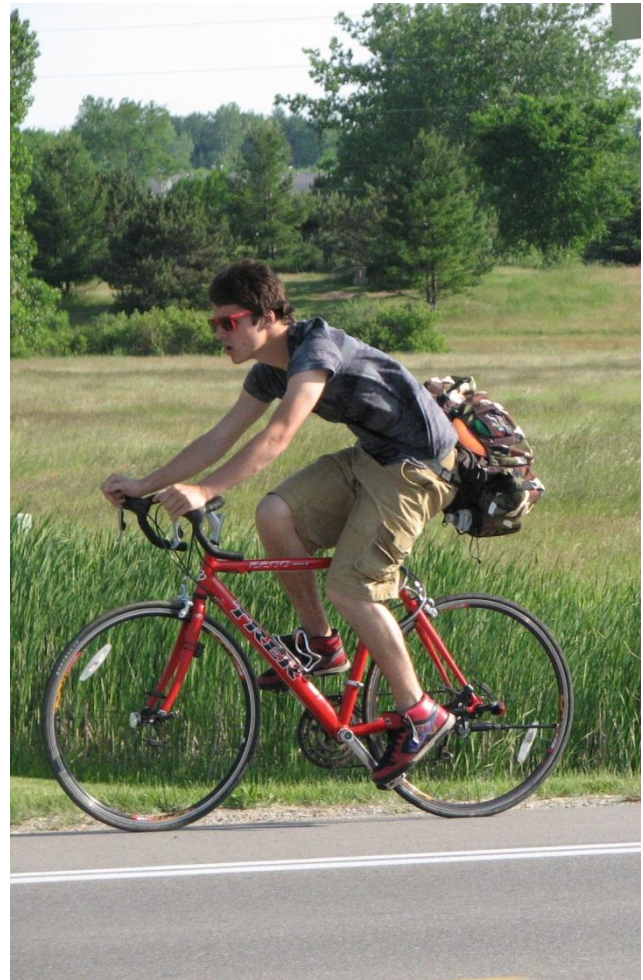
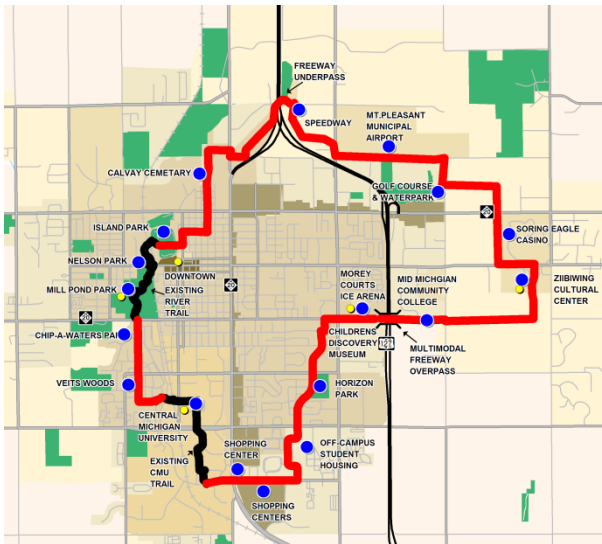


The Greater Mt. Pleasant Area Cultural Loop

APPENDIX



SUBMITTED BY:
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APPENDIX

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Additional Supporting Documents can be found Online at:

http://www.greenwaycollab.com/Projects/Mt_Pleasant_Tiger_III\MTPTIGER.html

I. Cost Benefit Analysis

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A. Impact Matrix

Current Status/ Baseline & Problem to Be Addressed	Change to Baseline / Alternatives	Type of Impacts	Population Affected by Impacts
<p>US-127 is a barrier for non-motorized travel between numerous employment, housing, recreational, educational and cultural centers.</p>	<p>Provide safe, comfortable and convenient means to cross US-127 for bicycles and pedestrians as well as an additional crossing for motorized vehicles.</p>	<p>Improved mode choice options will result in an increase in the number of utilitarian and recreational bicycle and pedestrian trips between key destinations.</p>	<p>20,245 people live within ½ mile of the Cultural Loop.</p> <p>43,597 people live in the project area.</p> <p>19,075 jobs are within ½ mile of the Cultural Loop.</p>
<p>There are limited to no bicycle or pedestrian facilities between key destinations in the project area.</p>	<p>Provide safe, comfortable and convenient bicycle and pedestrian facilities along with wayfinding and support facilities between key destinations</p>	<p>The greenway loop will have a positive impact on the value of properties adjacent to the Cultural Loop.</p>	<p>1,195 properties are located within 1/8 of a mile of the Cultural Loop including eight high density off-campus student housing complexes, four large scale commercial developments and a new corporate park.</p>

Economic Benefit	Summary of Results	Page Referenced in BCA
<p>The exercise associated with each 3 mile bicycle or 1 mile pedestrian trip generates 53 cents of health care savings.</p>	<p>\$342,822 per year in health cost savings from 602 daily bicycle trips and 3,598 daily pedestrian trips (combination of utilitarian trips and recreational trips).</p>	<p>17-23</p>
<p>Fuel savings of 0.18 gallons for each 3 mile utilitarian bicycle trip and 0.07 gallons for each utilitarian pedestrian trip that replace motorized trips reduce personal fuel purchases at \$3.90 gallon.</p>	<p>\$120,882 annual fuel cost savings from 77 daily utilitarian bicycle trips and 2,206 utilitarian pedestrian trips.</p>	<p>17-23</p>
<p>CO2 emission savings of 1581 grams for each 3 mile utilitarian bicycle trip and 575 grams for each 1 mile utilitarian pedestrian trip that replace motorized trips.</p>	<p>468 tons annually in CO2 emission savings from 77 daily utilitarian bicycle trips and 2,206 utilitarian pedestrian trips.</p>	<p>17-23</p>
<p>Increase in property values of 6% for the 272 properties located immediately adjacent to the Cultural Loop and an increase in values of 2% for the additional 923 properties located within 1/8 of a mile of the Cultural Loop.</p>	<p>Increase of \$4,202,612 in property values of property within 1/8 of a mile of the Cultural Loop.</p>	<p>25-27</p>

A.2 No-Build and Build Cases

Based on surveys conducted for the non-motorized transportation plan:

- 20.1% of the respondents currently walk for transportation daily. If a system of sidewalk, pathways, crosswalks, bike lanes, etc. were constructed an additional 14.1% for a total of 34.2% indicated that they would walk for transportation daily.
- 18.8% of the respondents currently bicycle for transportation daily. If a system of sidewalk, pathways, crosswalks, bike lanes, etc. were constructed an additional 25.5% for a total of 44.3% indicated that they would bicycle for transportation daily.

Similar increases were found when the question was regarding walking or bicycling for recreation. When looking at students at the University and Community College. 41.9% percent say they already walk or bike. An additional 32.6% indicated that they were likely to walk or bike most of the time if there was a network of sidewalks, pathways, crosswalks, bike lanes, etc.

The student responses are most germane as there has been a large increase in the construction of off-campus housing. Most of the high density student housing is within 1½ miles of campus and regional shopping centers. Currently, there are no pedestrian or bicycle links from these housing areas and the University or Community College.

In addition, hundreds of University students work every day at the Soaring Eagle Casino and Resort. While most of the student housing is 1½ to 2 miles from the casino and resort, US-127 lies between the two traffic generators impeding non-motorized travel. Students, are more likely than the general population to bicycle or walk for transportation.

Based on the non-motorized plan results as well as other community surveys, it is reasoned that there is a latent demand for additional walking and bicycling facilities and should those facilities be constructed, a significant number of motorized trips will be replaced by walking and bicycling trips. Under the no-build scenario, the lack of even a basic non-motorized network as well as deficiencies of safe and convenient access across US-127 will continue to inhibit walking and bicycling trips.

A.3 Benefits Quantification

Four benefits were quantified and monetized for the benefit analysis. The first three were calculated using the Florida Department of Transportation's Health and Energy Benefits Calculator that was prepared as part of the Conserve by Bicycling and Walking, Phase II Report. This calculator distinguishes between utilitarian trips – strictly transportation trips that replace motorized trips and induced recreational trips that do not replace motorized trips. Only the utilitarian trip numbers are used in fuel cost savings and Co2 emission savings.

- **Health Cost Savings based on the number of bicycle and pedestrian trips** – each walking and bicycling trip was estimated to take 30 minutes, enough to meet the recommended levels of physical activity to be performed five times a week. The average per capita expenditures on people who are active compared to those who are inactive has a median value of \$128 across ten studies. That number was divided by 260 times per year (5 times a week) to come up with \$0.49 a trip. This number was adjusted for inflation to \$0.53 cents a trip.
- **Fuel Cost Savings from motor vehicle trips replaced by walking and bicycling trips** – each walking trip was assumed to be 1 mile and each bicycle trip was assumed to be 3 miles. Fuel savings of 0.18 gallons were used for each 3 mile utilitarian bicycle trip. Fuel savings of 0.07 gallons were used for each 1 mile utilitarian pedestrian trip. The fuel savings were used to calculate the number of gallons of gas that would have been used if those were motorized travel. The assumed mileage is 20 mpg. The assumed cost of a gallon of gas is \$3.90.
- **CO2 Emission Savings based on the number of motor vehicle trips replaced by walking and bicycling trips** – using a similar approach to the fuel cost savings above, the assumed CO2 savings for a bicycle trip is 1,581 grams and the assumed CO2 savings for a walking trip is 575 grams.
- **Increase in property values based on a percentage increase in property values based on the parcel's proximity to the Cultural Loop** – parcels that directly abut the proposed route are assumed to have an increase in value of 6%. Parcels that are within 1/8 of a mile of the Cultural Loop are assumed to have an increase in value of 2%. Research on the impact of trails and greenways was used as the foundation for this assumption. As the Cultural Loop is an urban greenway, with off-road trails, on-road neighborhood routes, sidepaths and bike lanes, it will not necessarily have the same impact many of the studies suggest, but it will still generate some increase in property value. One study showed that greenways showed a positive, significant effect on property values ranging from 2 to 14 percent of the sales price with increase from the predicted sales

price attributed to the popular existing trail¹. Another study showed that for each foot further away from the trail decreases the sale price of a sample property by \$7.05. The average home value for this study was \$203,596 and the average distance to the trail was 3,390 feet. Given these assumptions the average increase of property value would be \$11,350 (5.5% change).

¹ Lindsey, Payton, Dickson., Property Values, Recreation Values, and Urban Greenways, *Journal of Park and Recreation Administration.*, 2004, Vol. 22, No. 3, p69-90.

² Karadeniz., The Impact of the Little Miami Scenic Trail on Single Family Property Values, University of Cincinnati, April 14, 2004

A.4 Costs

A detailed cost estimate was prepared for the project and may be found on the grant webpage.

Figure A.4a Multimodal Freeway Overpass Element Cost

Multimodal Freeway Overpass		Amount
	Pre-Cast Concrete Arch Bridge	\$ 1,873,000
	Bridge Approaches	\$ 907,000
	Remus Road	\$ 320,000
	ROW Acquisition	\$ 100,000
	Engineering	\$ 372,000
Total Project Cost		\$ 3,572,000

Figure A.4v Greenway Loop Element Cost

Greenway Loop		Amount
	Off-Road Shared Use Pathways	\$ 1,930,000
	Road Crossing Improvements	\$ 340,000
	Bike Lanes	\$ 27,000
	Traffic Calming Improvements	\$ 200,000
	Active Transportation Hubs	\$ 155,000
	Landscaping	\$ 200,000
	Wayfinding Signage	\$ 100,000
	Design and Construction Documents	\$ 591,000
Total Project Cost		\$ 3,543,000

Figure A.4c Project Costs

Project Elements Cost	Amount	Share
Multimodal Freeway Overpass	\$ 3,572,000	50%
Greenway Loop	\$ 3,543,000	50%
Total Project Cost	\$ 7,115,000	100%

Figure A.4d Yearly Maintenance Costs

Item	Quan.	Units	Unit Price	Estimate
On Road Designated Bicycle Facilities (weekly sweep and annual re-stripe)	8.45	Miles	\$ 9,000.00	\$ 76,050.00
Off-Road Trails and Pathways (sweeping/blowing of debris, mowing of shoulders, vegetation control, asphalt sealing and snow removal)	6.07	Miles	\$ 4,000.00	\$ 24,280.00
Signals	32	Each	\$ 160.00	\$ 5,120.00
Total:				\$ 105,450.00

B. Cost / Benefit Results

As requested in the NOFA, the Non-CO2 Benefits have been calculated separated from the CO2 Benefits and then combined in a final composite Cost / Benefit analysis.

Figure B.1 Non-CO2 Cost Analysis

Non-CO2 Cost Analysis				
Time Frame		Costs		
Project Year	Calendar Year	Construction	Operations & Maintenance	Total Costs
0	2013	\$ 3,543,000	\$ -	\$ 3,543,000
1	2014	\$ 3,572,000	\$ 50,000	\$ 3,622,000
2	2015	\$ -	\$ 105,000	\$ 105,000
3	2016	\$ -	\$ 105,000	\$ 105,000
4	2017	\$ -	\$ 105,000	\$ 105,000
5	2018	\$ -	\$ 105,000	\$ 105,000
6	2019	\$ -	\$ 105,000	\$ 105,000
7	2020	\$ -	\$ 105,000	\$ 105,000
8	2021	\$ -	\$ 105,000	\$ 105,000
9	2022	\$ -	\$ 105,000	\$ 105,000
10	2023	\$ -	\$ 105,000	\$ 105,000
11	2024	\$ -	\$ 105,000	\$ 105,000
12	2025	\$ -	\$ 105,000	\$ 105,000
13	2026	\$ -	\$ 105,000	\$ 105,000
14	2027	\$ -	\$ 105,000	\$ 105,000
15	2028	\$ -	\$ 105,000	\$ 105,000
16	2029	\$ -	\$ 105,000	\$ 105,000
17	2030	\$ -	\$ 105,000	\$ 105,000
18	2031	\$ -	\$ 105,000	\$ 105,000
19	2032	\$ -	\$ 105,000	\$ 105,000
		\$ 7,115,000	\$ 1,940,000	\$ 9,055,000

Figure B.2 Non-CO2 Benefit Analysis

Non-CO2 Benefit Analysis					
Time Frame		Undiscounted Benefits			
Project Year	Calendar Year	Reduced Health Care Costs	Fuel Cost Savings	Property Value Increase	Total Undiscounted Benefits
0	2013	\$ -	\$ -	\$ -	0
1	2014	\$ 185,405	\$ 94,288	\$ -	\$ 279,693
2	2015	\$ 370,810	\$ 188,576	\$ 2,101,306	\$ 2,660,692
3	2016	\$ 370,810	\$ 188,576	\$ 2,101,306	\$ 2,660,692
4	2017	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
5	2018	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
6	2019	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
7	2020	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
8	2021	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
9	2022	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
10	2023	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
11	2024	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
12	2025	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
13	2026	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
14	2027	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
15	2028	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
16	2029	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
17	2030	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
18	2031	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
19	2032	\$ 370,810	\$ 188,576	\$ -	\$ 559,386
		\$ 6,859,985	\$ 3,488,656	\$ 4,202,612	\$ 14,551,253

Figure B.3 Non-CO2 Cost / Benefit Analysis

Non-CO2 Cost / Benefit Analysis					
Time Frame		Net Cost / Benefits			
Project Year	Calendar Year	Total Benefits Discounted at 7%	Total Cost / Benefit at 7% Discount	Total Benefits Discounted at 3%	Total Cost / Benefit at 3% Discount
0	2013	-	\$ (3,543,000)	\$ -	\$ (3,543,000)
1	2014	261,395	\$ (3,360,605)	\$ 271,547	\$ (3,350,453)
2	2015	2,323,951	\$ 2,218,951	\$ 2,507,957	\$ 2,402,957
3	2016	2,171,917	\$ 2,066,917	\$ 2,434,910	\$ 2,329,910
4	2017	426,753	\$ 321,753	\$ 497,007	\$ 392,007
5	2018	398,834	\$ 293,834	\$ 482,531	\$ 377,531
6	2019	372,743	\$ 267,743	\$ 468,477	\$ 363,477
7	2020	348,357	\$ 243,357	\$ 454,832	\$ 349,832
8	2021	325,568	\$ 220,568	\$ 441,584	\$ 336,584
9	2022	304,269	\$ 199,269	\$ 428,723	\$ 323,723
10	2023	284,363	\$ 179,363	\$ 416,236	\$ 311,236
11	2024	265,760	\$ 160,760	\$ 404,112	\$ 299,112
12	2025	248,374	\$ 143,374	\$ 392,342	\$ 287,342
13	2026	232,125	\$ 127,125	\$ 380,915	\$ 275,915
14	2027	216,940	\$ 111,940	\$ 369,820	\$ 264,820
15	2028	202,747	\$ 97,747	\$ 359,049	\$ 254,049
16	2029	189,483	\$ 84,483	\$ 348,591	\$ 243,591
17	2030	177,087	\$ 72,087	\$ 338,438	\$ 233,438
18	2031	165,502	\$ 60,502	\$ 328,580	\$ 223,580
19	2032	154,675	\$ 49,675	\$ 319,010	\$ 214,010
		9,070,846	\$ 15,846	\$ 11,644,661	\$ 2,589,661

Figure B.4 Non-CO2 Cost / Benefit Summary

Non-CO2 Cost / Benefit Summary						
Time Frame		Non-CO2				
Project Year	Calendar Year	Total Costs	Total Undiscounted Benefits	Total Undiscounted Cost / Benefit	Total Cost / Benefit at a 7% Discount	Total Cost / Benefit at a 3% Discount
0	2013	\$ 3,543,000	0	\$ (3,543,000)	\$ (3,543,000)	\$ (3,543,000)
1	2014	\$ 3,572,000	\$ 279,693	\$ (3,292,307)	\$ (3,360,605)	\$ (3,350,453)
2	2015	\$ 105,000	\$ 2,660,692	\$ 2,555,692	\$ 2,218,951	\$ 2,402,957
3	2016	\$ 105,000	\$ 2,660,692	\$ 2,555,692	\$ 2,066,917	\$ 2,329,910
4	2017	\$ 105,000	\$ 559,386	\$ 454,386	\$ 321,753	\$ 392,007
5	2018	\$ 105,000	\$ 559,386	\$ 454,386	\$ 293,834	\$ 377,531
6	2019	\$ 105,000	\$ 559,386	\$ 454,386	\$ 267,743	\$ 363,477
7	2020	\$ 105,000	\$ 559,386	\$ 454,386	\$ 243,357	\$ 349,832
8	2021	\$ 105,000	\$ 559,386	\$ 454,386	\$ 220,568	\$ 336,584
9	2022	\$ 105,000	\$ 559,386	\$ 454,386	\$ 199,269	\$ 323,723
10	2023	\$ 105,000	\$ 559,386	\$ 454,386	\$ 179,363	\$ 311,236
11	2024	\$ 105,000	\$ 559,386	\$ 454,386	\$ 160,760	\$ 299,112
12	2025	\$ 105,000	\$ 559,386	\$ 454,386	\$ 143,374	\$ 287,342
13	2026	\$ 105,000	\$ 559,386	\$ 454,386	\$ 127,125	\$ 275,915
14	2027	\$ 105,000	\$ 559,386	\$ 454,386	\$ 111,940	\$ 264,820
15	2028	\$ 105,000	\$ 559,386	\$ 454,386	\$ 97,747	\$ 254,049
16	2029	\$ 105,000	\$ 559,386	\$ 454,386	\$ 84,483	\$ 243,591
17	2030	\$ 105,000	\$ 559,386	\$ 454,386	\$ 72,087	\$ 233,438
18	2031	\$ 105,000	\$ 559,386	\$ 454,386	\$ 60,502	\$ 223,580
19	2032	\$ 105,000	\$ 559,386	\$ 454,386	\$ 49,675	\$ 214,010
		\$ 9,005,000	\$ 14,551,253	\$ 5,546,253	\$ 15,846	\$ 2,589,661

Figure B.5 -CO2 Benefit Analysis

CO2 Benefit Analysis					
Time Frame		CO2			
Project Year	Calendar Year	Reduced Metric Tons of CO2	Avg. Social Cost of Carbon Discounted at 3%	CO2 Benefits with SCC Discounted at 3%	Total Benefits CO2 Reduction Discounted at 3%
0	2013	0	\$ 22.40	\$ -	\$ -
1	2014	234	\$ 22.80	\$ 5,335	\$ 5,180
2	2015	468	\$ 23.30	\$ 10,904	\$ 10,278
3	2016	468	\$ 23.80	\$ 11,138	\$ 10,193
4	2017	468	\$ 24.30	\$ 11,372	\$ 10,104
5	2018	468	\$ 24.80	\$ 11,606	\$ 10,012
6	2019	468	\$ 25.30	\$ 11,840	\$ 9,916
7	2020	468	\$ 25.80	\$ 12,074	\$ 9,818
8	2021	468	\$ 26.30	\$ 12,308	\$ 9,716
9	2022	468	\$ 26.96	\$ 12,617	\$ 9,670
10	2023	468	\$ 27.62	\$ 12,926	\$ 9,618
11	2024	468	\$ 28.28	\$ 13,235	\$ 9,561
12	2025	468	\$ 28.94	\$ 13,544	\$ 9,499
13	2026	468	\$ 29.60	\$ 13,853	\$ 9,433
14	2027	468	\$ 30.24	\$ 14,152	\$ 9,356
15	2028	468	\$ 30.88	\$ 14,452	\$ 9,276
16	2029	468	\$ 31.52	\$ 14,751	\$ 9,193
17	2030	468	\$ 32.16	\$ 15,051	\$ 9,106
18	2031	468	\$ 32.80	\$ 15,350	\$ 9,017
19	2032	468	\$ 33.44	\$ 15,650	\$ 8,925
		8,658		\$ 242,162	\$ 177,872

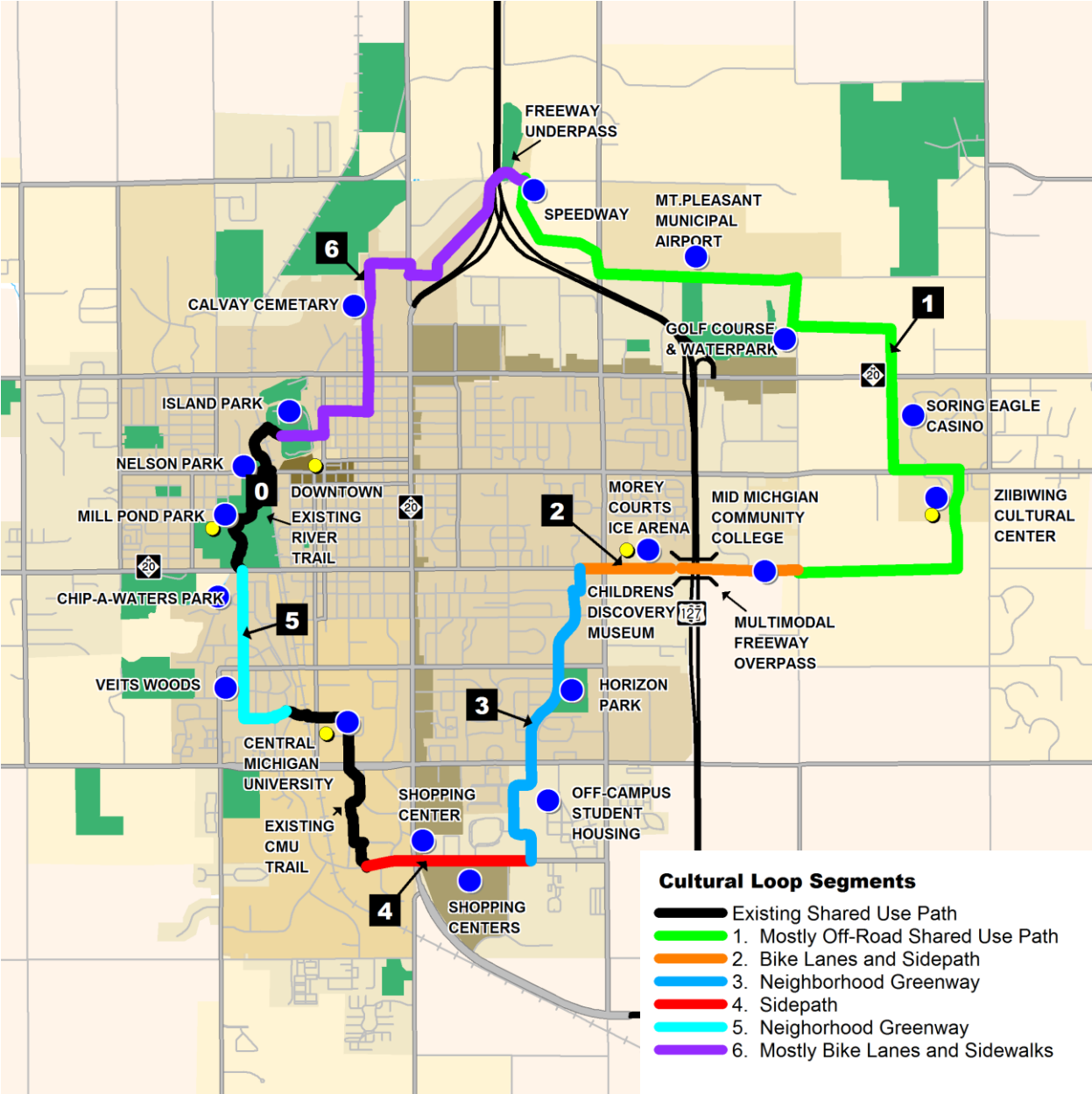
Figure B.6 -CO2 Composite Cost / Benefit Analysis

Composite Cost / Benefit Analysis						
Time Frame		Non-CO2		CO2	Total Non-CO2 and CO2	
Project Year	Calendar Year	Non-CO2 Total Cost / Benefit at a 7% Discount	Non-CO2 Total Cost / Benefit at a 3% Discount	Total Benefits CO2 Reduction Discounted at 3%	Total Cost / Benefit Discounted at 7%	Total Cost / Benefit at Discounted at 3%
0	2012	\$ (3,543,000)	\$ (3,543,000)	\$ -	\$ (3,543,000)	\$ (3,543,000)
1	2013	\$ (3,360,605)	\$ (3,350,453)	\$ 5,180	\$ (3,355,425)	\$ (3,345,274)
2	2014	\$ 2,218,951	\$ 2,402,957	\$ 10,278	\$ 2,229,230	\$ 2,413,236
3	2015	\$ 2,066,917	\$ 2,329,910	\$ 10,193	\$ 2,077,110	\$ 2,340,103
4	2016	\$ 321,753	\$ 392,007	\$ 10,104	\$ 331,857	\$ 402,111
5	2017	\$ 293,834	\$ 377,531	\$ 10,012	\$ 303,846	\$ 387,543
6	2018	\$ 267,743	\$ 363,477	\$ 9,916	\$ 277,659	\$ 373,393
7	2019	\$ 243,357	\$ 349,832	\$ 9,818	\$ 253,175	\$ 359,650
8	2020	\$ 220,568	\$ 336,584	\$ 9,716	\$ 230,284	\$ 346,301
9	2021	\$ 199,269	\$ 323,723	\$ 9,670	\$ 208,939	\$ 333,393
10	2022	\$ 179,363	\$ 311,236	\$ 9,618	\$ 188,982	\$ 320,854
11	2023	\$ 160,760	\$ 299,112	\$ 9,561	\$ 170,322	\$ 308,674
12	2024	\$ 143,374	\$ 287,342	\$ 9,499	\$ 152,874	\$ 296,842
13	2025	\$ 127,125	\$ 275,915	\$ 9,433	\$ 136,558	\$ 285,348
14	2026	\$ 111,940	\$ 264,820	\$ 9,356	\$ 121,296	\$ 274,176
15	2027	\$ 97,747	\$ 254,049	\$ 9,276	\$ 107,023	\$ 263,325
16	2028	\$ 84,483	\$ 243,591	\$ 9,193	\$ 93,676	\$ 252,783
17	2029	\$ 72,087	\$ 233,438	\$ 9,106	\$ 81,193	\$ 242,544
18	2030	\$ 60,502	\$ 223,580	\$ 9,017	\$ 69,519	\$ 232,597
19	2031	\$ 49,675	\$ 214,010	\$ 8,925	\$ 58,600	\$ 222,935
		\$ 15,846	\$ 2,589,661	\$ 177,872	\$ 193,718	\$ 2,767,534

C. Model Logic and Input Variables

The project was divided into six segments of relatively uniform character for the purposes of benefit analysis using the Conserve by Bicycle and Pedestrian Study Benefits Calculator developed by Florida Department of Transportation. The calculator was used to estimate the number of trips, fuel cost savings, CO2 reductions and health benefits. The spreadsheets for each segment are available on the grant webpage for download and further analysis.

C1. Segment Inputs



Segment 1	Shared-Use Path from E River Rd to Summerton Rd
Segment Distance	5.0 Miles
Cross Sections	10' Wide Independent Shared-Use Path 10' Wide Side Path
Pop. Within ½ Mile	1,368
Population Density	265
Jobs Within ½ Mile	5,100
Employment Density	986
Road Crossings	2 Crossing Islands with Rectangular Rapid Flash Beacons 2 Rectangular Rapid Flash Beacons 2 Marked Crosswalks at Intersection
Segment 2	Remus Road from Summerton Rd to Greystone Ln Includes Freeway Overpass
Segment Distance	1.1 Miles
Cross Section	Bike Lanes and 10' Wide Shared-Use Path on One Side
Pop. Within ½ Mile	2,824
Population Density	1,502
Jobs Within ½ Mile	608
Employment Density	323
Road Crossings	1 Rectangular Rapid Flash Beacons 1 Marked Crosswalks at Existing Signalized Intersection
Segment 3	Sweeney Rd from Remus Rd to Blue Grass Rd
Segment Distance	1.8 Miles
Cross Sections	10' Independent Shared Use Path (two segments) Signed Bike Route on Residential Road Bike Lanes and Sidewalks (on low speed collector) Parking Edge Stripe and Sidewalks (on low speed collector)
Pop. Within ½ Mile	4,612
Population Density	1,938
Jobs Within ½ Mile	1,985
Employment Density	834
Road Crossings	1 Crossing Island with Rectangular Rapid Flash Beacon 1 Marked Crosswalks at Existing Intersection
Segment 4	Blue Grass Road from Sweeney Road to CMU Trail
Segment Distance	0.9 Miles
Cross Section	10' Independent Side Path
Pop. Within ½ Mile	448
Population Density	278 (out dated information - new high density apartments since census)
Jobs Within ½ Mile	1,277
Employment Density	793
Road Crossings	3 Crossing Island with Rectangular Rapid Flash Beacon

Segment 5

Segment Distance
 Cross Sections

Pop. Within ½ Mile
 Population Density
 Jobs Within ½ Mile
 Employment Density
 Road Crossings

CMU Trail to River Trail

1.0 Miles
 10' Independent Side Path (two segments)
 Signed Bike Route on Residential Road (four segments)
 Parking Edge Stripe and Sidewalks (on low speed collector)
 10,772
 6,411
 370
 220
 1 Marked Crosswalks at Existing Intersection

Segment 6

Segment Distance
 Cross Sections

Pop. Within ½ Mile
 Population Density
 Jobs Within ½ Mile
 Employment Density
 Road Crossings

River Trail to River Road

2.5 Miles
 Signed Bike Route on Residential Road (two segments)
 Parking Edge Stripe and Sidewalks (on residential roadway)
 Bike Lanes and sidewalk
 3,649
 1,233
 11,978
 4,046
 1 Hybrid Pedestrian Beacon
 1 Marked Crosswalks at Existing Intersection
 1 Rectangular Rapid Flash Beacons

C2. Segment Health and Energy Benefits**Calculations**

The following reports are the output from the Health and Energy Benefits Calculator Mode Choice and Induced Recreational Travel Estimation/Prediction worksheets. These worksheets output Utilitarian Bicycle and Pedestrian Trips, Recreational Bicycle and Pedestrian Trips, Fuel Savings, Fuel Cost Savings, CO2 Emissions Savings and Health Cost Savings. The actual worksheets may be downloaded from the grant webpage.

Health and Energy Benefits Calculator

Mode Choice and Induced Recreational Travel Estimation/Prediction

Roadway Information

Roadway Name Segment 1
 Jurisdiction N/A
 SR Designation N/A
 US Designation N/A
 Functional Class Shared Use Path
 Number of Lanes 2
 AADT 5000
 Signals 5
 Divided or Undivided Undivided
 One- or two-way Two-way
 Area Type Other
 Speed Limit 45
 % Heavy Vehicles 0
 Motor Vehicle LOS* B
 Pavement Condition 3

Corridor Characteristics

Average Traveler Trip Length 2 miles
 Aesthetics (1-5) 4
 Points of Interest (1-3) 3
 Auto Occupancy (ppmv) 1.43
 Bike/Ped Facility Length 5 miles
 Independent Alignment Trail? Yes
 Corridor Study Length 5 miles

Influence Area Demographics

Population within 10 miles 53728 people
 Population within 0.5 miles 1368 people
 Population Density (pop/sq. mi.) 265
 Employment Density (jobs/sq mi) 986

Analysis Zone

Ellipse Length 1.00 miles
 Ellipse Width 0.20 miles

Transit Service

Buses Per Hour 0
 Bus Occupancy (ppb) 0
 Trains Per hour 0
 Span of Service 0
 Bus LOS* F

Connectivity Measures

Pedestrian 1.05
 Bicycle 2.01

Cross Section

Outside lane width 12 feet
 Shoulder/bike lane width 0 feet
 Parking Width 0 feet
 Parking Occupancy 0 percent
 Buffer Width 8 feet
 Tree Spacing 30 feet
 Sidewalk? No
 Sidepath? Yes
 SW/SP Width 10 feet

Bike LOS D
 Ped LOS A

Mode Splits	Person Trips (peak hr)	Volumes (peak hr)	Facility Users	Daily Induced Recreational Users	Total Daily Trips
Motor Vehicles	684	478	Daily	Midpoint Facility	
Transit	0	#DIV/0!			
Bicycle	1	1	12	164	164 176
Pedestrian	9	9	884	85	425 1,309

0.00

Benefits	Daily	Annually
Fuel Savings	60 gallons	18361 gallons
Fuel Cost Savings	\$233	\$71,609
CO2 Emmissions Savings	1,161 pounds	178 tons
Health Costs Savings	\$694	\$145,594

Revised - 8/24/2010

Health and Energy Benefits Calculator

Mode Choice and Induced Recreational Travel Estimation/Prediction

Roadway Information

Roadway Name Segment 2
 Jurisdiction N/A
 SR Designation N/A
 US Designation N/A
 Functional Class Collector
 Number of Lanes 2
 AADT 5000
 Signals 1
 Divided or Undivided Undivided
 One- or two-way Two-way
 Area Type Other
 Speed Limit 45
 % Heavy Vehicles 3
 Motor Vehicle LOS* B
 Pavement Condition 3

Transit Service

Buses Per Hour 0
 Bus Occupancy (ppb) 0
 Trains Per hour 0
 Span of Service 0
 Bus LOS* F

Cross Section

Outside lane width 11 feet
 Shoulder/bike lane width 5 feet
 Parking Width 0 feet
 Parking Occupancy 0 percent
 Buffer Width 5 feet
 Tree Spacing 40 feet
 Sidewalk? No
 Sidepath? Yes
 SW/SP Width 10 feet

Corridor Characteristics

Average Traveler Trip Length 2 miles
 Aesthetics (1-5) 3
 Points of Interest (1-3) 3
 Auto Occupancy (ppmv) 1.43
 Bike/Ped Facility Length 1.1 miles
 Independent Alignment Trail? No
 Corridor Study Length 1.1 miles

Influence Area Demographics

Population within 10 miles 53728 people
 Population within 0.5 miles 2824 people
 Population Density (pop/sq. mi.) 1502
 Employment Density (jobs/sq mi) 323

Analysis Zone

Ellipse Length 0.90 miles
 Ellipse Width 0.50 miles

Connectivity Measures

Pedestrian 1.00
 Bicycle 1.04

Mode Splits	Person Trips (peak hr)	Volumes (peak hr)	Facility Users	Daily Induced Recreational Users	Total Daily Trips
Motor Vehicles	677	474	Daily	Midpoint Facility	
Transit	0	#DIV/0!			
Bicycle	1	1	13	74	74 87
Pedestrian	16	16	350	225	248 598

0.00

Benefits	Daily	Annually
Fuel Savings	25 gallons	7708 gallons
Fuel Cost Savings	\$98	\$30,063
CO2 Emmissions Savings	488 pounds	75 tons
Health Costs Savings	\$317	\$58,970

Revised - 8/24/2010

Health and Energy Benefits Calculator

Mode Choice and Induced Recreational Travel Estimation/Prediction

Roadway Information

Roadway Name Segment 3
 Jurisdiction N/A
 SR Designation N/A
 US Designation N/A
 Functional Class Collector
 Number of Lanes 2
 AADT 3000
 Signals 4
 Divided or Undivided Undivided
 One- or two-way Two-way
 Area Type Other
 Speed Limit 25
 % Heavy Vehicles 0
 Motor Vehicle LOS* B
 Pavement Condition 3

Transit Service

Buses Per Hour 0
 Bus Occupancy (ppb) 0
 Trains Per hour 0
 Span of Service 0
 Bus LOS* F

Cross Section

Outside lane width 10 feet
 Shoulder/bike lane width 5 feet
 Parking Width 0 feet
 Parking Occupancy 0 percent
 Buffer Width 6 feet
 Tree Spacing 30 feet
 Sidewalk? Yes
 Sidepath? No
 SW/SP Width 5 feet

Corridor Characteristics

Average Traveler Trip Length 2 miles
 Aesthetics (1-5) 3
 Points of Interest (1-3) 3
 Auto Occupancy (ppmv) 1.43
 Bike/Ped Facility Length 1.8 miles
 Independent Alignment Trail? No
 Corridor Study Length 1.8 miles

Influence Area Demographics

Population within 10 miles 53728 people
 Population within 0.5 miles 4612 people
 Population Density (pop/sq. mi.) 1938
 Employment Density (jobs/sq mi) 834

Analysis Zone

Ellipse Length 0.90 miles
 Ellipse Width 0.50 miles

Connectivity Measures

Pedestrian 0.96
 Bicycle 1.04

Mode Splits	Person Trips (peak hr)	Volumes (peak hr)	Facility Users	Daily Induced Recreational Users	Total Daily Trips
Motor Vehicles	414	289	Daily	Midpoint Facility	
Transit	0	#DIV/0!			
Bicycle	1	1	13	71	71 84
Pedestrian	2	2	71	89	159 230

0.00

Benefits	Daily	Annually
Fuel Savings	7 gallons	2105 gallons
Fuel Cost Savings	\$27	\$8,209
CO2 Emissions Savings	133 pounds	20 tons
Health Costs Savings	\$122	\$13,519

Revised - 8/24/2010

Health and Energy Benefits Calculator

Mode Choice and Induced Recreational Travel Estimation/Prediction

Roadway Information

Roadway Name Segment 4
 Jurisdiction N/A
 SR Designation N/A
 US Designation N/A
 Functional Class Arterial
 Number of Lanes 5
 AADT 12000
 Signals 1
 Divided or Undivided Undivided
 One- or two-way Two-way
 Area Type Other
 Speed Limit 35
 % Heavy Vehicles 3
 Motor Vehicle LOS* B
 Pavement Condition 3

Transit Service

Buses Per Hour 0
 Bus Occupancy (ppb) 0
 Trains Per hour 0
 Span of Service 0
 Bus LOS* F

Cross Section

Outside lane width 11 feet
 Shoulder/bike lane width 0 feet
 Parking Width 0 feet
 Parking Occupancy 0 percent
 Buffer Width 6 feet
 Tree Spacing 30 feet
 Sidewalk? Yes
 Sidepath? Yes
 SW/SP Width 10 feet

Corridor Characteristics

Average Traveler Trip Length 2 miles
 Aesthetics (1-5) 2
 Points of Interest (1-3) 3
 Auto Occupancy (ppmv) 1.43
 Bike/Ped Facility Length 0.9 miles
 Independent Alignment Trail? No
 Corridor Study Length 0.9 miles

Influence Area Demographics

Population within 10 miles 53728 people
 Population within 0.5 miles 448 people
 Population Density (pop/sq. mi.) 278
 Employment Density (jobs/sq mi) 793

Analysis Zone

Ellipse Length 1.00 miles
 Ellipse Width 0.20 miles

Connectivity Measures

Pedestrian 1.00
 Bicycle 1.04

Mode Splits	Person Trips (peak hr)	Volumes (peak hr)	Facility Users	Daily Induced Recreational Users	Total Daily Trips
Motor Vehicles	1,625	1,137	Daily	Midpoint Facility	
Transit	0	#DIV/0!			
Bicycle	1	1	13	46	46 59
Pedestrian	38	38	763	165	165 927

0.00

Benefits	Daily	Annually
Fuel Savings	52 gallons	16025 gallons
Fuel Cost Savings	\$204	\$62,497
CO2 Emmissions Savings	1,014 pounds	155 tons
Health Costs Savings	\$491	\$126,148

Revised - 8/24/2010

Health and Energy Benefits Calculator

Mode Choice and Induced Recreational Travel Estimation/Prediction

Roadway Information

Roadway Name Segment 5
 Jurisdiction N/A
 SR Designation N/A
 US Designation N/A
 Functional Class Collector
 Number of Lanes 2
 AADT 3000
 Signals 1
 Divided or Undivided Undivided
 One- or two-way Two-way
 Area Type Other
 Speed Limit 25
 % Heavy Vehicles 0
 Motor Vehicle LOS* B
 Pavement Condition 3

Transit Service

Buses Per Hour 0
 Bus Occupancy (ppb) 0
 Trains Per hour 0
 Span of Service 0
 Bus LOS* F

Cross Section

Outside lane width 10 feet
 Shoulder/bike lane width 5 feet
 Parking Width 0 feet
 Parking Occupancy 0 percent
 Buffer Width 6 feet
 Tree Spacing 30 feet
 Sidewalk? Yes
 Sidepath? No
 SW/SP Width 5 feet

Corridor Characteristics

Average Traveler Trip Length 2 miles
 Aesthetics (1-5) 4
 Points of Interest (1-3) 3
 Auto Occupancy (ppmv) 1.43
 Bike/Ped Facility Length 1 miles
 Independent Alignment Trail? No
 Corridor Study Length 1 miles

Influence Area Demographics

Population within 10 miles 53728 people
 Population within 0.5 miles 10772 people
 Population Density (pop/sq. mi.) 6411
 Employment Density (jobs/sq mi) 220

Analysis Zone

Ellipse Length 0.90 miles
 Ellipse Width 0.50 miles

Connectivity Measures

Pedestrian 0.96
 Bicycle 1.04

Mode Splits	Person Trips (peak hr)	Volumes (peak hr)	Facility Users	Daily Induced Recreational Users		Total Daily Trips
Motor Vehicles	414	289	Daily	Midpoint	Facility	
Transit	0	#DIV/0!				
Bicycle	1	1	13	100	100	113
Pedestrian	2	2	39	229	229	268

0.00

Benefits	Daily	Annually
Fuel Savings	5 gallons	1474 gallons
Fuel Cost Savings	\$19	\$5,749
CO2 Emissions Savings	93 pounds	14 tons
Health Costs Savings	\$142	\$8,403

Revised - 8/24/2010

Health and Energy Benefits Calculator

Mode Choice and Induced Recreational Travel Estimation/Prediction

Roadway Information

Roadway Name Segment 6
 Jurisdiction N/A
 SR Designation N/A
 US Designation N/A
 Functional Class Collector
 Number of Lanes 2
 AADT 3000
 Signals 1
 Divided or Undivided Undivided
 One- or two-way Two-way
 Area Type Other
 Speed Limit 30
 % Heavy Vehicles 3
 Motor Vehicle LOS* B
 Pavement Condition 3

Transit Service

Buses Per Hour 0
 Bus Occupancy (ppb) 0
 Trains Per hour 0
 Span of Service 0
 Bus LOS* F

Cross Section

Outside lane width 10 feet
 Shoulder/bike lane width 5 feet
 Parking Width 0 feet
 Parking Occupancy 0 percent
 Buffer Width 6 feet
 Tree Spacing 30 feet
 Sidewalk? Yes
 Sidepath? No
 SW/SP Width 5 feet

Corridor Characteristics

Average Traveler Trip Length 2 miles
 Aesthetics (1-5) 3
 Points of Interest (1-3) 3
 Auto Occupancy (ppmv) 1.43
 Bike/Ped Facility Length 2.5 miles
 Independent Alignment Trail? No
 Corridor Study Length 2.5 miles

Influence Area Demographics

Population within 10 miles 53728 people
 Population within 0.5 miles 3649 people
 Population Density (pop/sq. mi.) 1233
 Employment Density (jobs/sq mi) 4046

Analysis Zone

Ellipse Length 0.90 miles
 Ellipse Width 0.50 miles

Connectivity Measures

Pedestrian 0.96
 Bicycle 1.04

Mode Splits	Person Trips (peak hr)	Volumes (peak hr)	Facility Users	Daily Induced Recreational Users	Total Daily Trips
Motor Vehicles	414	289	Daily	Midpoint Facility	
Transit	0	#DIV/0!			
Bicycle	1	1	13	70	70 83
Pedestrian	2	2	99	67	166 266

0.00

Benefits	Daily	Annually
Fuel Savings	9 gallons	2679 gallons
Fuel Cost Savings	\$34	\$10,449
CO2 Emmissions Savings	169 pounds	26 tons
Health Costs Savings	\$141	\$18,176

Revised - 8/24/2010

C.3 State of Good Repair

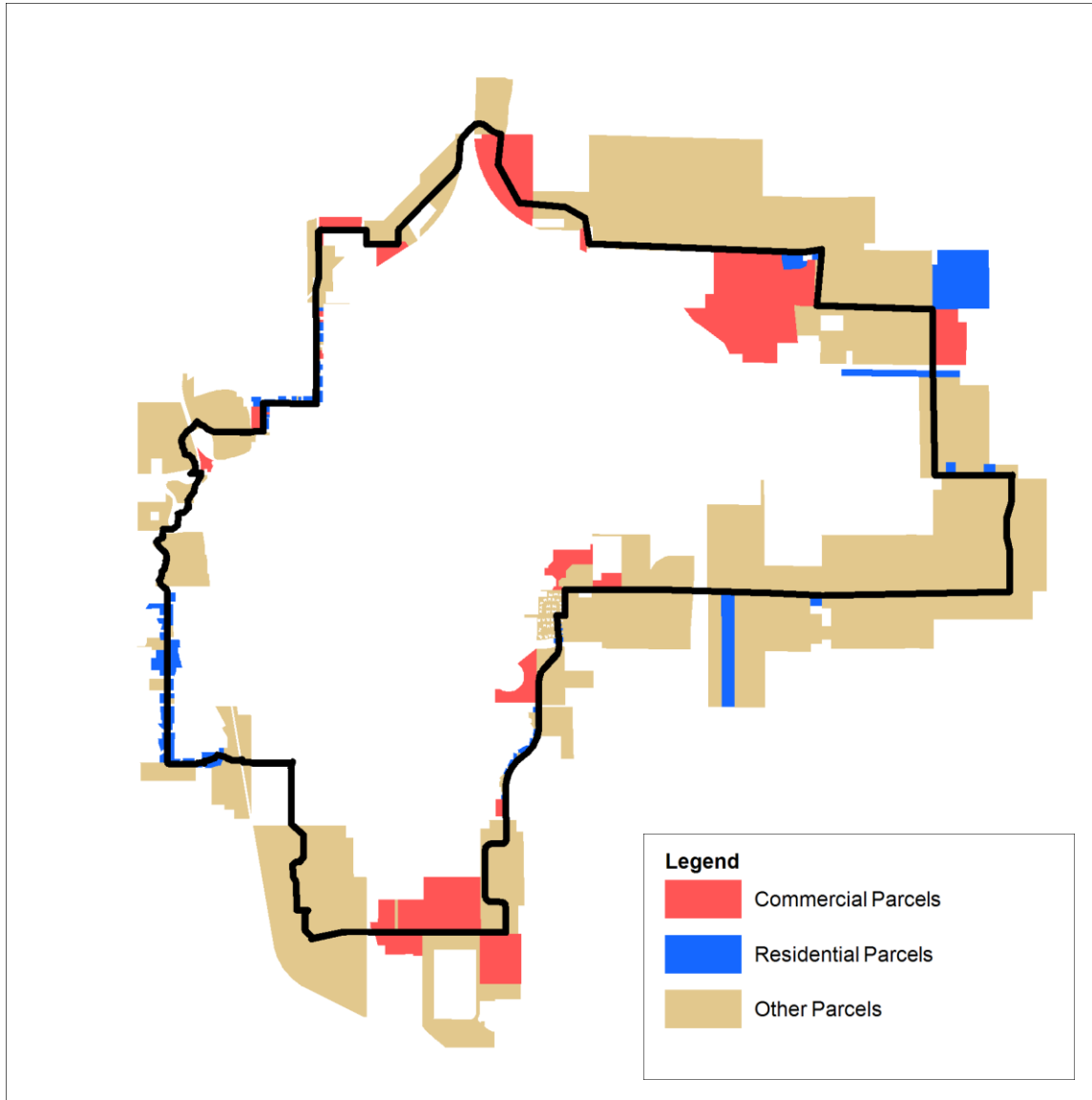
Existing facilities and modifications to the roadways are neither going to make that roadway last longer or deteriorate faster. The existing cost of maintaining these facilities are included in \$105,000 per year (see Section D. Cost Estimate). Thus there are no benefits to monetize.

C.4 Economic Competitiveness

The project will go a long-way in improving the quality of life in the Mt. Pleasant area as well as helping create a distinctive place. This will help position the area for the new economy by creating an attractive environment for knowledge workers. But there is no reliable way to determine to what degree this will take place and monetize this benefit.

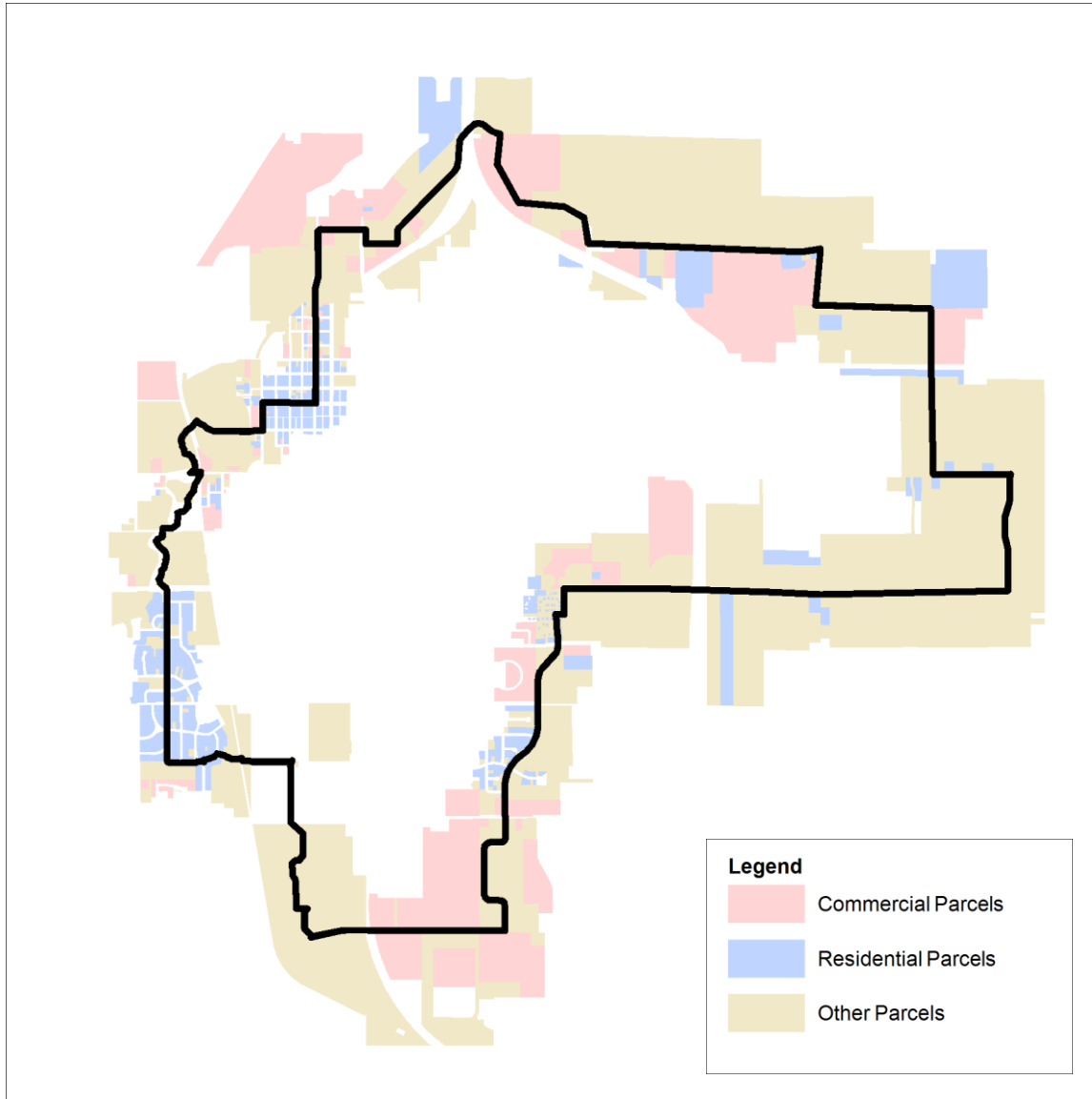
C.4 Livability

Table C.4a Parcels Adjacent to the Greenway Loop



	# Parcels	Assesed Property Value	Acres
Residential	127	\$ 8,462,100	80
Commercial	36	\$ 40,349,350	306
Other	108	\$ 5,658,500	1452
Total	271	\$ 54,469,950	1,838

Table C.4b Parcels within 1/8 of Greenway Loop



	# Parcels	Assesed Property Value	Acres
Residential	599	\$ 8,735,150	91
Commercial	79	\$ 57,231,650	411
Other	246	\$ 35,223,900	362
All	924	\$ 101,190,700	864

Table C.4c Parcels within 1/8 of Greenway Loop

	Assessed Property Value	% increase	Estimated Property Value Increase
Directly Adjacent to Loop			
Residential	\$ 8,462,100	4%	\$ 338,484
Commercial	\$ 40,349,350	4%	\$ 1,613,974
Other	\$ 5,658,500	4%	\$ 226,340
	\$ 54,469,950		\$ 2,178,798
Within 1/8 Mile of Loop			
Residential	\$ 8,735,150	2%	\$ 174,703
Commercial	\$ 57,231,650	2%	\$ 1,144,633
Other	\$ 35,223,900	2%	\$ 704,478
	\$ 101,190,700		\$ 2,023,814
TOTAL:	\$ 155,660,650		\$ 4,202,612

C.5 Safety

Mt. Pleasant has an overall crash rate in most categories that exceeds the state average. Existing projects have already been put into place to address the highest crash corridor and the Cultural Loop will address some other challenging areas. Given the nature of the project it would be nearly impossible to come up with reliable crash modifications factors for the Cultural Loop improvements.

Table C.6a Existing Non-motorized Crash Data

	2004-2010	Average	Existing
	Total No. of	Crashes Per	Crash Rate
State of Michigan	Crashes	Year	Per 100,000
			People
Bicycle	14,456	2,065	20.9
Fatal	168	24	0.2
A - Incapacitating Injury	1,380	197	2.0
B - Nonincapacitating Injury	4,902	700	7.1
C - Possible Injury	5,431	776	7.8
No Injury	2,575	368	3.7
Pedestrian	16,493	2,356	23.8
Fatal	914	131	1.3
A - Incapacitating Injury	3,331	476	4.8
B - Nonincapacitating Injury	4,705	672	6.8
C - Possible Injury	5,772	825	8.3
No Injury	1,771	253	2.6

	2004-2010	Average	Existing
	Total No. of	Crashes Per	Crash Rate
Isabella County	Crashes	Year	Per 100,000
			People
Bicycle Crashes:	126	18	41.3
Fatal	1	0.14	0.3
A - Incapacitating Injury	10	1	3.3
B - Nonincapacitating Injury	48	7	15.7
C - Possible Injury	37	5	12.1
No Injury	30	4	9.8
Pedestrian Crashes:	98	14	32.1
Fatal	2	0.29	0.7
A - Incapacitating Injury	24	3	7.9
B - Nonincapacitating Injury	26	4	8.5
C - Possible Injury	31	4	10.2
No Injury	15	2	4.9

II. Environmental Scoping Review



OFFICE MEMORANDUM

DATE: October 3, 2011

TO: Brian Atkinson
Design Division

FROM: Sheila Upton
Environmental Section
Project Planning Division

SUBJECT: CS: 37013 Scoping Review: 000293
US-127 at Remus Road in Union Township

Summarized below are the results of a brief Environmental Scoping Review. These concerns should be addressed during the scoping process.

THIS DOCUMENT DOES NOT PROVIDE ENVIRONMENTAL CLEARANCE

AGRICULTURAL

FPPA: The SE quadrant is zoned agriculture. If greater than 1 acre of any type of ROW is needed from Agriculture or Forestry zoned property then the submittal of a Farmland Conversion Impact Form will be required. See the map in projectwise:

pw:\\HCS591MDOTPA008.som.ad.state.mi.us:MDOTProjectWise\Documents\Bay Region\Regionwide Environmental\Mt Pleasant TSC\JN 293 Union Township Zoning Map.pdf

PA116: A MDA PA116 database inquiry was conducted and no PA116 parcels were identified in the TRS.

ENDANGERED SPECIES

Flora: No concerns. No records within, adjacent or near the project location.

Fauna: No concerns. No records within, adjacent to, or near the project location.

HISTORIC

The house at the SE quad of Remus and US-127 is no concern. The other properties east of US-127 on Remus Rd. cannot be seen, so photographs and/or a site visit by the MDOT Historian will be necessary to determine if any research is required. There appears to be nothing of concern on Remus Rd. to the west of US-127.

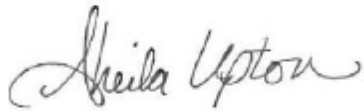
ARCHAEOLOGICAL

The MDOT Archaeologist assesses the potential for encountering archaeological sites to be extremely low to non-existent and would not require archaeological survey. However, this is an inventoried IRR road of the Saginaw Chippewa Indian Tribe and consultation will be necessary before the project can be classified. It is not expected their cultural resources coordinator would have concerns about any cultural sites, but we will have to complete our due diligence for the project.

THIS DOCUMENT DOES NOT PROVIDE ENVIRONMENTAL CLEARANCE

If you have any questions or concerns regarding any portion of this review, please let me know.

An official environmental review and classification must be completed prior to final design activities.



10/3/2011

Environmental Review Coordinator

Date

III. Letters of Support

The following organizations have provided the attached letters of support.

Summary of Letters of Support
Chippewa Township
Charter Township of Union
Charter Township of Union Economic Development Authority
Central Michigan University - Office of the President
CMU - Vice President of Finance and Administration
Central Michigan University - Economic Department
CMU - Great Lakes Institute for Sustainable Systems
Central Michigan Community Hospital
Central Michigan District Health Department
City of Mt. Pleasant
Isabella County Board of Commissioners
Isabella County Commission on Aging
Isabella County Drain Commission
Isabella County Parks and Recreation Commission
Isabella County Road Commission
Michigan Sierra Club
Michigan House of Representatives, 99th District, Kevin Cotter
Michigan State Senator, 33rd District, Judy Emmons
Mid-Michigan Community College
Middle Michigan Development Corporation
Mt. Pleasant Public Schools
Mt. Pleasant Area Chamber of Commerce
Saginaw Chippewa Indian Tribe of Michigan
United States Senator Stabenow
United States Senator Levin
United States Congressman, 4th District Michigan, Dave Camp

Charter Township of Union
Economic Development Authority
2010 S. Lincoln Road
Mount Pleasant, MI 48858

October, 14, 2011

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary LaHood:

As chairperson of Union Township's Economic Development Authority (EDA), I wish to add my strong support for the Tiger III Discretionary Grant being submitted by the Charter Township of Union on behalf of the consortium that has been working for years on making our entire area a pedestrian and bicycle friendly community.

Our township EDA and the East Downtown Development Authority were early pioneers to make at least a few thoroughfares under our jurisdiction pedestrian friendly. With sidewalks and benches along Pickard Street and Isabella Road we made it possible to have more than three miles for pedestrians and bicycles to safely travel along a major commercial corridor.

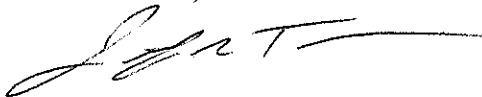
But more, of course, is needed and now we have our whole area engaged in working together to build a non-motorized transportation network that connects the center city with the university, our local Indian reservation, shopping, places of employment and recreational facilities. To that end our EDA board has set aside \$186,000 in our current budget for non-motorized routes that could be spent next year contingent on the Tiger grant approval. We are also preparing, contingent on the Tiger grant approval, to allocate in our 2012 budget an additional \$393,000 for sidewalks and in 2013 another \$645,000 for non-motorized pathways, which are all projects outlined in our regional non-motorized transportation plan.

The economic impact of having a new multi-modal connecting route over US 127 to carry motorized vehicles, bicycles and pedestrians is substantial. In addition to being an innovative new way to connect to our area's largest employment center (The Soaring Eagle Casino and the Saginaw Chippewa Indian Tribe's Tribal Operations), the bridge would provide a link to the tribe's new industrial park just east of the bridge. The combined economic impact of attracting new employers to locate here as well as the benefits to our community's quality of life is just the boost our sagging local economy needs.

We can only do so much without the financial resources to do what we know must be done. That is why we've been working together to pool our resources, ignore traditional local jurisdictional boundaries and focusing on what our community needs to make us a more sustainable smaller community.

There is no doubt in my mind that federal money spent in our community on this discretionary grant will make an exemplary contribution to the economic vitality and quality of life of our whole area. Please give serious consideration to this grant request.

Thank You,



Jennifer Turner
Chair, Union Township Economic Development Authority.



The Saginaw Chippewa Indian Tribe Of Michigan

7070 EAST BROADWAY

MT. PLEASANT, MICHIGAN 48858

(989) 775-4005

FAX (989) 775-4131

Tribal Chief

October 31, 2011

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: US9244 TIGER Discretionary Grant - FY2011.

To Whom It May Concern:

The Saginaw Chippewa Indian Tribe of Michigan supports the application of the TIGER Discretionary Grant for FY 2011 for **The Greater Mt Pleasant Area Non-Motorized Network TIGER III Grant Application** by the Charter Township of Union, Isabella County Michigan.

The project will provide a non-motorized route made up of on-road and off-road facilities, including a new multi-modal bridge over the US-127 expressway. The route will connect the City of Mt. Pleasant, Union Township, Saginaw Chippewa Indian Tribe cultural and governmental resources on the Isabella Indian Reservation and Central Michigan University.

The Charter Township of Union has been involved in formulating the Mt Pleasant Micropolitan Non-Motorized Master Plan along with the City of Mt Pleasant, Isabella County, the Saginaw Chippewa Indian Tribe, Central Michigan University, the Saginaw Chippewa Tribal College, Mid-Michigan Community College and the Mt Pleasant schools. This effort promotes intergovernmental coordination and cooperation both locally and regionally while supporting sustainable development to preserve and protect our land and environment.

We look forward to participating in this collaborative effort with the Charter Township of Union and other local units of government through collaboration and partnership.

Sincerely,

Dennis V. Kequom, Sr.
Tribal Chief

cc: file

United States Senate

133 HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510-2204

October 18, 2011

The Honorable Raymond L. LaHood
U. S. Department of Transportation
1200 New Jersey Ave SW
Washington, DC 20590

Dear Mr. Secretary,

I am writing in support of the Transportation Investment Generating Economic Recovery III Program Grant application being submitted by the Charter Township of Union in Mount Pleasant, Michigan.

Union Township is partnering with the City of Mt. Pleasant, Isabella County, Central Michigan University, and the Saginaw Chippewa Indian Tribe to support and encourage walking and bicycling. They will use this funding to implement the *Greater Mt. Pleasant Non-motorized Master Plan*. This comprehensive plan will increase the livability of neighborhoods, promote the use of alternative means of transportation and provide greater access to community services.

I am impressed by the efforts of this partnership to improve quality of life in the community and decrease its dependence on motorized vehicles. I hope you will give their proposal strong consideration.

Sincerely,



Debbie Stabenow
United States Senator



CARL LEVIN
MICHIGAN

RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510-2202
(202) 224-6221

United States Senate

WASHINGTON, DC 20510-2202

COMMITTEES:
ARMED SERVICES
GOVERNMENTAL AFFAIRS
SMALL BUSINESS
INTELLIGENCE

October 27, 2011

Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary LaHood:

I am writing to express my support for the Transportation Investment Generating Economic Recovery III application submitted by the Charter Township of Union and its partners.

The Charter Township of Union has joined with the Saginaw Chippewa Indian Tribe, the City of Mt. Pleasant, Isabella County, and Central Michigan University to apply for funding to complete non-motorized transportation projects across the community. Currently, residents who wish to use alternative methods of transportation, including walking or biking, face significant challenges as considerable portions of the region are not equipped to handle such traffic. In addition to the economic benefits of such extensive construction, completion of these transportation projects will give residents new, more active travel options, moving the greater Mt. Pleasant area towards a more vibrant and environmentally-friendly community. If awarded funding, the region as a whole will be immensely improved through an increased ability to travel using non-motorized means.

I trust you will give this application every consideration for funding. I would like to be informed as to the timetable for processing these applications and of the disposition of this application in particular. Please address your response to my Lansing regional office at the address and telephone number shown below.

Sincerely,



Carl Levin

CL/ek

STATE OFFICES

DETROIT
477 MICHIGAN AVENUE
SUITE 1860
DETROIT, MI 48226
(313) 226-6020

ESCANABA
524 LUDINGTON STREET
SUITE LL-103
ESCANABA, MI 49829
(906) 789-0052

GRAND RAPIDS
FEDERAL BUILDING
SUITE 720
110 MICHIGAN STREET, N.W.
GRAND RAPIDS, MI 49503
(616) 456-2531

LANSING
124 WEST ALLEGAN STREET
SUITE 1810
LANSING, MI 48933
(517) 377-1508

SAGINAW
ROOM 402
515 NORTH WASHINGTON AVENUE
SAGINAW, MI 48607
(989) 754-2494

TRAVERSE CITY
107 CASS STREET
SUITE E
TRAVERSE CITY, MI 49684
(231) 947-9569

WARREN
30500 VAN DYKE AVENUE
SUITE 206
WARREN, MI 48093
(586) 573-9145

DAVE CAMP
4TH DISTRICT, MICHIGAN

COMMITTEE ON
WAYS AND MEANS
CHAIRMAN

JOINT COMMITTEE
ON TAXATION

Congress of the United States
House of Representatives
Washington, DC 20515-2204

October 28, 2011

341 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-2204
(202) 225-3561
FAX: (202) 225-9679
<http://camp.house.gov>

DISTRICT OFFICES:
135 ASHMAN STREET
MIDLAND, MICHIGAN 48640
(989) 631-2552
FAX: (989) 631-6271

121 EAST FRONT STREET, SUITE 202
TRAVERSE CITY, MICHIGAN 49684
(231) 929-4711
FAX: (231) 929-4776

TOLL FREE: (800) 342-2455

The Honorable Raymond H. LaHood
U.S. Department of Transportation
1200 New Jersey Avenue, Southeast
Washington, D.C. 20590

COPY

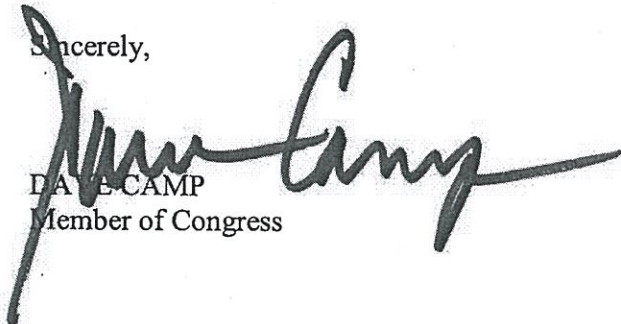
Dear Secretary LaHood:

I would like to express my support of the grant application submitted by the Charter Township of Union through the U.S. Department of Transportation's TIGER program.

It is my understanding the funds requested would enable the construction of numerous improvements and modernizations to the transportation needs of the Charter Township of Union. It is with great hope that you give their application favorable deliberation.

Thank you for your kind consideration of this request. If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,


DAVE CAMP
Member of Congress

DLC: bmd

cc: Mr. William H. Woodruff

P.S. For additional information, please sign up for my monthly e-newsletter at www.camp.house.gov that includes up-to-date information on issues, events, Washington, D.C. breaking news, and other topics of interest.



99TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MICHIGAN 48909-7514
PHONE: (517) 373-1789
FAX: (517) 373-5491

HOUSE OF REPRESENTATIVES
STATE OF MICHIGAN
KEVIN COTTER
STATE REPRESENTATIVE

APPROPRIATIONS
SUBCOMMITTEES:
JUDICIARY, CHAIR
HIGHER EDUCATION,
VICE CHAIR
SUPPLEMENTALS,
VICE CHAIR
COMMUNITY COLLEGES

October 20, 2011

The Honorable Raymond H. LaHood United
States Transportation Secretary United
States Department of Transportation
1200 New Jersey Avenue, South East
Washington , D.C. 20590

Dear Secretary LaHood,

As the State Representative for Michigan's 99th House District, which includes Isabella County, I wish to convey my support for the Tiger III Discretionary Grant being submitted by the Charter Township of Union and its community partners. This grant funding is vitally important for this community and its future development.

For over three years, the Charter Township of Union and its partners, which include the Saginaw Chippewa Indian Tribe, Central Michigan University, the City of Mount Pleasant and others, have worked tirelessly to draw up a comprehensive non-motorized transportation plan. This plan outlines improvements to streets, roads, sidewalks and bicycle paths across the township, with the goal of this plan being the creation of a more walkable and bikeable community that is safe for the citizens of the Charter Township of Union and all surrounding areas.

The plan that has been assembled with the aid of the Greenway Collaborative of Ann Arbor Michigan, would have a transformative impact on the community. In the short term this project would provide much needed employment and economic opportunity for local citizens and businesses who are struggling in our current economic climate. In the long term this project will make Union Township and surrounding communities more attractive to new residents, visitors and businesses.

In addition, the implementation of a safer non-motorized infrastructure will help citizens take greater advantage of recreation opportunities as well as healthier and more environmentally conscious forms of transportation. With the growth of Central Michigan University, the recent development of new student housing in this area has increased the need for campus. Currently, streets and roads are not safe for joggers or walkers, especially young children and

The Honorable Raymond H. LaHood
October 20, 2011
Page 2

only very avid and experienced bikers choose to bike around the community. This grant funding could effectively change this situation entirely.

If funded, the project that has been submitted will have a tremendous positive impact on the Charter Township of Union as well as its partners. I therefore fully support the Tiger III Discretionary Grant that is being submitted. Thank you for your time and your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Kevin Cotter". The signature is fluid and cursive, with the first name "Kevin" and last name "Cotter" clearly distinguishable.

Kevin Cotter
State Representative
99th District

KC:pg



33RD DISTRICT
1005 FARNUM BUILDING
P.O. BOX 30036
LANSING, MI 48909-7536
PHONE: (517) 373-3760
FAX: (517) 373-8661

senjemmons@senate.michigan.gov

MICHIGAN SENATE
JUDY K. EMMONS
STATE SENATOR

COMMITTEES:
FAMILIES, SENIORS AND HUMAN
SERVICES, CHAIR
EDUCATION, VICE CHAIR
AGRICULTURE
ECONOMIC DEVELOPMENT
HEALTH POLICY
VETERANS, MILITARY AFFAIRS AND
HOMELAND SECURITY

October 20, 2011

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary LaHood:

I am writing to express my utmost support for the recent United States Department of Transportation Tiger III grant application submitted by the Charter Township of Union in Isabella County Michigan.

The Charter Township of Union in the greater Mt. Pleasant area has been working towards creating a walkable and bikable community for three years now. This has been a cooperative effort with many partners involved from all reaches of the community. The Charter Township of Union has applied for this grant on behalf of the consortium of community groups to complete the projects in the community wide, non-motorized transportation plan.

This project will have wide reaching progressive benefits impacting Central Michigan University, the City of Mt. Pleasant, the Isabella Indian Reservation and the township. Funding will be used for a new bridge over US 127 to allow for non-motorized traffic as well as widening the road shoulders in some areas, new bicycle paths, new sidewalks in some areas and improvements to sidewalks in other areas and modernization of intersections with high pedestrian and bicycle traffic to mention just a few of the plans.

The benefits to the community will be enormous. By enhancing safer routes to schools, reducing energy use by providing alternatives to motorized vehicles and improving the quality of life and health of the community members this project will provide benefits for generations.

I encourage you to give this grant application every possible consideration. Please don't hesitate to contact me as you review this grant request should you have any questions.

Sincerely,

Judy K. Emmons
State Senator
33rd District



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
MT. PLEASANT TRANSPORTATION SERVICE CENTER

KIRK T. STEUDLE
DIRECTOR

April 8, 2010

Mr. Brian Smith
Union Township Manager
2010 S. Lincoln Rd.
Mt. Pleasant, MI. 48858

Dear Mr. Smith:

Subject: Letter of Support for a Non-Motorized Plan within Isabella County and the Greater
Mt. Pleasant Area

The Michigan Department of Transportation (MDOT), Mt. Pleasant Transportation Service Center (TSC) offers full support to the initiative of developing a comprehensive Non-Motorized Plan within Isabella County and the greater Mt. Pleasant area. For over two years, collaborative efforts have been ongoing to form partnerships (the Mt. Pleasant Area Pathway Committee) to better serve the area's non-motorized needs.

The committee's intent to lay out the vision and gain stakeholder buy-in was vital to gain momentum to begin to achieve common goals that include a walkable/bikeable community to better connect schools (both local and the university/college), neighborhoods, businesses, cultural resources, city and county parks, and the like within the greater Mt. Pleasant area. Further regional pathway connections would include the Pere Marquette Rail-Trail to the north in Clare, the Fred Meijer Hartland Trail to the south in Alma, and the Shepherd Trail to the south. Public benefits would include positive economic impacts; incorporate green initiatives, health and fitness improvements, enhanced community connections, and greater non-motorized transportation options.

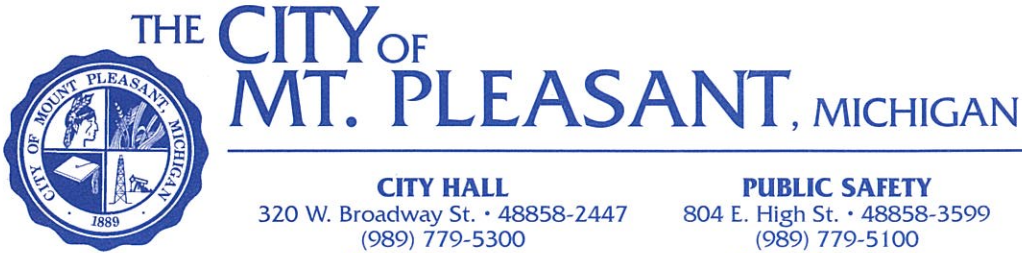
The next step is to develop a formal written document, or Non-Motorized Plan, that can be used as the tool to create a broad base of community support as well as to potentially garner future funding to implement projects. Funding sources may include the MDOT Enhancement Grant, Safe Route to Schools, Department of Natural Resources Environment (DNRE) Trust Fund, Community Foundations, and the Saginaw Chippewa Indian Tribe (SCIT) 2% Funding to name a few.

If you should have further questions or concerns, please feel free to contact me at (989) 773-7756, extension 301.

Sincerely,

Terence W. Palmer
Mt. Pleasant TSC Manager

TWP/kay



CITY HALL
320 W. Broadway St. • 48858-2447
(989) 779-5300
(989) 773-4691 fax

PUBLIC SAFETY
804 E. High St. • 48858-3599
(989) 779-5100
(989) 773-4020 fax

PUBLIC WORKS
1303 N. Franklin St. • 48858-4682
(989) 779-5401
(989) 772-6250 fax

October 20, 2011

The Honorable Raymond H. LaHood
U. S. Transportation Secretary
U. S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood,

The City of Mt. Pleasant gladly joins its many partners in supporting an application for funds filed by the Charter Township of Union for assistance through the TIGER III Program.

The City, the Township, the Saginaw-Chippewa Indian Tribe of Michigan, Isabella County, Central Michigan University, Central Michigan Community Hospital, other local organizations and any number of interested residents have worked for several months on the concept of a system of roadways, trails and sidewalks that will reach across jurisdictional boundaries to join the greater community together. Nearly 60% of the population of Isabella County rests within the outer boundaries of a network to be established by a system of non-motorized pathways. Importantly, Central Michigan University serves over 20,000 students, many of whom live in the neighborhoods surrounding campus within the City of Mt. Pleasant and its Union Township neighbor.

As a university community we are extremely conscious of the critical need to develop transportation solutions that reduce dangerous conflicts between bicyclists, walkers, joggers, wheelchairs and vehicles. A well-thought out plan for alternative and safe shared routes would not only reduce the risk to our full-time and transitional residents, it would add to efforts our community has already attempted in this arena.

Mt. Pleasant has been named the fourth most -walkable community in Michigan by the Michigan Complete Streets Coalition. We are particularly proud of our Riverwalk Trail, park pathways, commitment to sidewalks and inclusion of "complete street" concepts in street reconstruction projects. However, the last several years of Michigan's economic downturn has severely affected many of the State's municipalities meaning the continuation or expansion of any such effort within the City or with its neighbors is at grave risk.

Your attention to our request is appreciated.

Sincerely,

Bruce Kilmer, Mayor
City of Mt. Pleasant



Office of the President

October 13, 2011

The Honorable Ray LaHood, Secretary
United States Department of Transportation
Washington, D. C.

Dear Secretary LaHood:

I am writing to express my strong support for the application by Union Township, Michigan, for funding under the Transportation Investment Generating Economic Recovery (TIGER) grant program administered by your agency.

Union Township, Michigan is adjacent to our campus and is home to several thousand of our students and many of our faculty and staff. As part of their sustainability initiatives, Union Township has developed a comprehensive non-motorized transportation plan. Several of our faculty and staff have assisted Union Township in formulating this plan. The TIGER grant program represents a critical source of funding for the implementation of this project.

The non-motorized transportation corridor that will be created under this program will provide a safe, integrated system which will assure pedestrians and cyclists a secure means of travel. The non-motorized pathway project has been a model of inter-governmental cooperation with Union Township, the City of Mount Pleasant, Central Michigan University, Isabella County and the Saginaw Chippewa Indian Tribe working together to complete the plan. Funding the infrastructure to implement this plan and complete the pathway will create local jobs, provide safe transportation for non-motorists, and will boost the local economy by allowing cyclists and pedestrians easy access to our retail corridors. It will also serve to improve the overall quality of life for citizens in our area.

University communities are particularly adaptable to non-motorized transportation systems with our large number of students and strong community support for sustainable transportation alternatives. I hope you will see fit to fund the grant proposal submitted by Union Township. The installation of this non-motorized transportation system will have a transformative effect on our community.

Your assistance is greatly appreciated. If you have any questions, please feel free to contact Thomas K. Rohrer, Director of our Great Lakes Institute for Sustainable Systems at (989) 774-7636 or at tom.rohrer@cmich.edu.

Sincerely,

George E. Ross, Ph.D.
President

October 10, 2011

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary LaHood:

As supervisor of the adjacent township to the east where much of the reservation is located, I would like to add my support for the Tiger III Discretionary Grant being submitted by the Charter Township of Union and all of the other community partners involved.

The Mount Pleasant Area Non-Motorized Transportation Plan directly affects our township because thousands of people who make their living in Chippewa Township as employees of the Soaring Eagle Casino and Tribal Operations of the Saginaw Chippewa Indian Tribe will have new options for transportation if the planned projects are completed.

Most particularly affected will be the many part time employees who often work several jobs to make ends meet and who can save money if they can safely bicycle to work. Navigating over U.S. 127 is relatively simple in a motor vehicle, but dangerous on a very long trip on foot or bicycle.

Creating a healthier lifestyle with community infrastructure built for people, not just cars and trucks makes a lot of sense on many levels. Our state and local community struggles with childhood obesity that could be greatly alleviated if our children could safely walk and bicycle around the community.

The Tiger III grant could have a transforming impact on our whole area and I encourage you and your staff to consider it very seriously.

Sincerely,

A handwritten signature in black ink that reads "Robert P. Smith". The signature is written in a cursive style with a large, prominent "R" and "S".

Robert Smith

Supervisor, Chippewa Township

**BOARD OF COUNTY ROAD COMMISSIONERS
ISABELLA COUNTY
2261 E. REMUS ROAD
MT. PLEASANT, MI 48858**

OFFICE PHONE: 989-773-7131

FAX: 989-772-2371

October 20, 2011

The Honorable Raymond H. LaHood
US Transportation Secretary
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary LaHood:

The Isabella County Road Commission would like to express our support efforts of the Charter Township of Union to secure grant funding for non-motorized transportation improvements by applying for the TIGER III Grant.

If funded the improvements including the New Bridge on Remus Road over US127, paved shoulders, separated bicycle paths, installation of sidewalks and pedestrian crossing improvements at various intersections are supported by the Isabella County Road Commission.

Any funding that could be secured to make the improvements would greatly improve the safety of the motoring public as well as the non motorist in the Mount Pleasant area communities; That includes the City of Mt. Pleasant, Charter Township of Union, Saginaw Chippewa Indian Tribe, Central Michigan University, and Mid Michigan Community College.

Thank you for your consideration of the application for TIGER III funding.

Sincerely,



Tony Casali, Manager





October 19, 2011

Great careers start here.

The Honorable Raymond H. LaHood
U. S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary LaHood

This letter is on behalf of Mid Michigan Community College (MMCC) in support of the Tiger III Discretionary Grant being submitted by Charter Township of Union and our community partners.

Mid Michigan Community College has a significant presence in Mt. Pleasant, where our two campus locations host about 60% of all MMCC students. We believe that the non-motorized plan completed by the Greenway Collaborative is vital to Mt. Pleasant for several reasons:

- **It is a safety issue.** Many of our students reside in apartments or shared housing complexes in Mt. Pleasant. The city has grown tremendously in the last decade, fueled not only by the presence of our college, but also by Central Michigan University, tourist destinations led by those of the Saginaw Chippewa Indian Tribe, and the attraction of a vibrant city located in a beautiful rural countryside. The roads and highways designed for a much smaller environment are no longer sufficient for the high volume traffic we face. A completely non-motorized system will not only abate the traffic issues, but will also ensure that our students and other residents who chose walking or biking will be safe.
- **It is a health issue.** We know that our students frequently make unhealthy life choices, which impact their ability to succeed not only in college, but also in other domains of their lives. We want to encourage active lifestyles for our students, so they are physically and emotionally ready to manage their college experiences successfully.
- **It is a quality of life issue.** A completely non-motorized system will ensure that we sustain the elements of our community that are so enticing: the clean environment, the friendly neighborhoods, and the convenient, accessible businesses and services.

The non-motorized plan truly provides exceptional, if not life altering benefits for our community. Should you need additional comments in support of this project, please do not hesitate to contact me at 989.386.6602 or at cchurchill@midmich.edu.

Sincerely,



Carol A. Churchill
President



MT. PLEASANT PUBLIC SCHOOLS

720 North Kinney Avenue
Mt. Pleasant, Michigan 48858
(989) 775-2300 Fax: (989) 775-2309
mtpleasant.edzone.net



Superintendent
Michael Pung

Chief Financial Officer
Ginger Stowell

Asst. Superintendent/Personnel
Peter Trezise

October 17, 2011

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I am writing this letter in support for the application by Union Township, Michigan, for funding under the Transportation Investment Generating Economic Recovery (TIGER III) grant program administered by your agency.

Union Township, Michigan, is a part of our Mt. Pleasant Public School District and is home to many of the families that have children who attend our neighborhood schools. As a part of the township sustainability initiatives, they have drafted a plan for non motorized transportation. Several of our staff has assisted Union Township in developing this plan. I know that this TIGER III grant represents a substantial source of the revenue needed to carry this plan out.

This non motorized corridor will provide a safe route for many of our students to travel to get back and forth to school on a daily basis. Safety is of paramount concern to our parents and staff and the need for such a safe corridor is long overdue in our community.

This project represents many different agencies in our community coming together to collaborate on a plan for the good of the entire community. It will have a lasting effect on the health and welfare of all residents, especially the students who wish to walk or bike to school. Please give this grant proposal your utmost consideration. It will be vital for the transformation of our community.

Please feel free to contact me should you have any further questions.

Sincerely,

Michael H. Pung
Superintendent
Mt. Pleasant Public Schools

MHP:d

Mt. Pleasant Public Schools, together with our community, inspires each student through exceptional educational opportunities to become an engaged citizen in a diverse, changing world.



Isabella
County
PARKS and RECREATION

200 North Main Street
Mt. Pleasant, Michigan 48858
Telephone: 989.772.0911 ext.340
Fax: 989.779.9916
Email: parks@isabellacounty.org
Web Page: www.isabellacounty.org/parks

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

October 18, 2011

Dear Secretary LaHood:

On behalf of the Isabella County Parks and Recreation Commission, I am writing this letter of support for the Tiger III Discretionary Grant being submitted by the Charter Township of Union and our community partners. I have been working with our friends at the Township and others in the Greater Mt. Pleasant area on a much needed non-motorized plan for our community. Now that the non-motorized plan is complete, support is needed to make this a reality. We are in need of safe places to travel on bike or on foot, as well as becoming healthier, and with the support of this grant we can achieve these goals.

The Greater Mt. Pleasant Area encompasses almost three quarters of our population, which includes a downtown area (City of Mt. Pleasant), the Saginaw Chippewa Indian Tribe Reservation (the Tribe is one of our largest employers – the Soaring Eagle Casino and Resort/Tribal Operations), Central Michigan University and Mid-Michigan Community College. By improving our non-motorized areas along the streets, sidewalks and pathways people will be able to have safe routes to bike, walk and jog around their neighborhoods, the township, city, educational areas and the reservation.

Please accept our support of the Tiger II Discretionary Grant application from Union Township, which will result in further enhancing the quality of life for our community and visitors to the Greater Mt. Pleasant Area. Thank you for your consideration of this grant request.

Sincerely,
ISABELLA COUNTY PARKS & RECREATION COMMISSION

Sue Ann Kopmeyer
Director



October 24, 2011

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary LaHood,

It is my pleasure to write this letter of support for the Tiger III Discretionary Grant submitted by the Charter Township of Union and its community partners. As the local economic development organization, Middle Michigan Development Corporation strongly believes that this grant would be an enhancement to the economic development efforts of our community.

If funded this project will be a huge draw for businesses seeking to locate in a community with a strong quality of life component. It not only enhances the recreation opportunities of the community but contributes to the health and well being of its residents and business community. This is important to companies seeking a location to grow and develop.

We strongly support this application and encourage The US Department of Transportation to fund this project.

Sincerely,

A handwritten signature in black ink that reads "Katherine C. Methner".

Katherine Methner
Development Director

200 E. Broadway
Mt. Pleasant, MI 48858
PH: 989.772.2858
FX: 989.773.2115
www.mmdc.org



October 24, 2011

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary LaHood,

It is with great pleasure and enthusiasm that I write this letter of support for Union Township in Isabella County, Michigan for the application of the US DOT Tiger III \$10 million grant to make the greater Mt. Pleasant area more bikeable and walkable. This grant primarily focuses on the implementation of a community wide non motorized-transportation plan. This plan has been the source of much local involvement over a long period of time from diverse groups of people including the township, the tribe, city, county university and business community who all have the passion for the same thing: a more walkable, bikeable and safe community.

Local funds and investments in the amount of \$50,000 have already been received to conduct the study that supports this grant application. The community is very engaged in pursuing changes in our area that will increase access and utilization of non-motorized transportation venues.

We are particularly impressed with this applicant's dedication to the aspect of bikeability as our Chamber of Commerce annually hosts the largest professional bicycle road race in the State of Michigan. Our goal is to raise awareness of bicycling as a healthy and fun activity, and as a means to use green transportation methods as a cost effective way to get across town. We have since launched a local cycling club with regularly scheduled rides for all age and skill levels, increased awareness of bicycling safety with the use of helmets, and introduced bicycling as a fun, social and healthy activity to over hundreds of children in our community with our annual "Kid's Race."

The "Bikeability and Walkability" movements are growing stronger each year locally and as more and more people get on their bikes, it is imperative that bicycling also be a safe activity within our community. This grant allows for changes in the local infrastructure that supports this healthy sport and family time. In addition, as Central Michigan University continues to grow and exceed over 20,000 students on campus, we have seen a large increase in students that bicycle to class everyday and use alternative transportation to get back and forth from their apartments and dorms. With this kind of

Page two... Union Township grant to US DOT Tiger III, letter of support

bicycling traffic increasing every year, it is important that our community be prepared with the proper street signage, bridges, bicycle pathways and thoroughfares that reduce accidents.

The development of a new bridge will also break down barriers between the tribal and rest of the community as US 127 is a dividing line both physically and psychologically. This will increase access for all to cross over to various boundaries of our community with increased walking and bicycling among all groups.

Therefore, the Mt. Pleasant Area Chamber of Commerce wholeheartedly endorses this grant application and looks forward to the improved infrastructure changes that will make a positive impact on our non-motorized accessibility. We support Union Township in their efforts to obtain this grant and are proud to be a part of the Walkability and Bikeability movement in our area.

Please feel free to contact me should you have further questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lisa Hadden".

Lisa Hadden, MA
President & CEO
Mt. Pleasant Area Chamber of Commerce
200 E. Broadway St.
Mt. Pleasant, MI 48858
989-772-2396



David A. Burdette
Vice President
Finance and Administrative Services
Warriner Hall 104
Mt. Pleasant, MI 48859
(989) 774-3334
(989) 774-3019 Fax
Burde1da@cmich.edu

October 14, 2011

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary LaHood:

I am writing to express my strong support for the application by Union Township, Michigan, for funding under the Transportation Investment Generating Economic Recovery (TIGER) grant program administered by your agency. As a resident of Mt. Pleasant, Michigan, a Central Michigan University Senior Administrator and Chair of the Mt. Pleasant Vision 20/20 Government Integration Committee, I am very involved and a proud member of the Mt. Pleasant Community.

The non-motorized transportation corridor that will be created under this program will provide a safe, integrated system which will assure pedestrians and cyclists a secure means of travel. The non-motorized pathway project has been a model of inter-governmental cooperation with Union Township, the city of Mount Pleasant, Central Michigan University, Isabella County and the Saginaw Chippewa Indian Tribe working together to complete the plan. Funding the infrastructure to implement this plan and complete the pathway will create local jobs, provide safe transportation for non-motorists, and will boost the local economy by allowing cyclists and pedestrians easy access to our retail corridors. It will also serve to improve the overall quality of life for citizens in our area.

University communities are particularly adaptable to non-motorized transportation systems with the large number of students and strong community support for sustainable transportation alternatives. I hope you will see fit to fund the grant proposal submitted by Union Township. The installation of this non-motorized transportation system will have a transformative effect on our Mt. Pleasant community. Your assistance is greatly appreciated.

If you have any questions, please feel free to contact me or Thomas K. Rohrer, Director of CMU's Great Lakes Institute for Sustainable Systems at (989) 774-7636 or at tom.rohrer@cmich.edu.

Sincerely,

A handwritten signature in dark ink, appearing to read "David A. Burdette". The signature is written in a cursive style with some flourishes.

David A. Burdette
Chair, Mt. Pleasant
Vision 20/20 Government Integration Committee

CENTRAL MICHIGAN COMMUNITY HOSPITAL

A McLAREN HEALTH SERVICE

October 13, 2011

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 2590

Dear Secretary LaHood:

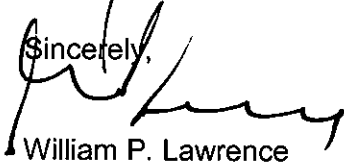
Please accept this letter from Central Michigan Community Hospital in support of the Tiger III Discretionary Grant being submitted by the Charter Township of Union in Mt. Pleasant, Michigan. The \$10 million grant request for smaller (rural) communities, if awarded, would be used to complete a variety of projects in our community wide, non-motorized transportation plan. These projects will impact many aspects of our community, including Central Michigan University, the city of Mt. Pleasant, the Saginaw Chippewa Indian Tribe and Union Township.

A 330-page non-motorized transportation plan has been completed and is a comprehensive study that outlines improvements to our streets and roads, sidewalks, and new bicycle paths. When completed, area residents will be provided the ability, for the first time, to walk, jog and bike safely around our entire community, including CMU and much of the reservation. Completion of these proposed projects will have a major impact on the greater Mt. Pleasant area's quality of life, moving us toward becoming a much healthier community while also greatly reducing energy use by providing alternatives to pollution-causing motorized transportation.

As Mt. Pleasant's "community hospital", we see first hand the results of childhood and adult obesity in our area, and this poses serious health risks for our residents. For safety reasons, it is a challenge for families who want their children to walk or bike to school because of the lack of adequate bike paths. Joggers and walkers also risk their safety when they try to navigate our streets and roads that have no shoulders or sidewalks, and only the most avid bicyclists can get around our community. Being a college town, motorized traffic in our community nearly doubles during the nine months that school is in full session. This just adds to the strain of finding safe, adequate routes to bike, walk or jog.

Central Michigan Community Hospital strongly supports the grant request submitted by the Charter Township of Union on behalf of the Mt. Pleasant community. We believe this grant positively addresses many of the challenges currently being faced by our area residents, and strongly urge you to give your full attention to this request. Thank you.

Sincerely,



William P. Lawrence
President and CEO



The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Raymond H. LaHood:

It is my pleasure to write a letter in support of the Tiger III Discretionary Grant being submitted by the Charter Township of Union and our community partners. As an assistant professor of economics at Central Michigan University, I know the impact that the grant money will have on implementing the Mt. Pleasant Micropolitan Non-motorized Master Plan (MPMNMP). As a community that is a mixture of rural, small town, and college, expanded transportation options has the potential to affect large and diverse segments of the population.

In addition to the community impact, I am currently involved with the Great Lakes Institute for Sustainable Systems (GLISS) working on research into the potential impact of expanded non-motorized access to the southern retail district of Mt. Pleasant. Our research is separate from but related to the MPMNMP. We are looking forward to working with the Charter Township of Union and our community partners as this study progresses. We have applied for grant money to fund a survey from Bikes Belong in order to estimate the economic impact of expanded non-motorized access. We will be providing the results of this study to any interested parties to support the MPMNMP. In a broader scope, we want to examine how greater bike access within a non-urban area affects the community. The awarding of the Tiger III grant to the township of Union would go a long way to making this possible.

On a personal note, as a cyclist, expanded bikeability of the area would greatly improve the safety of both commuter and recreational cyclists in the area. Currently much of the area around Mount Pleasant requires cyclist to either be in a car lane, on a narrow shoulder, or on sidewalks. The MPMNMP would go a long ways to changing this and make the roads safer for cars, bikes, and pedestrians alike.

It is for the above reasons that I give my full support to the application by the Charter Township of Union in obtaining the Tiger III grant.

Sincerely,

A handwritten signature in black ink that reads "Samuel R. Raisanen". The signature is written in a cursive style with a long, sweeping underline.

Dr. Samuel Raisanen
Assistant Professor of Economics
Central Michigan University



2200 South Lincoln Road, Mount Pleasant, Michigan 48858 (989) 772-0748 Fax: (989) 773-0514

Tuesday, October 18, 2011

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U. S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary LaHood,

The Isabella County Commission on Aging wishes to strongly support the Tiger III Discretionary Grant being submitted by the Charter Township of Union.

This community wide non-motorized transportation plan will have a tremendous affect on the lives of all our citizens in Union Township, which includes the City of Mt. Pleasant, the students and faculty at Central Michigan University and the Native Americans of the Saginaw Chippewa Tribe.

The funding brought to our community through the awarding of the Tiger III Grant will not only bring jobs and greater economic development to the mid-Michigan area it will also provide greater access to recreational activities and an improvement to our community's overall health status.

This grant will bring to our community a wonderful opportunity for growth and the enrichment of all our citizens. We thank you for your consideration and look forward to a positive outcome.

Sincerely

A handwritten signature in blue ink, appearing to read 'B. Upton', with a long horizontal flourish extending to the right.

Brenda J. Upton, M.A.
Executive Director



Central Michigan District Health Department

Promoting Healthy Families, Healthy Communities

Robert W. Graham, D.O., MPH
Medical Director

Mary L. Kushion, MSA
Health Officer

Main Office
2012 E. Preston Ave.
Mt. Pleasant, MI 48858
Administration 989-773-5921
FAX 989-773-4319

October 19, 2011

Branch Offices:

Arenac County
3727 Deep River Rd.
Standish, MI 48658
989-848-6541
FAX 989-848-0431

Clara County
225 W. Main
P.O. Box 237
Hamison, MI 49825
989-539-8731
FAX 989-539-4449

Gladwin County
103 N. Bowery
Gladwin, MI 49824
989-426-9431
FAX 989-426-6952

Isabella County
2012 E. Preston Ave.
Mt. Pleasant, MI 48858
989-773-5921
FAX 989-773-4319

Osceola County
4329 220th Avenue
Reed City, MI 49677
231-832-5532
FAX 231-832-1020

Marion Human Services
502 E. Main Street
P.O. Box 39
Marion, MI 49665
231-743-9877
FAX 231-743-2140

Roscommon County
1015 Short Drive
P.O. Box 739
Prudenville, MI 48851
989-366-9166
FAX 989-366-8921

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

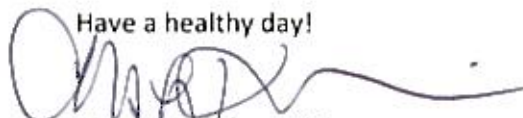
Dear Secretary LaHood,

I am pleased and honored to offer a letter of support for the Tiger III Discretionary Grant being submitted by the Charter Township of Union in Mt. Pleasant, Michigan. As the Health Officer for the Central Michigan District Health Department, the governmental local public health agency which includes Isabella County where Mt. Pleasant is located, I am very much aware of the need to implement a non-motorized transportation plan for the benefit of our residents and visitors.

For the past 18 months, the Central Michigan District Health Department has sponsored the Together We Can (TWC) Health Improvement initiative which was created to assess the health status of the community and to develop a plan to improve the areas that were identified as deficient. The TWC Health Improvement Council has identified 8 priority areas for improvement and Transportation is one of the identified areas. The goals and strategies include improving the walkability and bikeability of our streets and promoting the use of non-motorized transportation options. Not only will the proposed funding assist in achieving the Transportation goals, but it will also be a vital component in addressing at least two of the other 8 priority areas which are Nutrition/Weight Status/Physical Activity and Environmental Health. It will create additional safe routes to schools and will enhance the physical activity opportunities. It will create a more environmentally friendly atmosphere by reducing automobile emissions. Most importantly, it will make the Mt. Pleasant area a healthier and safer community.

Central Michigan District Health Department strongly recommends favorable review and full funding for the Township of Union's proposal. We believe the grant opportunity will bring positive and necessary change in a relatively short time period whereas without it, it would take several years to accomplish. Thank you for opportunity to offer support.

Have a healthy day!



Mary L. Kushion, MSA
Health Officer



Office of the Board of Commissioners

200 North Main Street, Mount Pleasant, MI 48858

Telephone 989-772-0911, Ext. 202

Fax 989-773-7431

October 18, 2011

The Honorable Ray LaHood
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood,

I am writing on behalf of the Isabella County Board of Commissioners to express our support for the application of the Charter Township of Union for a grant under the TIGER III program. Approximately 60% of the population of Isabella County is located within the Union Township area (including the City of Mt. Pleasant, and Central Michigan University). Union also overlaps into part of the Saginaw Chippewa Tribal Reservation.

This grant would address critical needs in this community for a system of paths, bike routes and sidewalks that are critical to the promotion of a network of non-motorized pathways. We have a large population of college students and active members of the community who desire to use walking, jogging and biking as inexpensive, healthy, and non-polluting alternatives to motorized transportation.

Under the leadership of Union Township a collaborative project was undertaken to create a master plan for such a system. This detailed proposal provides a blueprint for making this community a prototype for addressing the need for non-motorized transportation systems in small communities. While Union Township, the City of Mt. Pleasant and the Saginaw Chippewa Tribe have already invested in the development of parts of this pathway, without an influx of non-traditional source revenue, the completion of this project remains a distant goal. The TIGER grant provides the opportunity to address this community improvement in the near term.

This is a community with a population committed to creating a safe and sustainable environment for our children and for the students who attend CMU. This grant can move us closer to that goal. It is for these reasons that the Isabella County Commission offers its enthusiastic endorsement for the grant request submitted by Union Township. Thank you for your consideration of this request.

Sincerely,

David A. Ling, Chair
Isabella County Board of Commissioners.



ISABELLA COUNTY DRAIN COMMISSIONER

Richard F. Jakubiec
200 North Main, Mt. Pleasant, MI 48858

Phone (989) 772-0911 Ext. 247

Fax (989) 779-8785

rjakubiec@isabellacounty.org

October 20, 2011

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary LaHood:

I am writing to express my support for the Tiger III Discretionary Grant Proposal being submitted by Union Township of Michigan and administered by your department.

As Drain Commissioner of Isabella County, Michigan, graduate of Central Michigan University, Board member of Isabella County Parks and Recreation and Resident of Union Township, I understand the need and benefits of a non-motorized transportation system in the greater Mount Pleasant area.

In 2009 our office partnered with the Saginaw-Chippewa Indian Tribe, Bureau of Indian Affairs and Union Township in constructing a bridge crossing over a county drain. The design structure incorporated a bike/pedestrian path with the intention of connecting the crossing to an expanded trail at a later date.

Now a plan developed between the City of Mount Pleasant, Central Michigan University, the Saginaw-Chippewa Indian Tribe and Union Township has the opportunity to become a reality with your support.

Our plan shows cooperation across many jurisdictional lines and nations.

Approval of the Tiger III Grant for Union Township and its partners will provide the network necessary for connecting access to recreation, cultural, educational and business facilities.

I ask that you give consideration to this request. Please feel free to call me personally to answer any questions or discuss the proposal in greater detail.

Sincerely,

Richard F. Jakubiec, Isabella County Drain Commissioner, State of Michigan



11 October 2011

The Honorable Ray LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D. C. 20590

Dear Secretary LaHood:

I am writing to express my strong support for the application by Union Township, Michigan, for grant funding under the Transportation Investment Generating Economic Recovery (TIGER) program administered by your agency.

Union Township, Michigan is adjacent to our campus and is home to several thousand of our students and many of our faculty and staff. I serve on the Sustainability Advisory Committee of Union Township and have worked with them to develop a more sustainable community. As part of their sustainability initiatives, Union Township has developed a comprehensive non-motorized transportation plan. The TIGER grant program represents a critical source of funding for the implementation of this project.

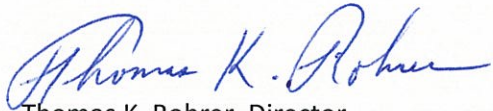
This proposal is the type of project that will help us meet the transportation challenges of the 21st century. It will create local jobs, make our community more livable and safe and help to improve environmental quality. The installation of this non-motorized transportation system will have a transformative effect on our community.

Planning for this non-motorized pathway project has been a model of inter-governmental cooperation with Union Township, the city of Mount Pleasant, Central Michigan University, Isabella County and the Saginaw Chippewa Indian Tribe working together to complete the plan. Building the infrastructure to implement this plan is difficult to do under traditional funding sources. The TIGER program is a great opportunity to complete the pathway and will create good local jobs, provide safe transportation for non-motorists, and will boost the local economy by allowing cyclists and pedestrians easy access to our retail corridors. It will also serve to improve the overall quality of life for citizens in our area.

Union Township and the Central Michigan University community are particularly adaptable to having sustainable, non-motorized transportation systems with our large number of students and strong community support for automobile transportation alternatives. I hope you will see fit to fund the grant proposal submitted by Union Township and help to make us a greener community.

Your assistance in this matter is greatly appreciated. If you have any questions, please feel free to contact me at (989) 774-7636 or at tom.rohrer@cmich.edu.

Sincerely,

A handwritten signature in blue ink that reads "Thomas K. Rohrer". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Thomas K. Rohrer, Director
Great Lakes Institute for Sustainable Systems
Central Michigan University
Suite 002 Anspach Hall
Mount Pleasant MI 48859

(989) 774-7636

Tom.Rohrer@cmich.edu

Michigan Sierra Club

Seventh Generation Committee

4736 S. Rolland Road
Blanchard, MI 49310

October 20, 2011

The Honorable Raymond H. LaHood
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary LaHood:

The Michigan Sierra Club strongly supports the Tiger III Discretionary Grant as submitted by the Charter Township of Union, and its community partners. The Township-led consortium feels, as the Sierra Club does, that this non-motorized transportation plan will reduce air pollution and greenhouse gases by reducing motorized transportation. We appreciate Union Township's efforts to put us back on our feet.

The plan will also reduce the continuing cost of petroleum for our residents, including the thousands of students at Central Michigan University, thus improving our local economy.

The Michigan Sierra Club considers this program an essential step into a modern, 21st century type of community for us. If you have any questions feel free to contact me at jwelty@power-net.net or 989-561-5037.

Sincerely,

Michigan Sierra Club



Joel Welty, Committee Chair



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
MT. PLEASANT TRANSPORTATION SERVICE CENTER

KIRK T. STEUDLE
DIRECTOR

March 19, 2012

Union Township Hall
2010 N. Lincoln Rd
Mt. Pleasant, MI 48858

Dear Review Team:

Subject: Tiger 2012 Grant

MDOT's Mt. Pleasant Transportation Service Center (TSC) has been working with local stakeholders in the Mt. Pleasant area on a multi-modal overpass of Remus Road at US-127, which is currently bisected by the freeway. In 2010, MDOT held a number of meetings with the local stakeholders group. During these meetings we explored several options for the freeway, including a pedestrian/bicycle underpass, a pedestrian overpass and a multi-modal overpass. Based on an evaluation of the costs, feasibility, user comfort and safety, it was determined to proceed with a multi-modal bridge overpass.

As a result of this decision we have begun the NEPA process (see memo from the MDOT Environmental Section dated October 3, 2011) and early preliminary engineering. We have also obtained partial funding from the Saginaw Chippewa Indian Tribe (SCIT) to survey the area. At this point, we do not anticipate any major obstacles to the implementation of the bridge unless right-of-way is determined to be required. We have not proceeded further or more quickly in the development of the bridge as funds have not been available for design or construction.

Should the Greater Mt. Pleasant area Cultural Loop TIGER 2012 Grant Application be successful, MDOT will accelerate efforts on behalf of the proposed bridge. We will work with the Environmental Section of Project Planning Division to conclude the NEPA process as quickly as possible. We will also integrate the bridge into the Transportation Improvement Plan. Given that this project has good community support, has been part of an ongoing planning effort for a number of years and is included in the Greater Mt. Pleasant Area Non-Motorized Transportation Plan, we anticipate obligating grant funding for this project could be achieved by June 30, 2013.

If you should you have any further questions or require additional information, please feel free to contact at 989-773-7756, extension, 302.

Sincerely,

A handwritten signature in black ink that reads "Brian Atkinson".

Brian Atkinson
Operations Engineer

BA/kay

cc: Selena Friend, Associate Bay Region Engineer – Development



OFFICE MEMORANDUM

DATE: October 3, 2011

TO: Brian Atkinson
Design Division

FROM: Sheila Upton
Environmental Section
Project Planning Division

SUBJECT: CS: 37013 Scoping Review: 000293
US-127 at Remus Road in Union Township

Summarized below are the results of a brief Environmental Scoping Review. These concerns should be addressed during the scoping process.

THIS DOCUMENT DOES NOT PROVIDE ENVIRONMENTAL CLEARANCE

AGRICULTURAL

FPPA: The SE quadrant is zoned agriculture. If greater than 1 acre of any type of ROW is needed from Agriculture or Forestry zoned property then the submittal of a Farmland Conversion Impact Form will be required. See the map in projectwise:

pw:\HCS591MDOTPA008.som.ad.state.mi.us:MDOTProjectWise\Documents\Bay Region\Regionwide Environmental\Mt Pleasant TSC\JN 293 Union Township Zoning Map.pdf

PA116: A MDA PA116 database inquiry was conducted and no PA116 parcels were identified in the TRS.

ENDANGERED SPECIES

Flora: No concerns. No records within, adjacent or near the project location.

Fauna: No concerns. No records within, adjacent to, or near the project location.

HISTORIC

The house at the SE quad of Remus and US-127 is no concern. The other properties east of US-127 on Remus Rd. cannot be seen, so photographs and/or a site visit by the MDOT Historian will be necessary to determine if any research is required. There appears to be nothing of concern on Remus Rd. to the west of US-127.

ARCHAEOLOGICAL

The MDOT Archaeologist assesses the potential for encountering archaeological sites to be extremely low to non-existent and would not require archaeological survey. However, this is an inventoried IRR road of the Saginaw Chippewa Indian Tribe and consultation will be necessary before the project can be classified. It is not expected their cultural resources coordinator would have concerns about any cultural sites, but we will have to complete our due diligence for the project.

THIS DOCUMENT DOES NOT PROVIDE ENVIRONMENTAL CLEARANCE

If you have any questions or concerns regarding any portion of this review, please let me know.

An official environmental review and classification must be completed prior to final design activities.



10/3/2011

Environmental Review Coordinator

Date