

Response to Comments on the Public Review of Draft Plan

Development Background

The Michigan Department of Transportation (MDOT) has updated the state's official long-range transportation plan. The *2040 MI Transportation Plan (2040 MITP)* is a reaffirmation and update of the *2030 MI Transportation Plan: Moving Michigan Forward (2030 MITP)* similar to the *2035 MI Transportation Plan (2035 MITP)*. This revision was initiated in June 2015 as an interim step to keep the plan current and maintain the federal 20-year planning horizon. This report documents those public comments along with accompanying correspondence from MDOT.

Before any work began on the 2040 MITP, MDOT developed a [Public Involvement Plan \(PIP\)](#). The PIP explained the reaffirmation process, timeline and opportunities for the public to provide feedback throughout the development of the plan. In keeping with federal regulations, the draft PIP was posted on the MDOT website for a 45-day comment period prior to adoption. Feedback received, along with MDOT's correspondence, may be seen as an appendix in the PIP.

MDOT held two webinar sessions in November 2015. One webinar was open to the public, while the other was tailored to various stakeholders. The presentation outlined the basis of the 2030 and 2035 MITP, along with the process to develop the 2040 MITP. Following the presentation, webinar attendees were able to ask questions or provide feedback verbally through the phone or through a text box imbedded in the webinar screen. A survey was provided to attendees following the webinar. Results from the survey suggested that the public and stakeholders believe road preservation and maintenance, incorporation of freight needs, and improved public transit should be top priorities for Michigan's transportation system. Survey results can be found in Appendix A of this report.

Draft versions of the [2040 MITP white papers](#) and Executive Summary were posted to the MDOT public website via www.michigan.gov/slrp as they were completed from November 2015 until April 2016. The public was provided the opportunity to submit comments via the website, e-mail, phone, or U.S. mail. During this period only one comment was received on the Vision White Paper regarding connected vehicles and new technologies. This is highlighted in a separate white paper: [Connected and Automated Vehicles and New Technology](#), and the Executive Summary.

Public Outreach

A number of tools and mechanisms were used for the primary purposes of making partners and the public aware of the plan update, obtaining input on topics and issues, and obtaining feedback on the draft plans. All public involvement pertaining to the MITP reaffirmation was in accordance with federal regulations found in 23 CFR 450.210. MDOT used its public website, GovDelivery e-mail lists, and Facebook and Twitter accounts for notification. As part of this effort, MDOT issued five official news releases, eight Facebook posts, and 15 Twitter posts of notices and events related to the 2040 MITP. All new release notices were made at least 15 days prior to scheduled events. Additionally, regional planning agencies and metropolitan planning

organizations (MPOs) assisted MDOT in outreach efforts by sharing 2040 MITP news and events through their websites, social media accounts, and e-mail distribution lists. This outreach also resulted in several phone or in-person interviews with local news and radio stations.

30-day Comment Period

The 30-day public review period for the draft version of the plan reaffirmation formally began on May 10, 2016, and concluded on June 10, 2016. Comments from interested members of the general public and partners were obtained on the draft 2040 MITP, primarily through the following mechanisms and activities:

- [MI Transportation Plan](#) website, using the online comment form (four individuals submitted comments online);
- Public meetings with oral comments (21 held across the state, 109 individuals participated); and
- Written correspondence (five letters submitted by e-mail, formal letter, or written comments).

Public Meetings

During the official 30-day comment period, MDOT officials held 21 public meetings throughout the state. At these meetings, an MDOT representative presented the draft 2040 MITP and explained the reaffirmation process. The public was provided an opportunity to ask questions or provide feedback directly to MDOT representatives.

With the understanding that comments or questions would be raised involving both the 2040 MITP itself and individual projects or local issues, an MDOT regional planner and central office representative were on hand to answer questions or to receive comments. MDOT staff members facilitated discussion and documented all the questions, comments, and discussion items raised during the meetings, and those summaries can be found in Appendix B of this report.

Written Comments on Draft Plan

All comments were reviewed, grouped by topic area and assessed to determine if the comment was one that identified an omission, identified an area that needed clarification, or identified an area that did not need any clarification. Each comment was further reviewed to determine what type of action, if any, was required. All comments are included in this report and published online at www.michigan.gov/slrp.

Formal letters were received from the following individuals or groups:

1. Brian K. Housh, Rails-to-Trails Conservancy
2. Lawrence J. Krieg, Michigan Association of Railroad Passengers

Written comments on the 2040 MITP were received from the following individuals or groups:

1. Bill Kennis, Executive Director, Benzie Bus.
2. Tim Zebell, City Engineer, City of St. Joseph, MI.

Comments received on the draft *2040 MITP* followed a number of common themes. These

themes included:

- Residents and advocacy groups alike are encouraged by the plan and MDOT’s initiatives toward a greater multi-modal system, but would like to see a greater emphasis on implementing these policies and initiatives.
- The integration of complete streets and traffic-calming measures in downtown districts, either in smaller rural towns or in inner-suburban communities with higher levels of commuter traffic. Respondents want to see a greater effort to lower speeds and make these roads safer for nonmotorized users through road diets and other complete streets initiatives. MDOT is working diligently with these communities to balance the needs of the local residents and their businesses with the commuters that travel through these communities.
- Individual projects, corridors, and/or local issues that respondents identified as concerns. These include but are not limited to:
 - I-75 in Oakland County,
 - I-75/Bristol Road roundabout,
 - I-375 in downtown Detroit,
 - I-94 BL and M-63 in Benton Harbor/St. Joseph,
 - I-94, US-131, and US-131 BR in Kalamazoo County,
 - M-59 in Livingston, Oakland, and Macomb counties.
- Greater connectivity and expansion of public transit routes and nonmotorized infrastructure (including the development of a statewide nonmotorized plan).
- Fixing of our aging road and bridge infrastructure.
- Further integration of passenger rail service and bus rapid transit (BRT) service into our transportation system.
- Further support for research into the advancement of connected and automated vehicle technology, although there was some hesitancy from respondents on when this will become a reality, and what the implications of this will be on Michigan’s transportation system.

Appendix B documents all the written comments MDOT received for the 2040 MITP, along with MDOT’s written responses to each of these comments.

E-mail lists, notices, and news releases were used to inform stakeholders, partners, and the public that the draft 2040 MITP had been posted on the website for public review. Two news releases were prepared by MDOT’s Office of Communications. The first notice described how to obtain a hard copy of the plan and how comments could be submitted. The printed documents were made available at the 21 public meetings, as well as at all MDOT region offices and Transportation Service Centers. A video message from State Transportation Director Kirk Steudle encouraging Michiganders to review and comment on the draft 2040 MITP was posted on MDOT’s webpage and [YouTube channel](#). MDOT provided notices through its social media accounts prior to and during the 30-day comment period. A total of two Facebook and six Twitter posts were given during this time.

Response Discussion

The 2040 MITP is an update and extension of the *2030 MI Transportation Plan: Moving Michigan Forward* and the 2035 MITP. The 2040 MITP provides an overview of findings and a high-level summary of the current assessment of key trends, demographic changes, and key initiatives that will guide the selection of transportation projects between now and 2040.

In addition, the state long-range transportation plan also includes a number of technical and strategic reports published in conjunction with the 2030 MITP, and 22 newly published white papers as part of this reaffirmation. The technical and strategic reports should be referred to for details on specific goals, objectives, strategies, and decision principles of the *MI Transportation Plan*, while the white papers should be referred to for current assessments of key trends and demographic changes, status updates of key initiatives that were discussed in detail in the initial technical and strategic reports, and descriptions of new initiatives that have been launched to fulfill the goals and objectives of the state long-range transportation plan.

The 2040 MITP continues the transportation policy framework intended to guide transportation investments in the state. It serves as the state's "blueprint" for the planning process. It will guide the collaborative efforts of MDOT, local and regional decision-makers, and all transportation stakeholders to reach a consensus on transportation needs.

The oral and written comments did not result in major changes to the policies or actions in the 2040 MITP. Each comment was acknowledged and addressed by an appropriate MDOT representative. All comments and responses may be seen in the appendices of this report.

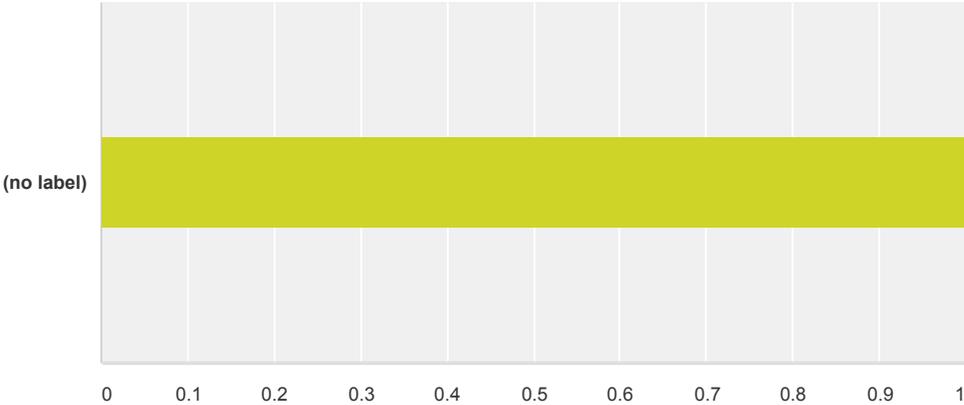


Appendix A: 2040 MITP Webinar Survey Results (November 2015)

Scanned Survey results

Q1 How familiar are you with the existing 2005-2030 State Long Range Plan - MI Transportation Plan and 2035 MITP?

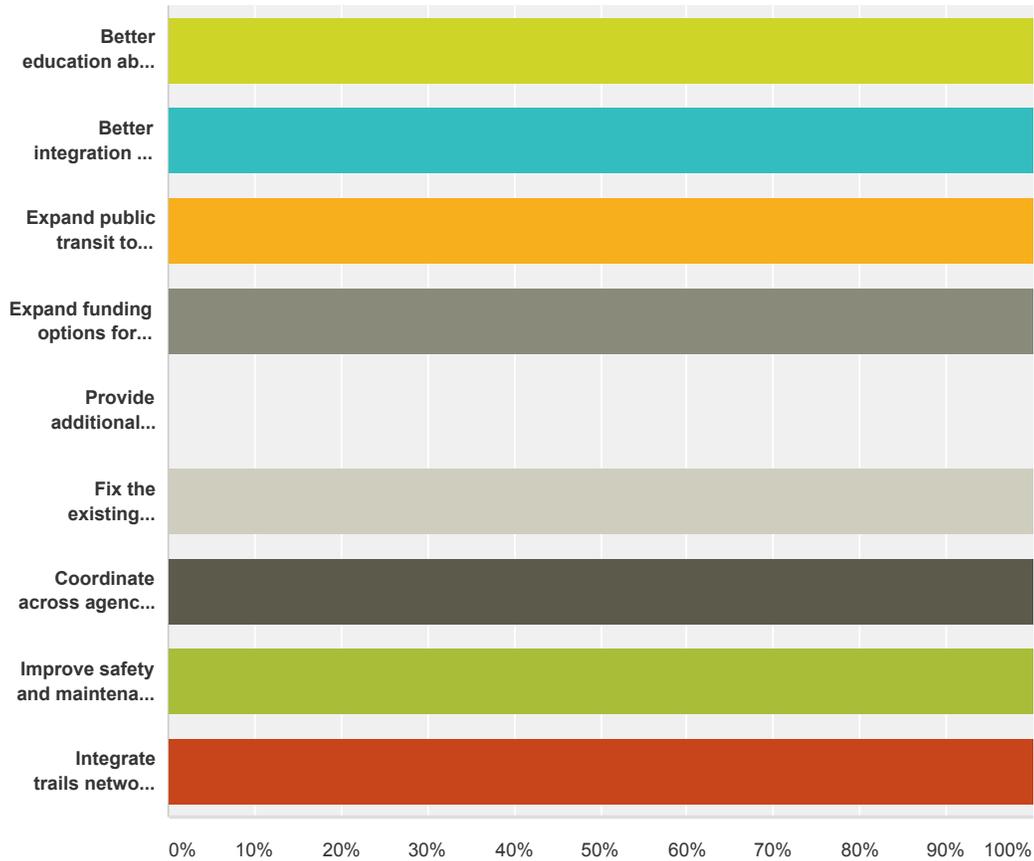
Answered: 1 Skipped: 0



	Very Familiar	Somewhat Familiar	A Little Familiar	Not At All Familiar	Total	Weighted Average
(no label)	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1	1.00

Q2 The following Public Transportation and Bicycle/Pedestrian strategies were identified in the development of the 2005 - 2030 MI Transportation Plan. Which of the following actions are still priorities? (Check all that apply)

Answered: 1 Skipped: 0



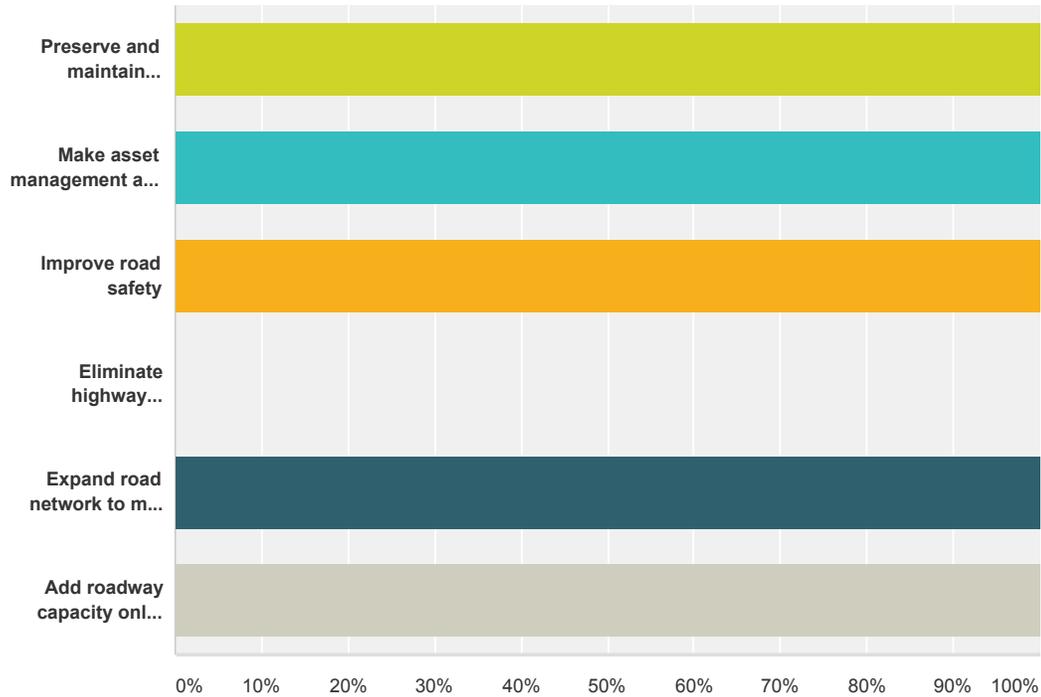
Answer Choices	Responses
Better education about how to use public transit	100.00% 1
Better integration of transit services into the transportation system	100.00% 1
Expand public transit to provide statewide coverage	100.00% 1
Expand funding options for transit services	100.00% 1
Provide additional financial support to Amtrak for light rail	0.00% 0
Fix the existing funding structure for transit	100.00% 1
Coordinate across agencies to establish a statewide trail network	100.00% 1
Improve safety and maintenance of non-motorized facilities	100.00% 1
Integrate trails networks into the planning for roads and streets	100.00% 1

2040 MI Transportation Plan Michigan Statewide Long Range Transportation Plan Webinar Public Questions - November, 2015

Total Respondents: 1	
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Q3 The following Roadway Network strategies were identified in the development of the 2005-2030 MI Transportation Plan and 2035 MITP. Which of the following actions are still priorities? (Check all that apply)

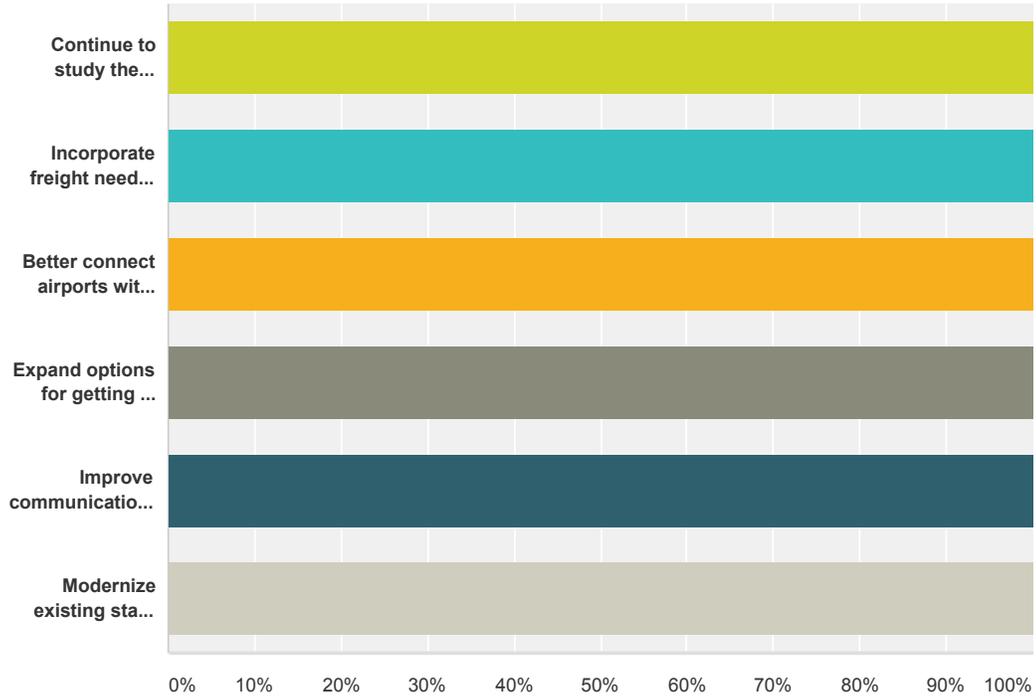
Answered: 1 Skipped: 0



Answer Choices	Responses
Preserve and maintain existing road infrastructure	100.00% 1
Make asset management a priority	100.00% 1
Improve road safety	100.00% 1
Eliminate highway congestion	0.00% 0
Expand road network to meet economic development needs	100.00% 1
Add roadway capacity only when needed	100.00% 1
Total Respondents: 1	

Q4 The following Freight strategies were identified in the development of the 2005 - 2030 MI Transportation Plan and 2035 MITP. Which of the following actions are still priorities? (Check all that apply)

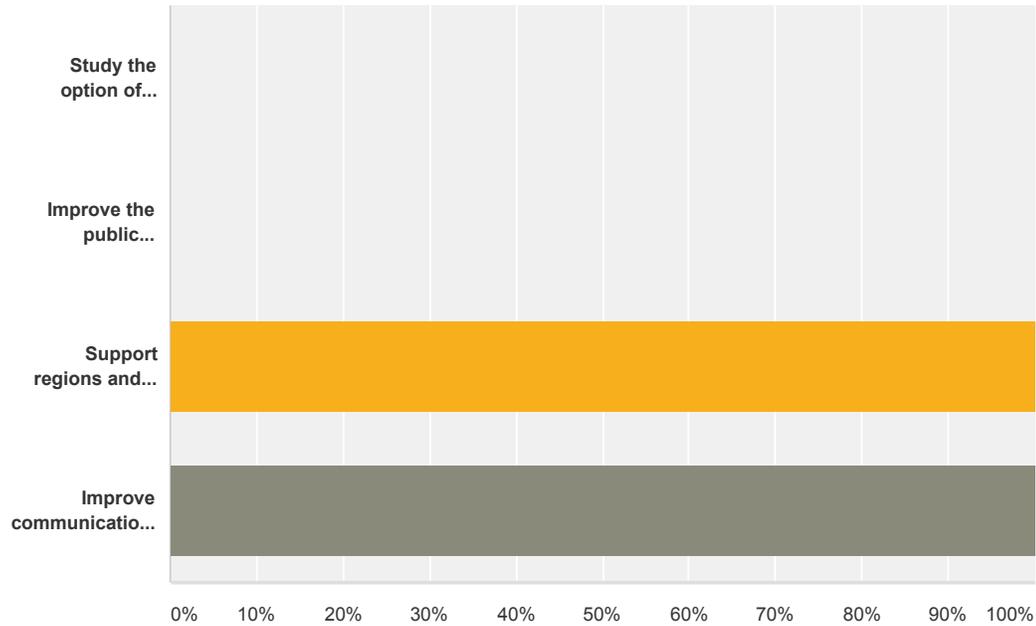
Answered: 1 Skipped: 0



Answer Choices	Responses
Continue to study the movement of freight	100.00% 1
Incorporate freight needs into the transportation system	100.00% 1
Better connect airports with port areas	100.00% 1
Expand options for getting to and from airports	100.00% 1
Improve communication between state and local airports	100.00% 1
Modernize existing state and local airports	100.00% 1
Total Respondents: 1	

Q5 The following other suggested strategies were identified in the development of the 2005-2030 MI Transportation Plan and 2035 MITP. Which of the following actions are still priorities? (Check all that apply)

Answered: 1 Skipped: 0

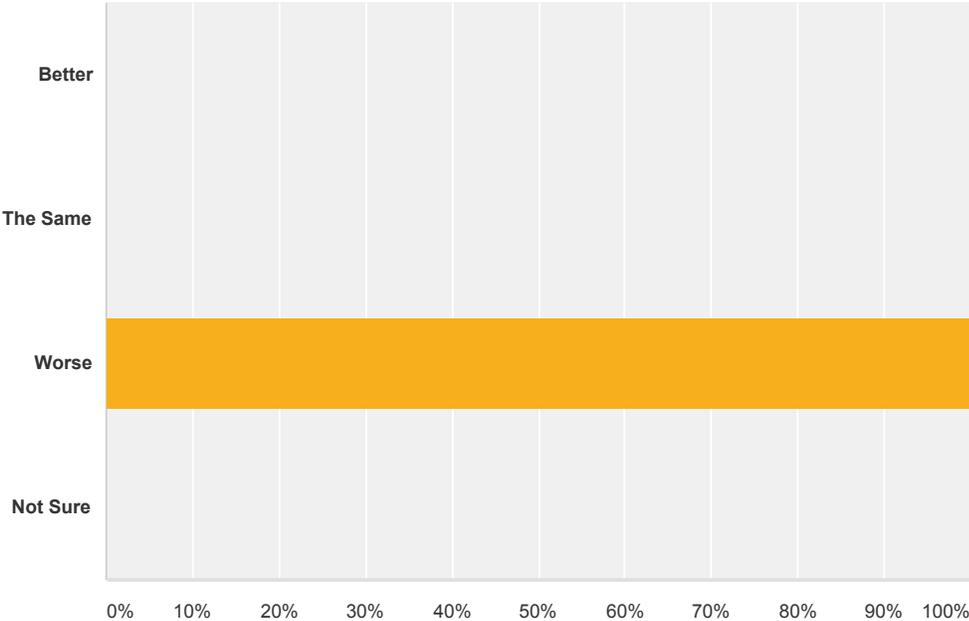


Answer Choices	Responses
Study the option of providing ferry service on the Detroit River	0.00% 0
Improve the public participation process	0.00% 0
Support regions and MPO's by providing adequate funding and staff	100.00% 1
Improve communication with the public regarding road construction	100.00% 1
Total Respondents: 1	

#	Additional Suggestions	Date
	There are no responses.	

Q6 Is the quality of transportation better/worse than five years ago?

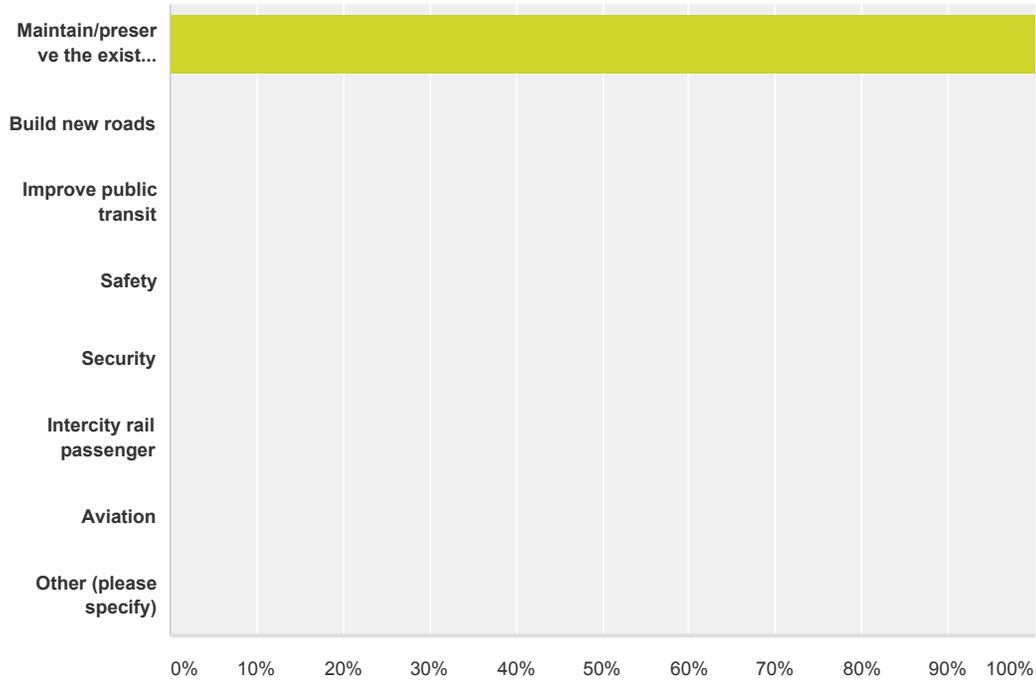
Answered: 1 Skipped: 0



Answer Choices	Responses
Better	0.00% 0
The Same	0.00% 0
Worse	100.00% 1
Not Sure	0.00% 0
Total	1

Q7 Which of the following should receive the highest priority to best serve your community?

Answered: 1 Skipped: 0

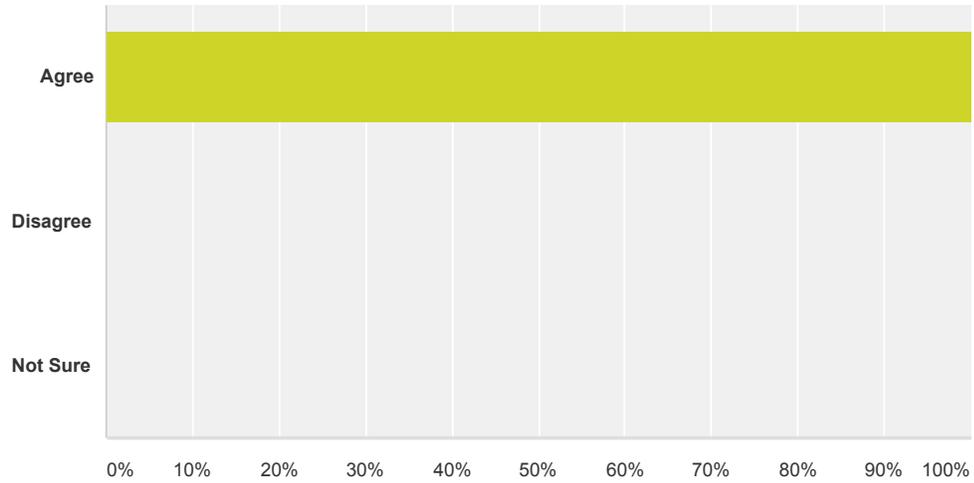


Answer Choices	Responses
Maintain/preserve the existing transportation system	100.00% 1
Build new roads	0.00% 0
Improve public transit	0.00% 0
Safety	0.00% 0
Security	0.00% 0
Intercity rail passenger	0.00% 0
Aviation	0.00% 0
Other (please specify)	0.00% 0
Total	1

#	Other (please specify)	Date
	There are no responses.	

Q8 Do you agree that the MI Transportation Plan incorporates MPO Long Range Transportation Plans, the Statewide Strategic Safety Plan, techniques from the Context Sensitive Solutions (CSS) process and other related transportation documents?

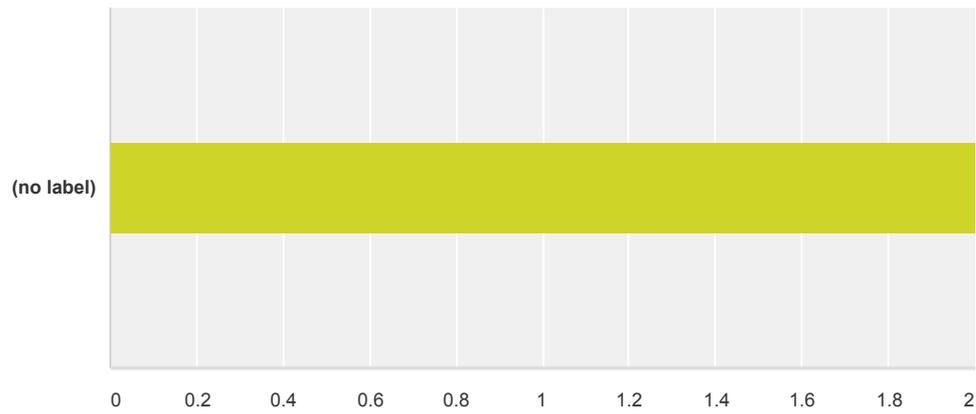
Answered: 1 Skipped: 0



Answer Choices	Responses
Agree	100.00% 1
Disagree	0.00% 0
Not Sure	0.00% 0
Total	1

Q9 A component of the MI Transportation Plan long-range strategic vision for transportation is greater integration of the various modes of transportation a person might make in any one trip—such as car, plane, train, bus, bike, foot —so that residents have more choices and that there is a seamless connection between each mode of transportation. How important do you think this aspect of the long range vision is to the future of transportation in Michigan?

Answered: 1 Skipped: 0



	Very important	Fairly important	Slightly important	Not at all important	N/A	Total	Weighted Average
(no label)	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1	2.00

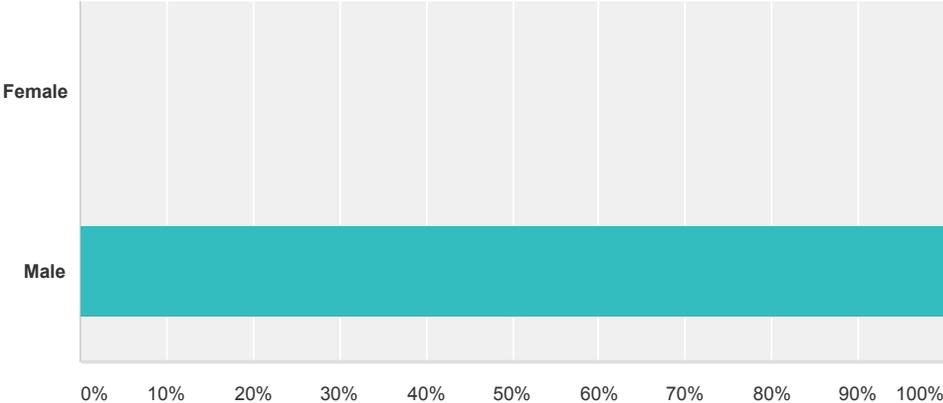
Q10 What two transportation concerns have most affected your daily life during the past five years?

Answered: 1 Skipped: 0

#	Responses	Date
1	1 and 2) the poor condition of our roads and bridges	11/12/2015 6:51 PM

Q11 What is your gender?

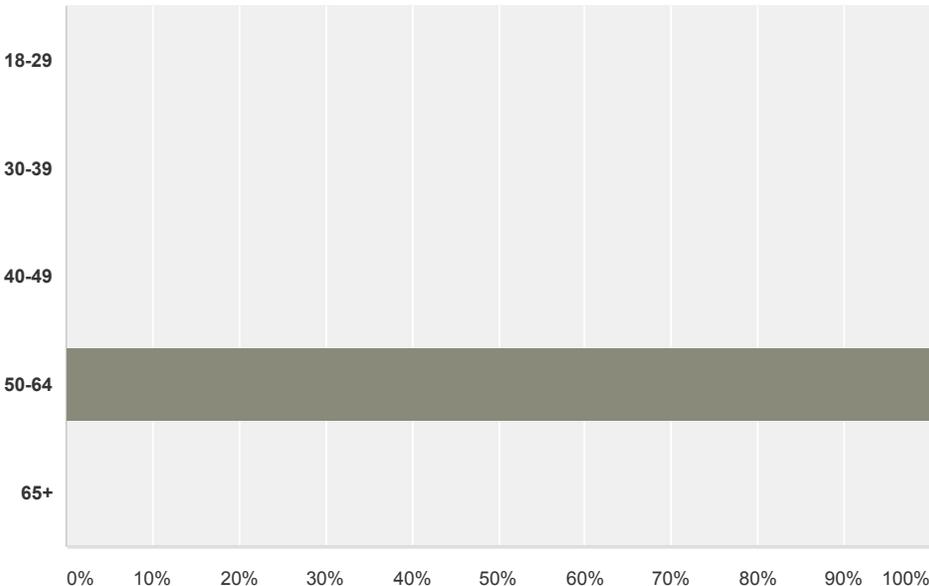
Answered: 1 Skipped: 0



Answer Choices	Responses
Female	0.00% 0
Male	100.00% 1
Total	1

Q12 Please indicate your relevant age bracket.

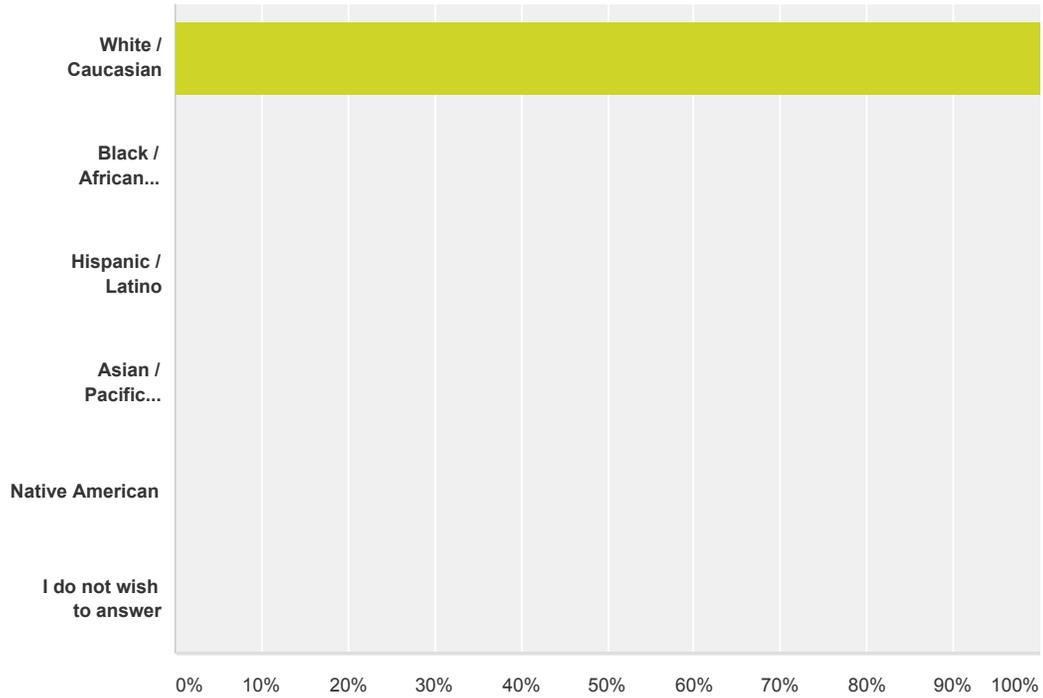
Answered: 1 Skipped: 0



Answer Choices	Responses
18-29	0.00% 0
30-39	0.00% 0
40-49	0.00% 0
50-64	100.00% 1
65+	0.00% 0
Total	1

Q13 What is your ethnicity?

Answered: 1 Skipped: 0



Answer Choices	Responses	
White / Caucasian	100.00%	1
Black / African American	0.00%	0
Hispanic / Latino	0.00%	0
Asian / Pacific Islander	0.00%	0
Native American	0.00%	0
I do not wish to answer	0.00%	0
Total Respondents: 1		

#	Other (please specify)	Date
	There are no responses.	

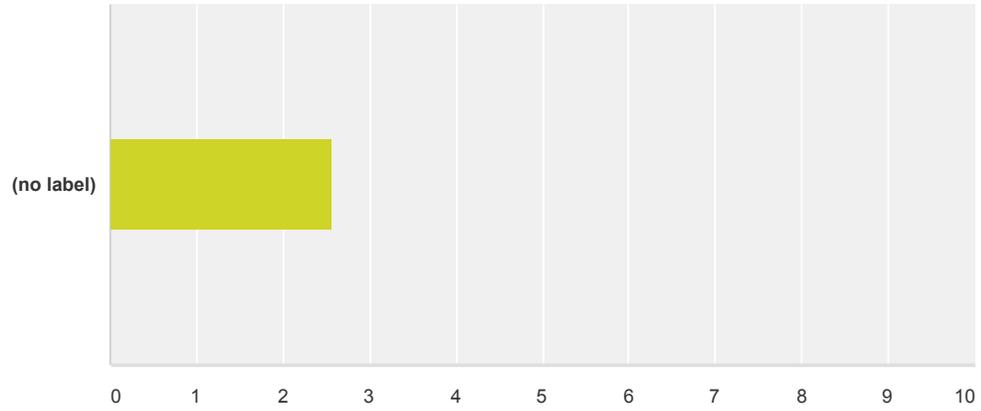
Q14 What is your ZIP code? (enter 5-digit ZIP code; for example, 00544 or 94305)

Answered: 1 Skipped: 0

#	Responses	Date
1	48035	11/12/2015 6:51 PM

Q1 How familiar are you with the existing 2005-2030 State Long Range Plan- MI Transportation Plan and 2035 MITP?

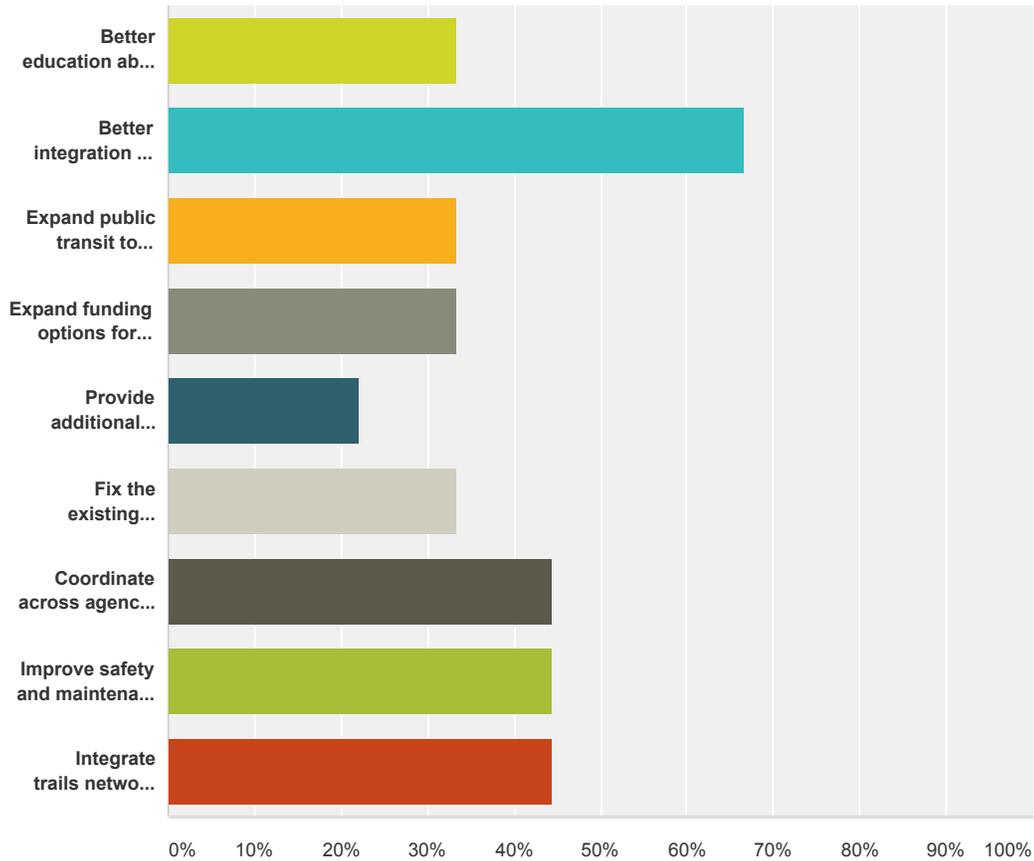
Answered: 9 Skipped: 0



	Very Familiar	Somewhat Familiar	A Little Familiar	Not At All Familiar	Total	Weighted Average
(no label)	0.00% 0	44.44% 4	55.56% 5	0.00% 0	9	2.56

Q2 The following Public Transportation and Bicycle/Pedestrian strategies were identified in the development of the 2005-2030 MI Transportation Plan and 2035 MITP. Which of the following actions are still priorities? (Check all that apply)

Answered: 9 Skipped: 0

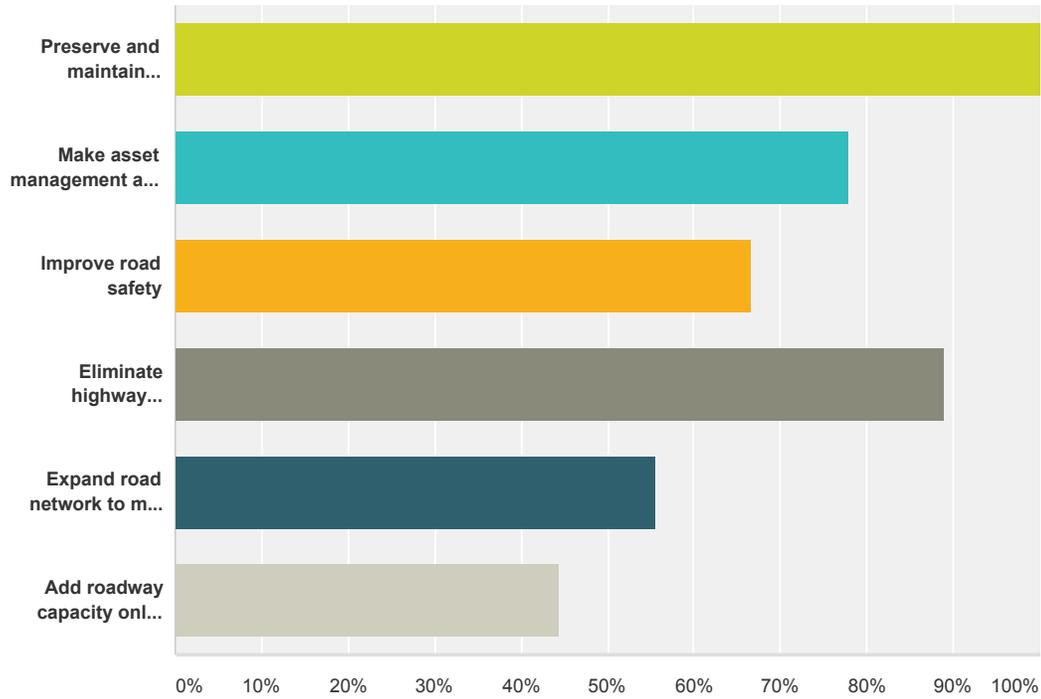


Answer Choices	Responses
Better education about how to use public transit	33.33% 3
Better integration of transit services into the transportation system	66.67% 6
Expand public transit to provide statewide coverage	33.33% 3
Expand funding options for transit services	33.33% 3
Provide additional financial support to Amtrak for light rail	22.22% 2
Fix the existing funding structure for transit	33.33% 3
Coordinate across agencies to establish a statewide trail network	44.44% 4
Improve safety and maintenance of non-motorized facilities	44.44% 4
Integrate trails networks into the planning for roads and streets	44.44% 4

Total Respondents: 9	
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Q3 The following Roadway Network strategies were identified in the development of the 2005-2030 MI Transportation Plan and 2035 MITP. Which of the following actions are still priorities? (Check all that apply)

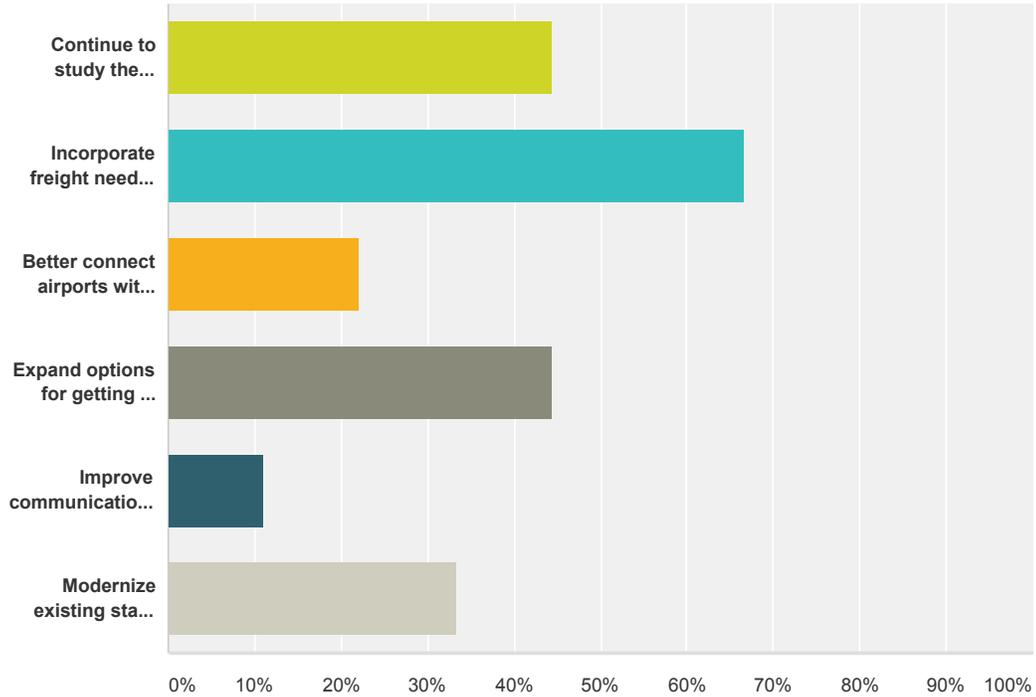
Answered: 9 Skipped: 0



Answer Choices	Responses
Preserve and maintain existing road infrastructure	100.00% 9
Make asset management a priority	77.78% 7
Improve road safety	66.67% 6
Eliminate highway congestion	88.89% 8
Expand road network to meet economic development needs	55.56% 5
Add roadway capacity only when needed	44.44% 4
Total Respondents: 9	

Q4 The following Freight Improvement priorities were identified in the development of the 2005-2030 MI Transportation Plan. Which of the following actions are still priorities? (Check all that apply)

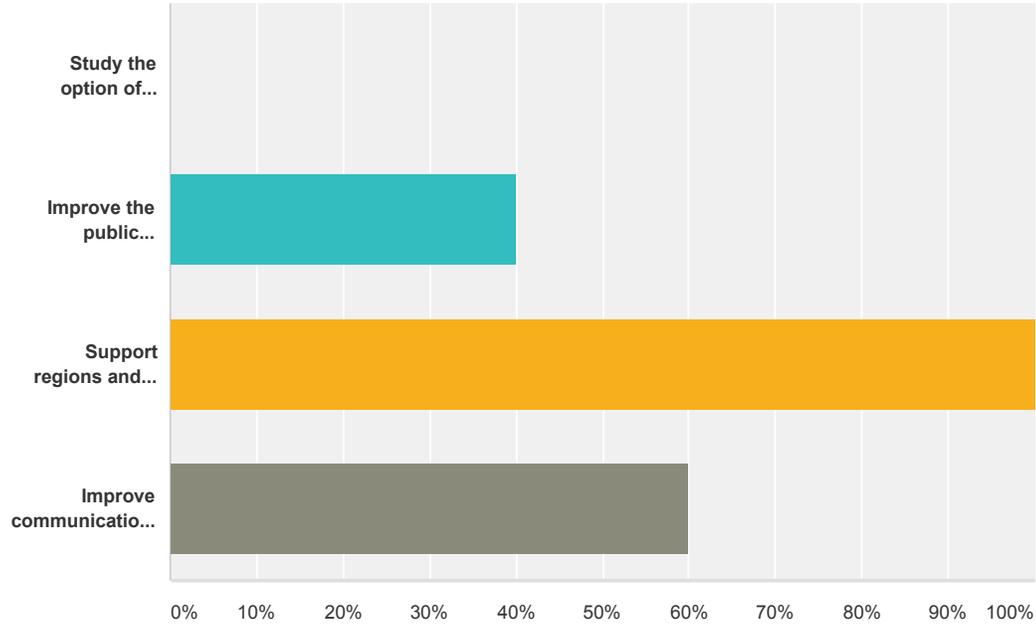
Answered: 9 Skipped: 0



Answer Choices	Responses
Continue to study the movement of freight	44.44% 4
Incorporate freight needs into the transportation system	66.67% 6
Better connect airports with port areas	22.22% 2
Expand options for getting to and from airports	44.44% 4
Improve communication between state and local airports	11.11% 1
Modernize existing state and local airports	33.33% 3
Total Respondents: 9	

Q5 The following other suggested strategies were identified in the development of the 2005-2030 MI Transportation Plan and 2035 MITP. Which of the following actions are still priorities? (Check all that apply)

Answered: 5 Skipped: 4

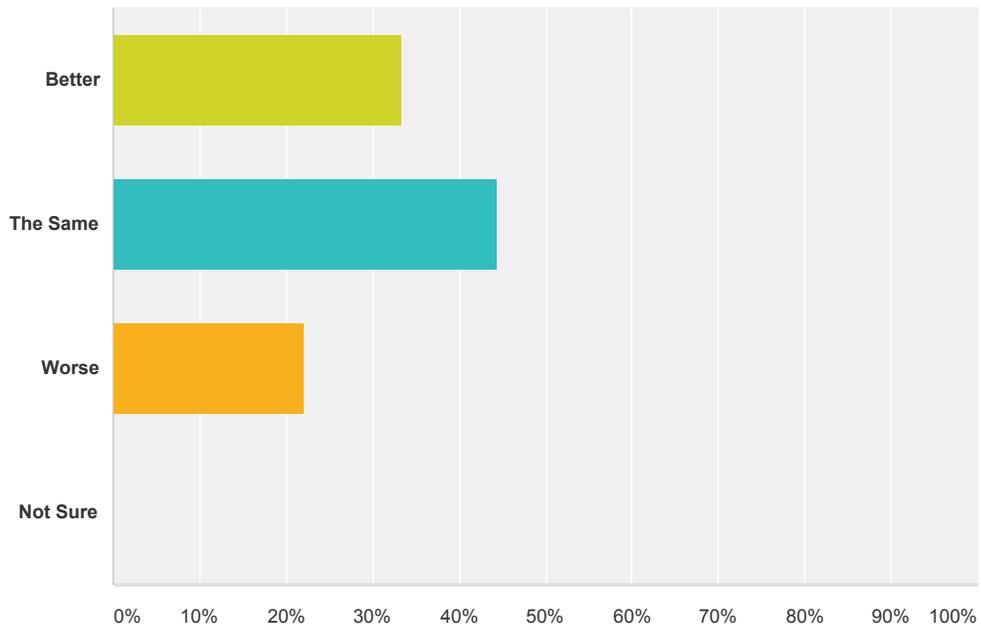


Answer Choices	Responses
Study the option of providing ferry service on the Detroit River	0.00% 0
Improve the public participation process	40.00% 2
Support regions and MPO's by providing adequate funding and staff	100.00% 5
Improve communication with the public regarding road construction	60.00% 3
Total Respondents: 5	

#	Additional Suggestions	Date
1	None	11/13/2015 11:24 AM

Q6 Is the quality of transportation better/worse than five years ago?

Answered: 9 Skipped: 0



Answer Choices	Responses
Better	33.33% 3
The Same	44.44% 4
Worse	22.22% 2
Not Sure	0.00% 0
Total	9

Q7 Please comment on the ability of the current state transportation system to meet your economic development opportunities (example barriers and gaps).

Answered: 4 Skipped: 5

#	Responses	Date
1	I94 is a 2 lane bottleneck from Kalamazoo to Ypsilanti.	11/13/2015 1:16 PM
2	The main barrier is funding. Livingston County is in jeopardy of losing manufacturing firms to other locations where there is more opportunities for employment. Livingston County manufacturing firms are looking to Genesee County for employees and without additional funding setting up a feeder service transferring employees from MTA (Flint) over the road buses to several smaller buses is not available. This is due to L.E.T.S. being at capacity and without additional capital (rolling stock) and operating funds, Livingston County may lose manufacturing firms to other locations - this would be a major economic blow to Livingston County.	11/13/2015 11:24 AM
3	More FUNDING is needed for re-design/reconstruction projects, especially for trunklines that are also main streets through small towns and/or cities. When these types of roadways are allowed to deteriorate and are also not re-designed to encourage walkability, it makes economic development activities in these small towns/cities very difficult. The City of West Branch is a perfect example of a location where this type of project needs to be funded ASAP. Thank you.	11/10/2015 3:23 PM
4	To cross jurisdictional boundaries for employment.	11/10/2015 3:10 PM

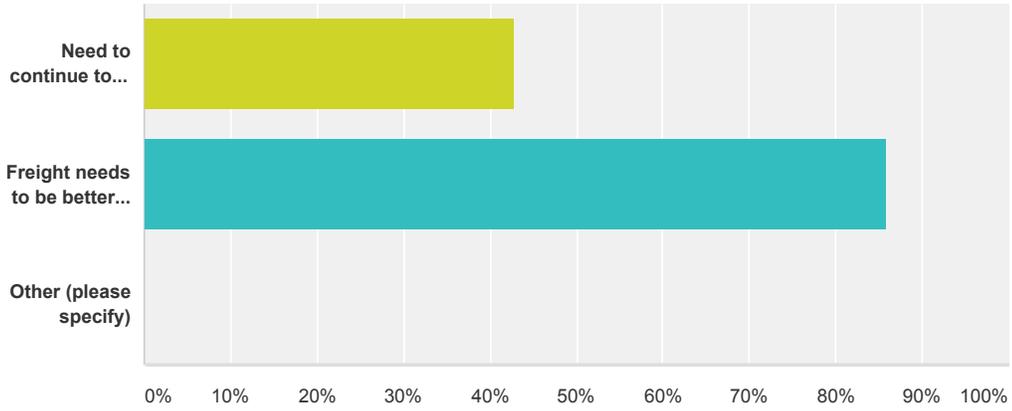
Q8 How does the MI Transportation Plan support you long-range transportation planning?

Answered: 3 Skipped: 6

#	Responses	Date
1	Current stable funding	11/13/2015 11:24 AM
2	Yes and no. MDOT does a marvelous job of developing comprehensive, long-range plans. However, without a legislative plan to provide necessary funding to actually implement the MI Transportation Plan, it fails to fully support our municipality's long-range transportation planning needs.	11/10/2015 3:23 PM
3	The support now with the passage of the state transportation plan, allow additional planning in the future - finally.	11/10/2015 3:10 PM

Q9 The following cargo and port area strategies were identified in the 2005-2030 MITP and 2035 MITP. Which of the following still apply today? (Check all that apply)

Answered: 7 Skipped: 2

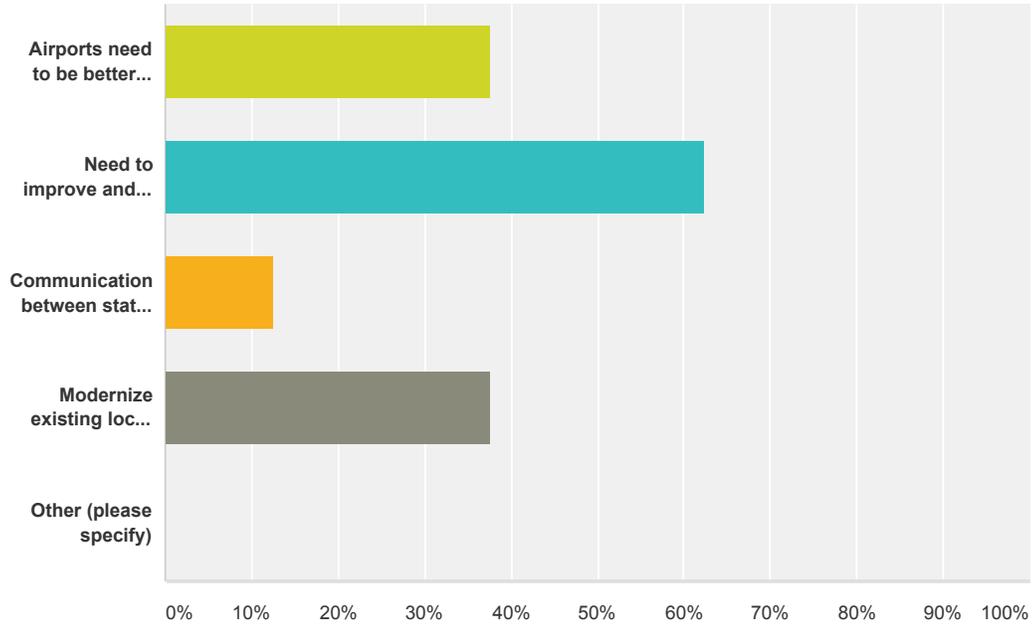


Answer Choices	Responses
Need to continue to study the movement of freight.	42.86% 3
Freight needs to be better incorporated into the transportation system	85.71% 6
Other (please specify)	0.00% 0
Total Respondents: 7	

#	Other (please specify)	Date
	There are no responses.	

Q10 The following airport improvement priorities were identified in the 2005-2030 MITP and 2035 MITP. Which of the following still apply today? (Check all that apply)

Answered: 8 Skipped: 1

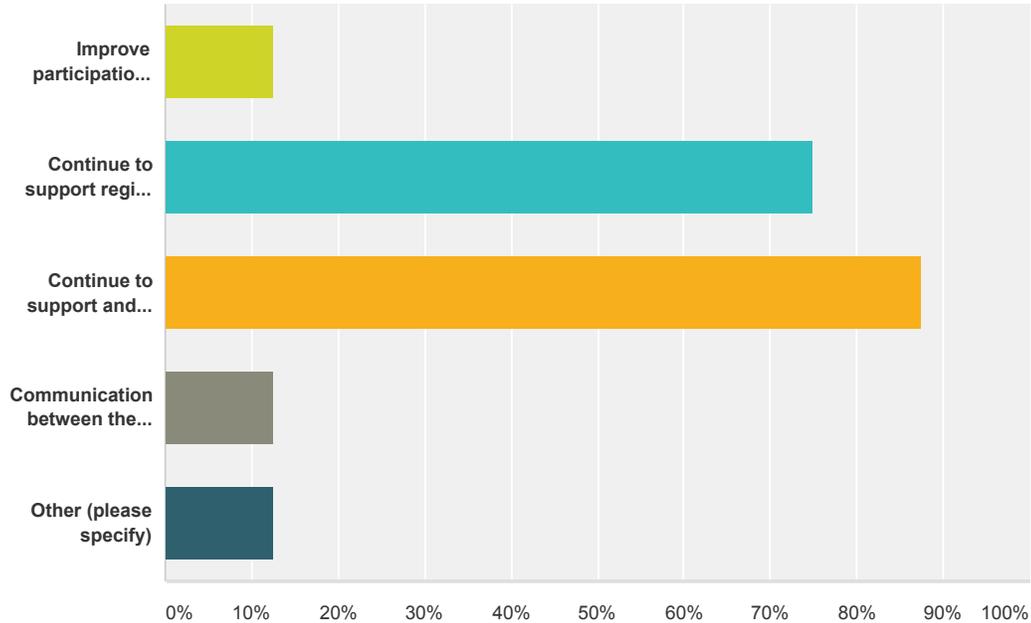


Answer Choices	Responses
Airports need to be better tied into cargo and port areas	37.50% 3
Need to improve and expand modal options for getting to and from airports	62.50% 5
Communication between state airports and local airports needs to be improved	12.50% 1
Modernize existing local and state airports	37.50% 3
Other (please specify)	0.00% 0
Total Respondents: 8	

#	Other (please specify)	Date
	There are no responses.	

Q11 The following “other” priorities were identified in the 2005-2030 MITP and 2035 MITP. Which of the following still apply today? (Check all that apply)

Answered: 8 Skipped: 1

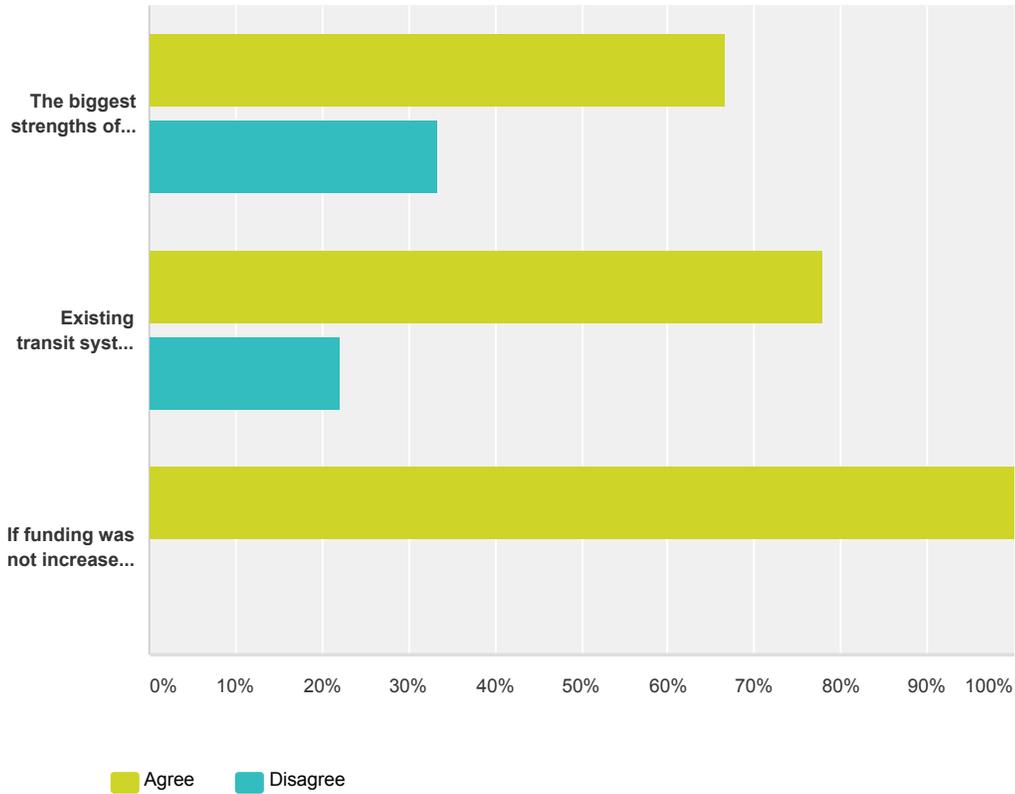


Answer Choices	Responses
Improve participation process	12.50% 1
Continue to support regions and MPO's. Make sure they are properly staffed, and funded	75.00% 6
Continue to support and implement asset management program	87.50% 7
Communication between the public and MDOT regarding road closures and road work needs to be improved	12.50% 1
Other (please specify)	12.50% 1
Total Respondents: 8	

#	Other (please specify)	Date
1	Special priority needs to be paid to funding needs for projects that affect trunklines that also serve as main streets for small towns/cities, as these areas have been disproportionately affected by the Great Recession and badly need re-designs and reconstructions that focus on fixing deteriorating road conditions to improve public safety, and also focus on increasing walkability to help boost economic activity in traditional downtowns.	11/10/2015 3:23 PM

Q12 The following strengths and weaknesses were identified in Michigan’s existing transportation system were identified in the 2005-2030 MITP and 2035 MITP process. Do you agree or disagree with the following statements?

Answered: 9 Skipped: 0

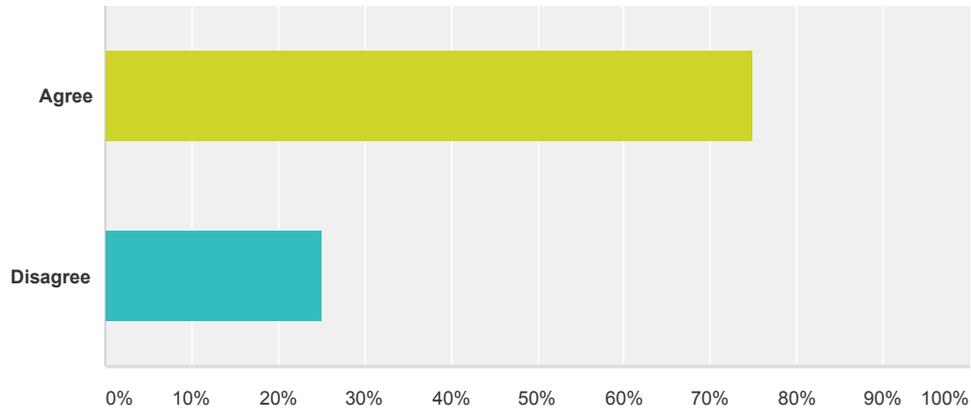


	Agree	Disagree	Total
The biggest strengths of Michigan’s existing transportation system were the coverage of the existing roadway network, the connectivity of roadways and the preservation and maintenance of the roadways.	66.67% 6	33.33% 3	9
Existing transit systems were in poor shape with not enough service, not big enough service areas and no interconnectivity with other modes.	77.78% 7	22.22% 2	9
If funding was not increased soon our strengths such as the maintenance and preservation of roadways and the connectivity of the roadways could become our weaknesses.	100.00% 7	0.00% 0	7

#	Add additional strength or weakness:	Date
1	Failure to provide adequate funding for re-designs and reconstructions of trunklines that also serve as main streets through small towns/cities.	11/10/2015 3:23 PM

Q13 Below are the top four answers received during the development of the 2005-2030 MI Transportation Plan and 2035 MITP in response to the following question: What transportation-related issues will most significantly impact Michigan over the next 25 years? 1. Maintenance of existing roads 2. Congestion on major highways 3. Sprawl 4. Mode choice Do you agree or disagree with the top four answers?

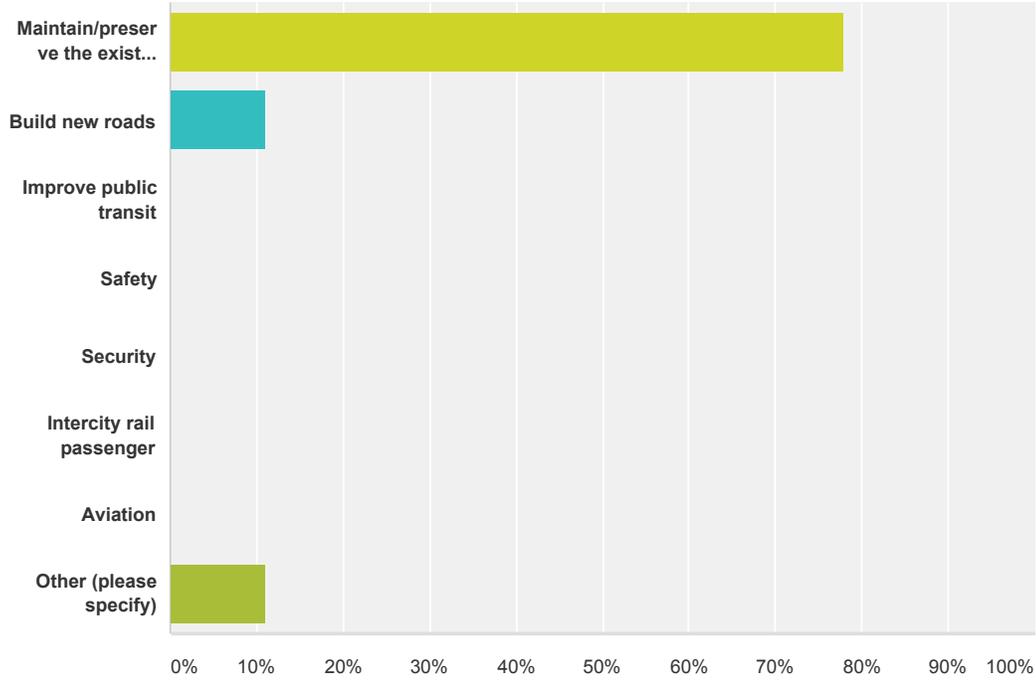
Answered: 8 Skipped: 1



Answer Choices	Responses
Agree	75.00% 6
Disagree	25.00% 2
Total	8

Q14 Which of the following should receive the highest priority to best serve your community?

Answered: 9 Skipped: 0

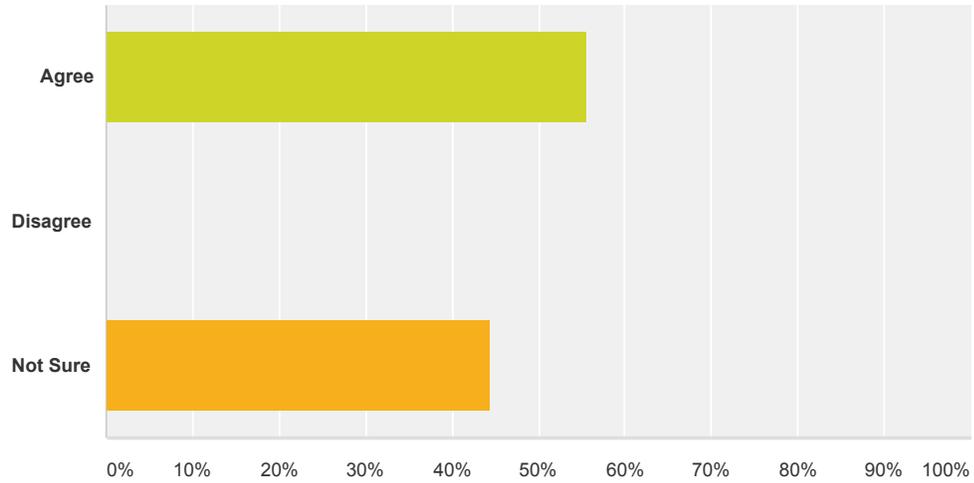


Answer Choices	Responses
Maintain/preserve the existing transportation system	77.78% 7
Build new roads	11.11% 1
Improve public transit	0.00% 0
Safety	0.00% 0
Security	0.00% 0
Intercity rail passenger	0.00% 0
Aviation	0.00% 0
Other (please specify)	11.11% 1
Total	9

#	Other (please specify)	Date
1	Increased funding for a re-design/reconstruction of the trunkline that also serves as our City's main street (aka "Houghton Avenue/M-55")	11/10/2015 3:23 PM

Q15 Do you agree that the MI Transportation Plan incorporates MPO Long Range Transportation Plans, the Statewide Strategic Safety Plan, techniques from the Contact Sensitive Solutions (CSS) process and other related transportation documents?

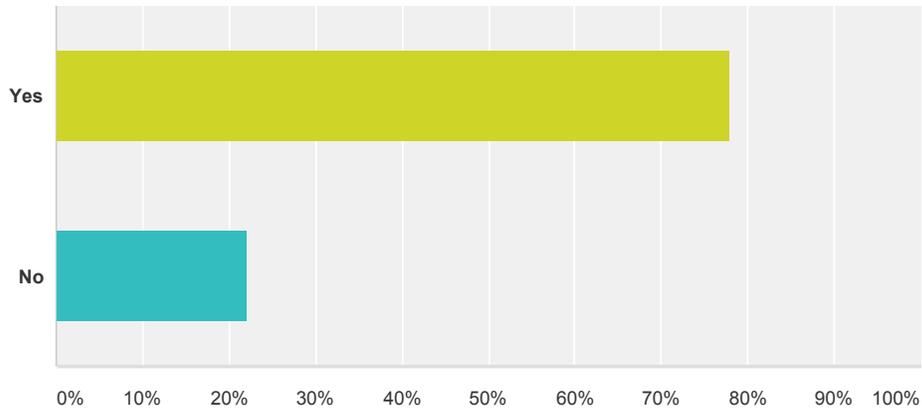
Answered: 9 Skipped: 0



Answer Choices	Responses	
Agree	55.56%	5
Disagree	0.00%	0
Not Sure	44.44%	4
Total		9

Q16 The following key strategies to achieve the goals of the 2005-2030 MI Transportation Plan and 2035 MITP were identified: Focus improvements of Corridors of Highest Significance Measure performance for all modes Integrate the transportation system Encourage Context Sensitive Solutions Avoid, Minimize or Mitigate for Adverse Impacts Identify appropriate funding Do you feel that MDOT has followed these strategies effectively?

Answered: 9 Skipped: 0

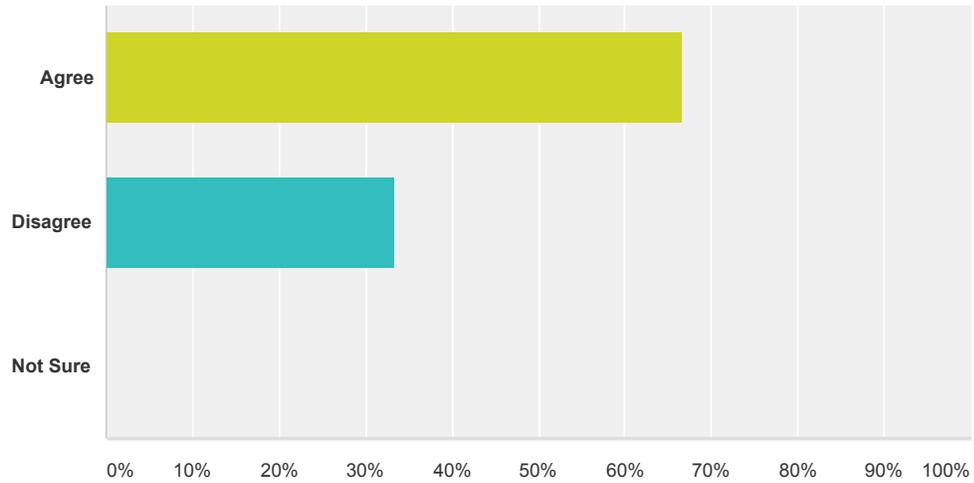


Answer Choices	Responses
Yes	77.78% 7
No	22.22% 2
Total	9

#	If no, please explain	Date
1	Th I 94 corridor has gotten worse.	11/13/2015 1:16 PM
2	Funding remains a major issue, obviously. Also, I feel that more could be done to integrate the transportation system. For instance, there seems to be increased interest in rail travel lately, yet there does not seem to be adequate passenger rail options available for travelers, nor adequate connecting transportation options in and around areas where passenger rail is offered.	11/10/2015 3:23 PM

Q17 Do you agree or disagree that the transportation needs of minority, low income and/or underserved populations will continue to increase as we move towards the year 2040?

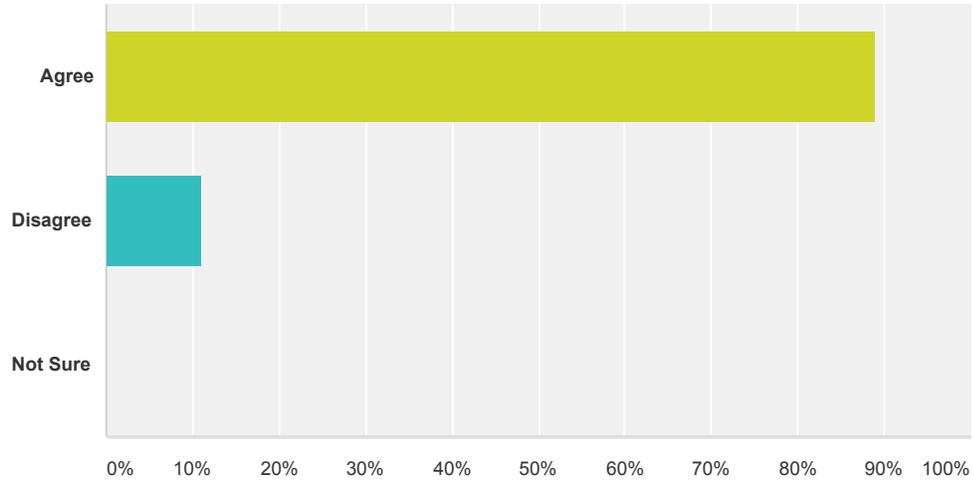
Answered: 9 Skipped: 0



Answer Choices	Responses
Agree	66.67% 6
Disagree	33.33% 3
Not Sure	0.00% 0
Total	9

Q18 Do you agree or disagree that the demands of an increasing older population will impact the state’s transit system over the next twenty-five years?

Answered: 9 Skipped: 0



Answer Choices	Responses	
Agree	88.89%	8
Disagree	11.11%	1
Not Sure	0.00%	0
Total		9

Appendix B: Public Meeting Comments

2040 MITP Public Meetings			
City	Date	Attendees	Oral Discussion Comments during Public Meetings
Houghton	May 9, 2016	2	1) Received one comment via e-mail that expressed concern about pedestrian safety on the MDOT trunkline in the city of Houghton.
Canton	May 10, 2016	5	1) M-1 Rail, transit - when will this be completed? January 2017.
			2) Clarification on increase in freight movement - local, statewide, or international? All types.
			3) CAV - Oakland vs. Washtenaw (competition) - how will this really change things? Still researching. Will this replace transit? No.
			4) Discussion - Re-imagine Washtenaw.
			5) What other states or cities do we benchmark after? Discussed peer exchange, and Jim discussed Chicago and other items.
			6) Change investment strategy from Corridors of Highest Significance (COHS), and asked to explain COHS further.
			7) Discussion on transit and regional transit authority (RTA) studies.
Escanaba	May 10, 2016	2	N/A
Ludington	May 10, 2016	4	1) One individual expressed concern about pedestrian safety on MDOT trunklines. Specifically, he wanted to see sidewalks on US-10 in Ludington to accommodate safe travel of a low-income section of the population.
Flint	May 11, 2016	5	1) Population Growth - age of growth, in-migration, baby boomers vs. millennials.
			2) Heavy discussion on I-75/Bristol Road roundabout, and benefits of this project.
			3) MTA study - MDOT was opposed to this study about transit along I-75 and I-69, very negative at meeting last year (came from Genesee County Metropolitan Alliance MPO).
Grand Rapids	May 11, 2016	5	1) One individual expressed concern over idling trucks waiting to make turn on M-231 near his business. He would like to see more traffic lights to accommodate the freight traffic.
Sault Ste. Marie	May 11, 2016	3	N/A



Detroit	May 12, 2016	6	1) Would like to see plans for Detroit Corktown train station. Response: Dearborn station has been fixed and modernized.
			2) News Center train station is too small. Response: There are plans to expand News Center Train station as part of M-1 Rail.
			3) Tolling - large discussion over cost and benefits.
			4) RTA corridors - funding, who pays? Sharon discussed Comprehensive Transportation Fund (CTF).
			5) I-75 over Rouge River (question on timing of project).
			6) Question over coordination with counties and cities when doing projects (e.g., piping and utilities).
			7) Connected and autonomous vehicles - how will this really change things?
			8) Are we doing anything about the lines between lanes and shoulders on roads (lighting so connected vehicles will be able to read)?
			9) Is this plan setting us up for a better future? How?
			10) Asked for clarification/confirmation on timeline for adoption? Public gets one month, MDOT gets one month, then State Transportation Commission (STC) adopts on July 21, 2016.
			11) Clarification of funding split for new revenues. Explained Act 51 and referred to documents that explain this further.
			12) Freeway Lighting Program - replace and maintain. High praises.
			13) Detroit City Airport - Any plans to fix?
			14) Discussion on coordination with Southeast Michigan Council of Government (SEMCOG). Attendees included State Rep. Leslie Love, who offered her support.
Pontiac	May 16, 2016	12	1) Why are we widening I-75? They live on Adams Road at I-75 and noise is too loud.
			2) I-75/M-59 interchange - can they add this to mega-project? This interchange needs modernization.
			3) M-59 (Pontiac to Howell) - only east-west corridor: can anything be done to fix the congestion and signal timing along this corridor? It takes too long to drive from US-23 to Pontiac.
			3) M-59 (Howell) - when will final phase be widening between Old US-23 and Oakgrove Road?
			4) I-96 in Livonia - project went very well.



			<p>5) Lapeer and Walton - lack of transit. Buses were removed, why we don't have these anymore? City of Pontiac officials addressed this question.</p> <p>6) Lane striping - are we looking at ways to have this last longer, or having them light up better in the dark?</p> <p>7) Will M-1 Rail be connected to bus rapid transit (BRT)? Yes.</p> <p>8) Weight limits on trucks too high.</p> <p>9) Weigh stations not being used.</p> <p>10) Need consistency on left-hand turn lights (before, through or after).</p> <p>11) M-59 westbound Michigan Left to eastbound (between Clark and Hartland) - can't see when to turn because of double lane for Michigan Left on other side. Please add light or re-configure.</p> <p>12) How will I-75/Square Lake Road interchange look when re-done? Julie answered.</p> <p>13) Pontiac - Woodward study - when will these changes happen? What are the next steps? We have studied this enough. Let's move forward.</p>
Roseville	May 17, 2016	2	<p>1) M-59 in Macomb County - too congested. Need to fix Hall Road. Should make an elevated express route between where freeway ends and I-94. Need direct freeway link between M-53 and end of M-59 freeway to the west.</p> <p>2) Tolls - need a tollway bypass of Detroit to Toledo.</p> <p>3) Ramps at I-94/8 Mile Road and I-94/Conner Avenue too short.</p> <p>4) Why didn't they raise gas tax when gas was under \$2 per gallon?</p> <p>5) Why don't we follow Europe's model for roads? Concern over what we use in pavement (coal ash). Roads last longer in other states than Michigan. Why?</p> <p>6) Regional transit - need more connectivity and express routes.</p> <p>7) Nonmotorized - need more connectivity.</p> <p>8) I-94/Gratiot Avenue in Macomb County - ramps need redesign.</p> <p>9) North Macomb vs. South Macomb (M-59 split) - different philosophies between commuter speeds vs. place-making (traffic calming). Ex: Utica Road in downtown Roseville - performed road diet and traffic calming - residents and local businesses love it, commuters hate it.</p>



Muskegon	May 18, 2016	2	N/A
Port Huron	May 18, 2016	4	1) M-29 in city of Saint Clair - St. Clair Inn has restaurant and parking on opposite sides of road. The road is four lanes (14 feet wide each), with no crosswalk or turn lane and very unsafe for pedestrians. Need crosswalks, or change to road configuration, possibly road diet or reduced lane widths with pedestrian island in middle. Bay Region to work with St. Clair County Transportation Study (SCCOTS) to further discuss this.
			2) Commuting philosophy - speeds vs. community visions. MDOT does not set speed limits.
			3) I-94 coming into Blue Water Bridge - approaching lanes confusing, need better lane markings further in advance.
			4) Need more multi-modal connections.
			5) Confusion/frustration about why St. Clair County is no longer part of Metro Region due to being part of Detroit Metropolitan Statistical Area (MSA), and SEMCOG.
			6) Are we going to post presentations on Web? Yes
Benton Harbor	May 23, 2016	8	1) Continue to improve mobility options for persons with disabilities and low income.
			2) There are roads within cities that are almost 50 years old. We need to focus more on downtowns.
			3) Make sure that MDOT looks at intersections that have a high number of accidents and develop strategies to improve safety.
			4) I-94 Business Loop (BL) in St. Joseph needs reconstruction. Concern about not being included in plan.
Kalamazoo	May 24, 2016	8	1) Focus attention on the safety of the I-94 corridor, especially winter conditions.
			2) Expand the US-131 interchange with the US-131 BL to include all travel movements.
			3) Extend the US-131 BL to the east to connect Riverview Drive and Gull Road. This would improve access to the north of Kalamazoo and greatly improve traffic congestion within the downtown.
			4) If possible, create a new freeway connection from I-94 at Exit 85 to the north side of Kalamazoo connecting to US-131 BL.



			5) Slow traffic down within cities along state roads. Slower traffic is safer and lends itself to increased economic activities. MDOT should invest in pedestrian and bicycle improvements to help encourage safe downtowns.
Kingsley	May 24, 2016	5	1) It is alarming the number of bridges in the U.S. that are deplorable - heard about the latest report on CBS News with photographs; structural obsolete and structural deficient. Other attendee comment that culverts are worse.
			2) Has US-131 at the Indiana border been made into an expressway? Also, any movement on the extension of the US-131 freeway north of Manton?
			3) What airports are MDOT's?
			4) Funding: who gets it? You did not say townships.
			5) Fife Lake intersection of US-131 and M-186: is there going to be a signal? There have been many fatalities at that location; you cannot put a price tag on a life. The gas station will not close the driveway closest to the intersection.
			6) The new state revenue: will the additional \$600 million from the general fund be there from the Legislature?
			7) M-115: what is MDOT doing from Benzonia to Crystal Mountain Resort?
			8) Page 41: Expand the inter-city map because there are more rural inter-city connections than what is on the map, for example: why is there no connection to Benzie or Manistee?
			9) Page 29: In regard to revenue gap, why are unmet needs so large? Why are other modes not the same proportion? Document should explain why the tenfold difference.
			10) Page 26: Aging Population: recommend adding to this section a discussion on mobility support. MDOT made a statement at some meeting that "the average person is going to outlive their mobility by seven years." Why isn't this discussed?
			11) Page 12: Fell short regarding performance measures. Would like additional transit performance measures added under system improvement (e.g., number of non-emergency medical transportation (NEMT) and wellness rides, and number of Jarc and intercounty trips).
			12) Page 12: Why are MDOT Scorecard measures not included (reference pg. 9-16) - number of inter-county routes. We should use Sharon Edgar's scorecard for efficiency.

			13) Grants: What is available and for what? A curbed area for walkers around Fife Lake (the lake)?
			14) Safe Routes to School grants?
			15) Benzie bus: Transit portion not quite developed.
			16) Benzie bus: What about the regional strategies from the governor's Living and Aging Well in Michigan initiatives?
Bay City	May 15, 2016	1	N/A
Gaylord	May 15, 2016	3	N/A
Alpena	May 26, 2016	1	N/A
Mount Pleasant	May 31, 2016	5	1) Need more funding.
Jackson	June 2, 2016	3	1) This helped clarify what is going on. Thank you for coming down.
			2) Ask for clarification on the I-94 project in Jackson.
Lansing	June 8, 2016	23	1) Climate Change Vulnerability Assessment - asked for further clarification.
			2) Costs of roads are expensive, how much is spent on actual concrete construction vs. environmental aesthetics?
			3) Further clarification on coordination between MDOT and other state agencies. Discussed coordination on freight committee with other state agencies.
			4) Noise walls - why are these done after the fact?
			5) Use of freeways for rapid transit. What is the criteria? Sharon responded addressing that it is different for every corridor, and the only one considering this is the Flint study for I-75 and I-69 (and this is still very early in study phase).
			6) Financing for rapid transit - how is this determined?
			7) Do transit corridors have to be a specific length? No.
			8) Public vs. private funding for transit discussion. All the current funding is public through CTF. The only alternative is through a public-private partnership.
			9) Connected and automated vehicles (CAVs) - how is MDOT preparing for these in the future? Brad referenced the white paper, and the different pilots being studied in SE Michigan.
			10) Complemented the organization on the MITP and the hyperlinks.



			11) Is this plan fiscally constrained? No, but we do have a Finance and Revenue Gap White Paper, and 5YTP and STIP are fiscally constrained.
			12) Clarification on COHS establishment - volumes and activity center approach, that are multi-modal.
			13) HOMTV interview describing what the plan is and what we are doing.
TOTAL		109	



Appendix C: Formal Letters and Online Comments on Draft Plan

Scanned email and letter correspondence.

Haller, Kyle (MDOT)

From: Bates, Courtney (MDOT)
Sent: Monday, June 13, 2016 9:46 AM
To: Sharlow, Bradley (MDOT); Ayers, GERALYN (MDOT); Parsons, Bob (MDOT); Gorski, Susan (MDOT); Haller, Kyle (MDOT)
Cc: Sarka, Scott (MDOT)
Subject: FW: Comments re: Long-Range Transportation Plan
Attachments: MILongRangeTransPlanComments.docx

FYI

I will respond to Brian, but I wanted to forward his comments to you.

Thanks.
cb

From: Barnett, Jeannine (MDOT)
Sent: Monday, June 13, 2016 9:03 AM
To: Bates, Courtney (MDOT) <BatesC@michigan.gov>; Sarka, Scott (MDOT) <SarkaS@michigan.gov>
Subject: FW: Comments re: Long-Range Transportation Plan

Not sure who to forward this to. Please let me know if this is in your section.

From: Brian Housh [<mailto:brianh@railstotrails.org>]
Sent: Friday, June 10, 2016 5:07 PM
To: Backus, Carl (MDOT) <BackusC4@michigan.gov>; Badra, Kelly (MDOT) <BadraK@michigan.gov>; Baese, Glen (MDOT) <BaeseG@michigan.gov>; Bahmer, Thomas (MDOT) <BahmerT1@michigan.gov>; Bailey, Dale (MDOT) <BaileyD6@michigan.gov>; Bailey, Laurie (MDOT) <BaileyL10@michigan.gov>; Bailey, Luke (MDOT) <baileyL2@michigan.gov>; Bair, William (MDOT) <BairW@michigan.gov>; Baker, Belinda (MDOT) <BakerB@michigan.gov>
Subject: Comments re: Long-Range Transportation Plan

Hello,

Your website does not seem to be working with regard to submitting comments or emails, and I was not able to find any general email address on the website nor via calling your various help centers.

Please forward the attached comments, and you may want to extend the deadline since I assume others might be having the same problem. I will also appreciate a confirmation from someone that these comments were submitted.

Best Regards,

Brian K. Housh
Midwest Policy Manager
Rails-to-Trails Conservancy

Midwest Regional Office
716 Xenia Avenue, Suite 2
Yellow Springs, OH 45387

614-837-6782 (o)
937-776-9566 (c)
brianh@railstotrails.org

Haller, Kyle (MDOT)

From: DeBruyn, Joshua (MDOT)
Sent: Wednesday, June 15, 2016 3:51 PM
To: brianh@railstotrails.org
Cc: Sharlow, Bradley (MDOT); Balmes, Rob (MDOT); Haller, Kyle (MDOT)
Subject: RE: Comments re: Long-Range Transportation Plan

Dear Rails-to-Trails Conservancy Team:

Thank you for taking the time to review and provide feedback on the Michigan Department of Transportation (MDOT) 2040 State Long-Range Transportation Plan. We appreciate your feedback and compliments on our incorporation of nonmotorized transportation infrastructure into the long-range plan.

As you are probably aware, the State Long-Range Plan evaluates inputs, forecasts and strategies against current trends in an effort to develop high-level direction on transportation planning to the year 2040. Due to the high-level nature of the plan, addressing some of your individual comments directly in the plan would be out of context. However that does not dismiss the importance of your thoughtful contribution to improving transportation in Michigan. The intent of this letter is to provide clarification and assurance that your points either have been addressed in one of the many White Papers or in MDOT's day to day business processes.

We agree that addressing equity issues in the transportation network is critical. Through MDOT's environmental review process, environmental justice (minority and low-income populations) issues are included in MDOT's outreach and stakeholder engagement process. This aspect of the transportation planning process is acknowledged in the [Environmental White Paper](#) and the [Socioeconomic White Paper](#).

To support projects in communities where funding may be a challenge, Department staff routinely present the Michigan State Infrastructure Bank as an option. While this program was not highlighted in the 2040 White Papers, the availability of the program to local agencies is widely known. Leveraging funds from this program with other available state and federal sources is a conversation that takes place between MDOT and local agencies.

For larger statewide nonmotorized initiatives, such as the Iron Belle Trail (IBT), MDOT works closely with our partners, including the Michigan Department of Natural Resources (MDNR), where appropriate, to make this project become a reality. The [Nonmotorized White Paper](#) outlines the MDOT involvement with this effort at a high level. However, the day-to-day conversations between MDOT, MDNR and other partners working on the IBT range from providing guidance on signage and design; funding, planning, and permitting, to name a few.

Making the IBT and the many local connections become a reality is an enormous undertaking. Efforts within MDOT that assist with this vision from a planning perspective include MDOT Regional Pedestrian and Bicycle Committees and Regional Nonmotorized Plan. These efforts play a critical role in assisting locals in identify gaps in their local and regional Nonmotorized networks. Both of these efforts are outlined in the [Nonmotorized White Paper](#) with links to additional detailed information.

As MDOT, the MDNR and local agencies move forward to develop the statewide nonmotorized networks, MDOT staff provide guidance and assistance on an as-needed basis as directed by the Michigan's Complete Streets Law. This support can range from general or detailed design questions to identifying funding sources for future projects and more. This individual support, along with the Regional Nonmotorized Plans and the many

other efforts in which MDOT is involved, is improving Michigan's Nonmotorized network and provides greater transportation choice to Michigan residents.

Again, thank you for your thoughtful comments and compliments on 2040 State Long Range Transportation Plan. If I can be of any additional assistance to you, please do not hesitate to contact me directly.

Respectfully,

Josh DeBruyn, AICP
Bicycle and Pedestrian Coordinator
Bureau of Transportation Planning
Michigan Department of Transportation
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909
517-335-2918 Phone
www.michigan.gov/mdot-biking

Spend your energy searching for solutions, not excuses. ~ David Cottrell

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From: Brian Housh [<mailto:brianh@railstotrails.org>]

Sent: Friday, June 10, 2016 5:07 PM

To: Backus, Carl (MDOT) <BackusC4@michigan.gov>; Badra, Kelly (MDOT) <BadraK@michigan.gov>; Baese, Glen (MDOT) <BaeseG@michigan.gov>; Bahmer, Thomas (MDOT) <BahmerT1@michigan.gov>; Bailey, Dale (MDOT) <BaileyD6@michigan.gov>; Bailey, Laurie (MDOT) <BaileyL10@michigan.gov>; Bailey, Luke (MDOT) <baileyL2@michigan.gov>; Bair, William (MDOT) <BairW@michigan.gov>; Baker, Belinda (MDOT) <BakerB@michigan.gov>

Subject: Comments re: Long-Range Transportation Plan

Hello,

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Brian K. Housh
Midwest Policy Manager
Rails-to-Trails Conservancy

Midwest Regional Office
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brianh@railstotrails.org



Michigan's State Long Range Plan 2040

Public Comment

on behalf of the

Michigan Association of Railroad Passengers, Inc.

compiled from input by Association members

with discussion

by

Laurence J. Krieg, PhD
Chair

Officers

Chairman – Dr. Laurence Krieg
Vice-Chairman – Steve Vagnozzi
Secretary pro tem – Kay Chase
Treasurer – open position I

Regional Chairpersons

Detroit Metro - Robert Patterson
East/Central Michigan - open position
Northern Michigan - open position
Western Michigan - Warren Fritz

At-Large Executives

Kay Chase
John Langdon
Adam Tauno Williams

June 6, 2016

Mr. Bob Parsons
Public Involvement & Hearings Officer
Michigan Department of Transportation
Van Wagoner Building
425 West Ottawa St, P.O. Box 30050
Lansing, MI 48909

Dear Mr. Parsons:

It is my privilege to submit formal comments on behalf of the Michigan Association of Railroad Passengers (MARPP) regarding the proposed 2040 State Long Range Transportation Plan (SLRP).

A primary purpose of MARPP as stated in our Bylaws, Section 2.1A is,

To represent the interests of the traveling public wishing to use rail and other transportation providers and to educate the public and officials about the benefits of improved and expanded passenger rail services.

In fulfillment of this purpose, I determined that our meeting of May 21, 2016, in Jackson, should consist primarily of a discussion and evaluation of the proposed SLRP.

Based on input from that, and other meetings and communications, I am pleased to transmit the Public Comment which follows.

Sincerely,

Laurence J. Krieg

Laurence J. Krieg, PhD
Chair and Chief Officer

Michigan's State Long Range Plan 2040

Public Comment

on behalf of the

Michigan Association of Railroad Passengers, Inc.

Executive Summary

Members of the Michigan Association of Railroad Passengers (MARPA) overwhelmingly support a transportation vision offering **choice, efficiency, safety, and integration**, funded from **diversified sources** that include **innovative private sources** together with **dedicated state and federal funds for passenger rail**.

We applaud MDOT's vision of **good stewardship, preserving** existing transportation resources, and **protecting the environment**. We believe one of the most effective ways of protecting the environment is to provide **more frequent, reliable, and interconnected public transportation options**, which will reduce reliance on single-occupancy vehicles, thereby reducing harmful emissions. ***We specifically recommend that funding highway expansion be avoided.***

We support MDOT's vision of **balanced freight and passenger** infrastructure with **intermodal** connections and facilities for both.

We are concerned at the lack of any prominent mention of **Positive Train Control (PTC)** among possible new technology investments, and urge that this be added to the Long Range Plan, so that state-owned rail routes will be eligible to provide a full range of passenger and freight services for economic development throughout Michigan.

We are also concerned that our aging passenger railcar fleet may not receive a long-planned update with **new bi-level cars**, due to a combination of engineering issues, regulatory requirements, and constraints on fund availability. We stand ready to inform our federal legislative team of the importance of these railcars and the need to extend funding provisions to cover these unforeseen issues.

We would very much like to see **more trains to Chicago**, especially on routes with only one round-trip daily. In order to accommodate the frequencies envisioned for 2040 on the Wolverine (Michigan Central) Line, it is critical to **plan to double-track the entire length from Dearborn to Porter, Indiana**.

But Chicago is not the only destination of importance: **trains to the East Coast** through Toledo, and **trains to Ontario** are also high priorities. These are not solely to allow Michigan residents to travel out of state: we believe a **"Pure Michigan" campaign to encourage travel to Michigan by train** has great potential.

Meanwhile, within Michigan we remain staunchly in support of new service between **Detroit, Lansing, Grand Rapids, and Holland**; and between **Ann Arbor, Traverse City, and Petoskey**. Both these lines have huge potential for spurring economic growth through tourism, business, and personal travel.

Finally, we urge MDOT to support the Southeast Michigan Regional Transit Authority and other regional bodies in **establishing commuter and regional rail service in Southeast Michigan**. These services should not be limited to the Michigan Avenue Corridor, but should radiate from Ann Arbor and Detroit (including downtown – not just midtown) to Howell, Port Huron, Flint, and Toledo. The example of thriving Midwestern metropolitan areas – particularly Chicago’s Metra and Toronto’s GO Transit – should inspire Michigan to build similar corridors of prosperity based on regional train service.



Soliciting Member Input

Members were given advance notice of the May 21 meeting topic and provided with links to MDOT’s materials to allow them to become familiar with the proposals. At the meeting, printed copies of the more relevant MDOT White Papers were provided, together with poster-size maps and poster-size copies of the Goals and/or Values sections extracted from the relevant White Papers.

During the meeting, a brief introduction and background was provided to the assembly. Members were then invited to divide into groups according to their personal interests. Each group appointed a volunteer facilitator, and was provided with materials to help record their priorities. In some categories, there was no MDOT material available, and groups wrote their own goals and priorities. Groups met and provided feedback on the following areas of interest:

- Southeast Michigan Passenger Rail Service
- Michigan Passenger Rail and Thruway Service
- International Passenger Rail Service
- Passenger Rail Service to Other States
- Environment and New Transportation Technology
- Transit, Social and Economic Development
- Financing Rail and Other Public Transportation

Following group discussion, the facilitator of each group reported out to the assembly. All members were then invited to vote on all categories for what they considered the top goals (up to three in most categories) by placing sticky dots on the posters next to the MDOT goal or written-in suggestion.

I present herewith the prioritized goals and values as voted on by the members, together with observations and suggestions made by members who were unable to attend. *Only the top three items by rank (including tied rankings) are shown.*

SLRP Values and Goals

Topic	Rank	
Vision Values		
Tied:	1	Choice: The transportation system in 2040 will respond to the public's demand for more transit and non-motorized choices.
	1	Efficiency: A more efficient system will provide better public access and mobility. This will be a higher priority than building a larger system.
	1	Safety: Continue to build, maintain, and operate the safest transportation system as possible for all modes.
	1	Integration: Different modes of transportation (road, rail, air, nonmotorized, and marine) will be better connected and accessible, and will work more effectively together to facilitate the movement of goods, people and services.
Tied:	2	Funding: Transportation financing will become more diversified, but still rely primarily on public funds. Flexible funding will allow money to be allocated to the highest priority user needs.
	2	Stewardship: Preserve transportation system investments, protect the environment, and utilize public resources in a responsible manner.
Tied:	3	Innovation: MDOT will embrace technology, and will pursue innovation in every aspect of "what we build and how we build it" and every service provided. MDOT will continue to expand collaboration with both the public and private sectors.
	3	Balance: The need for freight and passenger movement will be balanced. The system will accommodate both without compromising safety or economic competitiveness.

Discussion:

The four highest values – **Choice, Integration, Safety, and Efficiency** – are closely related in that while personal highway vehicles are *effective* for many people, they are not **efficient** in cost or time for many others. For many, owning or driving a personal vehicle is simply not an option, for physical, legal, medical, or financial reasons. Public transportation may be the only chance for many to achieve mobility and function as productive members of society. Where personal vehicles are the only option, there is no **choice**. But public transportation of all kinds and modes must be well **integrated** or their usefulness is severely limited. Public transportation without tightly integrated connections is like an expressway without interchanges. **Safety** is key in all modes of transportation, and it is well substantiated that any mode of public transportation is safer than driving a personal vehicle.

Widespread support was evidenced in several groups for the value of maintaining our existing transportation infrastructure. Clearly, what is needed is a more flexible source of funding, as well as higher levels of investment at the state and federal levels.

Topic	Rank	
Vision Goals		
Tied:	1	Modernize, expand, and connect the system to support economic growth and better facilitate the movement of goods, people, and services.
	2	Make the transportation system physically and economically accessible to all residents of Michigan.
	2	Expand MDOT's coordination and collaboration with both the public and private sector .
	3	Continue to build, maintain, and operate the safest transportation system possible

Discussion

It will be clear from the context that the “system” MARP members voted to **Modernize, expand, and connect** is not the highway system, but the **passenger rail system**. As discussed above, the need for people of diverse abilities to access the transportation system requires more, and better coordinated, public transportation. Hence the high ranking here of physical and economic accessibility to all residents.

Here, as in the “Vision Values”, members expressed their recognition that **private sector collaboration** is essential to continued progress in transportation, and that safety is critical.

Topic	Rank	
Passenger Rail – Current Projects		
Tied:	1	Midwest Next Generation Train Equipment Procurement (federal - \$105 million): Michigan will participate in a joint procurement on a Midwest procurement effort for Next Generation Train Equipment. The new train equipment will replace existing equipment on all three Michigan services. The equipment is expected to begin delivery in fall 2016.
	1*	Restore double-track along the entire corridor from Dearborn to Porter, Indiana. (<i>Write-in</i>) Whereas the current Corridor Investment Plan and Kalamazoo-Dearborn Acquisition and Corridor Enhancement project call for many necessary enhancements, neither addresses the need to provide adequate capacity, scheduling flexibility, and reliability for the ten daily round-trips that had earlier been proposed on the corridor.
Tied:	2	Kalamazoo-Dearborn Acquisition and Corridor Enhancement (federal - \$346.5 million): MDOT purchased approximately 135 miles of railroad between Kalamazoo and Dearborn in 2012. Construction to enhance this segment of the corridor for accelerated speeds up to 110 mph is under way and will be completed by fall 2016.
	2	Stations Projects (federal - \$47.9 million): Six station projects, including Dearborn Station; Troy Station; Grand Rapids station; Jackson Station historic station improvements; Battle Creek Station renovation; and Ann Arbor Station preliminary work for a new station.
	3	Corridor Investment Plan (federal - \$3.2 million): Funding for the development of a Corridor Investment Plan for the Chicago-Detroit/Pontiac corridor. Includes an Environmental Impact Statement and Service Development Plan.

* Based on input at previous meetings – see discussion

Discussion

Top among MARP members’ concerns in this category is the **difficulty in certifying new PRIIA §305 bi-level coaches**. The current equipment, mostly long-suffering “Horizon” coaches, has neither the capacity to accommodate existing ridership, nor the appeal to attract more. The possibility of losing the federal funding appropriated for this purpose is of great concern.

At other meetings, including one in Niles on Dec. 2, 2015, and another in Battle Creek on Jan 28, 2016, discussion of capacity on the Wolverine line led to a **strong recommendation for restoring double-track** along the entire Dearborn – Porter IN length within the time-frame of this long-range plan. The reason for this is that as frequencies are added, it will be unrealistic to depend on exactly-scheduled meets between opposing trains. Too many factors can cause unscheduled delays; on a single-track line with passing sidings, schedules become dependent on availability of sidings, rather than on what

best serves passengers; and any unforeseen delay to one train will cause a cascade of delays to other trains throughout the entire systems. Even the most sophisticated computer-aided dispatching system is incapable of preventing such cascading delays.

We are naturally eager to see track and speed **improvements on the Michigan Central line**, and **completion of all station projects**.

The Corridor Investment Plan for the Chicago-Detroit/Pontiac corridor ranked third, perhaps because it was not clearly distinguished from the Corridor Enhancement program. However, in discussions of problems encountered with Michigan’s rail connection to Chicago, delays on the “South Of The Lake” section loom large and are often lamented by members.

Topic	Rank		
Southeast Michigan Passenger Rail Routes (<i>write-in</i>)			
	1	Regional rail directly to downtown Detroit only	
Tied:	{	2	Regional rail to both downtown Detroit and New Center
		2	Regional rail to Pontiac via New Center (Amtrak line)
Tied:	{	2	Regional rail Port Huron – Detroit – Toledo
		3	Regional rail to New Center Detroit only
		3	Regional rail from Pontiac to downtown Detroit via Dequinder Cut

Discussion:

This topic was added to provide input in a category of importance to many members: the expansion of passenger rail service in Southeast Michigan. The term “regional rail” is used as it is in proposals¹ by the Regional Transit Authority (RTA) of Southeast Michigan, referring to service like commuter rail but with greater frequency and span of service – similar to what is provided by Metra in the Chicago area.

The discussion in this group focused primarily on whether to terminate in Detroit’s New Center or downtown. The RTA is currently proposing service from Ann Arbor to New Center, but this proposal did not find as high a level of acceptance as did service to downtown or to both.

Additional thought was given to serving other regional destinations, first Pontiac, then Port Huron and Toledo.

¹ “Michigan Avenue Corridor Study Locally Preferred Alternative Report” http://www.rtamichigan.org/wp-content/uploads/MichiganAve_LPAREport_5.16.16.pdf

Topic	Rank
Passenger Rail – Connect outside Michigan (write-in)	
Tied:	1 Reopen passenger rail service between Michigan and Ontario
	1 Increase frequencies to Chicago Build interchange with South Shore [NICTD] ²
	2 Routes south: Train south to Cincinnati Bus connection Niles – South Bend Reroute Capitol Limited or Lakeshore Limited through Michigan
Tied:	3 MDOT support for private operators for interstate trains
	3 “Pure Michigan” campaign tailored for rail passengers

Topic	Rank
Passenger Rail – Further Enhancements(write-in)	
	1 Increased frequency on existing routes
Tied:	2 Increased, dedicated rail passenger funding
	2 New equipment
	3 New routes Extend <i>Pere Marquette</i> to East Lansing , with stop in Cascade Township near G.R. Airport

Discussion of two related write-in topics

It is appropriate that MDOT’s focus has always been transportation within the state. However, connections to other states are critical as well, especially since, for railway travelers, Chicago Union Station is the origin or destination of more Michigan passengers than any single station in the state; hence, this topic was added to the discussion.

Reopening international service between Michigan and Ontario garnered a remarkably high level of support from MARP members.

Not as surprising is the desire for **increased frequencies to Chicago**. MARP has long advocated doubling the number of trains between Chicago and Port Huron, and between Chicago and Grand Rapids.

The support for a **“Pure Michigan”** campaign tailored to railway passengers makes sense, given MARP’s collective desire to make Michigan more accessible to diverse groups, and travel to Michigan more pleasant for all.

² The mention of an interchange with the South Shore refers to the Northern Indiana Commuter Transportation District’s (NICTD) largely double-track, not over-used right-of-way between Michigan City and South Chicago as an alternative to the clogged Norfolk-Southern right-of-way currently used by Amtrak trains. Amtrak’s track and NICTD’s track are connected only through a utility company’s access siding.

Again, we see here support for **exploration of options with private operators** in the category of interstate service. A recent joint meeting with our colleagues from Indiana piqued members’ interest in the arrangement made with Iowa Pacific to operate the *Hoosier State* between Indianapolis and Chicago. We believe exploration of such public-private operations are worth serious consideration. Regardless of the success of such arrangements, it is clear that only through long-term, stable public funding sources can transportation of any kind be adequate to the needs of our state.

The recurring mention of the need for **new equipment** reflects members’ concern for need to replace and supplement aging rolling stock.

It should be well known within MDOT that MARP has been working with Michigan Environmental Council and the MDOT Office of Rail to advance study of new routes. Two such routes currently under consideration include the “**Coast to Coast**” (C2C, Detroit to Holland) and the **Ann Arbor to Traverse City** (A2TC). These would be more accurately referred to as *restored* routes: The C2C is a partial restoration of the Pere Marquette Railway’s (later Chesapeake and Ohio’s) *Pere Marquette* train, as the A2TC is of the Ann Arbor Railroad’s *Fireball*.

One member has suggested

Topic	Rank	
Environment		
	1	Provide alternative forms of transportation that reduce emissions of greenhouse gases and toxins
Tied:	2	Demonstrate the state has the basic air quality management program components in place to implement a new or revised National Ambient Air Quality Standards (NAAQS).
	2	Identify the emissions control requirements the state will rely upon to attain and/or maintain the primary and secondary NAAQS.
Tied:	3	Utilizing digital spatial data to map resources in coordination with State Historic Preservation Office.
	3	Expanding coordination efforts with Michigan’s Native American tribes over various environmental topics.

Discussion

The top categories all reflect our **deep concern for air pollution and climate change**. It is well documented that the majority of transportation-generated air pollution is the responsibility of private vehicles, and that of all motorized forms of transportation, passenger trains generate the least pollution per passenger-mile.

The topics tied for third place reflect MARP members’ interest in historic preservation and concern for fairness to all residents of our state.

Topic	Rank	
Finance		
	1	Multi-modal Expansion: Adding new capital to bus transit and rail passenger facilities, expanding transit and rail passenger service, carpool lots, bike and pedestrian facilities.
	2	Highway Preservation: Maintenance, rehabilitation, resurfacing, and replacement of pavements and bridges.
	3	Multi-modal Preservation: Sustaining current bus and rail transit operations and infrastructure, carpool, and bike/pedestrian facilities.

Discussion

Members of MARP are convinced that the best way to improve transportation in Michigan is to **expand multi-modal options**, while working to **preserve existing resources**. *We specifically recommend that funding highway expansion be avoided.* It is more economical, more sustainable, and more robust to diversify the state’s transportation investment in expansion of multiple modes of transportation – both in passenger and freight domains.

Topic	Rank	
Freight		
	1	Assist expansion of intermodal freight terminals
Tied:	}	2 Repair pavement and bridges
		2 Technical & political support for Detroit River Rail Tunnel
		2 Purchase rail lines being abandoned
		3 Work with partners to advance new & larger Soo lock

Discussion

Though passenger rail advocates often appear to disparage freight trains, MARP members are well aware that freight moving over rail is much safer and more economical than freight moving in trucks. Heavy trucks cause disproportionate damage to road surfaces, as well as significant congestion. However, rail is not necessarily a practical option in modern logistics chains, but with the **addition of intermodal freight terminals at effective locations**, more such movements can make use of the efficiency of rail.

Tied for second place, we find more support for the concept of **preserving existing resources** – whether roadway or railway – rather than building new.

The **Detroit River Tunnel** also supports the use of intermodal freight, since the new tunnel’s purpose would be primarily to make more efficient (double-stack domestic) intermodal shipments possible.

Finally, the need for continued growth in efficiency of bulk shipment by water is underscored in MARP’s support for **expanding the Soo Locks**.

Topic Rank

New Technology

- 1 **Positive Train Control** (*write-in*)
- 2 **Active Traffic Management** (dynamic road signaling)
- 3 **Transportation Systems Management and Operations** (safety, alternatives to adding lanes, etc.)

Discussion

We could identify no mention in the SLRP documents of **Positive Train Control** (PTC) as a new technology worthy of MDOT’s support. Our members believe this is a serious oversight. This is a long overdue safety and efficiency technology which was mandated by Congress in 2008. Amtrak and other railway owners are responsible for installing this new technology on many of their tracks at their own expense. Federal funds allocated in 2009 are mainly funding its installation on the Michigan Central line. But hundreds of miles of state-owned track would be required to install PTC for several types of cargoes as well as passenger service. Though not required at this time, the lack of funding for PTC within this SLRP’s time-frame would be a significant barrier to economic expansion along several state-owned routes. It would be short-sighted not to include the need for this in a long-range plan.

Active Traffic Management in general is supported by MARP. This is not an endorsement of any specific ATM plan currently under consideration, particularly where congestion could be addressed more efficiently by multi-modal solutions utilizing parallel existing state-owned resources.

Transportation Systems Management and Operations appeared to MARP members to be a better investment than the many others suggested in the SLRP materials.

Topic Rank

Transit, Social, and Economic Development

Michigan’s population decreased between 2000 and 2010. What are the two best ways to get Michigan’s population to grow again? (Use 2 dots)

- 1 More and better local transit options
- 2 More and better intercity passenger rail
- 3 Lower taxes for all

How often do you ride Michigan’s trains? (1 dot)

- 1 More than 10 times in an average year
- 2 4-10 times in an average year
- 3 1-3 times in an average year

What is the best way to provide mobility to people who can’t drive? (1 dot)

- 1 Autonomous, unmanned vehicles
- 2 Public lift van or shared taxi with subsidy to keep prices in reach of low-income passengers

If you have (had) to get to work regularly, how would you prefer to get there? (2 dots)

- 1 Commuter or regional train, light rail, or subway/metro
- Tied: { 2 Walk or bicycle
- { 2 Local, express bus, or bus rapid transit (BRT)
- 3 Your own car

Discussion:

This group discussion and poll combined several related topics and was composed specifically for use at this meeting. The results indicate that although MARP members are **frequent riders of Michigan trains**, they rank **local transit options** slightly higher as a way to help Michigan recover lost population. However, they do **favor rail-based modes for local transportation**.

Interestingly, **autonomous vehicles** were tagged as the best way to provide paratransit for mobility-challenged people.

Conclusion

The State Long Range Transportation Plan identifies many important and even critical needs for the next 25 years. We commend MDOT for the foresight demonstrated in its pages.

At the same time, there are changes in the demographic composition of Michigan that require a shift of resources toward more efficient and accessible means of transportation – specifically public transportation, with a focus on passenger trains as backbones of a robust, interconnected, intermodal system.

We therefore urge the inclusion in the SLRP of:

- More trains to Chicago from Detroit, Port Huron, and Grand Rapids;
- New trains connecting east and west, north and south;
- Frequent, reliable regional trains serving Southeast Michigan;
- New or re-routed trains connecting Michigan with East Coast cities;
- International trains connecting Michigan with Ontario;
- Restoring double track on the entire route between Dearborn and Porter, Indiana;
- Anticipating the need to fund Positive Train Control on Michigan-owned track.

Haller, Kyle (MDOT)

From: Sharlow, Bradley (MDOT)
Sent: Monday, June 13, 2016 3:22 PM
To: Gorski, Susan (MDOT)
Subject: FW: Formal Comments from Mich Assoc Railroad Passengers re: SLRP
Attachments: MARP Formal Comment on SLRP 2040.pdf

FYI:

Bradley M. Sharlow
Congestion Management Systems Specialist
Michigan Department of Transportation
PO Box 30050
Lansing, MI 48909
Phone: (517)373-9057
Email: sharlowb@michigan.gov

From: Parsons, Bob (MDOT)
Sent: Monday, June 13, 2016 3:21 PM
To: Sharlow, Bradley (MDOT) <SharlowB@michigan.gov>
Cc: Ayers, GERALYN (MDOT) <AYERSG@michigan.gov>; Haller, Kyle (MDOT) <HallerK@michigan.gov>
Subject: FW: Formal Comments from Mich Assoc Railroad Passengers re: SLRP

Brad: I am forwarding comments I received yesterday from the Michigan Association of Rail Passengers considering the 2040 SLRP. They are pretty extensive. I will acknowledge receipt and forwarding of them to the appropriate MDOT personnel. Any suggestion who should receive them? Tim Hoeffner was included on the original e-mail. BP

From: Laurence Krieg [<mailto:Larry@WuW.green>]
Sent: Sunday, June 12, 2016 10:13 PM
To: Parsons, Bob (MDOT) <ParsonsB@michigan.gov>
Cc: Hoeffner, Tim (MDOT) <HOEFFNERT@michigan.gov>
Subject: Formal Comments from Mich Assoc Railroad Passengers re: SLRP

Dear Mr. Parsons:

Please accept the attached Formal Comment document from the Michigan Association of Railroad Passengers, Inc. (MARP), regarding Michigan's State Long Range Plan 2040.

Respectfully,
Laurence J. Krieg
Chair



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

July 15, 2016

Laurence J. Krieg, Ph.D., Chair
Michigan Association of Railroad Passengers, Inc.
Office of the Chairman
252 Carriage Way
Ypsilanti, Michigan 48197

Dear Mr. Krieg:

Subject: Michigan Association of Railroad Passengers, Inc. Public Comments on
Michigan's State Long Range Plan 2040

Thank you for your effort in developing and providing the Michigan Department of Transportation (MDOT) with a comprehensive set of comments regarding the future of passenger rail.

The following are comments to the seven items requested by the Michigan Association of Railroad Passengers (MARP) to be included in the State Long Range Plan (SLRP).

1. More trains to Chicago from Detroit, Port Huron, and Grand Rapids:
2. New or re-routed trains connecting Michigan with East Coast cities:
3. International trains connecting Michigan with Ontario:
4. Restoring double track on the entire route between Dearborn and Porter, Indiana:

MDOT is leading an effort to complete a Corridor Investment Plan for the Chicago Hub (Chicago-Detroit/Pontiac) federally designated High Speed Rail Corridor. This plan includes completing a Tier 1 Environmental Impact Statement and Service Development Plan. Work on this effort is expected to be completed later this year. This provides a plan for increased passenger rail service over the next 20 years.

5. New trains connecting east, west, north, and south:

MDOT is open to and provides limited support to any proposed passenger train routes. We would like to help more but MDOT resources are limited.

6. Frequent, reliable regional trains serving Southeast Michigan:

MDOT is a participant in most of the on-going regional train initiatives. We will participate when asked. Due to our limited resources, we can only provide guidance at this time.

Laurence J. Krieg, Ph.D., Chair

Page 2

July 15, 2016

7. Anticipating the need to fund Positive Train Control (PTC) on Michigan-owned track:

MDOT and Amtrak are developing and installing a PTC system for the Michigan owned railroad corridors. We expect the PTC to be operational by the mandated deadline.

We look forward to working with MARP in the future. If you any further questions or concerns, please contact me at 517-373-7709.

Sincerely,



Robert J. Lippert, Jr., P.E., Manager
Railroad Infrastructure Section

cc: Tim Hoeffner
Al Johnson
Deb Brown
Bob Parsons
Brad Sharlow

Haller, Kyle (MDOT)

From: Ed Jones <edjones619@gmail.com>
Sent: Tuesday, May 10, 2016 1:07 PM
To: Sharlow, Bradley (MDOT)
Subject: Re: MDOT plans for Mason and Manistee Counties

Thank you for your support.

Am trying to get out of town in time to make the meeting in Ludington.

Sent from my iPhone

On May 10, 2016, at 9:49 AM, Sharlow, Bradley (MDOT) <SharlowB@michigan.gov> wrote:

Mr. Jones,

Thank you for your comments. Regarding your comments on these two routes, I will be forwarding these to the Grand and North region engineers.

Also, just a reminder, we have a public meeting on our state long-range transportation plan in Ludington this evening at 5pm at the Mason County Airport at 5300 W. US-10.

Thank you,

Bradley M. Sharlow
Congestion Management Systems Specialist
Michigan Department of Transportation
PO Box 30050
Lansing, MI 48909
Phone: (517)373-9057
Email: sharlowb@michigan.gov

From: Ed Jones [<mailto:edjones619@gmail.com>]
Sent: Tuesday, May 10, 2016 9:24 AM
To: Sharlow, Bradley (MDOT) <SharlowB@michigan.gov>
Subject: Fwd: MDOT plans for Mason and Manistee Counties

Mr. Sharlow.

I am forwarding to you this letter I sent to Mr. Parsons.

Please consider and respond accordingly.

Thanks,

Ed Jones

----- Forwarded message -----

From: **Ed Jones** <edjones619@gmail.com>

Date: Tue, May 10, 2016 at 9:20 AM
Subject: MDOT plans for Mason and Manistee Counties
To: parsonsb@michigan.gov

Good Morning, Mr. Parsons.

I am sure your emails are flooded, but I hope you have time to review and respond to this one.

I am a previous mayorial-assigned member of the City of Manistee Non-Motorized Transportation Committee. I also am the City of Manistee coordinator for the yearly Ride of Silence, a cycling event which occurs all over the world, recognizing cyclists who have been injured or killed on Michigan roadways, usually at no fault of their own, but involved in accidents with motor vehicles because the roadways are not fit to accommodate cyclist. However, the laws state that cyclists have the same rights and responsibilities as motorists in Michigan roads.

My (and my colleagues') greatest wish is for bike lanes and "safe streets" available to cyclists on all roads.

One particular stretch of roadway that we find dangerous is certainly US 31, especially through Manistee, but also through other towns in it's route.

Another particular route is on N. Quarterline Road between County Line Roads and W Townline Roads, and then N. Stiles Road from W. Townline Road to US31/10 into Ludington.

These roads are in poor condition, and I suspect are on target for repaving. I would hope that consideration would be given to widening an extra 3 feet on each side and including bike lanes. Not only would this increase safety for cyclists and motor vehicle operators, but it would provide a means for residents of Manistee and Ludington, and beyond, to broaden their opportunities to travel and increase tourism and improve the economy of both cities.

Your thoughts on this matter are welcome.

Sincerely,

Ed Jones

--

Ed Jones, LMFT, CEAP
4339 W Fox Farm Rd
Manistee, MI 49660
Phone: [502-594-6587](tel:502-594-6587)
edjones619@gmail.com

"If there is no wind.....row" - author unknown

--

Ed Jones, LMFT, CEAP
4339 W Fox Farm Rd
Manistee, MI 49660
Phone: 502-594-6587
edjones619@gmail.com

"If there is no wind.....row" - author unknown

Haller, Kyle (MDOT)

From: DoNotReply@michigan.gov
Sent: Tuesday, May 10, 2016 10:13 PM
To: Gorski, Susan (MDOT); Haller, Kyle (MDOT); Sharlow, Bradley (MDOT); Ayers, GERALYN (MDOT)
Subject: Comment Form - Draft Plan (ContentID - 381679)

01_Name: David Hall

02_Organization:

03_Street: 1002 10th Ave.

04_City: Houghton

05_State: Michigan

06_Zipcode: 49931

07_Email: dddhall241@yahoo.com

08_Comment: The plan does not address the issue of crosswalks on state highways within city limits. WE NEED CROSSWALKS WHERE PEDESTRIANS CAN SAFELY CROSS THE HIGHWAY IN HOUGHTON/HANCOCK!!!

We need flashing lights to stop cars for children and elderly residents to safely cross the road here. HELP!!

Pass crosswalk legislation in MI. WAKE UP MI!

Haller, Kyle (MDOT)

From: Gorski, Susan (MDOT)
Sent: Wednesday, May 11, 2016 7:22 AM
To: 'dddhall241@yahoo.com'
Subject: MITP Comment

Mr. Hall thank you for your comments. Your concerns will be passed along to our Superior Region Office.



Susan A. Gorski, Section Manager
Statewide & Urban Travel Analysis Section
Michigan Department of Transportation
Van Wagoner Building - B340
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909
E-mail: gorskis@michigan.gov
phone: 517-335-2958
cell: 517-243-0734
fax: 517-373-9255

Gorski, Susan (MDOT)

From: DoNotReply@michigan.gov
Sent: Wednesday, May 18, 2016 9:03 AM
To: Gorski, Susan (MDOT); Haller, Kyle (MDOT); Sharlow, Bradley (MDOT); Ayers, GERALYN (MDOT)
Subject: Comment Form - Draft Plan (ContentID - 381679)

01_Name: Denice Carroll
02_Organization:
03_Street: 1121 Meadowglen Ct.
04_City: Bloomfield Hills
05_State: Michigan
06_Zipcode: 48304
07_Email: cardega@comcast.net

08_Comment: In February 2015 my husband and I moved into Adams Woods Condos. We are very close to I-75, where the first phase of the expansion and renovation of the road is taking place. The plan was done 10 years ago and does not meet your own "strategic vision". The demographics have changed. Wayne County/Detroit continues to lose population. It is my understanding that Oakland County has not regained the population loss during the recession. Expansion now is primarily to west Oakland Co. and east to Macomb County. In the section you are about to begin work on there are no traffic delays, thus no need for a HOV lane. In the cities to the south they do not want an additional lane, preferring to have a mass transit system. I believe that everyone wishes to have mass transit and better safety as put forth in your vision. It seems logical rather than waste money on an additional lane that the expansion money saved could be used to redo the I-75 and M-59 interchange,

where i

t is very, very dangerous entering and exiting on southbound I-75. To ensure our roads are not further beat up by overweight semi's, Mi. should reduce weight limits.

Gorski, Susan (MDOT)

From: Ayers, GERALYN (MDOT)
Sent: Wednesday, May 18, 2016 3:38 PM
To: cardega@comcast.net
Subject: RE: Comment Form - Draft Plan (ContentID - 381679)

Dear Ms. Carroll,

I'm writing to let you know that MDOT has received your comments on the Draft SLRP. I am forwarding them to the I-75 project manager, Ms. Sue Datta in our Metro Region office who is most familiar with this project for a reply. Thanks for taking the time to review the Draft document and providing feedback on it.

Geralyn A. Ayers
Supervisor, Environmental Analysis Unit
Environmental Services Section
P. O. Box 30050
Lansing, MI 48909
Phone (517)373-2227

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

From: DoNotReply@michigan.gov [mailto:DoNotReply@michigan.gov]
Sent: Wednesday, May 18, 2016 9:03 AM
To: Gorski, Susan (MDOT) <GORSKIS@michigan.gov>; Haller, Kyle (MDOT) <HallerK@michigan.gov>; Sharlow, Bradley (MDOT) <SharlowB@michigan.gov>; Ayers, GERALYN (MDOT) <AYERSG@michigan.gov>
Subject: Comment Form - Draft Plan (ContentID - 381679)

01_Name: Denice Carroll
02_Organization:
03_Street: 1121 Meadowglen Ct.
04_City: Bloomfield Hills
05_State: Michigan
06_Zipcode: 48304
07_Email: cardega@comcast.net

08_Comment: In February 2015 my husband and I moved into Adams Woods Condos. We are very close to I-75, where the first phase of the expansion and renovation of the road is taking place. The plan was done 10 years ago and does not meet your own "strategic vision". The demographics have changed. Wayne County/Detroit continues to lose population. It is my understanding that Oakland County has not regained the population loss during the recession. Expansion now is primarily to west Oakland Co. and east to Macomb County. In the section you are about to begin work on there are no traffic delays, thus no need for a HOV lane. In the cities to the south they do not want an additional lane, preferring to have a mass transit system. I believe that everyone wishes to have mass transit and better safety as put forth in your vision. It seems logical rather than waste money on an additional lane that the expansion money saved could be used to redo the I-75 and M-59 interchange, where it is very, very dangerous entering and exiting on southbound I-75. To ensure our roads are not further beat up by overweight semi's, Mi. should reduce weight limits.

Haller, Kyle (MDOT)

From: Datta, Sue (MDOT)
Sent: Friday, June 03, 2016 1:57 PM
To: cardega@comcast.net
Subject: I-75 Comment

Dear Ms. Carroll,

Thank you for your comments regarding the I-75 Modernization Project. This project has been under study for almost 20 years. We have been in contact with Adams Woods residents and management for over 10 years regarding the project's development and process.

MDOT has conducted extensive planning, design, and environmental studies. We have assessed existing traffic volumes, and evaluated transportation and land use projections for 20 years in the future (2035), per the federal requirements, and with the use of the approved SEMCOG model.

The I-75 corridor between M-102 to south of M-59 has not had any major work completed on it since it was originally constructed over 50 years ago. It is at the end of its useful service life. The corridor is in need of a full replacement/reconstruction.

The project will replace the pavement and bridges while modernizing the design at Square Lake to current, federally required design standards (all right-side entrance/exist ramps) to improve safety. This will also address existing and future congestion. It will all be brand new infrastructure. Existing corridor traffic volumes are 103,000 to 174,000 vehicles per day and in 2035 the volumes are anticipated to be 112,000 to 193,000 vehicles. Improvements will be able to address these increasing needs.

All studies have been completed and approved following the required federal process, by the Federal Highway Administration (FHWA).

There are multiple transportation studies and projects (highway and transit) underway and all of them take into the account the transportation and economic needs for the State of Michigan and its residents, including this one. All the studies for bus rapid transit and the freeway studies are analyzed together to assess the future needs, 20 years into the future. These studies are never analyzed or completed in isolation, per the required federal guidelines. They are jointly assessed from a transportation perspective. The I-75 Modernization Project is needed to support and continue economic development on this key interstate, as well as to improve safety and address existing and future congestion.

Unfortunately, the I-75/M-59 interchange is not a part of this project.

If you have any additional questions, please feel free to contact me directly. Or you can contact the Adams Woods management. I have over the years, communicated, coordinated meetings at the clubhouse and provided information to Gail Kowitz who I know provides updates, through your newsletter, website, etc.

Hope you have a nice weekend!

Sue Datta
Senior Project Manager
I-75 Modernization Project
E-mail: dattas@michigan.gov
Phone: 248.388.0730

Haller, Kyle (MDOT)

From: DoNotReply@michigan.gov
Sent: Friday, June 10, 2016 3:23 AM
To: Gorski, Susan (MDOT); Haller, Kyle (MDOT); Sharlow, Bradley (MDOT); Ayers, GERALYN (MDOT)
Subject: Comment Form - Draft Plan (ContentID - 381679)

01_Name: Cornell Mitchell

02_Organization: none

03_Street: 17593 Marx

04_City: Detroit

05_State: Michigan

06_Zipcode: 48203

07_Email: cornellmitchell84@gmail.com

08_Comment: Fisher Freeway could transform into a boulevard. Fisher Boulevard will start Eastern Market to Third Avenue in Detroit. MDOT could improvement lighting,landscape,pedestrian. Eastbound/Westbound service drive can replace by bike lanes and pedestrian and expand. Freeway lanes eliminate replace by new surface street. The Fisher Boulevard could connect to Q-Line (Light rail) and Downtown Detroit, Midtown Detroit areas. The main attraction are Cass Technical High School,The District Detroit Entertainment Area and Eastern Market. I -375 Boulevard could start at Gratiot Avenue; also I picked alternative 6 because this plan has below- grade greenway, bike and travel lanes, connect to Riverwalk, multi-use trail, surface street. MDOT would like study Future Fisher Boulevard and Bus Rapid Transit Express 1-75, Lodge Freeway corridors. In the next 15 years, Michigan residents will enjoy transportation. The MDOT and state official can negotiate with current owner owns Michigan Central Train Station make a partnership or purchase. Michigan Central Train Station could be permanent home for Amtrak High speed train and Commuter Rail (Detroit to Ann Arbor). First thing could fix train tracks. Second thing renovate historic building to make modernize with WI-Fi. A Historic Michigan Central Train Station will be future transportation offices of RTA of Southeast Michigan, Southeastern Michigan Regional Transit Authority and Detroit Department of Transportation, MDOT Satellite Offices,SEMCOG, Transportation Riders United also retail, restaurant. Michigan Central Train Station should much better location for Amtrak and Commuter Rail than Midtown/New Center, because safety reasons. It should develop Michigan Avenue areas.

Haller, Kyle (MDOT)

From: Edwards, Julie (MDOT)
Sent: Tuesday, June 28, 2016 1:47 PM
To: cornellmitchell84@gmail.com
Cc: Sharlow, Bradley (MDOT); Ayers, GERALYN (MDOT); Gorski, Susan (MDOT); Haller, Kyle (MDOT); Schultz, James (MDOT); Kratofil, Tony (MDOT); Morosi, Robert (MDOT); Screws, Rita (MDOT)
Subject: State Long-Range Transportation Plan Comment

Dear Mr. Mitchell,

The Michigan Department of Transportation (MDOT) appreciates your participation in our long-range planning process and your interesting proposals for the downtown Detroit area. We understand your desire for improvements for walkability, transit and the quality of life in the City, as we also are committed to improving all modes of transportation for residents of Detroit and the entire state.

As you noted in your comment, MDOT already is looking at returning I-375 to a surface street as one of several new alternatives for the freeway. (Please see information on the alternatives at www.michigan.gov/i375study.) We are working actively with the private interests on the M-1 Rail project (Q-Line), and we support the work of the RTA in establishing Bus Rapid Transit, Detroit to Ann Arbor Commuter Rail and local non-motorized planning efforts, such as the Detroit Intercity Greenway and the Wayne State Bike Share program. In fact, many of these projects are funded through MDOT's Transportation Alternatives Program (TAP).

Regarding our I-94 Modernization Project in Detroit, we have been working closely with City residents to make sure we provide sufficient non-motorized connections and access to transit. We have been revising plans as we go along to address many of these concerns.

Your suggestion for returning I-75, or the Fisher Freeway, to a boulevard, however, cannot be considered at this time. Please note that part of MDOT's statewide transportation mission is to preserve and improve the state's economic vitality. The I-75 corridor is extremely significant to Detroit's and Michigan's economy, carrying more than 100,000 vehicles – including 12,000 commercial vehicles – through the Detroit area daily. Large-scale and expensive changes would have to be made to accommodate the heavy traffic if the freeway is eliminated in this area.

Also, the Federal Highway Administration, which regulates the nation's freeways, would not allow for the decommissioning of a segment of the freeway in the middle of the interstate route.

In the last part of your comment, you provide a glimpse of the future in the next 15 years. Like you, we are all hoping for the success of the Regional Transit Authority (RTA), Bus Rapid Transit, commuter rail and regional cooperation in Detroit. But there are far too many regulatory, financial, organizational and jurisdictional burdens and unknowns at the present time to commit to such proposals. For example, the RTA must seek funding through a ballot millage proposal to fund BRT and the Ann Arbor to Detroit service. The fate of that millage – and the plans for BRT – are uncertain.

You have, however, provided us with some good, interesting ideas regarding transportation coordination and transit access in Detroit. We will keep your ideas in mind as transit, rail and interstate improvements continue in the City.

Please call or email me if you have any additional comments or questions regarding the plan.

Sincerely,
Julie Edwards, AICP

Transportation Planner
MDOT Metro Region Office
248-483-5114
edwardsj9@michigan.gov

01_Name: Cornell Mitchell

02_Organization: none

03_Street: 17593 Marx

04_City: Detroit

05_State: Michigan

06_Zipcode: 48203

07_Email: cornellmitchell84@gmail.com

08_Comment: Fisher Freeway could transform into a boulevard. Fisher Boulevard will start Eastern Market to Third Avenue in Detroit. MDOT could improvement lighting,landscape,pedestrian. Eastbound/Westbound service drive can replace by bike lanes and pedestrian and expand. Freeway lanes eliminate replace by new surface street. The Fisher Boulevard could connect to Q-Line (Light rail) and Downtown Detroit, Midtown Detroit areas. The main attraction are Cass Technical High School,The District Detroit Entertainment Area and Eastern Market. I -375 Boulevard could start at Gratiot Avenue; also I picked alternative 6 because this plan has below- grade greenway, bike and travel lanes, connect to Riverwalk, multi-use trail, surface street. MDOT would like study Future Fisher Boulevard and Bus Rapid Transit Express 1-75, Lodge Freeway corridors. In the next 15 years, Michigan residents will enjoy transportation. The MDOT and state official can negotiate with current owner owns Michigan Central Train Station make a partnership or purchase. Michigan Central Train Station could be permanent home for Amtrak High speed train and Commuter Rail (Detroit to Ann Arbor). First thing could fix train tracks. Second thing renovate historic building to make modernize with WI-Fi. A Historic Michigan Central Train Station will be future transportation offices of RTA of Southeast Michigan, Southeastern Michigan Regional Transit Authority and Detroit Department of Transportation, MDOT Satellite Offices,SEMCOG, Transportation Riders United also retail, restaurant. Michigan Central Train Station should much better location for Amtrak and Commuter Rail than Midtown/New Center, because safety reasons. It should develop Michigan Avenue areas.



Appendix D: Sign-in Sheets

Scanned sign-in sheets.

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 - Title VI Public Involvement Survey.

Meeting Purpose: State Long Range Plan Public Input Meeting
Location of Meeting: LSSU Crow's Nest Room
Date: 5/11/2016
Sault Ste. Marie

Please Print * Please Print * Please Print * Please Print

NAME <i>Joshua C. Carrick</i>	ADDRESS <i>Lakeshore Drive</i>	CITY <i>Brimley</i>	STATE <i>MI</i>	ZIP <i>49715</i>	NAME	ADDRESS	CITY	STATE	ZIP				
EMAIL ADDRESS <i>JCarrick@Bay Mills.org</i>	REPRESENTING <i>Bay Mills Indian Community</i>	NAME <i>Nicholas Nolan</i>	ADDRESS <i>1262 S. West Shore Dr.</i>	CITY <i>Sault Ste. Marie</i>	STATE <i>MI</i>	ZIP <i>49783</i>	EMAIL ADDRESS <i>Nicholas2@gmail.com</i>	REPRESENTING <i>Sault News</i>	NAME <i>Linda Bassista</i>	ADDRESS <i>225 E Portage Ave</i>	CITY <i>Sault Ste Marie</i>	STATE <i>MI</i>	ZIP <i>49783</i>
EMAIL ADDRESS <i>LBassista@saultcity.com</i>	REPRESENTING <i>City of Sault Ste. Marie</i>												

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: 2040 MTP Public Meety	Location of Meeting: Roseville, MI	Date: 5/17/16
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Please Print * Please Print * Please Print * Please Print

NAME ROGER MEADE			NAME		
ADDRESS 22742 SHADEN			ADDRESS		
CITY CLTWP	STATE	ZIP 48036	CITY	STATE	ZIP
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME SCOTT ADKINS			NAME		
ADDRESS 29777 Greatnot Ave			ADDRESS		
CITY Roseville	STATE MI	ZIP 48066	CITY	STATE	ZIP
EMAIL ADDRESS Sadkins@roseville-mi.gov			EMAIL ADDRESS		
REPRESENTING City of Roseville			REPRESENTING		

NAME			NAME		
ADDRESS			ADDRESS		
CITY	STATE	ZIP	CITY	STATE	ZIP
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

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Meeting Purpose: <i>2040 MATP Public Meeting</i>	Location of Meeting: <i>St. Clair County Bldg, Port Huron, MI</i>	Date: <i>5/18/16</i>
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Please Print * Please Print * Please Print * Please Print

NAME <i>Nick Paton</i>			NAME		
ADDRESS <i>3294 Bluewater Dr.</i>			ADDRESS		
CITY <i>Lakeport</i>	STATE <i>MI</i>	ZIP <i>48559</i>	CITY	STATE	ZIP
EMAIL ADDRESS <i>npaton@radiofirst.net</i>			EMAIL ADDRESS		
REPRESENTING <i>radio first</i>			REPRESENTING		

NAME <i>Bill Wood</i>			NAME		
ADDRESS <i>8374 LAKESHORE</i>			ADDRESS		
CITY <i>Port Huron</i>	STATE <i>MI</i>	ZIP <i>48057</i>	CITY	STATE	ZIP
EMAIL ADDRESS <i>WM2600DK@AOL.COM</i>			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME <i>Lindsay Wallace</i>			NAME		
ADDRESS <i>2966 Beach Rd, Apt 3</i>			ADDRESS		
CITY <i>Port Huron</i>	STATE <i>MI</i>	ZIP <i>48060</i>	CITY	STATE	ZIP
EMAIL ADDRESS <i>lwallace@stclaircounty.org</i>			EMAIL ADDRESS		
REPRESENTING <i>St. Clair County</i>			REPRESENTING		

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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Meeting Purpose: 2040 MITP Public Meeting			Location of Meeting: St Clair County Building Port Huron, MI			Date: 5/18/16			
Please Print * Please Print * Please Print * Please Print									
NAME DAN LOCKWOOD				NAME					
ADDRESS 1605 DAKLAND				ADDRESS					
CITY St. Clair		STATE MI		ZIP 48079		CITY		STATE	ZIP
EMAIL ADDRESS DiverDan1605@yahoo.com				EMAIL ADDRESS					
REPRESENTING MPAC				REPRESENTING					
NAME				NAME					
ADDRESS				ADDRESS					
CITY		STATE		ZIP		CITY		STATE	ZIP
EMAIL ADDRESS				EMAIL ADDRESS					
REPRESENTING				REPRESENTING					
NAME				NAME					
ADDRESS				ADDRESS					
CITY		STATE		ZIP		CITY		STATE	ZIP
EMAIL ADDRESS				EMAIL ADDRESS					
REPRESENTING				REPRESENTING					

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Meeting Purpose: 2040 MATA Public Meeting	Location of Meeting: Pontiac, MI	Date: 5/16/16
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Please Print * Please Print * Please Print * Please Print

NAME Frank Kalinski			NAME Joyce Chatman		
ADDRESS 9832 Berwick			ADDRESS 1246 E. Walton Blvd		
CITY Livonia	STATE MI	ZIP 48150	CITY Pont	STATE MI	ZIP 48340
EMAIL ADDRESS frank_kalinski@yahoo.com			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME Angela Andre Winters			NAME Carol Durkin		
ADDRESS City Hall			ADDRESS 1246 E. Walton Blvd #317		
CITY Pontiac	STATE	ZIP 48342	CITY Pont	STATE MI	ZIP 48340
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING Colonial Meadows		

NAME Jane Bais Di Sessa			NAME		
ADDRESS Pontiac City Hall ⁴⁷⁹³⁰ Woodward			ADDRESS		
CITY Pontiac	STATE MI	ZIP 48407	CITY	STATE	ZIP
EMAIL ADDRESS jbais-disessa@pontiac.mi.us			EMAIL ADDRESS		
REPRESENTING City of Pontiac			REPRESENTING		

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: 2040 MITP Public Meeting	Location of Meeting: 47450 Woodward Pontiac, MI	Date: 5/16/16
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Please Print * Please Print * Please Print * Please Print

NAME James Stewart			NAME MATT GALBRANTH		
ADDRESS 449 Linda Vista			ADDRESS 537 N. HARRISON		
CITY Pontiac	STATE MI	ZIP 48342	CITY EAST LANSING	STATE MI	ZIP 48823
EMAIL ADDRESS			EMAIL ADDRESS GALBRANTH@OAKGOV.COM		
REPRESENTING			REPRESENTING OAKLAND COUNTY		

NAME Denise Carroll			NAME GARY CARROLL		
ADDRESS 1121 Meadowglen Ct.			ADDRESS 1121 MEADOWGLEN CT.		
CITY Blvd. Hills MI	STATE MI	ZIP 48304	CITY BLM. HILLS, MI.	STATE MI	ZIP 48304
EMAIL ADDRESS cardega@comcast.net			EMAIL ADDRESS CARDEGA@COMCAST.NET		
REPRESENTING			REPRESENTING		

NAME Mike Sharlow & Kathy Novak			NAME Mary Pietila		
ADDRESS 6060 Bullard			ADDRESS 47450 Woodward		
CITY Fenton	STATE MI	ZIP 48430	CITY Pontiac	STATE MI	ZIP 48340
EMAIL ADDRESS kNovakSharlow@att.net			EMAIL ADDRESS mpietila@pontiac.mi.us		
REPRESENTING			REPRESENTING Pontiac City Council Pro Tem - District 3		

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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Meeting Purpose: 2040 MITP Public Meeting	Location of Meeting: Muskegon, MI	Date: 5/18/16
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Please Print * Please Print * Please Print * Please Print

NAME Kathy Evans			NAME		
ADDRESS 1899 Barnes Rd			ADDRESS		
CITY Muskegon	STATE MI	ZIP 49442	CITY	STATE	ZIP
EMAIL ADDRESS Kevans@wmsrdc.org			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME Joel Fitzpatrick			NAME		
ADDRESS 1466 Greenwich			ADDRESS		
CITY Muskegon	STATE MI	ZIP 49441	CITY	STATE	ZIP
EMAIL ADDRESS jfitzpatrick@wmsrdc.org			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME			NAME		
ADDRESS			ADDRESS		
CITY	STATE	ZIP	CITY	STATE	ZIP
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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Meeting Purpose:

MTP

Location of Meeting:

Lansing

Date:

5-10-16

Please Print * Please Print * Please Print

NAME <i>Blayne A. Schowover</i>	ADDRESS <i>1524 W. Chilbees Rd</i>	CITY <i>Eastville</i>	STATE <i>MI</i>	ZIP <i>49454</i>	NAME <i>Riley Kelley</i>	ADDRESS <i>202 N Roth</i>	CITY <i>Ludington</i>	STATE <i>MI</i>	ZIP <i>49431</i>
EMAIL ADDRESS <i>Washoon@mta.edu</i>	REPRESENTING <i>Mason County Road Commission</i>	NAME <i>Brian Malnix</i>	ADDRESS <i></i>	CITY <i>Whitehall</i>	STATE <i>MI</i>	ZIP <i>49454</i>	EMAIL ADDRESS <i>rkelly@ludingtondailynews.com</i>	REPRESENTING <i>Ludington Daily News</i>	
NAME <i>Joe Maloney</i>	ADDRESS <i>1032 N. EERRY</i>	CITY <i>Eastville</i>	STATE <i>MI</i>	ZIP <i>49454</i>	NAME <i></i>	ADDRESS <i></i>	CITY <i></i>	STATE <i></i>	ZIP <i></i>
EMAIL ADDRESS <i>NTmaloney99@ymhoo.edu</i>	REPRESENTING <i>Self</i>	EMAIL ADDRESS <i>Bmalnix@wmsrd.org</i>	REPRESENTING <i></i>	NAME <i></i>	ADDRESS <i></i>	CITY <i></i>	STATE <i></i>	ZIP <i></i>	

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Meeting Purpose: MDOT State Long-Range Plan Public Meeting
 Location of Meeting: Tr. County REC - Lansing, MI
 Date: 6/8/2016

Please Print * Please Print * Please Print

NAME Ed Fowler	ADDRESS 900 LONG BEACH #731	CITY LANSING	STATE MI	ZIP 48911	NAME THERA KEAT	ADDRESS 7607 Streamwood Dr	CITY LANSING	STATE MI	ZIP 48917
EMAIL ADDRESS fowler@mid.gan.gov					EMAIL ADDRESS keat@michigan.gov				
REPRESENTING MDOT					REPRESENTING MDOT				
NAME Paul Dione	ADDRESS 6450 Indian Hills Dr	CITY SuperiorTwp	STATE MI	ZIP 48198	NAME RICHARD HARLOW	ADDRESS 12200 MADONNA	CITY LANSING	STATE MI	ZIP 48917
EMAIL ADDRESS p.dione@mdot.org					EMAIL ADDRESS rharlow@michigan.gov				
REPRESENTING TEPC					REPRESENTING MDARP				
NAME BART WILLIAMS	ADDRESS 3805 Lakota	CITY Lansing	STATE MI	ZIP 48905	NAME	ADDRESS	CITY	STATE	ZIP
EMAIL ADDRESS williams@mid.gan.gov					EMAIL ADDRESS				
REPRESENTING MDOTC					REPRESENTING				

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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Meeting Purpose:

2040 SRP

Location of Meeting:

Lansing, MI

Date:

6/8/2016

Please Print * Please Print * Please Print * Please Print

NAME		DANISE TORRES		NAME		MARK LEWIS	
ADDRESS		MDOT - Planning		ADDRESS			
CITY	STATE	ZIP	CITY	STATE	ZIP		
EMAIL ADDRESS				EMAIL ADDRESS		Mark.lewis@dot.gov	
REPRESENTING				REPRESENTING		FHWA	

NAME		Leonard Provender		NAME		Jim Sturdevant	
ADDRESS		5824 Bevan Pk		ADDRESS			
CITY	STATE	ZIP	CITY	STATE	ZIP		
Haskell	MI	48840	Haskell	MI	48840		
EMAIL ADDRESS		leony.provender@gmail.com		EMAIL ADDRESS			
REPRESENTING		self/cycling		REPRESENTING		MDOT - Statewide Planning	

NAME		RS MULLER		NAME		Carrie Shapiro	
ADDRESS		7425 CETHA LN		ADDRESS			
CITY	STATE	ZIP	CITY	STATE	ZIP		
BRAND LEDGE	MI	48837	Haskell	MI	48840		
EMAIL ADDRESS		mlrfor@dot.mt@gmail.com		EMAIL ADDRESS			
REPRESENTING				REPRESENTING		self	

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By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 - Title VI Public Involvement Survey.

MDOT Meeting Purpose: 2040 State Loop Route Plan Public Meeting

Location of Meeting: Tri-County RRC Lansing, MI

Date: 6/8/2016

Please Print * Please Print * Please Print

NAME <i>Andy Pickard</i>	ADDRESS <i>1559 Monroe CT</i>	CITY <i>Okemos</i>	STATE <i>MI</i>	ZIP <i>48864</i>	NAME <i>Dawn Pehl</i>	ADDRESS <i>1180 S Kimman Rd</i>	CITY <i>Fowler</i>	STATE <i>MI</i>	ZIP <i>48835</i>
EMAIL ADDRESS <i>andy.pickard@dot.gov</i>	REPRESENTING <i>MDOT</i>	REPRESENTING	REPRESENTING	REPRESENTING	EMAIL ADDRESS	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING
NAME <i>Megan Melrose</i>	ADDRESS <i>5303 Brewster Rd</i>	CITY <i>Lansing</i>	STATE <i>MI</i>	ZIP <i>48848</i>	NAME <i>Terri Barnes</i>	ADDRESS <i>5606 Spackwood</i>	CITY <i>Shelby</i>	STATE <i>MI</i>	ZIP <i>48840</i>
EMAIL ADDRESS	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	EMAIL ADDRESS	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING
NAME <i>Robert McFie</i>	ADDRESS <i>2461 Grassmore Ave</i>	CITY <i>Okemos</i>	STATE <i>MI</i>	ZIP <i>48864</i>	NAME <i>Chuck Cornin</i>	ADDRESS <i>2140 Okemos Rd</i>	CITY <i>Mason</i>	STATE <i>MI</i>	ZIP <i>48854</i>
EMAIL ADDRESS	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	EMAIL ADDRESS <i>chuck@GREENDEACERSUPPORT.COM</i>	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING
NAME <i>Bob resident</i>	ADDRESS	CITY	STATE	ZIP	NAME <i>GREEN DEACERSUPPORT</i>	ADDRESS	CITY	STATE	ZIP

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MIDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 - Title VI Public Involvement Survey.

Meeting Purpose: MDOT ARHO State Long-Range Plan Public Meeting
 Location of Meeting: Tri-County Rte, Lansing, MI
 Date: 6/8/2016

Please Print * Please Print * Please Print * Please Print

NAME	HOWARD SPENCE			NAME	BRYANNE BUKASKI		
ADDRESS	1637 WILKOW CREEK DR			ADDRESS	2988 ROSELAND AVE		
CITY	STATE	ZIP		CITY	STATE	ZIP	
LEANS (Beets)	MI	48917		EAST LANSING	MI	48823	
EMAIL ADDRESS	CommissionerHOWARDSPENCE@gmail.com			EMAIL ADDRESS	bukaskib@mdotmichigan.gov		
REPRESENTING	EASTON CITY COMMISSIONER			REPRESENTING	MDEP - ARD		
NAME	Bud Parsons			NAME	SUSAN PEGG		
ADDRESS	11623 Hidden Spring Tr			ADDRESS	3572 W Hiramatha		
CITY	STATE	ZIP		CITY	STATE	ZIP	
DeWitt	MI	48820		Okemos	MI	48864	
EMAIL ADDRESS	ParsonsB13@gmail.com			EMAIL ADDRESS			
REPRESENTING	Public			REPRESENTING			
NAME	Bob Parsons			NAME	BETH KAST		
ADDRESS	11623 Hidden Springs Tr			ADDRESS	2929 Hannah Blvd Apt. 414		
CITY	STATE	ZIP		CITY	STATE	ZIP	
DeWitt	MI	48820		EAST LANSING	MI	48823	
EMAIL ADDRESS	ParsonsB13@comcast.net			EMAIL ADDRESS	Kastbeth@msu.edu		
REPRESENTING				REPRESENTING	HOM-TV		

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MIDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 - Title VI Public Involvement Survey.

Meeting Purpose:
State Long Range Plan Public Session

Location of Meeting: Paradise Township Hall, Kingsley
Date: May 24, 2016

Please Print * Please Print * Please Print * Please Print				Please Print * Please Print * Please Print * Please Print			
NAME	Maxim D Rodtke Jr			NAME	Tim Trubee		
ADDRESS	3799 Mason Rd B			ADDRESS	3076 Bowen Road		
CITY	Green Lake Twp	STATE	MI	CITY	Kingsley	STATE	MI
EMAIL ADDRESS	Village of E. E. Lake			EMAIL ADDRESS	49649		
REPRESENTING				REPRESENTING	Paradise Township		
NAME	Lisa Keedy			NAME	Bill Kinnes		
ADDRESS	135 Morgan			ADDRESS			
CITY	Five Lk	STATE	MI	CITY		STATE	
EMAIL ADDRESS	lisakeedy@gmail.com			EMAIL ADDRESS			
REPRESENTING	Village of E. E. Lake			REPRESENTING	Benzie Bus		
NAME	JENNIFER HADGES			NAME			
ADDRESS	3600 WACTON			ADDRESS			
CITY	KINGSLEY	STATE	MI	CITY		STATE	
EMAIL ADDRESS	jenniferhadges@f.a.t.c			EMAIL ADDRESS			
REPRESENTING	Gourdie Fraser			REPRESENTING			

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: <i>MI TIP</i>	Location of Meeting: <i>Kalamazoo</i>	Date: <i>5/24/16</i>
-----------------------------------	--	-------------------------

Please Print * Please Print * Please Print * Please Print

NAME <i>Lee Adams</i>			NAME <i>Jim Ferner</i>		
ADDRESS <i>2516 Burton Ave</i>			ADDRESS <i>525 N. Berkley St</i>		
CITY <i>Kalamazoo</i>	STATE <i>MI</i>	ZIP <i>49008</i>	CITY <i>Kalamazoo</i>	STATE <i>MI</i>	ZIP <i>49006</i>
EMAIL ADDRESS <i>adams@updm.org</i>			EMAIL ADDRESS <i>jim.ferner@gmail.com</i>		
REPRESENTING <i>SMPC</i>			REPRESENTING <i>Complete Streets Coalition of Kal.</i>		

NAME <i>Neal Ferguson</i>			NAME		
ADDRESS <i>79500 23rd St.</i>			ADDRESS		
CITY <i>Lawton</i>	STATE <i>MI</i>	ZIP <i>49065</i>	CITY	STATE	ZIP
EMAIL ADDRESS <i>nhferguson@msn.com</i>			EMAIL ADDRESS		
REPRESENTING <i>self</i>			REPRESENTING		

NAME <i>JAMES CURTON</i>			NAME		
ADDRESS <i>10106 PORTAGE RD</i>			ADDRESS		
CITY <i>PORTAGE</i>	STATE <i>MI</i>	ZIP <i>49002</i>	CITY	STATE	ZIP
EMAIL ADDRESS <i>JCURTON1@NETZERO.NET</i>			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 - Title VI Public Involvement Survey.

Meeting Purpose: MDOT State Long-Range Plan	JOYO MATP Plan	Public Meeting	Location of Meeting: Jackson County Bldg	Date: 6/22/16
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NAME	Robert S Welsh	NAME	
------	----------------	------	--

ADDRESS	859 Hazelwood Blvd	ADDRESS	
---------	--------------------	---------	--

CITY	Jackson	STATE	MI	ZIP	49203	CITY		STATE		ZIP	
------	---------	-------	----	-----	-------	------	--	-------	--	-----	--

EMAIL ADDRESS	ROBERTSWELSH@AOL.COM	EMAIL ADDRESS	
---------------	----------------------	---------------	--

REPRESENTING	Region 2 Planning Commission	REPRESENTING	
--------------	------------------------------	--------------	--

NAME	STEVE DICKS	NAME	
------	-------------	------	--

ADDRESS	1219 Homeview Ave.	ADDRESS	
---------	--------------------	---------	--

CITY	JACKSON	STATE	MI	ZIP	49201	CITY		STATE		ZIP	
------	---------	-------	----	-----	-------	------	--	-------	--	-----	--

EMAIL ADDRESS	sdave000@jackson.mi.us	EMAIL ADDRESS	
---------------	------------------------	---------------	--

REPRESENTING	Region 2 Planning Commission	REPRESENTING	
--------------	------------------------------	--------------	--

NAME	Aaron Dawson	NAME	
------	--------------	------	--

ADDRESS	159 W Pearl St #301	ADDRESS	
---------	---------------------	---------	--

CITY	Jackson	STATE	MI	ZIP	49201	CITY		STATE		ZIP	
------	---------	-------	----	-----	-------	------	--	-------	--	-----	--

EMAIL ADDRESS	adawson@co.jackson.mi.us	EMAIL ADDRESS	
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REPRESENTING	Region 2 Planning Commission	REPRESENTING	
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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 - Title VI Public Involvement Survey.

Meeting Purpose:
State Long Range Plan Public Input Meeting

Location of Meeting:
Houghton City Hall
Houghton, MI

Date:
5/09/2016

Please Print * Please Print * Please Print * Please Print * Please Print

NAME <i>Michael Markham</i>	ADDRESS <i>424 Hancock ST</i>	CITY <i>Hancock</i>	STATE <i>MI</i>	ZIP <i>49930</i>	NAME <i>ZANE HYRKAS</i>	ADDRESS <i>424 Hancock ST</i>	CITY <i>Hancock</i>	STATE <i>MI</i>	ZIP <i>49930</i>
EMAIL ADDRESS <i>Michael.Markham@ohm-advisors.com</i>	EMAIL ADDRESS <i>Zane.Hyrkas@ohm-advisors.com</i>	REPRESENTING <i>OHM</i>	REPRESENTING <i>OHM</i>						
NAME	ADDRESS	CITY	STATE	ZIP	NAME	ADDRESS	CITY	STATE	ZIP
ADDRESS	CITY	STATE	ZIP	EMAIL ADDRESS	REPRESENTING	NAME	ADDRESS	CITY	STATE
EMAIL ADDRESS	REPRESENTING	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL ADDRESS	REPRESENTING	
REPRESENTING	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL ADDRESS	REPRESENTING		
EMAIL ADDRESS	REPRESENTING	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL ADDRESS	REPRESENTING	

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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Meeting Purpose: State Long-Range Plan Public Meeting	Location of Meeting: Grand Rapids	Date: 5/11/2016
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Please Print * Please Print * Please Print * Please Print

NAME NATE VAN DAVENEN			NAME Andrea Dewey		
ADDRESS 152 PINECREST SE			ADDRESS 1171 Honey Creek Ave		
CITY E. GRAND RAPIDS	STATE MI	ZIP 49506	CITY Ada	STATE MI	ZIP 49301
EMAIL ADDRESS vandrunenn@michigan.gov			EMAIL ADDRESS andrea.dewey@dot.gov		
REPRESENTING			REPRESENTING FHWA		

NAME Steve Stepek			NAME CHUCK MORGAN		
ADDRESS 1016 Arlington ST			ADDRESS 6780 HELENA		
CITY Grand Rapids	STATE MI	ZIP 49505	CITY WEST OLIVE	STATE MI	ZIP 49460
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME Samantha / MDOT			NAME		
ADDRESS			ADDRESS		
CITY	STATE	ZIP	CITY	STATE	ZIP
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

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MIDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 - Title VI Public Involvement Survey.

Meeting Purpose:
State Long Range Plan Public Session

Location of Meeting: MDOT Gaylord Transportation Service Cnt
Date: May 25, 2016

Please Print * Please Print * Please Print * Please Print				Please Print * Please Print * Please Print			
(NAME)	Wesley Koppa			(NAME)			
ADDRESS	6150 Trillion Trace			ADDRESS			
CITY	STATE	ZIP		CITY	STATE	ZIP	
	MI	49538					
EMAIL ADDRESS	Wesley.Koppa@Chatham.com			EMAIL ADDRESS			
REPRESENTING	Cross Road Trails			REPRESENTING			
(NAME)	Ench Rodzaski			(NAME)			
ADDRESS	1020 City of Blvd			ADDRESS			
CITY	STATE	ZIP		CITY	STATE	ZIP	
Gayling	MI	49738					
EMAIL ADDRESS	zoning@gmail.com			EMAIL ADDRESS			
REPRESENTING	City of Gayling			REPRESENTING			
(NAME)	CARL MUSCOTT			(NAME)			
ADDRESS	PO Box 1045			ADDRESS			
CITY	STATE	ZIP		CITY	STATE	ZIP	
Indian Riv	MI	49944					
EMAIL ADDRESS	CARLMUSCOTT@YAHOO.COM			EMAIL ADDRESS			
REPRESENTING	PRIVATE CITIZEN			REPRESENTING			

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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Meeting Purpose: MI Transportation Plan Revision			Location of Meeting: Genesee County Building <i>Flint, MI</i>			Date: 5/11/2016		
Please Print * Please Print * Please Print * Please Print								
NAME <i>Michael W Lynch</i>				NAME <i>Boyant Nolden</i>				
ADDRESS <i>6371 E Ferland rd</i>				ADDRESS <i>754 E Bundy Ave</i>				
CITY <i>Millington</i>		STATE <i>MI</i>	ZIP <i>48746</i>		CITY <i>Flint</i>		STATE <i>MI</i>	ZIP <i>48505</i>
EMAIL ADDRESS				EMAIL ADDRESS				
REPRESENTING				REPRESENTING				
NAME <i>Andy Harris</i>				NAME <i>Jason Nordberg</i>				
ADDRESS <i>63101 W. BESTOL ROAD</i>				ADDRESS <i>8319 Mill Pointe Ct</i>				
CITY <i>Flint</i>		STATE <i>MI</i>	ZIP <i>48507</i>		CITY <i>Goodrich</i>		STATE <i>MI</i>	ZIP <i>48439</i>
EMAIL ADDRESS <i>andy.harris@ohm-advisors.com</i>				EMAIL ADDRESS <i>j.nordberg@co.genesee.mi.us</i>				
REPRESENTING <i>OHM ADVISORS</i>				REPRESENTING <i>Genesee County</i>				
NAME <i>Mark Young</i>				NAME				
ADDRESS <i>5267 REG SANUOL DR</i>				ADDRESS				
CITY <i>GRAND BLANC</i>		STATE <i>MI</i>	ZIP <i>48439</i>		CITY		STATE	ZIP
EMAIL ADDRESS				EMAIL ADDRESS				
REPRESENTING				REPRESENTING				

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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Meeting Purpose: ~~5-Year Program Staff Public Input Meeting~~
State Long-Range Plan Public Input Meeting

Location of Meeting: Bay College, MTEC Center *Escanaba*

Date: 5/10/2016

Please Print * Please Print * Please Print * Please Print * Please Print

NAME *Terry Flower*

ADDRESS

CITY *Escanaba* **STATE** **ZIP**

EMAIL ADDRESS *tflower@escanaba.org*

REPRESENTING *City of Escanaba*

NAME **ADDRESS**

CITY **STATE** **ZIP**

EMAIL ADDRESS

REPRESENTING

NAME **ADDRESS**

CITY **STATE** **ZIP**

EMAIL ADDRESS

REPRESENTING

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Meeting Purpose:				Location of Meeting:				Date:			
State Long-Range Plan Meeting				Escanaba				5/10/2016			
Please Print * Please Print * Please Print * Please Print * Please Print											
NAME <i>Kirk Lunkholm</i>				NAME							
ADDRESS <i>700 Sulp Grant St.</i>				ADDRESS							
CITY <i>Ann Arbor</i>		STATE <i>MI</i>		ZIP <i>48101</i>		CITY		STATE		ZIP	
EMAIL ADDRESS <i>kirk.lunkholm@systemscontrol.com</i>				EMAIL ADDRESS							
REPRESENTING <i>Systems Control</i>				REPRESENTING							
NAME				NAME							
ADDRESS				ADDRESS							
CITY		STATE		ZIP		CITY		STATE		ZIP	
EMAIL ADDRESS				EMAIL ADDRESS							
REPRESENTING				REPRESENTING							
NAME				NAME							
ADDRESS				ADDRESS							
CITY		STATE		ZIP		CITY		STATE		ZIP	
EMAIL ADDRESS				EMAIL ADDRESS							
REPRESENTING				REPRESENTING							

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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Meeting Purpose: 2010 MI Transportation Plan Public Meeting Location of Meeting: SEMCOG, Detroit, MI Date: 5/12/2016

Please Print * Please Print * Please Print * Please Print

NAME	<u>Lonell Mitchell</u>			NAME			
ADDRESS	<u>17593 Marx</u>			ADDRESS			
CITY	STATE	ZIP		CITY	STATE	ZIP	
<u>Detroit</u>	<u>MI</u>	<u>48205</u>					
EMAIL ADDRESS				EMAIL ADDRESS			
REPRESENTING				REPRESENTING			

NAME	<u>ERNEST HARN</u>			NAME			
ADDRESS	<u>555 Brush St.</u>			ADDRESS			
CITY	STATE	ZIP		CITY	STATE	ZIP	
<u>DETROIT</u>	<u>MI</u>	<u>48226</u>					
EMAIL ADDRESS	<u>ejh-hoend@yahoo.com</u>			EMAIL ADDRESS			
REPRESENTING	<u>unfamiliar</u>			REPRESENTING			
NAME	<u>Rep. Leslie Love</u>			NAME			
ADDRESS				ADDRESS			

CITY	STATE	ZIP	CITY	STATE	ZIP
<u>Lansing</u>	<u>MI</u>				
EMAIL ADDRESS	<u>leslie@house.mi.gov</u>		EMAIL ADDRESS		
REPRESENTING	<u>House District 10</u>		REPRESENTING		

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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Meeting Purpose: State Long-Range Plan Public Meeting Location of Meeting: SEMCOG Date: 5/12/16
Detroit

Please Print * Please Print * Please Print * Please Print

NAME	<u>Calvin Johnson</u>			NAME	
ADDRESS	<u>22001 Woodward St. #1400</u>			ADDRESS	
CITY	STATE	ZIP		CITY	STATE
<u>Detroit</u>	<u>MI</u>	<u>48226</u>			
EMAIL ADDRESS				EMAIL ADDRESS	
REPRESENTING	<u>SEMCOG</u>			REPRESENTING	

NAME	<u>KIRK COX</u>			NAME	
ADDRESS	<u>303 Riverfront Dr #27A</u>			ADDRESS	
CITY	STATE	ZIP		CITY	STATE
<u>Detroit</u>	<u>MI</u>	<u>48226</u>			
EMAIL ADDRESS	<u>kirk.cox@ohm-advisors.com</u>			EMAIL ADDRESS	
REPRESENTING	<u>OHM</u>			REPRESENTING	

NAME	<u>Shawn Edgar / MDOT</u>			NAME	
ADDRESS				ADDRESS	
CITY	STATE	ZIP		CITY	STATE
EMAIL ADDRESS	<u>edgar@se.michigan.gov</u>			EMAIL ADDRESS	
REPRESENTING				REPRESENTING	

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MIDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MIDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 - Title VI Public Involvement Survey.

Meeting Purpose: 2040 MDOT State Long-Range Transportation Plan
Location of Meeting: Summit on the Park Canton, MI
Date: 5/10/2016

Please Print * Please Print * Please Print * Please Print * Please Print

NAME	TIM FOOD			NAME	George Selby		
ADDRESS	1150 S. Canton Center Rd.			ADDRESS	2113 Woodwind Ct		
CITY	STATE	ZIP		CITY	STATE	ZIP	
Canton	MI	48188		Canton	MI	48188	
EMAIL ADDRESS	tim.foods@canton-mi.org			EMAIL ADDRESS	6F5eByrd@yahoo.com		
REPRESENTING	Canton			REPRESENTING			
NAME	Laurence Krieger			NAME			
ADDRESS	252 Carriage Way			ADDRESS			
CITY	STATE	ZIP		CITY	STATE	ZIP	
Ypsilanti	MI	48197					
EMAIL ADDRESS	Larry@WHLgreen			EMAIL ADDRESS			
REPRESENTING	Mich Assoc. Railroad Passengers			REPRESENTING			
NAME	PAT ADKINS			NAME			
ADDRESS	3025 Black Horse Lane			ADDRESS			
CITY	STATE	ZIP		CITY	STATE	ZIP	
Canton	MI	48188					
EMAIL ADDRESS	paulnagle@amich.edu			EMAIL ADDRESS			
REPRESENTING				REPRESENTING			

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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Meeting Purpose: 2016 State Long-Range Plan Public Meeting

Location of Meeting: Canton, MI

Date: 5/10/2016

Please Print * Please Print * Please Print * Please Print

NAME				NAME				
Mark Ferrall								
ADDRESS				ADDRESS				
710 Cornell								
CITY	STATE	ZIP	CITY	STATE	ZIP	CITY	STATE	ZIP
Westport	MI	48197						
EMAIL ADDRESS				EMAIL ADDRESS				
mferrall@gmail.com								
REPRESENTING				REPRESENTING				
WHS								
NAME				NAME				
Matt Stacey								
ADDRESS				ADDRESS				
1359 Handrie								
CITY	STATE	ZIP	CITY	STATE	ZIP	CITY	STATE	ZIP
Canton	MI	48187						
EMAIL ADDRESS				EMAIL ADDRESS				
mstacey@wideopenwest.com								
REPRESENTING				REPRESENTING				
NAME				NAME				
ADDRESS				ADDRESS				
CITY	STATE	ZIP	CITY	STATE	ZIP	CITY	STATE	ZIP
EMAIL ADDRESS				EMAIL ADDRESS				
REPRESENTING				REPRESENTING				

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

Send email to
D11: 1082

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project topic. It will be kept separate from demographic information collected on Form 5400 - Title VI Public Involvement Survey.

Meeting Purpose:

Public LR Fan Meeting

Location of Meeting:

Benton Harbor

Date:

5/23/16

Please Print * Please Print * Please Print * Please Print

NAME J.B. Hoyt

ADDRESS

3822 Fox Crossing

CITY

SJ Joseph

STATE MI

ZIP 49085

EMAIL ADDRESS

joh1952@comcast.net

REPRESENTING

NAME Gary Loyola

ADDRESS

3822 REP AREA HWY

CITY

BENTON HARBOR

STATE MI

ZIP 49022

EMAIL ADDRESS

loyolag@windsongar.com

REPRESENTING

MDOT - Colon

NAME Ryan Fellows

ADDRESS

CITY

STATE

ZIP

EMAIL ADDRESS

fellowsr@swmpc.org

REPRESENTING

SWMPC

NAME Louise Wrege

ADDRESS

CITY

STATE

ZIP

EMAIL ADDRESS

LWrege@TheH.P.com

REPRESENTING

The Herald-Palladium

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

2012

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 - Title VI Public Involvement Survey.

Meeting Purpose: SLRP Plan Location of Meeting: Benton Harbor Date: 5-23-16

Please Print * Please Print * Please Print * Please Print * Please Print

NAME <u>Joanne Johnson</u>	ADDRESS <u>2900 Lakeview Ave</u>	CITY <u>St. Joseph</u>	STATE <u>MI</u>	ZIP <u>49085</u>	NAME <u>TIM ZEBELL</u>	ADDRESS <u>700 GRAND STREET</u>	CITY <u>ST. JOSEPH</u>	STATE <u>MI</u>	ZIP <u>49085</u>
EMAIL ADDRESS <u>johnsonj@dnsum.org</u>	REPRESENTING <u>Disability Network Southwest Michigan</u>	NAME <u>Dean Faulkner</u>	ADDRESS <u>P.O. Box 217</u>	CITY <u>Lawrence</u>	STATE <u>MI</u>	ZIP <u>49064</u>	EMAIL ADDRESS <u>pethep@mi.go</u>	REPRESENTING <u>MDOT-Coloma</u>	
EMAIL ADDRESS <u>Manager@lawrence.mi.org</u>	REPRESENTING <u>Village of Lawrence</u>	NAME <u>Richard Remus</u>	ADDRESS <u>2718 LAKEVIEW</u>	CITY <u>ST. JOSEPH</u>	STATE <u>MI</u>	ZIP <u>49022</u>	EMAIL ADDRESS <u>smithy29@michigan.gov</u>	REPRESENTING <u>MDOT-Coloma</u>	
EMAIL ADDRESS <u>REH@REMUSFAMILY.COM</u>	REPRESENTING <u>SWMPC</u>	NAME <u>Jonathon Smith</u>	ADDRESS <u>3880 Red Arrow Hwy</u>	CITY <u>Benton Harbor</u>	STATE <u>MI</u>	ZIP <u>49022</u>	EMAIL ADDRESS <u>smithy29@michigan.gov</u>	REPRESENTING <u>MDOT-Coloma</u>	

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

SEND SMPLS to D11:

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose:				Location of Meeting:				Date:			
State LongRange Plan				Benon Harbor				5/23/2016			
Please Print * Please Print * Please Print * Please Print											
NAME Joanne Johnson				NAME							
ADDRESS 2900 Lakeview Ave				ADDRESS							
CITY St. Joseph	STATE MI	ZIP 49085		CITY	STATE	ZIP					
EMAIL ADDRESS				EMAIL ADDRESS							
REPRESENTING Johnson's Edisum.org				REPRESENTING							
NAME Dan From Leno				NAME							
ADDRESS P.O. Box 217				ADDRESS							
CITY Lawrence	STATE MI	ZIP 49064		CITY	STATE	ZIP					
EMAIL ADDRESS manager@lawrence.mn.org				EMAIL ADDRESS							
REPRESENTING Village of Lawrence				REPRESENTING							
NAME RICHARD REMUS				NAME							
ADDRESS 2118 LAKEVIEW				ADDRESS							
CITY St. Joseph	STATE MI	ZIP 49085		CITY	STATE	ZIP					
EMAIL ADDRESS RICH@REMUSFAMILY.COM				EMAIL ADDRESS							
REPRESENTING SUMPC				REPRESENTING							

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 - Title VI Public Involvement Survey.

Meeting Purpose: State Long Range Plan	Location of Meeting: Bay City TSC	Date: 05/25/16
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Please Print * Please Print * Please Print * Please Print									
NAME	ADDRESS	CITY	STATE	ZIP	NAME	ADDRESS	CITY	STATE	ZIP
JOHN KELLEY	4718 Blossom Circle	MECLAND	MI	48642					
EMAIL ADDRESS	REPRESENTING	EMAIL ADDRESS	REPRESENTING	EMAIL ADDRESS	REPRESENTING	EMAIL ADDRESS	REPRESENTING	EMAIL ADDRESS	REPRESENTING
hkelley@mtu.edu	WANE TEAM INC.								
NAME	ADDRESS	CITY <td>STATE <td>ZIP</td> <td>NAME</td> <td>ADDRESS</td> <td>CITY <td>STATE <td>ZIP</td> </td></td></td>	STATE <td>ZIP</td> <td>NAME</td> <td>ADDRESS</td> <td>CITY <td>STATE <td>ZIP</td> </td></td>	ZIP	NAME	ADDRESS	CITY <td>STATE <td>ZIP</td> </td>	STATE <td>ZIP</td>	ZIP
EMAIL ADDRESS	REPRESENTING	EMAIL ADDRESS	REPRESENTING	EMAIL ADDRESS	REPRESENTING	EMAIL ADDRESS	REPRESENTING	EMAIL ADDRESS	REPRESENTING
NAME	ADDRESS	CITY <td>STATE <td>ZIP</td> <td>NAME</td> <td>ADDRESS</td> <td>CITY <td>STATE <td>ZIP</td> </td></td></td>	STATE <td>ZIP</td> <td>NAME</td> <td>ADDRESS</td> <td>CITY <td>STATE <td>ZIP</td> </td></td>	ZIP	NAME	ADDRESS	CITY <td>STATE <td>ZIP</td> </td>	STATE <td>ZIP</td>	ZIP
EMAIL ADDRESS	REPRESENTING	EMAIL ADDRESS	REPRESENTING	EMAIL ADDRESS	REPRESENTING	EMAIL ADDRESS	REPRESENTING	EMAIL ADDRESS	REPRESENTING

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MIDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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Meeting Purpose:
State Long Range Plan Public Session

Location of Meeting:
Thunder Bay Marine Sanctuary, Alpena

Date:
May 26, 2016

Please Print * Please Print * Please Print * Please Print * Please Print

NAME Beverly Bodem				NAME			
ADDRESS 121 E. Whitest				ADDRESS			
CITY Alpena	STATE MI	ZIP 49707	CITY	STATE	ZIP	CITY	STATE
EMAIL ADDRESS bodem b d@charter.net				EMAIL ADDRESS			
REPRESENTING Sen Tim Starnas				REPRESENTING			
NAME				NAME			
ADDRESS				ADDRESS			
CITY	STATE	ZIP	CITY	STATE	ZIP	CITY	STATE
EMAIL ADDRESS				EMAIL ADDRESS			
REPRESENTING				REPRESENTING			
NAME				NAME			
ADDRESS				ADDRESS			
CITY	STATE	ZIP	CITY	STATE	ZIP	CITY	STATE
EMAIL ADDRESS				EMAIL ADDRESS			
REPRESENTING				REPRESENTING			

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Rural Elected Officials Meeting

May 25, 2016 Gaylord

NAME	GOVERNMENT and County
Duff RN	Mackinaw City
Paul Chaberte	Boscumman CRC
Jim Parath	Rosaconnon CRC
John Morka	Mudon Twp Charboyand Conurt
Bob Chadwick	Charboyand CRC
Bonny Miller	Aster Township Otsego County



Rural Elected Officials Meeting

May 26, 2016 Alpena

NAME	GOVERNMENT and County
Kenneth E. Stuchler	Alpena Township Alpena Co.
Terry Bispurmy	Case Top Presque Isle
Fred Allen	Alpena County Road Commission
Ron DANTZEN	Agawan Top
D. Regina Linselman	Agawan Top
Terry Smilgski	Presque Isle County Road Commission



Appendix E: Public Outreach Document

2040 MITP Public Outreach

News Releases

MDOT invites public to webinar to discuss revising the state long-range transportation plan (Nov. 5, 2015) - http://www.michigan.gov/mdot/0,4616,7-151-9620_11057-368736--,00.html

MDOT seeks public comment on revising the state long-range transportation plan (Dec. 7, 2015) - http://www.michigan.gov/mdot/0,4616,7-151-9620_11057-370716--,00.html

MDOT seeks public comment on draft 2016-2020 transportation program (Dec. 11, 2015) - http://www.michigan.gov/mdot/0,4616,7-151-9620_11057-371168--,00.html

MDOT extends timeline for development of state long-range transportation plan (Dec. 22, 2015) - http://www.michigan.gov/mdot/0,4616,7-151-9620_11057-372143--,00.html

MDOT invites public to comment on 2040 State Long-Range Transportation Plan revisions (April 11, 2016) - http://www.michigan.gov/mdot/0,4616,7-151-9620_11057-381659--,00.html

MDOT state long-range transportation plan ready for public comment (May 5, 2016) - http://www.michigan.gov/mdot/0,4616,7-151-9620_11057-384317--,00.html

Social Media

Facebook

All 21 public meetings posted on MDOT FB calendar:
<https://www.facebook.com/MichiganDOT/events>

Nov. 5, 2015: <https://www.facebook.com/MichiganDOT/posts/10153618707689927>

Nov. 12, 2015: <https://www.facebook.com/MichiganDOT/posts/10153630754899927>

Dec. 7, 2015: <https://www.facebook.com/MichiganDOT/posts/10153676012169927>

Dec. 11, 2015: <https://www.facebook.com/MichiganDOT/posts/10153683376519927>

Dec. 22, 2015: <https://www.facebook.com/MichiganDOT/posts/10153707627684927>

May 9, 2015: <https://www.facebook.com/MichiganDOT/posts/10154052562729927>

June 1, 2016: <https://www.facebook.com/MichiganDOT/posts/10154105507104927>



Twitter

Oct. 30, 2015: <https://twitter.com/MichiganDOT/status/660112624235900928>

Nov. 3, 2015: <https://twitter.com/MichiganDOT/status/661548749165056000>

Nov. 5, 2015: <https://twitter.com/MichiganDOT/status/662260838464524288>

Nov. 5, 2015: https://twitter.com/MDOT_Traverse/status/662294625768615936

Nov. 12, 2015: <https://twitter.com/MichiganDOT/status/664875147275448320>

Dec. 7, 2015: <https://twitter.com/MichiganDOT/status/673942150929768448>

Dec. 22, 2015: https://twitter.com/MDOT_UP/status/679401112953294848

Dec. 22, 2016: <https://twitter.com/MichiganDOT/status/679390913307668480>

April 11, 2016: <https://twitter.com/MichiganDOT/status/719510447225856000>

May 5, 2016: <https://twitter.com/MichiganDOT/status/728297507512426498>

May 9, 2016: <https://twitter.com/MichiganDOT/status/729667738797477888>

May 23, 2016: https://twitter.com/MDOT_Southwest/status/734715541101772804

May 24, 2016: https://twitter.com/MDOT_Southwest/status/735077924424929283

May 31, 2016: https://twitter.com/MDOT_LanJxn/status/737703206411591680

June 1, 2016: <https://twitter.com/MichiganDOT/status/738034175513616384>