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Huron Valley Group  
Michigan Chapter

Tuesday, January 31, 2012

## What's Ahead for Fuller Road Station? It's Time for the City to Let the Rest of Us in on the Plans.

Is the City planning to lease retail space in and around the proposed Fuller Road Station in Fuller Park?

The City of Ann Arbor response to a recent Freedom of Information Act request to the City filed by Rita Mitchell, a People for Ann Arbor Parks supporter, sheds some light on this question. The request was for copies of electronic and hard copy correspondence, meeting notes and other documents regarding discussions between UM officials and City staff or elected officials between September 1, 2011 and January 4, 2012. Although some parts of the copies were redacted by the City, the results of the search (attached) are illuminating.

In a September 14, 2011 follow-up e-mail after a meeting of University and City staff with Chamber of Commerce members, Chamber member Denise Murray wrote ***"It would be a shame if the city didn't explore a little further into how Disney World handled their 100-year leases on the land that surrounds Disney World. As was discussed about the potential for leasing office space to medical offices, retail would do a great deal in this location as well (i.e., M-Den, Starbucks, Zingerman's, to name a few.) I'm not sure how far the city can take this 50-year lease, but if there were potential to make money off this program to pay for itself, and be profitable, increase taxes and add amenities to the city, I feel this program requires further exploration."***

Is this just speculation? Not if you read the AATA handout at the Rider's Forum held in mid-January (also attached). In a draft report on the 5-Year Transit Development Program for the Transit Master Plan, a section on Transit Centers (which include Fuller Road Station) reads as follows: ***"These centers may also provide new retail (or mixed-use) opportunities. . . .The aim for these centers is that they will be places where people go whether or not they are accessing transit. They will provide the capacity needed to operate new services, and create opportunities for additional revenue through the lease of commercial space."***

"Statements like this sound a lot like the Huron Hills Golf Course lease the city proposed in 2010, using city parkland for commercial development" commented Nancy Shiffler, current Sierra Club Huron Valley Group chair. "We've heard about phase I of the Fuller Road project (the 6-story parking structure) and phase II (the proposed train station); and the proposed expansion of the parking structure to 8 stories. Now it appears that there is a phase III (retail leases in city parks) that we haven't been told about. And fifty-year leases sound like a de facto sale of parkland."

It is time for the city administration to stop playing shell games, for the city council to force a full disclosure of what the plans are for the Fuller Park site, and for the city council to follow the mandate of City Charter Section 14.3(b), which requires a vote of Ann Arbor electors for the sale of any part of City property acquired for parkland uses, regardless of what any temporary current parkland use may be.

###

Contacts:

Nancy Shiffler (734-971-1157; [nshiffler@comcast.net](mailto:nshiffler@comcast.net)), Chair, Sierra Club Huron Valley Group  
Rita Mitchell (734-665-0248; [ritalmitchell@gmail.com](mailto:ritalmitchell@gmail.com)), People for Ann Arbor Parks

January 4, 2012

FOIA Coordinator  
City of Ann Arbor  
100 N Fifth Avenue  
Ann Arbor MI 48104

Dear FOIA Coordinator:

re: Freedom of Information Act Request

Please provide copies of: electronic or hard copy correspondence, notes, documentation of telephone conversations, or meeting notes documenting discussions between University of Michigan staff members: Timothy Slottow, Sue Gott, or James Kosteva and City of Ann Arbor staff or elected officials regarding Fuller Road Station, for the time period between September 1, 2011 and January 4, 2012

Please provide the information in electronic or hard copy.

If you decide to invoke a FOIA exemption as the basis for withholding any record responsive to this request, please include in your full or partial denial letter a description of the item and the statutory provision that exempts it from disclosure. If you determine that an item is exempt from disclosure under M.C.L. sec 15.243(1)(m) (communications and notes within a public body), please include an explanation of why the public interest in encouraging frank communication between officials and employees of public bodies clearly outweighs the public interest in disclosure.

Upon identifying the records that should be disclosed under this request, please notify me of the estimated cost of providing copies to me. I prefer to receive the documents in machine-readable format to reduce costs. If the copying cost will exceed \$10, I would like to exercise my section M.C.L. Sec. 15.233(3) right to inspect the public records prior to incurring any cost for duplication. Please contact me at 734 665-0248 or by e-mail at [ritalmitchell@gmail.com](mailto:ritalmitchell@gmail.com), to discuss the estimated charges and to schedule a time when I can review the documents.

Sincerely,

Rita L. Mitchell  
[ritalmitchell@gmail.com](mailto:ritalmitchell@gmail.com)  
621 Fifth St.  
Ann Arbor, MI 48103



## CITY OF ANN ARBOR, MICHIGAN

100 North Fifth Avenue, P.O. Box 8647, Ann Arbor, Michigan 48107-8647

Phone (734)794-6140 Fax (734)994-8296

[www.a2gov.org](http://www.a2gov.org)

### City Clerk

January 25, 2012

Ms. Rita Mitchell

Via Email: [ritamitchell@gmail.com](mailto:ritamitchell@gmail.com)

Subject: Freedom of Information Act Request received January 5, 2012  
12-003 Mitchell

Dear Ms. Mitchell:

I am responding to your request under the Michigan Freedom of Information Act, received January 5, 2012 and extended by the City until January 27, 2012. Your request for communications between City staff and the University of Michigan staff regarding Fuller Road Station between September 1, 2011 and January 4, 2012 is granted in part and denied in part. Your request is denied to the extent that the following redactions have occurred:

1. Communications and notes within a public body or between public bodies of an advisory nature to the extent that they cover other than purely factual materials and are preliminary to a final agency determination of policy or action where a determination has been made that the public interest in encouraging frank communication between officials and employees of public bodies clearly outweighs the public interest in disclosure (MCL 15.243(1)(m)).

The City does not warrant or guarantee the accuracy of the information provided. Rather, it provides the documents only to comply in good faith with the Michigan Freedom of Information Act, and not for any other purpose.

If you receive written notice that your request has been denied, in whole or in part, under Section 10 of the Act, you may, at your option either: (1) submit to the City Administrator a written appeal that specifically states the word "appeal" and identifies the reason(s) for reversal of the disclosure denial; or (2) file a lawsuit in the circuit court to compel the City's disclosure of the record. If after judicial review, the circuit court determines that the City has not complied with the Act, you may be awarded reasonable attorneys' fees and damages as specified under the Act.

If you have any questions concerning this response, please contact me at 734-794-6140.

Sincerely,

Jacqueline Beaudry  
City Clerk

## Hackney, Denise

---

**From:** Beaudry, Jacqueline  
**Sent:** Thursday, January 19, 2012 5:59 PM  
**To:** Hackney, Denise  
**Subject:** FW: DINGELL ANNOUNCES AWARD TO HELP BUILD HIGH-SPEED RAIL STATION IN ANN ARBOR

**Jacqueline Beaudry, City Clerk**

**Please Note: The City Clerk's Office has relocated back to City Hall.**

City Clerk's Office | Guy C. Larcom City Hall | 301 E. Huron, 2nd Floor · Ann Arbor · MI · 48104  
734.794.6140 (O) · 734.994.8296 (F) |  
[jbeaudry@a2gov.org](mailto:jbeaudry@a2gov.org) | [www.a2gov.org](http://www.a2gov.org)



Think Green! Please don't print this e-mail unless absolutely necessary.

---

**From:** Cooper, Eli  
**Sent:** Friday, January 06, 2012 9:27 AM  
**To:** Harrison, Venita  
**Cc:** Beaudry, Jacqueline; Slotten, Cresson  
**Subject:** FW: DINGELL ANNOUNCES AWARD TO HELP BUILD HIGH-SPEED RAIL STATION IN ANN ARBOR

Venita,

Here is the one document in my files between myself and the three named UM officials between Sep 1, 2011 and Jan 4, 2012, related to fuller Road Station.

Eli

---

**From:** Cooper, Eli  
**Sent:** Friday, September 02, 2011 9:10 AM  
**To:** Barth, Jonathan; Baughman, Troy; Bemish, Katherine; Bookvich, Patty; Brix, Andrew; Gray, Kerry; Hancock, Jerry; Heatley, Alison; Hupy, Craig; Lawson, Jennifer; McMurtrie, Thomas; Naud, Matthew; Pulcipher, Connie; Rampson, Wendy; Slotten, Cresson; [blackmoret@miwats.org](mailto:blackmoret@miwats.org); [bpawlows@umich.edu](mailto:bpawlows@umich.edu); [buckr@miwats.org](mailto:buckr@miwats.org); Cawley, Patrick; Cooper, Eli; [cwhite@theride.org](mailto:cwhite@theride.org); Dolen, Steve; [dwtodd-a2@earthlink.net](mailto:dwtodd-a2@earthlink.net); Erica; Hutchinson, Nicholas; Jeff Murphy; [jkosteva@umich.edu](mailto:jkosteva@umich.edu); Kahan, Jeffrey; Ken Anderson; Kluczynski, Brad; [ktalley@umich.edu](mailto:ktalley@umich.edu); Kuras, Amy Beth; Larcom, Kristen; [mahoneys@umich.edu](mailto:mahoneys@umich.edu); McCormick, Sue; [Mford@theride.org](mailto:Mford@theride.org); [mstasiak@theride.org](mailto:mstasiak@theride.org); Pirooz, Homayoon; Pollay, Susan; Ramsey, Terry; [rletter@umich.edu](mailto:rletter@umich.edu); Schneider, Robert; Seto, John; Shore, Nancy ([nancy@getdowntown.org](mailto:nancy@getdowntown.org)); Sipowski, Les; Strauss, David; [suegott@umich.edu](mailto:suegott@umich.edu); Uden, Julie; Wondrash, Lisa; [bitsyl@bf.umich.edu](mailto:bitsyl@bf.umich.edu); Dawn Gabay [[DGabay@theride.org](mailto:DGabay@theride.org)]; Johnson, Keith; [KWheeler@aata.org](mailto:KWheeler@aata.org); [Rick\\_Nau@URSCorp.com](mailto:Rick_Nau@URSCorp.com); Roger Hewitt  
**Subject:** FW: DINGELL ANNOUNCES AWARD TO HELP BUILD HIGH-SPEED RAIL STATION IN ANN ARBOR

FYI

---

**From:** Barrett, Betsy [<mailto:Betsy.Barrett@mail.house.gov>]  
**Sent:** Thursday, September 01, 2011 11:36 AM  
**Subject:** DINGELL ANNOUNCES AWARD TO HELP BUILD HIGH-SPEED RAIL STATION IN ANN ARBOR



**FOR IMMEDIATE RELEASE**  
**Thursday, September 1, 2011**

**MEDIA CONTACT:**  
Betsy Barrett (202) 225-4071 / [betsy.barrett@mail.house.gov](mailto:betsy.barrett@mail.house.gov)

## **DINGELL ANNOUNCES AWARD TO HELP BUILD HIGH-SPEED RAIL STATION IN ANN ARBOR**

***\$2.8 million in DOT funding will complete preliminary engineering, design and environmental documentation***

Ann Arbor, MI – Today U.S. Congressman John D. Dingell (D-MI15) commended the Federal Railroad Administration for releasing \$2.8 million in investment funding for the preliminary Ann Arbor train station planning. This funding will allow the City of Ann Arbor to begin the engineering and environmental documentation required to design and construct a new intercity and high-speed rail station, its drop off areas, as well as the rail platform, rail work, including track, switches and signals.

The original award, announced in May 2011, funds the Ann Arbor project often referred to as the Fuller Road Station. The total cost of the rail station and platform is estimated to be 25 million. The new high-speed rail station in Ann Arbor will serve the Chicago to Detroit high-speed rail line. The old Ann Arbor station is currently the busiest Amtrak station in Michigan, but it is located on single-track territory without passing sidings, which forces intercity trains to stop and block the mainline while serving the station. This project includes construction of passing track that will allow passenger trains to meet and for more than one train to serve the station at a time, thereby increasing on-time performance and service reliability on the corridor. The new station will also incorporate automobile, pedestrian, transit, and intercity bus connectivity access.

"I commend FRA and the City of Ann Arbor for their work on this project," said Congressman Dingell. "This funding will play a critical role in expanding transportation options for Ann Arbor by helping to build a new bus and train station. The obligation of this funding is of critical importance given that the House Fiscal Year 2012 Energy and Water Appropriations Act proposes to rescind all un-obligated high-speed rail funding. I would remind my colleagues who voted in favor of this rescission that high-speed rail is needed to make the United States more competitive, to attract and retain small business in our community, and to efficiently move people from one place to another. The development of high-speed rail is a top priority for me and I will continue to work with my colleagues to assistance from the federal government in order to move high speed rail and the commuter rail forward."

"Ann Arbor is already one of the highest ranked cities in the nation for the number of people who walk, bike or ride the bus on their daily commute. We need to continue to plan for a fossil fuel constrained future. Gasoline prices are only headed up over the long term. The addition of higher speed and regional commuter rail will greatly enhance alternative transportation in our city and region as it reduces the number of car trips into and out of our city. New transit options are needed to improve our town's livability, economic vitality and the ability of residents to live here without owning an automobile. FRS presents a one time opportunity for our community to advance into the modern age of rail," said City of Ann Arbor Mayor John Hieftje.

“The obligation of the funding for the Ann Arbor Train Station is welcome news to the City of Ann Arbor and its business community. The Amtrak station in Ann Arbor is currently the busiest in Michigan, providing another transit option for students, employees and visitors alike,” said Diane Keller, A2Y Chamber President and CEO. She added that, “Construction of a new station is critical to Ann Arbor and will be a key tool in recruiting and retaining the vibrant small business community that already resides in Ann Arbor. It will also create critical construction jobs in our community and we thank Mayor Hieftje and Congressman Dingell for their continued work on behalf of this project.”

Today’s award for high speed rail development in Michigan comes at a time when passenger rail ridership is at an all time high, and Southeast Michigan is one of the only major metropolitan regions in the nation without a major transit system. Rail transit would help reduce congestion in Southeast Michigan, improve road quality and the daily commute for constituents, and assist our communities with economic development, employer recruitment and livability.

Michigan has actively been involved in expanding high speed intercity passenger rail. The goal of high speed rail from Detroit – Chicago corridor is to eventually increase service frequencies from three to ten round trips, with commuter rail service between Ann Arbor to Detroit. This commuter rail will eventually support four round trips with station stops in Ann Arbor, Dearborn, Ypsilanti, Wayne/Westland (to serve Detroit Metro Airport), and Detroit New Center.

###

**Betsy Barrett**  
**Communications Director**  
**Office of U.S. Representative John D. Dingell (MI-15)**  
**202-225-4071 | 202 -812-0986 cell**  
[www.house.gov/dingell](http://www.house.gov/dingell)

## Beaudry, Jacqueline

---

**From:** jkosteva@umich.edu  
**Sent:** Wednesday, September 14, 2011 10:27 PM  
**To:** Sean A. Duval  
**Cc:** DMurray@simon.com; Andy LaBarre; Robert A. Boonin; Beidas, Cal (FARMINGTON HILLS, MI); Charlie Penner; Diane Keller; Ed Koryzno; Paul Ganz; Jefferey Scott (Jeffrey.Scott@twomen.com); Jeffrey P. Helminski; John Petz (jpetz@dominosfarms.com); John Teeter; Les Heddle; Mark Perry; Doug McClure; Michael A. Bott; Neil Loney; Richard D. Hoeg; Scott E. Munzel; Sharon McRill; Crawford, Tom; Trish Reilly  
**Subject:** RE: Fuller Road Intermodal Station

The City currently leases the property to the University, which utilizes the site for parking. The existing figure is about \$31,000 per year. The lease provides the basis for the land value payment that will continue into the future and increase at 3% per year.

I might be a little hazy on the details, but I believe the leasing of the property to UM for parking began around 1993 as consideration when the University donated acreage to the City to enable the realignment of Fuller Road/ Glazier Way, east of a then expanding VA hospital. Older residents might recall the "Z" like turn movements required on the former "Oakway" road.

jim

Quoting "Sean A. Duval" <sean@goldenlimo.com>:

> Denise and all,  
>  
> Great comments.  
>  
> Jim, Tom,  
>  
> Is the city currently getting revenue from this property from the UM?  
> It seems to me that if the Parks and Recreation Department are  
> benefitting from this in the form of revenue from the leases, this is  
> a great deal for the city and the P&R department.  
>  
>  
>  
> Sean  
>  
>  
> Sean Duval  
> [www.TheWorldisGolden.com](http://www.TheWorldisGolden.com)<<http://www.TheWorldisGolden.com>>  
> 734-668-8282 Office  
> 734-929-3051 Direct  
> [sean@goldenlimo.com](mailto:sean@goldenlimo.com)<<mailto:sean@goldenlimo.com>>  
>  
> From: DMurray@simon.com [<mailto:DMurray@simon.com>]  
> Sent: Wednesday, September 14, 2011 2:56 PM  
> To: Andy LaBarre  
> Cc: Robert A. Boonin; Beidas, Cal (FARMINGTON HILLS, MI); Charlie  
> Penner; Diane Keller; Ed Koryzno; Paul Ganz; Jefferey Scott  
> (Jeffrey.Scott@twomen.com); Jeffrey P. Helminski; Jim Kosteva; John

> Petz (jpetz@dominosfarms.com); John Teeter; Les Heddle; Mark Perry;  
> Doug McClure; Michael A. Bott; Neil Loney; Richard D. Hoeg; Sean A.  
> Duval; Scott E. Munzel; Sharon McRill; Tom Crawford; Trish Reilly  
> Subject: RE: Fuller Road Intermodal Station

>  
> I found the meeting very interesting. To have a high-speed rail that  
> can be in a location of high demand that alleviates traffic to Ann  
> Arbor, while increasing accessibility should be of great value to the  
> city. The fact that this should increase property values to the  
> surrounding areas should also be of interest. Making it functional  
> (which I can speak from personal experience that the current location  
> is not) would make it appealing to more than just college students.

>  
> It would be a shame if the city didn't explore a little further into  
> how Disney World handled their 100-year leases on the land that  
> surrounds Disney World. As was discussed about the potential for  
> leasing office space to medical offices, retail would do a great deal  
> in this location as well (i.e., M-Den, Starbucks, Zingerman's, to name  
> a few.) I'm not sure how far the city can take this 50-year lease,  
> but if there were potential to make money off this program to pay for  
> itself, and be profitable, increase taxes and add amenities to the  
> city, I feel this program requires further exploration.

>  
>  
>  
>  
> Denise J. Murray  
> Director of Marketing and Business Development Briarwood Mall  
> 100 Briarwood Circle  
> Ann Arbor, MI 48108

>  
> (734) 769-9610  
> (734) 769-2531 Fax

>  
> Shopping should be social.  
> [cid:image001.jpg@01CC7304.ED57F610]<http://twitter.com/briarwoodmall>  
> [cid:image002.jpg@01CC7304.ED57F610]<http://www.facebook.com/Briarwood  
> Mall>

>  
>  
>  
>  
> From: Andy LaBarre <Andy@a2ychamber.org<mailto:Andy@a2ychamber.org>>  
> To: Jim Kosteva <jkosteva@umich.edu<mailto:jkosteva@umich.edu>>  
> Cc: "Beidas, Cal (FARMINGTON HILLS, MI)"  
> <cal.beidas@ml.com<mailto:cal.beidas@ml.com>>, Charlie Penner  
> <cpenner@wccnet.org<mailto:cpenner@wccnet.org>>, Denise Murray  
> <dmurray@simon.com<mailto:dmurray@simon.com>>, Diane Keller  
> <diane@a2ychamber.org<mailto:diane@a2ychamber.org>>, Doug McClure  
> <McClure@cmlaw.com<mailto:McClure@cmlaw.com>>, Ed Koryzno  
> <ekoryzno@cityofypsilanti.com<mailto:ekoryzno@cityofypsilanti.com>>,  
> "Jefferey Scott  
> (Jeffrey.Scott@twomen.com<mailto:Jeffrey.Scott@twomen.com>)"  
> <Jeffrey.Scott@twomen.com<mailto:Jeffrey.Scott@twomen.com>>,  
> "Jeffrey P. Helminski"  
> <jhelminski@moraviancompanies.com<mailto:jhelminski@moraviancompanies.>



> com>>, "John Petz  
> (jpetz@dominosfarms.com<mailto:jpetz@dominosfarms.com>)"  
> <jpetz@dominosfarms.com<mailto:jpetz@dominosfarms.com>>, John Teeter  
> <jteeter@firstmartin.com<mailto:jteeter@firstmartin.com>>, Les Heddle  
> <les.heddle@edwardjones.com<mailto:les.heddle@edwardjones.com>>,  
> Mark Perry <mark\_perry@mascohq.com<mailto:mark\_perry@mascohq.com>>,  
> "Michael A. Bott" <mike@mallardeq.com<mailto:mike@mallardeq.com>>,  
> Neil Loney <nloney@rogowloney.com<mailto:nloney@rogowloney.com>>,  
> Paul Ganz <ganzp@dteenergy.com<mailto:ganzp@dteenergy.com>>,  
> "Richard D. Hoeg" <RHoeg@honigman.com<mailto:RHoeg@honigman.com>>,  
> "Robert A. Boonin" <boonin@butzel.com<mailto:boonin@butzel.com>>,  
> "Scott E. Munzel" <sem@munzellow.com<mailto:sem@munzellow.com>>,  
> Sean Duval <sean@goldenlimo.com<mailto:sean@goldenlimo.com>>, Sharon  
> McRill <sharon@bettybrigade.com<mailto:sharon@bettybrigade.com>>,  
> Tom Crawford <TCrawford@a2gov.org<mailto:TCrawford@a2gov.org>>,  
> Trish Reilly <trish@a2ychamber.org<mailto:trish@a2ychamber.org>>  
> Date: 09/14/2011 11:03 AM  
> Subject: RE: Fuller Road Intermodal Station

>  
>  
>  
>  
> Jim, thank you for this valuable input and for your participation  
> yesterday. I hope everyone found the meeting worth their time.

>  
>  
> Andy LaBarre  
> VP of Government Relations  
> Ann Arbor / Ypsilanti Regional Chamber  
> (734) 214-0101

> -----Original Message-----

> From: Jim Kosteva [mailto:jkosteva@umich.edu]  
> Sent: Wednesday, September 14, 2011 10:53 AM  
> To: Andy LaBarre  
> Cc: Beidas, Cal (FARMINGTON HILLS, MI); Charlie Penner; Denise Murray;  
> Diane Keller; Doug McClure; Ed Koryzno; Jefferey Scott  
> (Jeffrey.Scott@twomen.com<mailto:Jeffrey.Scott@twomen.com>); Jeffrey  
> P. Helminski; John Petz  
> (jpetz@dominosfarms.com<mailto:jpetz@dominosfarms.com>); John Teeter;  
> Les Heddle; Mark Perry; Michael A. Bott; Neil Loney; Paul Ganz;  
> Richard D. Hoeg; Robert A. Boonin; Scott E. Munzel; Sean Duval; Sharon  
> McRill; Tom Crawford; Trish Reilly  
> Subject: Fuller Road Intermodal Station

>  
> A couple of short responses to some of the questions raised in  
> yesterday's Public Policy Committee discussion on the Fuller Road  
> Intermodal Station.

>  
> Why 78% / 22% breakdown between University and City cost allocation of  
> project?

>  
> When the project was in its conceptual discussion stage, it was  
> estimated that the footprint of the site could accommodate about 900  
> spaces. The University indicated that in order for it to consider  
> postponing the planned structure on Wall Street, it needed a minimum

> of 700 spaces at the Fuller location.  $900/700 = 77.8\%$  and 78% thus  
> became the point of reference for the University's portion of the  
> deck and its costs. The approximate number of spaces that will be  
> built in phase 1 is 975, meaning 760 will be available for the  
> university, 215 for the city. Initially, the city plans to "pre-lease"  
> a number of its spaces to the university as it awaits funding.

>  
> Does the project incorporate a value for the land involved?

>  
> Yes, under the terms of operating agreement, the City and UM will make  
> a payment to the Parks and Recreation Department for the use of  
> the land. The payment increases 3% a year for 30 years and is made  
> by the parties in accord with the 78/22 proportional share of the  
> station.

>  
> Jim Kosteva  
> UM Director of Community Relations  
> 763-5554

## Beaudry, Jacqueline

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**From:** Powers, Steve  
**Sent:** Thursday, January 05, 2012 6:18 PM  
**To:** Beaudry, Jacqueline  
**Subject:** FW: Action on Fuller Road Station

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

**From:** Jim Kosteva [<mailto:jkosteva@umich.edu>]  
**Sent:** Thursday, October 20, 2011 11:54 AM  
**To:** Hieftje, John; Powers, Steve  
**Subject:** Action on Fuller Road Station

I'm writing to urge some attention to and action on the Fuller Road Station operating agreement and getting the project in front of Council for its final authorization .....or at least a clear indication of the anticipated timeline for action.

There is growing anxiousness among university leadership regarding the ongoing delay in getting the commitment from Council and construction started. And revisiting our decision to postpone the structure(s) on Wall Street is becoming a more frequent discussion.

You both have a very experienced understanding of the role and impact of constituent pressure. The U is hearing from and feeling the pressure of the 18,000 + folks who work in and around the medical center as they are severely squeezed in their search for parking. While we know that 40% of our employees there are already utilizing something other than their personal vehicle to arrive at work .....it still leaves thousands of folks looking for a space. In the next month, we open the new Mott and Von Voightlander hospitals with an additional 500 employees .....and we re-allocated some existing employee parking to accommodate anticipated additional patient and visitor parking needs.

Outside of any effort to renegotiate the original MOU, please let me know if there is a role I (UM) can play in helping you move forward.

jim  
763-5554

## Beaudry, Jacqueline

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**From:** Powers, Steve  
**Sent:** Thursday, January 05, 2012 6:14 PM  
**To:** Beaudry, Jacqueline  
**Subject:** FW:

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

From: Taylor, Christopher (Council)  
Sent: Friday, December 02, 2011 9:12 PM  
To: [jkosteva@umich.edu](mailto:jkosteva@umich.edu); [sdolan@umich.edu](mailto:sdolan@umich.edu); [hbaier@umich.edu](mailto:hbaier@umich.edu)  
Cc: Hieftje, John; Powers, Steve; McCormick, Sue; Harrison, Venita; Higgins, Sara  
Subject:

Hi all,

I'm just writing to follow up on our meeting of November 22.

Per that conversation, we look forward to the revision of the Operating Agreement in light of our conversation.

On our end I'm sorry that this was not delivered sooner, but we will get you a proposed Phase II Commitment Agreement as soon as possible.

Thanks very much, and please do not hesitate to contact me with any questions you may have.

Best,

Christopher

Christopher Taylor  
Member Ann Arbor City Council (Third Ward)  
734-834-3600 (c) [New Number]  
734-531-1331 (w) [New Number]  
734-213-6223 (h)

## Dykman, David

---

**From:** Jim Kosteva [jkosteva@umich.edu]  
**Sent:** Wednesday, December 07, 2011 11:43 AM  
**To:** Cooper, Eli  
**Cc:** Slotten, Cresson; Dykman, David  
**Subject:** Re: Rail Station numbers & purpose

Thank you for the reply, the information and the web link.

One remaining clarification; do I understand you correctly that for the \$701,600 local match, the City is expecting that expenditures made to date for the sewer relocation, dte relocation and design & engineering done to date .....to be eligible as the local match ? .....or will there be a need for an additional financial commitment from City Council?

jim

On Dec 7, 2011, at 9:08 AM, Cooper, Eli wrote:

Jim,

In response to question 1. The full breakdown on MDOT's federal rail awards to date including stations can be found on MDOT's website at <http://www.michigan.gov/mdot/0,4616,7-151-11056-254087--,00.html>

As to question about station funding, there were three stations, Dearborn, Troy and Battle Creek, funded in the original FRA award totaling \$40.3M. Add to that our \$3.5 planning grant and it adds up to \$43.8M. close to the reported \$44.1, but I am not sure about the other \$300K.

As to our station, the simple response to the question regarding what funds the City has received or will receive is as follows:

Funds received to date - \$0

Grant Awarded – not yet under contract to the city:  
\$3,508,000 at 80% federal 20% local. (\$2,806,400 and \$701,600, respectively)

Please note, as the funds the City will receive were re- appropriated from prior year's funding by the FRA, the city can and will be seeking credit for funds properly spent on eligible costs conducted since the date of the appropriation. While it is correct that we have not yet received any federal assistance yet, we anticipate capturing some value from the resources expended on eligible task items under the FRA Station planning and environmental grant. It will likely serve as a part of our match for the work that remains to be done on the station project.

As to if we are to see any improvements in our community from the remainder of the FRA's improvement monies coming to Michigan, it seems the answer is yes. MDOT is planning rail improvements along the Ann Arbor to Detroit segment of the high speed rail system to achieve higher speed operation. As this work is still evolving, the details are only available from MDOT.

Let me know if this responds to your questions.

Eli

**From:** Jim Kosteva [mailto:jkosteva@umich.edu]  
**Sent:** Tuesday, December 06, 2011 6:09 PM  
**To:** Cooper, Eli  
**Subject:** Rail Station numbers & purpose

I'm writing to see if you can help sort out some numbers for me so that I can have a clear indication of what's been allocated or granted and for what purpose.

1) Today's Free Press carries the big story about \$403 million coming to Michigan for rail and stations. The story <http://www.freep.com/apps/pbcs.dll/article?AID=201112060385> does not provide a breakdown but indicates that \$44.1 million is for stations. Do you know how much and for where?

2) The Legislature recently enacted SB437, now Public Act 157 of 2011 allocated \$398 million, about \$358.9 was identified as federal with \$701,600 identified as local, "related to the construction of a new rail passenger station in Ann Arbor". This was listed in the High speed intercity passenger rail (ARRA) funding. While I know the \$187.5 M is for rail purchase and \$196.5 M for rail rehabilitation / upgrade, is Ann Arbor receiving any of these funds? ..... What might the \$701,600 refer to? Is it a 20% match for the \$2.8 million for the engineering and environmental work on the platform.

These numbers in article \$403M and in PA 157, \$398 million are close enough to probably be the same money. Are there any important distinctions?

In sum, I could sure benefit from a "cheat sheet" version of first and foremost, what money the City has received, or expected to receive toward Fuller Road Station .....and for what specific purposes.

Give me a call if its easier to convey the information.

Thanks for your patience with me.

jim  
763-5554

## Beaudry, Jacqueline

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**From:** Taylor, Christopher (Council)  
**Sent:** Monday, January 09, 2012 9:28 AM  
**To:** Beaudry, Jacqueline  
**Subject:** FW: Our meeting

Christopher Taylor  
Member Ann Arbor City Council (Third Ward)  
734-834-3600 (c) [New Number]  
734-531-1331 (w) [New Number]  
734-213-6223 (h)

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**From:** Taylor, Christopher (Council)  
**Sent:** Thu 12/15/2011 2:29 PM  
**To:** Taylor, Christopher (Council); Dolen, Stephen; Kosteva, James  
**Cc:** Anderson, Stephany; Bies, Stanley; Cornell, Betty; Hieftje, John; Frost, Christopher; Elias, Abigail; McDonald, Kevin  
**Subject:** RE: Our meeting

Hi Steve,

I've checked with folks on our side and we haven't received an Outlook invite for tomorrow's meeting.

Are we still on?

Best,

Christopher


Christopher Taylor  
Member Ann Arbor City Council (Third Ward)  
734-834-3600 (c) [New Number]  
734-531-1331 (w) [New Number]  
734-213-6223 (h)


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

**From:** Taylor, Christopher (Council)  
**Sent:** Tue 12/13/2011 12:51 PM  
**To:** Dolen, Stephen; Kosteva, James  
**Cc:** Anderson, Stephany; Bies, Stanley; Cornell, Betty  
**Subject:** Our meeting

Thank you again for this, Stephen.

I just wanted to let you know that the Mayor will attend as well.

We expect these to be substantial and substantive conversations. 



If you or anyone on the team has any questions, please of course do not hesitate to call.

Christopher



Christopher Taylor.  
Member Ann Arbor City Council (Third Ward)  
734-834-3600 (c) [New Number]  
734-531-1331 (w) [New Number]  
734-213-6223 (h)

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

From: Dolen, Stephen [<mailto:scdolen@umich.edu>]  
Sent: Fri 12/9/2011 3:57 PM  
To: Taylor, Christopher (Council); Kosteva, James  
Cc: Anderson, Stephany; Bies, Stanley; Cornell, Betty  
Subject: RE: FRS agreements - meeting

I can meet at about 09:30. I'll ask Betty send an outlook meeting invite.

Stan, can you join next Friday morning?

From: Taylor, Christopher (Council) [<mailto:CTaylor@a2gov.org>]  
Sent: Friday, December 09, 2011 1:34 PM  
To: Kosteva, James; Dolen, Stephen  
Cc: Baier, Henry; Powers, Steve; Hieftje, John; Anderson, Stephany  
Subject: RE: FRS agreements - meeting

Excellent.

Would we be able to set a 9:00?

Please let Stan know that we plan on having attys there to facilitate the drafting of responsive documents.

Best,

Christophe

Christopher Taylor  
Member Ann Arbor City Council (Third Ward)  
734-834-3600 (c) [New Number]  
734-531-1331 (w) [New Number]  
734-213-6223 (h)

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

From: Jim Kosteva [<mailto:jkosteva@umich.edu>]  
Sent: Thu 12/8/2011 4:41 PM  
To: Stephen Dolen; Taylor, Christopher (Council)  
Cc: Henry Baier; Powers, Steve; Hieftje, John; Stephany Anderson  
Subject: FRS agreements - meeting

I'm available all morning on the 16th .....and booked from 2-4pm

jim

On Dec 8, 2011, at 2:58 PM, Dolen, Stephen wrote:

> Chris,

> I'd be happy to meet on the 16th. I don't believe we'll need Mayor Hieftje or Hank for the conversation. We should be able to work through the details with the same team that has been working on the operating agreement and include Jim Kosteva.

>

> Steve  
>  
> From: Taylor, Christopher (Council) [mailto:CTaylor@a2gov.org]  
> Sent: Thursday, December 08, 2011 1:54 PM  
> To: Baier, Henry; Kosteva, James  
> Cc: Powers, Steve; Dolen, Stephen; Hieftje, John  
> Subject: RE:

> All,

> [REDACTED]  
> [REDACTED] Would it be  
possible for us to schedule a conversation for Friday the 16th to discuss these matters?

> [REDACTED]  
> [REDACTED]  
> [REDACTED]

> If you have any questions, please do not hesitate to contact me.

> Best,

> Christopher

> Christopher Taylor  
> Member Ann Arbor City Council (Third Ward)  
> 734-834-3600 (c) [New Number]  
> 734-531-1331 (w) [New Number]  
> 734-213-6223 (h)

> -----Original Message-----

> From: Baier, Henry [mailto:hbaier@umich.edu]  
> Sent: Mon 12/5/2011 1:11 PM  
> To: Taylor, Christopher (Council); Kosteva, James  
> Cc: Powers, Steve; Dolen, Stephen  
> Subject: RE:

> Chris,

> Steve's email address was incorrect. I have copied him on this message with the correct email for your use.

> Hank

# Services Considered for the 5-Year Transit Development Program

\* Indicates services whose implementation has already begun. The Transit Master Plan proposes continuation and enhancements to those services.

## Urban Areas

### Bus Priority Measures

These are measures to speed up buses and make travel times more reliable, including priority at signalized intersections and/or bus-only/high-occupancy vehicle lanes. The increased reliability provided by bus priority measures will improve service quality for all transit riders, and increase the attractiveness of public transit to choice riders.

### Network Enhancements for Urban Bus Routes

The plan proposes a 60% increase in the overall level of service provided by the existing urban bus network, that is, the existing network of fixed route buses that serve Ann Arbor, Ypsilanti and portions of adjacent townships. The services offered by WAVE are also considered part of the Urban Bus network. Among the improvements included under this heading are the following:

#### *Increased Frequency throughout the system\**

Key Corridors (in years 0-5, Routes 2 and 4 have been identified, and although it is not confirmed yet, in the longer term it is expected that routes 3, 5, 6 would follow) will have 10 minute frequencies in the peak periods and most other routes will have 20 minute frequencies in the peak. Local 'collector' routes will have a minimum 30-minute frequency. This represents significant improvement over the current peak service frequencies of 15-30 minutes on key routes and 60 minutes on the rest of the network.

More frequent services and longer hours of operation will improve the service for current users and increase the attractiveness of public transit to choice riders. Longer hours of operation will also help the evening and night time economies, shift and evening workers and deliver accessibility and safety benefits. Both of these measures will help the bus compete against the private car.

#### *Extended Hours throughout the system*

Extended hours of operation across the day and the week for the urban bus network and the WAVE bus service with core routes operating 6 AM to 11 PM Monday to Saturday (compared to 6:30 AM to 11 PM Monday-Friday and 8 AM to 7 PM Saturday) and 7 AM to 9 PM on Sunday (compared to 8:30 AM to 6:30 PM Sunday). All routes will operate 7 days per week, whereas many routes are currently limited to Monday-Friday or Monday-Saturday operation.

#### *West Ann Arbor Area*

Services on the west side of Ann Arbor will be improved and extended. The four routes consisting of large one-way loops will be replaced with routes running as two-way services, and the system will extend further north and west.

### Ypsilanti Enhancements

Services in Ypsilanti will be redesigned to provide more, shorter two-way connections between destinations and bridge the gap in service provision between Ann Arbor and Ypsilanti. It is anticipated that routes 10, 11, 20 and 33 would be replaced with nine new routes (provisionally numbered 41-49). These changes will replace most stretches of one-way loops with two-way services, and will also increase the reach of the system to points further north (Superior Township) and south (Ypsilanti Township) of the current service area.

### Bus Stop Quality/Facility Enhancements and Transit Center Upgrades

*Bus Stops\**: Investment in bus stops will include the provision of information, seating, and shelter at more stops and real time information at approximately 150 of the busiest stops.

*Transit Centers\**: Investment in transit centers will provide additional safety, improve the user experience, and provide space for expanded transit services, bikes and other modes. These centers may also provide new retail (or mixed-use) opportunities. One new transit center is proposed at Fuller Road (the multimodal transfer point which will also be served by East-West Rail, the Ann Arbor Connector, Amtrak, and potentially high-speed rail). The TMP also includes upgrades to the Blake Transit Center and the Ypsilanti Transit Center.

Increased investment in bus stops will attract additional riders by providing a significantly more comfortable and safe waiting environment. Investment in transit centers will help further integrate transit into the community. The aim for these centers is that they will be places where people go whether or not they are accessing transit. They will provide the capacity needed to operate new services, and create opportunities for additional revenue through the lease of commercial space.

Ann Arbor Downtown Circulator (This service would likely be operated with private sector support or sponsorship.) A new downtown circulator service would be introduced in central Ann Arbor connecting key destinations. This service is expected to resemble the Link service which was discontinued in 2009, due to a lack of financial support, and is intended to serve anyone traveling between downtown destinations. The service would operate with 4 buses per hour in each direction during the week (half frequency at weekends) between 6 AM and 10 PM (or could operate with longer hours or higher frequency if a one-way loop was established).

### Regional Connections

#### Car / Van Pool\*

Car or vanpooling already exists in the County but the majority of use is connected with the University of Michigan. The proposals will support the wider use of car/vanpools for commuting trips and support community led as well as employer led programs.

#### Airport Shuttle\*

Hourly express bus service between downtown Ann Arbor and Detroit Metropolitan Airport. Airport service will provide Washtenaw County residents with an option other than private auto and taxi/car

service for travel to the region's major commercial airport. This will benefit businesses, residents, students and visitors alike.

Projects programmed for research in first 5-Years of the Plan:

Regional Commuter Rail There are two regional commuter rail projects included in the **long term plan**: the Ann Arbor to Detroit line and the North-South, or Wally, line. These proposals would use existing rail lines, and are primarily aimed at service for longer distance work trips along each of the heavily-traveled corridors.

High Capacity Transit High-frequency services along two corridors in the **long term plan**: the North-South Urban Connector corridor (Plymouth Road to Briarwood) and the Washtenaw Avenue corridor.

## Countywide and Rural Services

### Countywide Express Services

Express bus service will run between Ann Arbor and the smaller cities and villages in Washtenaw County, with the goal of providing commuter service for residents those communities who work in the Ann Arbor area. The different services will have a frequency of 2-8 buses per day, depending on the level of demand. This builds on the A2 Express services currently operating to Chelsea and Canton. These services will be enhanced and new services will be provided between Ann Arbor and Whitmore Lake; Ann Arbor and Livonia; Ann Arbor and Dexter; Ann Arbor and Saline; Saline and Manchester; and Saline and Milan. This service is designed to provide service in the peak periods and peak direction. However, since the vehicles will have to run both ways, there will be some reverse-commute services offered, but not as many as in the primary direction.

### Enhanced WAVE Service\*

The frequency on the WAVE interurban bus (Chelsea, Dexter - Ann Arbor) will be increased to hourly (from the current level of service of a bus every 2 or 3 hours). The WAVE service will also benefit from extended hours of operation into the evenings until 11 PM (compared with 7 PM today). New WAVE service will be introduced between Chelsea and Manchester, including the possibility of fixed route service if demand is sufficient.

Improvements to WAVE will increase the service's viability as an option for individuals traveling between Ann Arbor, Dexter, and Chelsea. It will also provide local residents with opportunities to access more employment, educational, leisure, and other activities. The existing WAVE service carried approximately 10,000 riders over the past year.

### Countywide Door-to-Door Service / Countywide Flex

#### *Door-to-Door*

Dial-a-ride services for seniors and people with disabilities, similar to those services already available in Ann Arbor and Ypsilanti, will operate in all areas of Washtenaw County and with extended hours of operation of some existing services.

### *Flex-Ride*

Flex service will provide countywide flexible (dial-a-ride) access for all residents and visitors to the fixed route bus network or to destinations that are not served by transit.

### Park & Ride Intercept Lots

New park & ride lots are proposed on the edge of the core urbanized area. These lots and the corresponding bus services will help to shift car drivers to public transit for part of their journey, thus reducing congestion and the pressure on parking in the core urban area, and may help support higher frequency transit services for residents along the route. The exact location of these facilities will be determined based on demand and the availability of locations suitable for park & ride. These facilities are intended to reduce congestion and other negative impacts associated with vehicles traveling into central Ann Arbor by providing drivers (including commuters and others) with access to free parking and quick, regular bus service to local destinations.

### Local Transit Hubs w/ Parking

Local transit hubs are proposed in Chelsea, Dexter, Whitmore Lake, Saline, Manchester and Milan. These hubs will provide a focal point for transit in each community, support the implementation of transit-oriented development (TOD), and provide an attractive and safe place where people can wait and access transit. The concept proposes places where people want to go whether or not they are using transit and may also accommodate a mix of land uses, parking, bike facilities and/or taxi facilities.

Local transit hubs will help integrate transit into each community and make sure that the whole community knows where to access transit services or find out more information. The hubs will help accommodate new and existing services in one place and enable people to drive and park to access transit. The local hubs could also provide an opportunity to raise additional revenue through the leasing of commercial space.

### Community Circulators

The local circulator routes will be small local buses which operate all day in a loop (or flexible loop) around the local community in order to provide connectivity between key destinations, some residential areas and the transit hub (in order to facilitate transfers to and from express services. These services will be modeled on the existing Chelsea Community Ride service (which will have longer operating hours in future). Such circulators will be introduced in Saline and Dexter.