

**Kathy Donahue**

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**Subject:** FW: Small Urban Tip Ammendment St. Johns area

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**From:** Dan Armentrout [mailto:ArmentroutD@ccrc-roads.com]

**Sent:** Thursday, June 23, 2011 2:16 PM

**To:** sskinker@mitcrpc.org

**Cc:** Clinton Transit General Manager; Joseph D. Pulver; Brandon Wilcox; Dennis LaForest; Jeff Stephens

**Subject:** Small Urban Tip Ammendment St. Johns area

Steve

We would like to propose the following TIP amendment for the St. Johns small urban area.

In 2012

Clinton Transit project – No Change

City of St. Johns – Replace the Oakland Street Project with

Sturgis Street from Scott Rd to the west 0.11 miles

And

Scott Road from Sturgis to Jones.

The dollar amounts would not change and would remain \$188,000 Sm Urban with \$47,000 local match.

In 2014

Remove both Clinton Transit project and City of St. Johns projects

And Replace with

Clinton County Road Commission Project

Townsend Road – BR 127 to US 127 – 1.3 miles

\$313,000 small urban and \$78,250 local match

Thanks

Dan Armentrout

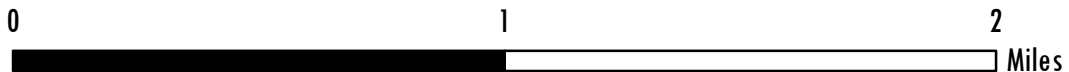
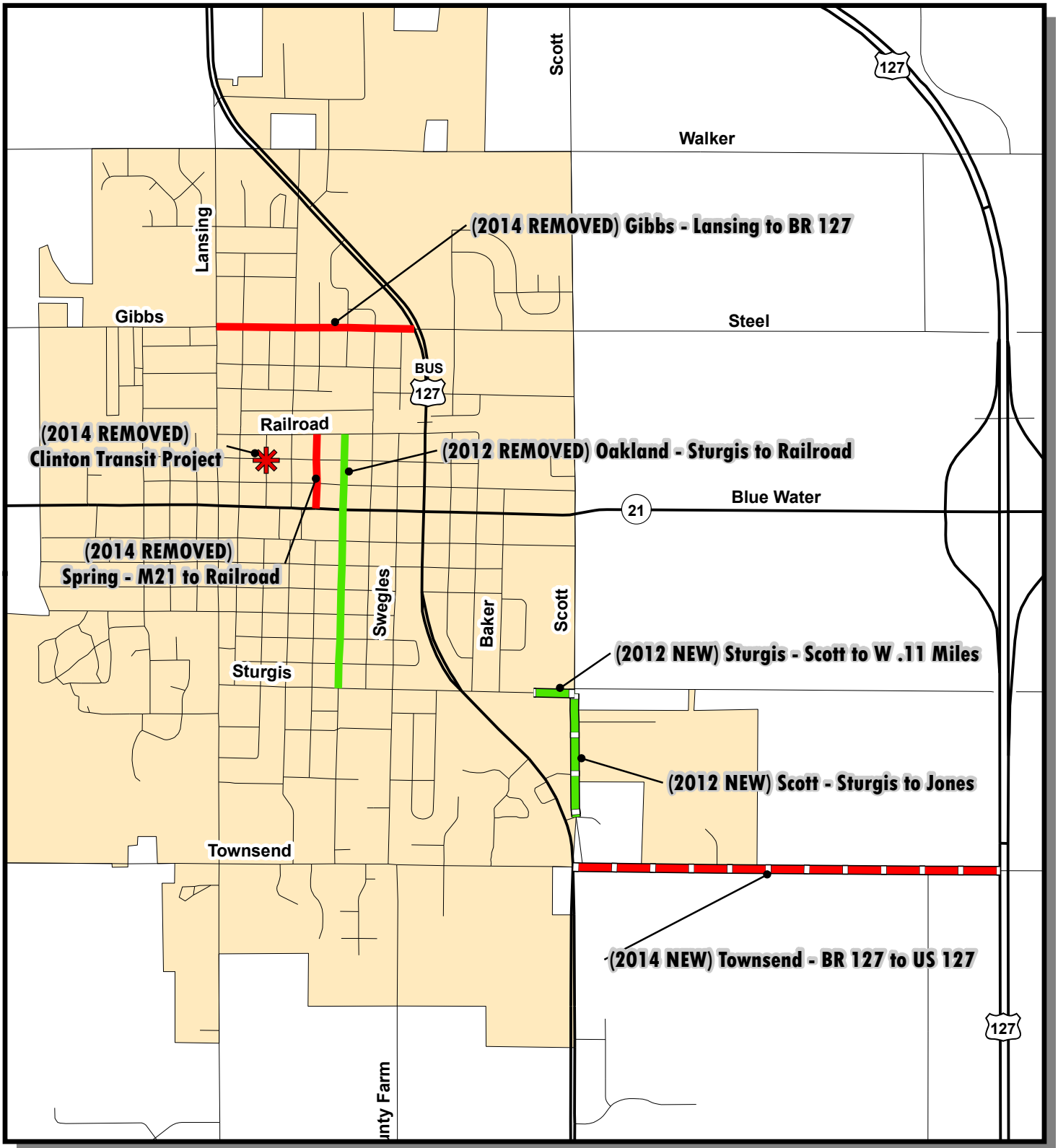
Clinton County Road Commission

(Over)

# Small Urban Tip Amendment

6/27/11

St. Johns Area



*TIP AMENDMENT - MICHIGAN FLYER***Transportation, Community, and System Preservation Program (TCSP)****PROGRAM FY 2011 GRANT APPLICATION****PART A. PROJECT INFORMATION**

Project Title:	Michigan Flyer Expanded Service, and New Route VIA Howell, and Brighton
Project Location (Include City/County, State):	Michigan Avenue and US 127, Lansing, Michigan, to/from Detroit Metro Airport VIA US-23 and I-96
State Priority (to be completed by State DOT):	
<b>GRANTEE CONTACT INFORMATION</b>	
Grantee Contact Name:	Gordon Mackay
Agency/Tribal Government:	Michigan Flyer LLC.
Mailing Address (Street/P.O. Box):	333 Albert Street Suite 110
City, State, Zip code:	East Lansing, Michigan, 48823
Phone:	517-333-0400
Fax:	517-333-0401
E-Mail:	sales@michiganflyer.com
<b>STATE DOT CONTACT INFORMATION</b>	
State Contact Person:	Sharon Edgar
Phone:	517-373-0470
Fax:	517-373-7997
E-Mail:	<a href="mailto:edgars@michigan.gov">edgars@michigan.gov</a>
<b>FHWA DIVISION OFFICE CONTACT INFORMATION</b>	
Division Contact Person:	
Phone:	
Fax:	
E-Mail:	

<b>CONGRESSIONAL INFORMATION</b>				
Congress Member:	Hon. Michael J. Rodgers/8 <sup>th</sup> Hon. Dave Camp/ 4 <sup>th</sup> Hon. Tim Walberg/7 <sup>th</sup> Hon. John Dingell/15 <sup>th</sup>			
Michigan Senators	Hon. Debbie Stabenow Hon. Carl Levin			
TCSP Program Funds:	\$1,563,660			
Matching Funds/In-kind Services Value:	\$390,915			
Matching Funds/In-kind Services Source:	Private Sector-Michigan Flyer LLC			
Total TCSP-Related Project Costs:	*\$1,954,575			
*To implement this new route Michigan Flyer will invest \$1.5 million to purchase three new buses with latest low emission technology. The true cost for this new project including equipment is \$3.45m				
<b>TO BE COMPLETED BY THE FHWA DIVISION OFFICE</b>				
State Administered?		Yes		No
Division Administered?		Yes		No
"Transfer" TCSP funding for Project Administration?		Yes		No
If yes, which Federal Agency				
Will the project be obligated by September 30, 2011?		Yes		No
Date grant application approved by FHWA Division Office				

## Part B. Project Abstract

**Michigan Flyer expanded service and new route:** Michigan Flyer service has been warmly received by travelers who are seeking more economical and efficient ways to travel to and from Detroit Metropolitan Airport (DTW). Although Michigan Flyer currently schedules departures between Lansing and DTW, it is only serving the I-94 corridor, Jackson, Ann Arbor, and DTW. The Livingston county communities along the I-96 corridor have been seeking for Michigan Flyer to expand its shuttle service to this region. TCSP funds will be used to operate seven new scheduled departures between Lansing and DTW thru the I-96 corridor, with stops in Howell, and Brighton, Michigan.

## **Part C. Project Narrative- Michigan Flyer Extended Service**

- *Describe the project and the expected results, including project goals and timeframe. Describe how the project integrates transportation, community, and system preservation plans and practices that address one or more of the following:*
- - 1) *Improve the efficiency of the transportation system of the United States.*

**Demand for public transportation has increased because of the energy crisis, the skyrocketing fuel costs, and the calls by our elected officials for the public to embrace sustainable modes of transportation.**

**Michigan's Detroit Metro is the only airport in the top ten nationally without any rail, subway or intercity motorcoach scheduled service. Detroit Metro Airport boards 45,000 passengers per day, who commence their trip at DTW. Approximately 4% (1,800 passengers per day) of these travelers originate their trip in Livingston County.**

2) *Reduce the impacts of transportation on the environment.*

**Removing vehicles from the highway is one of the most significant and immediate improvements for our environment regarding vehicle transportation. Michigan Flyer motorcoach service removes more vehicles from the highway when compared to other intercity bus services. This is because it specifically targets and carries thousands of airline travelers that traditionally drive to/from Detroit Metro Airport (DTW). It is also important to note that these vehicles are being removed from the most congested corridors in Michigan; I-96, I-275 and I-94. These highways have been designated as “Federal Aid Highways”. Traffic congestion mitigation is also occurring in Washtenaw and Wayne Counties which are considered to be “non-attainment” regions for several toxic air pollutants as identified by the EPA.**

**Michigan Flyer’s entire motorcoach fleet utilizes new EPA approved engines emitting 95% less sulfur than older engine models.**

**We estimate the new I-96 route in its first year will carry an average of 16 passengers in each direction, which equates to 224 one way daily passenger- total daily 448.**

**We assume the following ridership between DTW and:**

- **Lansing - 100 daily passengers (90 miles each way)**
- **Howell - 62 daily passengers (64 miles each way)**
- **Brighton - 62 daily passengers (46 miles each way)**

**Mileage calculations:**

**Lansing- 18,000, Howell- 7,936 and Brighton 5, 704**

**Annual VMT reduction of 11,548,600; annual emissions reduction of -12,310.80**

**Calculations based on Congestion, Mitigation and Air Quality (CMAQ) worksheets**

**Emission Calculations VOC -36.314**

**Cost per Kilogram VOC \$415.03**

**NOx -30.73                      NOx \$384.38**

**Environmental contribution can be found on our website at:**

**[www.michiganflyer.com](http://www.michiganflyer.com) (see “About Us/environmental benefits” tab.)**

*3) Reduce the need for costly future investments in public infrastructure.*

**By removing thousands of vehicles from our highways and avoiding single passenger/car trips, the need to widen and repair our highway infrastructure is mitigated.**

**Michigan Flyer will use its existing logistical centers in Lansing, and Romulus, thereby avoiding additional infrastructure investment needed to implement this new route.**

*4) Provide efficient access to jobs, services, and centers of trade.*

**This new route, for the first time enables daily commuters to use public transportation from Southeast Michigan, Brighton, and Howell to the Lansing area. Commuters utilizing this new route who work in the Lansing area will be able to connect via CATA’s proposed bus rapid transit (BRT) to MSU and the downtown Lansing business district. For the eastbound commuters, this service provides ideal transportation from Howell and Brighton for hundreds of airport employees and other Romulus businesses.**

*5) Examine community development patterns and identify strategies to encourage private sector development that achieves the purposes identified in (1) through (4).*

**This private/public partnership is precisely the type of venture envisioned by the TCSP designers. This new I-96 Michigan Flyer**

**route is sponsored by MDOT and supported by the University of Michigan, Michigan State University and a host of communities along the impacted bus route. Indian Trails, Inc. operates the motorcoaches for Michigan Flyer. Indian Trails, Inc. is Michigan's premiere inter- city motorcoach carrier with over 100 years of exceptional transportation service.**

- *Describe how the project meets the project selection criteria*
  
- **Livability** - Priority will be given to requests that address livability, especially from a highway perspective. This would include, but is not limited to, activities such as:
  - Operational improvements
  - Safety improvements
  - Complete street strategies
  - Traffic calming
  - Street connectivity improvements
  - Reduction of conflicts through access management
  - Development of livability plans

**The new Michigan Flyer route via I-96 corridor introduces airport shuttle service for the first time to Livingston County. As for operational improvements this new service doubles the frequency (from 7 runs per day to 14) for the benefit of all travelers to and from mid Michigan. Livingston County could not sustain a shuttle service of this magnitude on its own, and thereby the county benefits from the “coat tails” of Michigan Flyer’s successful business established to and from East Lansing.**

**The introduction of the shuttle through Livingston County will mitigate some of the extreme congestion along US-23, between Brighton and Ann Arbor.**

- **State of Good Repair** - Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.

**N/A- new route only**

- **Safety** - Improving the safety of U.S. transportation facilities and systems.

**Michigan Flyer is providing upscale public transportation for the most fatigued drivers on Michigan's highways. The Flyer carries passengers who:**

- **have often been en route long hours through extended air travel**
- **are daily commuters and have been on the job for 8 hours or longer**
- **Are on business trips and are in constant communication, creating risky conditions for operating a motor vehicle and using a communication device.**

- **Expeditious completion of project** - Consideration is given to requests that will expedite the completion of a viable project. This is a project's ability to be expeditiously completed within the limited funding amounts available.

**Michigan Flyer is poised to commence operating the expanded service via I-96 as soon as funds become available. The necessary equipment is available within the Indian Trails fleet, thus avoiding implementation delays. Furthermore Michigan Flyer reservation systems and offices have the capacity to handle the additional ridership immediately.**

- **State priorities** - For States which more than one project is submitted. Consideration is given to the individual State's priorities. Applicants other than the State should coordinate with the State department of transportation to ensure prioritization.

**The State of Michigan Department of Transportation (MDOT) recognizes the immediate need to provide relief to daily commuters and airport travelers, who are paying upwards of \$4.00 per gallon of gasoline, as well as \$15 to \$18 per day for airport parking fees. MDOT is also committed to mitigating greenhouse gas emissions, conserve energy, and improve highway safety. Bus transportation is the greenest, safest and most efficient transportation mode available. The MDOT is sponsoring this application.**

- **Leveraging of private or other public funding** - Because the requests for funding far exceed the available TCSP funds, commitment of other funding sources to complement the requested TCSP funding is an important factor.

**The Michigan Flyer expanded route proposal is relying on a 80/20 split between the private and public (TCSP) contributors. The project cannot proceed without this proposed funding. Existing institutional resources of Michigan Flyer offices, reservations systems, and customer support staff will be deployed to support the new route via I-96. This type of public/private partnership is precisely what we believe the TCSP project was intended to create.**

- **Amount of TCSP funding** - The requested amount of funding is a consideration. Realizing the historically high demand of funding under this program and the very limited amount of funding available, modest sized requests to allow more States to receive funding under this program are given added consideration.

**Michigan Flyer is proposing an 80/20 split in operating costs to commence this new shuttle route. This application proposes a \$4.25 per mile operating cost with a one way trip of 90 miles from Lansing to DTW via the I-96 corridor. We proposed 7 new runs in each direction along the route.**

**$\$4.25 \times 90 \text{ miles} \times 2 = \$765 \text{ per trip}$**

**$\$765 \times 7 \text{ round trips} = \$5,355 \text{ per day}$**

**$\$5,355 \times 365 \text{ days} = \$1,954,575$**

**This reflects a onetime investment by the TCSP project to establish a new route which we anticipate to grow and become self sustainable within its second year of operation. All advertising costs will be absorbed by Michigan Flyer within its current marketing budget.**

- **National Distribution** - National geographic distribution of funding in both urban and rural areas.

**This new Michigan Flyer route which will now serve Howell, and Brighton and will provide for the first time airport transportation and daily commuting opportunities to a significant rural population extending from Ingham, Livingston, and Washtenaw counties to DTW.**

- *Discuss the project schedule, commitment of public and private funding, and any other TCSP or other Federal funding being used for the project..*

**We propose this service to commence November 15<sup>th</sup> 2011, which will encompass the peak holiday travel season. Operationally Michigan Flyer and Indian trails are poised to accomplish this aggressive implementation schedule.**

#### **Part D. Project Eligibility**

- a. *Is the project located on a Federal-aid highway? (List the functional class(es) of the facility(ies) to be improved)*

**The Michigan Flyer newly proposed route commences in East Lansing and does indeed encompass the following designated "Federal-aid highways"; I-96, I-275, and I-94.**

- b. *If the project is not located on a Federal-aid highway, how do you consider the project eligible for assistance under Title 23 or Chapter 53 of Title 49, United States Code?*

**NA**

- c. *Is the project a corridor preservation activity necessary to implement transit-oriented development plans, traffic calming measures, or other coordinated transportation, community, and system preservation practices?*

*Is the project a corridor preservation activity necessary to implement transit-oriented development plans?*

**YES. The proposed route will connect for the first time Livingston County, Washtenaw County, and DTW.**

*Traffic calming measures, or other coordinated transportation?*

**YES. The proposed route provides relief along the heavily congested US-23, and I-275.**

*Community, and system preservation practices?*

**YES. Michigan Flyer has successfully converted entrenched “self drivers” into public transportation users by the thousands. Michigan Flyer has carried 400,000 travelers since its inception in November of 2006. High fuel prices have encouraged more and more airport goers to “leave home without it” – their private gas guzzling car that is.**

**From:** Troost, Steve [mailto:troost@cpa.msu.edu]

**Sent:** Friday, October 08, 2010 3:20 PM

**To:** Jennifer Battle

**Cc:** Brian Watts; Brian Wolfe; Cathleen Edgerly; Debbie Alexander; Debby Gulliver; Felix Yeboah; Harry Perlstadt; John Pedraza; Joshua Croff; Judy Marteniuk; Mary Lindsey-Frary; Mike Rice; Rick Lyles; Shawn Silver; Stan Kaplowitz; Steven Roach; Tim Potter; Tim Schmitt

**Subject:** resource conservation during business travel

At the Technical Team's September 23 meeting, the attendees unanimously approved the attached recommendation for consideration by the Office of Campus Sustainability. We are not sure if there are new protocols for advancing environmental stewardship recommendations, but wanted to get this one submitted because the initial research had been completed.

The Team is also interested in pursuing research into the new Bicycle Commuter Act and other commuter benefits that might help incentivize a "leave your car at home" campaign.

Please call if you have any questions or if there are new protocols we should be following.

**Stephen F. Troost**

Campus Planner

Michigan State University

Campus Planning & Administration

412 Olds Hall

East Lansing, MI 48824

ph: 517.884.0773

fx: 517.432.1090

troost@cpa.msu.edu

**Resource Conservation during Business Travel**  
**Environmental Stewardship Transportation Technical Team**  
**October 15, 2010**

**Recommendation**

Encourage (educate and incentivize) the use of mass transit (bus service) by MSU employees when traveling out of Detroit Metropolitan Airport (DTW) for business travel. The Transportation Technical Team unanimously approved this recommendation at its September 23 meeting.

**Background**

Research conducted by the Transportation Technical Team of 2007 travel vouchers indicates that twice as many employees initiated their business-related air travel out of DTW as opposed to Capital Region International Airport (LAN). A sampling of every 40<sup>th</sup> voucher revealed that 17% (467 out of the 2,745 vouchers sampled) flew out of DTW. When extrapolated out, this would indicate that approximately 17,400 business-related trips originated out of DTW, whereas approximately 7,900 originated out of LAN. The data also reveals that only 7.0% of the DTW trips (32 out of the 467 vouchers sampled) utilized mass transit (the Michigan Flyer) to commute to DTW.

While the utilization of DTW can often be attributed to personal preference, carrier flexibility, and schedule, there are both environmental and economic reasons for utilizing mass transit. Encouraging the use of mass transit (bus service) is in line with university environmental sustainability goals including a 15% reduction in both greenhouse gas emissions and energy consumption by 2015.

The Transportation Technical Team understands the value in maintaining a strong regional airport and by no means wishes to undermine its success. The goal is to encourage employees who are flying out of DTW to use mass transit rather than a private car, whenever such a choice is practical. As shown below, we make this recommendation for both environmental and economic reasons.

**Community Impact - Environmental**

The *Union of Concerned Scientists* has prepared an analysis (December 2008) regarding the carbon footprint produced by various modes of travel for trips of various lengths. The trip from Lansing to DTW is approximately 90 miles by highway, so the figures for a 100-mile trip are most relevant (see Table 1). From this we can ascertain:

- 1) For 1, 2 or 4 travelers, the motor coach (bus) has a carbon footprint between 20% and 25% of the carbon footprint of an airplane.
- 2) When a car (not an SUV) has one traveler, its carbon footprint per passenger is worse than that of an airplane. Even when a car has four passengers, its carbon footprint for all of them is approximately twice that of a motor coach (bus).

**Table 1 Carbon footprints by vehicle and travel distance in pounds of CO<sup>2</sup> per 100-mile trip**

Number of Travelers	Motor Coach (bus)	Train	Car	SUV	Airplane
1	15	45	110	140	75
2	35	85	110	140	150
4	65	170	120	150	305

Source: [http://www.ucsusa.org/assets/documents/clean\\_vehicles/greentravel\\_report.pdf](http://www.ucsusa.org/assets/documents/clean_vehicles/greentravel_report.pdf) p.27

### Community Impact - Economic

An assessment of economic data reveals that the university would also save money if more people utilized the bus for commuting to DTW. Table 2 below compares probable costs for various travel scenarios.

If people fly to DTW from LAN, the plane ticket usually costs more than if they start their flight at DTW. To determine the extra cost of flying from Lansing, Campus Planning & Administration student employees made the following cost comparisons for 16 of the largest metropolitan areas in the US. This assessment included the cost of a non-stop flight from DTW to the destination city with the cost of a one-stop flight from LAN to the same city. Trips were assumed to be three days in duration, occurring in the middle of the work week, with a 21-day advance booking.

The cost differential varied by destination city; but for one set of dates (early summer 2010), flying from LAN added an average of \$119 to the flight cost. For the second set of dates (late summer 2010), flying from LAN added an average of \$77 to the flight cost. Hence Table 2 uses the average of those two figures as the extra flight cost from LAN, which is \$98.

**Table 2 Estimates of cost difference per travel option**

Cost Item	Fly from LAN	MI Flyer/DTW	Private Car/DTW	Taxi/DTW
Flight premium	\$98.0	NA	NA	NA
Parking (3 days)	\$25.5	NA	\$45.0	NA
Mileage or cab round trip	NA	NA	\$85.0	\$308.0
Round trip bus	NA	\$50.0	NA	NA
Total	\$123.5	\$50.0	\$130.0	\$308.0
<b>Cost differential compared</b>				
<b>To using the bus (MI Flyer)</b>	<b>\$73.5</b>	<b>\$0</b>	<b>\$80.0</b>	<b>\$258.0</b>

Notes:

Parking at DTW averaged between using the Big Blue Deck at \$10/day and the MacNamara Terminal at \$20/day.

One-way cost of cab estimated at \$140 by [www.metroairporttaxi.org/rates.htm](http://www.metroairporttaxi.org/rates.htm). A 10% tip was added.

Parking at LAN is \$8.50 per day <http://flylansing.com/Parking.aspx>

From the above data we can estimate annual savings from having university employees use the bus to commute to DTW (Table 3a).

**Table 3a Estimated annual savings if university employees use the bus rather than private car to DTW**

Estimated annual number of trips originating from DTW	17,400
Savings per trip as compared to private car	\$80.0
Annual savings if all used the bus	\$1,392,000
Annual savings if half used the bus	\$696,000

Note: The estimated annual number of trips to DTW is equal to the number of vouchers indicating a DTW origin (435) multiplied times 40 (2007 voucher sampling included every 40<sup>th</sup> voucher). Numbers are rounded.

In addition we can also estimate the annual savings when comparing a trip originating from LAN and that of one from DTW utilizing the bus to commute (Table 3b).

**Table 3b Estimated annual savings if university employees use the bus to access DTW rather than fly from LAN**

Estimated annual number of trips originating from LAN	7,900
Savings per trip using bus to DTW	\$73.5
Annual savings if all took bus to DTW	\$580,000
Annual savings if half took bus to DTW	\$290,000

Note: The estimated annual number of trips from LAN is equal to the number of vouchers indicating a LAN origin (198) multiplied times 40 (2007 voucher sampling included every 40<sup>th</sup> voucher). Numbers are rounded.

### Next Steps

1. Have the Office of Campus Sustainability publicize the environmental and economic advantages of taking the bus when traveling to DTW.
2. The only company currently offering bus service between East Lansing and DTW is the Michigan Flyer. MSU's travel website and new on-line reservation service *Cliqbook* [msu.pways.com/](http://msu.pways.com/) should clearly provide access to information about the Michigan Flyer. The link to the Michigan Flyer should be located under the Cliqbook navigation button marked "ground transportation." Currently it is found under "inflight". In addition, spelling errors on the Cliqbook site should be fixed Michigan Flyer. is currently misspelled as "Michicagan Flyer."
3. Enable direct billing of Michigan Flyer or other bus service to MSU accounts.
4. Provide appropriate incentives for using the bus. This could include an approval process that requires justification for using a private car or taxi to DTW rather than the bus. Such justification could include: bus schedule incompatible with traveler's flight schedule; , traveler's home address is more convenient to DTW than to any stop made by the bus to DTW; traveler is carpooling to DTW.



# CAPITAL REGION AIRPORT AUTHORITY

Chris Holman  
Chairman

Dick Baker

Troy Brown

Victor Celentino

Todd Cook

Paul Hufnagel

Robert F. Selig, AAE  
Executive Director

RECEIVED

JUN 13 2011

TCRPC

June 10, 2011

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

Re: Michigan Flyer TIP Amendment – CARTS Meeting Agenda, June 14<sup>th</sup>

Dear Ms. Pigg:

In reviewing a copy of the CARTS meeting agenda for the June 14<sup>th</sup> meeting, I noticed the request by Michigan Flyer to amend the TIP to add a project that would request funding for new busses. The busses supposedly would be used to initiate new service between East Lansing / Lansing and Detroit Metro Airport. The agenda indicates that Michigan Flyer is requesting that their project be added to the illustrative list for further funding consideration. If my review of the information is accurate, I believe that the Capital Region Airport Authority Board would be opposed to adding such a project to the TIP, and even to the illustrative list.

While the Board has not been asked to take a position on this matter, it is my belief that the Authority's concern would be centered upon the proposed consideration to use public transportation funds to develop private transportation services in competition with the airline services that provide critical transportation services into and out of the region. As we are all aware, public funding is very limited and the Authority believes that such funding should be used to meet the public transportation needs of our region, not private ventures. Should the CARTS Committee decide that it is interested in considering projects of private transportation operators, obviously there are many transportation initiatives that could also be considered including, again, development funding for privately owned airlines that serve the region.

In summary, Authority staff believes that the appropriate course of action for the CARTS Committee to take on Tuesday, and in the future, is to refrain from considering the use of TIP funding for private transportation initiatives. Please share this concern and related position with the CARTS Committee on Tuesday morning.

Thank you.

Sincerely,



Robert F. Selig, AAE  
Executive Director

CC: David Pohl, Clinton County Commissioner / CARTS Committee Chairperson  
Airport Authority Board members & Ex-Officio members  
Ingham County Commissioners - Chairperson  
Mayor, City of Lansing  
Lansing City Council  
Mayor, City of East Lansing  
Ted Staton, East Lansing City Manager



June 15, 2011

Susan M. Pigg, CEcD  
Executive Director  
Tri-County Regional Planning Commission  
913 W. Holmes Road, Suite 201  
Lansing, Mi 48910

Dear Ms. Pigg:

I have just received a letter, dated June 10, 2011, to you from Robert Selig, Executive Director of Capital Regional Airport Authority. The letter is in reference to our request to have our Michigan Flyer service be considered for inclusion on the illustrative list for further funding consideration.

After almost 5 years of operation, remaining quietly on the sidelines, listening to Mr Selig's misguided assumptions, I feel it is finally time to formally respond.

What this country needs, what this state needs, and what this region needs, is people who are visionaries. People who understand the pressing economic, environmental, energy, and traffic congestion problems we all face. Staying the course of the past is obviously not working. Michigan Flyer is **NOT COMPETING** with the Lansing Capital City Airport; rather, it is providing an economic alternative for the 700 -900 people that either transport family or friends to Detroit Metro Airport EACH DAY by automobile. We have been able to capture 30 - 40 % of these trips, and with more frequent service, could capture twice as many of these wasteful miles by automobile. We have conservatively estimated that the Michigan Flyer service has saved our tri-county passengers over \$3,000,000 in auto expense alone, not to mention the additional savings in airport parking fees at Metro Airport.

We are quickly approaching our 400,000 th. passenger. I simply do not understand why we should be ostracized for operating such an efficient system. Our customers come from all walks of life; those with and without automobiles; those that depend on, and those that choose to use public (we are public) transportation options.

Mr. Selig states in his letter how critical airline service is, but someone will have to explain to me, why ground transportation is not critical as well!

109 EAST COMSTOCK ST. / PO Box 970 / OWOSSO, MICHIGAN 48867

GARAGE LOCATIONS

OWOSSO—1226 E. MAIN  
ROMULUS— 28685 SMITH RD  
KALAMAZOO—1015 E. MICHIGAN

989.725.5105  
800.292.3831  
WWW.INDIANTRAILS.COM

989.725.9584 SALES FAX  
989.725.6185 OPERATIONS FAX  
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# Indian Trails



CELEBRATING ONE HUNDRED YEARS

[indiantrails.com](http://indiantrails.com)

In closing; the problems we face in transportation are not going to be solved solely by, so called, "public" entities. So much more could be accomplished, more tax dollars saved, and a more efficient transportation network created, if those in the public sector stopped making the assumption that only public entities are entitled to public funding. Does it not make sense for all transportation modes to work together for the public good? The private sector provides many great examples of efficiency, as Indian Trails has demonstrated over the past 100 years. Does it make sense to continue to support transportation options that require 70 -80 % TAX revenue, or does it make sense to support those that are 70 -80 % PRIVATELY funded?

I will be anxious to hear your response. Thank you for your time.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Gordon Mackay'.

Gordon Mackay, President  
Indian Trails, Inc. / Michigan Flyer

- cc. Rick Snyder, Governor
- Debbie Stabenow, U.S. Senator
- Carl Levin, U. S. Senator
- Dave Camp, U.S. Representative
- Mike Rogers, U.S. Representative
- David Agema, State Representative (100) / Appropriations / Transportation
- Ben Glardon, State Representative (85) Transportation Committee
- David Pohl, Clinton County Commissioner / Carts Committee Chairperson
- Airport Authority Board members & Ex-Officio members
- Ingham County Commissioners – Chairperson
- Mayor, City of Lansing
- Lansing City Council
- John Daher, Lansing Township
- Mayor, City of East Lansing
- Ted Staton, East Lansing City Manager
- Denyse Ferguson, Lansing Economic Area Partners

109 EAST COMSTOCK ST. / PO BOX 970 / OWOSSO, MICHIGAN 48867

## GARAGE LOCATIONS

OWOSSO—1226 E. MAIN  
ROMULUS— 28685 SMITH RD  
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989.725.9768 ADMINISTRATION FAX

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120 N. WASHINGTON SQUARE, SUITE 210  
LANSING, MI 48933  
517-487-1714  
FAX: 517-487-9597  
WWW.LANSINGBUSINESSMONTHLY.COM

June 23, 2011

RECEIVED  
JUN 24 2011  
TCRPC

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

Kirk Steudle, Director  
Michigan Department of Transportation  
State Transportation Bldg.  
425 W. Ottawa Street  
P.O. Box 30050  
Lansing, MI 48909

Re: Tri-County Regional Planning Commission - Proposed TIP Amendment For Private Transportation Operations

Dear Ms. Pigg and Mr. Steudle:

I am writing to express concern regarding the proposed amendment to the Tri-County Regional Planning Commission's Transportation Improvement Plan (TIP). This proposed TIP amendment was included in the Planning Commission's CARTS meeting agenda for the June 14<sup>th</sup> meeting. The information attached to the meeting agenda includes an application by Indian Trails of Owosso, MI, for transportation funding to purchase three (3) busses, costing approximately \$1.5 million, to support the expansion of their private business venture. The agenda indicates that Indian Trails is requesting that their project be added to the illustrative list for further funding consideration. If my review of the information is accurate, I believe that MDOT and the Tri-County Regional Planning Commission should oppose the addition of such a project to the TIP, and even to the illustrative list.

As the owner of a private business in Lansing, namely the Greater Lansing Business Monthly, and as the former Small Business Development Advocate for the State of Michigan under Governor Granholm, I am certainly very supportive of private business development. However, my concern is centered upon the proposed use of public transportation funds to develop private transportation services. As we are all aware, public funding is very limited and I believe that such funding should be used to meet the public transportation needs of our region as a first priority, not private ventures, and especially not ventures that benefit businesses and communities outside of the Tri-County area.

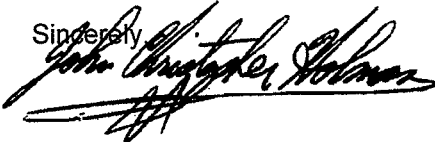
The specific business venture that Indian Trails is proposing to expand with public transportation dollars is in effect an airport shuttle operation designed principally to support the passenger operations of Detroit Metro Airport from Lansing. The premise that is apparently being promoted is that the Indian Trails application is an "inter-city bus operation" but that premise is incorrect. In any case, should MDOT and the Tri-County Planning Commission ultimately decide to consider funding such private transportation projects, the Commission would be obligated to consider all private transportation initiatives, since public funds are involved. There are other Lansing based charter bus and shuttle bus operators who could also perform this task. If MDOT and Tri-County Region desire to participate in funding this Detroit Metro shuttle, I suggest that it be competitively awarded through an RFP process.

Yet, I continue to believe that the Tri-County Planning Commission and MDOT should avoid setting such a precedent.

In summary, it is my recommendation that the appropriate course of action for MDOT and the Tri-County Planning Commission is to refrain from considering the use of limited TIP funding for private transportation initiatives and to not include such projects in the regions TIP.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Holman", written over a horizontal line.

Chris Holman,  
President

CC: Sharon Edgar, Administrator, Passenger Transportation, MDOT  
Airport Authority Board members & Ex-Officio members  
Ingham County Commissioners  
Mayor, City of Lansing  
Lansing City Council  
Mayor, City of East Lansing  
Ted Staton, East Lansing City Manager