.0	Local	Lansing	Yes	Add to TIP
2010	Lansing	Pennsylvania Avenue		Over Red Cedar River	Preventative maintenance	780.0	195.0	975.0	Bridge (BRRP)	Lansing	Yes	
2010	MDOT	Bridge Local GPA		Regionwide	Bridge Local	540.0	135.0	675.0	BRO	MDOT	Yes	
2010	MDOT	Capital Preventative Maintenance (CPM) CSM Bridge		Regionwide	CPM CSM bridge trunkline	507.6	173.9	681.6	BRO R	Yes		
2010	MDOT	Capital preventive maintenance CSM Bridge	--	Regionwide	CPM CSM bridge trunk line	507.6	173.9	681.6	STP Flexible	MDOT	Yes	
2010	MDOT	CPM Road Trunkline GPA	--	Regionwide	CPM Road Trunkline	4540.5	1006.8	5547.3	STP Flexible	MDOT	Yes	
2010	MDOT	Enhancements Local GPA		Regionwide	Enhancements Local	224.2	120.7	344.9	STE	MDOT	Yes	
2010	MDOT	EPE/PE/RPW Trunkline GPA		Regionwide	EPE/PE/ROW trunkline	83.3	19.0	102.2	ST	MDOT	Yes	
2010	MDOT	Highway Rail Crossing GPA		Regionwide	Trunkline rail crossings	66.6	16.7	83.3	ST	MDOT	Yes	Not in TIP
2010	MDOT	Highway Safety Local GPA		Regionwide	Highway Safety Local	215.2	53.8	269.0	ST	MDOT	Yes	

2010-2011 Plan Projects Cross Check with 2008-2011 Transportation Improvement Program (TIP)  
(Appropriate TIP amendments will follow)

Year / Priority	Local Jurisdiction	Project	Length In Miles	Location	Proposed Improvement	Federal <sup>#</sup>	Non-Fed <sup>#</sup>	Total	Federal	Non-Fed	Exempt from Regional Emissions Modeling?	If Project is Not in TIP Describe Status
2010	MDOT	Highway Safety Trunkline GPA	--	Regionwide	Highway Safety trunkline	10.1	1.1	11.2	STP Flexible	MDOT	Yes	
2010	MDOT	I-69		and I-69BL in the Northwest Quadrant	Mill and Resurface carpool lot	43.6	9.7	53.3	Carpool	MDOT	Yes	Not in TIP
2010	MDOT	I-69 BL (Saginaw)	2.20	Coolidge to Alton	Construct non-motorized pathway	1,153.7	504.0	1,657.7	Enhancement - Non-Motorized	MDOT	Yes	
2010	MDOT	I-96	6.21	College Road to Meridian Road	Reconstruct	29501.0	3278.0	32779.0	IM	MDOT	Yes	
2010	MDOT	I-96	0.169	under M-100 in Clinton County	Bridge Repl & Interchg Reconst	6134.4	1360.3	7494.7	Bridge	MDOT	Yes	
2010	MDOT	M-43	0.01	WB over Grand Trunk Western Railroad	Superstructure replacement	2815.6	624.4	3440.0	STP Flexible	MDOT	Yes	
2010	MDOT	M-43	--	Railroad bridge over Oakland Avenue	Oversite of traffic flagging and operations	25.0	5.0	30.0	STP Flexible	MDOT	Yes	
2010	MDOT	M-43 (both directions)	0.57	Westmoreland to Walnut	Reconstruct	266.0	59.0	325.0	NHS	MDOT	Yes	
2010	MDOT	M-43 EB (Saginaw)	0.13	Over Grand River	Bridge replacement (preliminary engineering)	510.9	113.3	624.2	STP Flexible	MDOT	Yes	
2010	MDOT	M-50	3.11	5 structures on M-50 in Eaton County	Bridge and culvert replacement (preliminary engineering)	47.2	10.5	57.7	STP Flexible	MDOT	Yes	
2010	MDOT	M-50	3.11	Five structures on M-50	Bridge and culvert replacements	280.8	62.3	343.1	STP Flexible	MDOT	Yes	
2010	MDOT	M-52	0.89	Noble Road to M-43	Mill & 2 course HMA resurface	480.4	106.5	586.9	STP Flexible	MDOT	Yes	
2010	MDOT	Okemos Rest Area	--	I-96 wb east of Okemos Road	Reconstruct rest area	3762.4	380.0	4142.4	IM	MDOT	Yes	
2010	MDOT	Trunkline Enhancement GPA		Regionwide	Trunkline enhancement	1104.3	276.1	1380.4	STE	MDOT	Yes	Not in TIP

2010-2011 Plan Projects Cross Check with 2008-2011 Transportation Improvement Program (TIP)  
(Appropriate TIP amendments will follow)

Year / Priority	Local Jurisdiction	Project	Length In Miles	Location	Proposed Improvement	Federal <sup>#</sup>	Non-Fed <sup>#</sup>	Total	Federal	Non-Fed	Exempt from Regional Emissions Modeling?	If Project is Not in TIP Describe Status
2010	MDOT	US-127	0.002	Clinton County	Wetland Mitigation	546.0	121.1	667.0	STP Flexible	MDOT	Yes	
2010	Meridian	Interurban Off-Road Trail Phase II	1.10	Along north side of Canadian National rail track from Okemos to Marsh	Construct paved off road trail	280.0	70.0	350.0	Enhancement - Non-Motorized	MDOT	Yes	
2010	St. Johns	Morton Street	0.28	Sickles to Park	Construct 10 foot sidewalk in vicinity of Gatewood Elementary, middle school and high school, fairgrounds and city park to improve safety	65.6	16.4	82.0	Safety R	Yes		
2010	St. Johns	N. Lansing Street	0.35	Lewis to 200 feet north of Daisy Lane	Safety improvements on vicinity of Gateway North Elementary, including addition of sidewalks, crossings, and curb and gutter, plus concrete joint repair	55.2	13.8	69.0	Safety R	Yes		
2010	St. Johns	Walker Street	0.36	Clinton to Whittemore (US 127 BR)	Reconstruct	187.5	46.9	234.4	Small Urban	St. Johns	Yes	
2010	Webberville	Main Street	0.41	Grand River to Pardee	Reconstruct with curb and gutter, non-motorized lanes and parallel parking spaces	375.0	345.0	720.0	Small Urban	Webberville	No	
2011	CCRC	Anderson Road		Over Hayworth Creek	Replace bridge	360.0	90.0	450.0	Bridge (BRRP)	CCRC	Yes	
2011	CCRC	Clark Road	0.75	Watson to Webster	Resurface	158.1	39.5	197.6	Urban STP	CCRC	Yes	
2011	CCRC	Herbison Road		Over Looking Glass River	Replace bridge	800.0	200.0	1,000.0	Bridge (BRRP)	CCRC	Yes	
2011	CCRC	North County Line Road	0.25	Ely Road to east .25 mile	Verticle curve modification to improve site distance	180.0	20.0	200.0	HRRR R	Yes		
2011	CCRC	Wright Rd	1.50	Fowler village limit to Colony	Overlay existing HMA surface	310.0	77.5	387.5	STPR	CCRC	Yes	
2011	CCRC	Clark Road	--	Intersection with Wood	Lengthen transition on Wood to accommodate a signal; add signal	200.0	50.0	250.0	Safety R	Yes		TCRPC action, February 2009

2010-2011 Plan Projects Cross Check with 2008-2011 Transportation Improvement Program (TIP)  
(Appropriate TIP amendments will follow)

Year / Priority	Local Jurisdiction	Project	Length In Miles	Location	Proposed Improvement	Federal <sup>#</sup>	Non-Fed <sup>#</sup>	Total	Federal	Non-Fed	Exempt from Regional Emissions Modeling?	If Project is Not in TIP Describe Status
2011	Charlotte	Parkland Drive	0.76	Lipsey to Packard	Construct new 2 lane road in industrial park		2381.4	2381.4	Local	Charlotte	No	Add to TIP
2011	Clinton Transit	Transit facility construction Phase III		St. Johns headquarters	Construct fencing, continue modular office system, add storage cabinets/shelving	62.0	15.5	77.5	EDFD	Clinton Transit	Yes	
2011	East Lansing	Harrison Avenue (AC)	0.55	Mount Hope to Trowbridge	Reconstruct existing 4 lane boulevard; replace curb and gutter	378.6	205.9	584.5	Urban STP	East Lansing	Yes	
2011	ECRC	Canal Road	1.00	Windsor Highway to Lansing Road	Widen from 2 to 3 lanes	1323.0	330.8	1653.8	Urban STP	ECRC	No	Not in TIP; added as a Plan option at ECRC request; 5-8-09 financial constraint issue
2011	ECRC	Canal Road	1.90	Bridge Highway to Windsor	Restore and rehabilitate	383.7	95.9	479.6	Urban STP	ECRC	Yes	
2011	ECRC	Marshall Road *	2.80	Five Point to Nye	Rehabilitation	<b>750.0</b>	<b>300.0</b>	1050.0	EDFD/ STPR	<b>ECRC</b>	Yes	
2011	ECRC	Nixon Road	0.40	St. Joe to Rockbridge	Widen from 2 to 3 lanes	237.0	<i>acc</i>	237.0	Urban STP	ECRC	No	
2011	Grand Ledge	DeGroff Street (AC)	0.25	M-43 to Edwards	Reconstruct and add non-motorized lanes	168.0	84.1	252.1	Urban STP	Grand Ledge	Yes	
2011	ICRC	Cedar Street	0.83	Dallas to Keller	Resurface	375.0	125.0	500.0	TEDF	ICRC	Yes	
2011	ICRC	Mt. Hope Road	1.60	Hagadorn to Okemos	Resurface	<del>672.2</del> 680.0	<del>168</del> 175.8	840.2	Urban STP	ICRC	Yes	Correction per 2008-2011 TIP
2011	ICRC	Okemos Road	0.25	Sandhill to I-96	Widen from 2 to 3 lanes from Sandhill North to the existing multilane portion of Okemos Road (center left turn lane)	<del>435884.4</del> 250.0	<del>100971.1</del> 62.5	<del>544855.5</del> 312.5	Urban STP	ICRC	No	TCRPC approved for \$395,400, February 2009; subsequent amendment, August 2009
2011	ICRC	Waverly Road	1.00	Miller to Jolly	Widen from 2 to 3 lanes with paved shoulders	549.3	137.3	686.6	Urban STP	ICRC	No	TCRPC approved for \$498,200, February 2009
2011	ICRC	Waverly Road (ACC)	0.50	Grand River bridge to Lansing Rd.	Resurface, bridge superstructure repairs (ac conversion, construction in 2009)	150.0	<del>37.5</del>	<del>187.5</del> 150.0	Urban STP	ICRC	Yes	2009 project; AC conversion in 2011

2010-2011 Plan Projects Cross Check with 2008-2011 Transportation Improvement Program (TIP)  
(Appropriate TIP amendments will follow)

Year / Priority	Local Jurisdiction	Project	Length In Miles	Location	Proposed Improvement	Federal <sup>#</sup>	Non-Fed <sup>#</sup>	Total	Federal	Non-Fed	Exempt from Regional Emissions Modeling?	If Project is Not in TIP Describe Status
2011	Lansing	Clippert St	0.23	Michigan to Kalamazoo	Reconstruct	355.9	89.0	444.9	Urban STP	Lansing	Yes	
2011	Lansing	Clippert St	0.52	Saginaw to Michigan	Reconstruct	217.4	54.4	271.8	Urban STP	Lansing	Yes	
2011	Lansing	Jolly Road	1.80	Waverly to MLK	Reduce from 4 to 3 lanes (grinding, striping, signage)		39.7	39.7	Local	Lansing	No	Add to TIP
2011	Lansing	Jolly Road	0.51	Aurelius to Dunckel	Restore & Rehabilitate	395.4	98.8	494.2	Urban STP	Lansing	Yes	
2011	Lansing	Mt. Hope Avenue	2.30	Moore's River to Washington	Reduce from 4 to 3 lanes (grinding, striping, signage)		50.7	50.7	Local R	No		Add to TIP
2011	Lansing	Turner St	0.27	Sheridan to Carrier	Reconstruct	395.4	98.8	494.2	Urban STP	Lansing	Yes	
2011	MDOT	I-96 BR	--	at I-96 northeast quadrant	Expand and resurface Lot	101.9	22.6	124.5	STP Flexible	MDOT	Yes	
2011	MDOT	I-96 EB	0.504	at the Grand Ledge Rest Area #825	Rest Area Bld./Site Work	3105.0	345.0	3450.0	IM	MDOT	Yes	
2011	MDOT	M-43	3.55	East of Canal to west of Rosemary	Mill and Resurface	4495.5	996.9	5492.4	NHS	MDOT	Yes	
2011	MDOT	M-43	3.71	ECL Williamston to east Jct of M-52	Mill and resurface	2601.4	576.9	3178.3	STP Flexible	MDOT	Yes	
2011	MDOT	US-127	0.00	Under Kipp Road, City of Mason	Superstructure replacement	2098.9	524.7	2623.6	Bridge	MDOT	Yes	
2011	MDOT	US-127 NB	0.52	at the Lansing Rest Area #810	Building Replacement/Site Work	2930.0	649.7	3579.7	NHS	MDOT	Yes	
2011	Pottersville	Main Street	0.50	Dunbar to Hartel and east of Dawn Court	Reconstruct with curb and gutter and sidewalk	375.0	93.7	468.7	Small Urban	Pottersville	No	
2011	St. Johns	Townsend Road	0.50	Oakland Street to US 127 BR	Widen from 2 to 3 lanes with non-motorized improvements		847.6	847.6	Local (potential CMAQ)	St. Johns	No	Add to TIP

**Superior Region**  
(As of November 2009)

2012											
Structure Number	Bridge Number	Region	Owner	Roadway	Crossing	Job Number	Funding Fiscal Year	Funding Capped?	On/Off System	PM/Rehab Replace	Local Agency Estimate
512	B02 of 07-02-21	Superior	Baraga County	Pelkie Road	W. Br. Sturgeon River		2012	no	On	PM	\$100,000
514	B01 of 07-01-11	Superior	Baraga County	Town Line Road	Silver River		2012	no	Off	PM	\$95,000
1676	B01 of 17-11-43	Superior	Sault Ste. Marie	Riverside Drive	Mission Creek		2012	no	On	Replace	\$723,178
6576	B01 of 52-03-21	Superior	Marquette County	County Rd CH	M. Br. Escanaba River		2012	no	Off	Replace	\$550,000
											<b>\$1,468,178</b>

**University Region**  
(As of November 2009)

2012											
Structure Number	Bridge Number	Region	Owner	Roadway	Crossing	Job Number	Funding Fiscal Year	Funding Capped?	On/Off System	PM/Rehab Replace	Local Agency Estimate
9889	B01 of 76-06-20	University	New Lothrop, Village of	Genesee St	Misteguay Creek		2012	no	On	PM	\$192,000
2438	B01 of 23-01-01	University	Bellevue, Village of	N Main (Old M-78)	Battle Creek River		2012	no	On	PM	\$314,000
2360	B01 of 23-16-23	University	Eaton County	Creyts Road	Grand River		2012	no	On	PM	\$611,000
2439	B01 of 23-01-14	University	Bellevue, Village of	E Capital Ave (N Main) (O	Battle Creek River		2012	no	On	PM	\$227,000
2441	B01 of 23-08-12	University	Eaton Rapids, City of	West Knight Street	Spring Brook		2012	no	On	PM	\$48,000
5583	B01 of 46-06021	University	Lenawee County	Benner Hwy	River Raisin South Branch		2012	no	On	Replace	\$1,289,000
2024	B01 of 19-16-13	University	Clinton County	Tallman Road	Morris Drain		2012	no	Off	Replace	\$550,000
1931	B02 of 19-03-15	University	Clinton County	Dewitt Road	Stony Creek		2012	no	On	Replace	\$650,000
12974	B01 of 76-14-28	University	Shiawassee County	Lennon Road	Rush Bed Creek		2012	no	Off	Replace	\$480,000
3334	B01 of 30-08-21	University	Hillsdale County	Way Road	E. Br. Of St. Joe of Maumee River		2012	no	Off	Replace	\$375,000
2393	B01 of 23-07-20	University	Eaton County	Kalamo Hwy	Battle Creek River		2012	no	Off	Replace	\$679,000
3890	B01 of 33-01-30	University	Ingham County	Willoughby Road	Sycamore Creek		2012	no	Off	Replace	\$1,210,000
10967	B02 of 81-02-20	University	Washtenaw County	Willis Road	W. Br. Paint Creek		2012	no	On	Replace	\$640,000
											<b>\$7,265,000</b>



January 4, 2010

Paul Hamilton

TCRPC

913 West Holmes Road, Suite 201

Lansing, MI 48910

Dear Paul:

Clinton Transit is requesting the following MDOT Passenger Division ARRA Phase 2 approved projects to be added to the FY 2010 TIP:

- \$34,527      ¾ ton truck w snow blade, lift, salt spreader, (*presently, we do not have a truck for on road repair work or for clearing snow*)
- \$40,000      Mobile Data Terminals (MDT's) to supplement the recently installed Automatic Vehicle Locator (AVL) system for dispatch. *This will significantly increase efficiency of data collection and fare reconciliation by making it a single entry on a touch screen by the driver.*

Thank you.

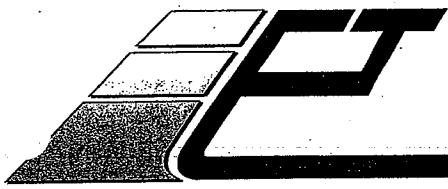
If you have any questions, please call 989-224-3161.

Sincerely,

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

Rose May Mason

General Manager



# Eaton County Transportation Authority

"On the go in Eaton County"

January 4, 2010

Mr. Paul Hamilton  
Chief Planner  
Tri-County Regional Planning Commission  
913 W. Holmes Road  
Lansing, MI 48910

Dear Mr. Hamilton,

EATRAN is requesting an amendment to the 2008-2011 TIP. EATRAN is being funded with Recovery Act (ARRA) phase II funds. These funds are for replacement vehicles, computer and software and operating assistance for fiscal year 2010.

Project List:

- 1) Two small cutaway buses (8+2 passenger with front active lift). ARRA funded amount is \$152,076.
- 2) One medium duty bus (18+2 passenger with lift). ARRA funded amount is \$114,704.
- 3) Computer & Software for additional dispatch station and software license. ARRA funded amount is \$4,200.
- 4) Operating Assistance, an increase of 2.5%. ARRA funded amount is \$60,625.

EATRAN is asking the committee for approval of the requested TIP amendments for fiscal 2010.

Sincerely,

Donna J. Webb  
General Manager  
EATRAN



**Nicole Wilson**

---

**From:** Nicole Wilson  
**Sent:** Monday, January 04, 2010 5:36 PM  
**To:** 'Paul Hamilton'  
**Cc:** Joe Manzella  
**Subject:** CATA TIP request

Paul,  
CATA is requesting an administrative amendment to the TIP. CATA applied for \$36,907 to fund a partial rural service small bus through the Michigan Department of Transportation's Bureau of Passenger Transportation, ARRA funding. The amount is currently listed under the 5309 illustrative list. In order for us to utilize the funding, the TIP must show the project as funded through ARRA.

CATA is requesting a change to the TIP to reflect ARRA funding for a small bus in the amount of \$36,907.

Nicole Wilson  
Grants Administrator  
Capital Area Transportation Authority  
4615 Tranter St.  
Lansing, MI 48910  
(517) 394-1100

## Paul Hamilton

---

**From:** Steve Skinker [sskinker@mitcrpc.org]  
**Sent:** Tuesday, January 05, 2010 5:33 PM  
**Subject:** 'Paul Hamilton'  
FW: Transit ARRA projects

**Attachments:** Tri-County 5311 ARRA Phase 2.xls



Tri-County 5311  
ARRA Phase 2.x...

fyi

Steve Skinker  
Transportation Planner  
Tri-County Regional Planning Commission  
913 W Holmes. Ste 201  
Lansing, MI 48910  
517-393-0342 (phone)  
517-393-4424 (fax)  
sskinker@mitcrpc.org

-----Original Message-----

**From:** KIM JOHNSON [mailto:johnsonki@michigan.gov]  
**Sent:** Tuesday, January 05, 2010 5:20 PM  
**To:** sskinker@mitcrpc.org  
**Cc:** NWilson@cata.org; generalmanager@clintontransit.com;  
dwebb@eatontrans.com; Ray Lenze  
**Subject:** Transit ARRA projects

The attached listing are projects in the Tri-County area included in MDOT's application for Section 5311 ARRA (Phase 2). These projects need to be included in Tri-County's TIP for FY 2010 ASAP. The application has been submitted to the Federal Transit Administration and needs to be approved and the funds obligated by March 5, 2010. Thanks for your help.

Let me know if you have any questions.

Kim Johnson, Manager  
Transportation Services Section  
Bureau of Passenger Transportation  
(517) 373-8796

Agency	Project	Federal Funds
CATA	(1) Cutaway Bus	36,907
Clinton Area T S	Truck With snow blade	34,527
	MDT Equipment	40,000
Eaton County T A	(2) 23 ft. Buses	152,076
	(1) 29 ft. Bus	114,704
	Computer and software license	4,200
	Operating Assistance	60,625

**Paul Hamilton**

---

**From:** DeLania Hardy [dhardy@ampo.org]  
**Sent:** Wednesday, January 13, 2010 9:15 AM  
**To:** phamilton@mitcrpc.org  
**Subject:** Stricter Smog Standards to Impact Municipalities/Industry  
**Stricter Smog Standards to Impact Municipalities/Industry**

On January 7, 2010, the U.S. Environmental Protection Agency (EPA) announced that it will again lower national standards for ground-level ozone (smog), which will affect some 650 counties across the U.S., particularly in California, the Gulf Coast, the Atlantic seaboard, and industrial Midwest.

EPA is proposing to set the new primary air quality standard for health-based risks at between 0.060 and 0.070 ppm on an 8-hour averaged basis, down from the 0.075 ppm level imposed by the Bush Administration in 2008. EPA will also set a secondary standard aimed at protecting public welfare (i.e., effects on vegetation, forests, and crops) at 7-15 ppm-hours on a cumulative seasonal basis for the hotter summer months. The agency announced in September 2009 that it would reconsider the Bush standard in response to complaints from some in the environmental and scientific community that the standards were not sufficiently protective of human health. Others have argued that a lower standard would be increasingly difficult to meet as targets approach natural background concentrations of ozone. Ground-level ozone is formed when emissions from industrial facilities, power plants, landfills, motor vehicles, and natural sources such as vegetation, react in sunlight, and has been linked to health problems such as asthma and other respiratory illnesses.

EPA will issue the revised standards by August 2010, and nonattainment areas will then begin a multi-year process to implement the new standards and additional controls on emissions sources. EPA is proposing to accelerate the usual schedule to require attainment by 2014 to 2031, depending on the area's nonattainment status. Failure to meet attainment can result in loss of federal transportation funding and per-ton penalties on industrial emissions.

Public comment on the proposed rule will be accepted for 60 days following publication in the Federal Register (until mid-March). Public hearings have been scheduled for February 2, 2010 in Arlington, Virginia and Houston, Texas, and February 4, 2010 in Sacramento, California.

For more information, please contact

David M. "Max" Williamson

Counsel

*Andrews Kurth LLP*

*1350 I Street, NW, Suite 1100*

1/13/2010