

FULLER ROAD STATION – PHASE I

FREQUENTLY ASKED QUESTIONS

APRIL 29, 2010 (REVISED MAY 27, 2010; AUGUST 2, 2010; OCTOBER 18, 2010)

The project team has received many questions about Fuller Road Station (FRS) at public meetings. While we have tried to answer as many questions as possible during the meetings, we thought it would be useful to provide answers to those most frequently asked questions here. The questions and responses have been grouped by category. More project information is available on the FRS web page which can be accessed from the www.a2gov.org home page. Click on “Fuller Road Station” in the “working in” column.

Become a City of Ann Arbor e-subscriber and receive emails announcing when the FRS project website has been updated. A link will be provided in the body of the email that will allow you to access details about meeting dates or new project information. This is a free service; simply go to the City’s home page at www.a2gov.org and click on the red envelope in the upper right corner where you will be guided through the subscription process. You can unsubscribe at any time.

For specific questions to be answered, contact Dave Dykman, City of Ann Arbor Project Management, at (734) 794-6410 x 43685 or e-mail ddykman@a2gov.org.

TRANSIT

- 1. Please provide all pertinent information that compels the creation of additional passenger rail facilities in Ann Arbor at this time. Include time tables for the establishment of new rail services, the number of passengers anticipated to be accommodated, the number of rail trips that are expected to stop in Ann Arbor by respective services, and the types of services to be provided by respective rail companies.*

Response: The existing AMTRAK station accommodates current service. It is located along Depot Street and has limited space for passenger services. Ann Arbor station is the second busiest AMTRAK station on the line between Chicago and Detroit. It accommodates over 144,542 passengers per year. AMTRAK’s long-term parking, 75 spaces, is located across the tracks and is accessible via a long and circuitous path including climbing up a flight of stairs and across the Broadway Bridge to the second flight of stairs. In the next twenty-five years, AMTRAK anticipates they will double their service and increase their need for long-term parking. One of the elements to accommodate increased AMTRAK ridership is adequate increased parking supply.

Planning for the Ann Arbor to Detroit commuter rail service has been evolving since the late 1990s. The current project is being co-managed by Southeast Michigan Council of Governments (SEMCOG) and Michigan Department of Transportation (MDOT). The service is anticipated to begin with between four to six roundtrips daily. The lack of identified funding for necessary rail infrastructure improvements resulted in a recent announcement about a delay in commuter service start-up. Commuter service was anticipated to begin this fall, but will not due to the need for improvements to the rails themselves. In spite of the delay for regular commuter service, the rail project sponsors indicated they would be initiating a series of special event trains to begin later this year.

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Although many questions remain about the initial phases of the commuter service, the long-term-planning and expectation is the service will grow into a successful regular commuter service. In addition to increasing the parking supply, FRS is designed to remedy the difficult access from the current rail station to rail-related parking. FRS is planned to meet the short term needs of approximately 130 commuter rail related parking spaces if the rail elements are funded during the demonstration service. If rail elements are included in the future, there are provisions to expand the commuter parking provided for rail patrons at that time.

The last type of rail service being discussed is high-speed rail linking Detroit and Chicago. This concept would provide higher speed trains of greater than 110 mph and increased frequency in service between the two endpoints. The timetable and system design is unknown at this time. MDOT is working with the Federal Rail Administration (FRA) to secure funding to increase the speed of rail traffic between Michigan and Chicago. The initial priority is to increase the speed of the corridor and then introduce trains that can benefit from the enhanced infrastructure. It is unknown if the high-speed rail service would replace or supplement current AMTRAK operations and train runs.

2. *Is the proposal to build a parking structure or a "transportation center"?*

Response: FRS is an Intermodal Transportation Center. The City Council approved *Fuller Road Station Master Concept Plan* report includes several components: a train station; rail platforms; associated drop-off and short-term parking areas; areas defined for taxi operation and corporate shuttle vehicles; a major bus transit center including eight or nine bus bays to accommodate AATA, University of Michigan (UM) and over-the-road transit vehicles; a full service bicycle station including opportunities for bike storage and shower and changing facilities for bicyclists; a pedestrian skywalk linking to the UM medical center; consideration for a link to proposed future transit service identified as "Signature Service" in the Plan; improved shared-use pathways creating links to Fuller Park Pool, the Border to Border (B2B) system and the path system along Fuller Road; and parking for up to 1,600 vehicles.

The *Phase One Concept Plan* is currently in the design phase. The phase one project includes a bicycle storage area; a covered bus transit waiting area; covered bus platforms for up to five Ann Arbor Transportation Authority (AATA), UM and over-the-road carrier buses; enhanced non-motorized paths; adjustments to Fuller Road crossovers to access the facility; and parking both in the Intermodal Facility and a small remaining surface lot that will be the location of the future train station and drop-off loop.

3. *What other transportation services have shown interest in the project?*

Response: AATA, University of Michigan, AMTRAK, MDOT, SEMCOG, Greyhound and bicycle groups have indicated an interest in various elements of the project.

4. *Won't the 3-year "demonstration project" that you said would begin the end of October 2010 be delayed by the fact that no funding has been received to construct the four sidings needed in Detroit, Dearborn, Ypsilanti and Ann Arbor? When you speak of trains for special occasions this fall, wouldn't this be a round trip as was suggested for a game or parade, and would not constitute the beginning of a commuter demonstration?*

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Doesn't this mean that there is no need to build a train station at this time since a decision on whether there is ridership to support even a subsidized commuter train (subsidy estimated at 8 million a year) will not be made until the completion of the demonstration project? What is your projection of the earliest the demonstration project could begin?

Response: According to Carmine Palombo of SEMCOG "The money for the sidings was part of the funding we asked for as part of the HSR funding. As I previously indicated, funds for this were not approved and the project cannot go forward and provide regular scheduled service without the sidings in place. We are working on other funding options to secure the needed funding."

The response to question one, above, outlines some of the shortcomings of the existing AMTRAK Station for its customers and their expected increased ridership. Relocation of the train station and accommodations for rail passengers is not contingent on one form of rail service or another, but to enable the rails to better serve our community.

5. *What progress is being made on the northeast connector line from North Campus and the East Medical Campus to Central Campus? Is this going to be a joint project with the city and UM? What are the current thoughts about a potential route and funding? I'm wondering about this line crossing other city property.*

Response: Work on the Ann Arbor Connector Project, which began in the fall of 2009, is ongoing. Visit the project website at www.AAConnector.com for more information. The initial feasibility is a joint effort including the City, the UM, the AATA, and the Downtown Development Authority. It is too early in the project to describe potential routes and funding. The analysis is currently focused on developing a solid technical foundation for the analysis. Such a foundation is essential to assist us as we determine if there is a need for high-capacity transit in the intra-city corridor. Later phases of the study will determine if feasible routes, alignments, technologies, and funding sources are available to continue pursuing the effort.

TRAFFIC CONSIDERATIONS (all modes of traffic)

1. *Has the Norfolk Southern Corp. agreed to have a pedestrian bridge built over their rail right-of-way to connect FRS to the UM Medical Center?*

Response: The FRS project and the evolution of the rail system have not yet reached a point when such authorization is necessary. However, it is customary in the provision of passenger rail service to have platform access provided in this manner. As rail service on the corridor grows, a time may come when the corridor will need to have two sets of tracks, one in each direction to provide safe and efficient rail operations. Several rail system engineers and designers have already evaluated the Fuller Road Station location and determined passenger access to a south platform is not viable from the south. Since there will be a prohibition of passengers walking across the active rails, it will be necessary to have passengers access the south loading platforms via a grade-separated crossing. There are two primary options: an underground tunnel or an overpass. At this time the recommended approach is to create a pedestrian overpass to access a south

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platform. This overpass can then easily be extended, providing direct pedestrian access to the UM Medical Campus.

2. *What is the distance from FRS to the UM Medical Center across the pedestrian bridge?*

Response: The approximate distance, as measured from the FRS Master Concept Plan drawing, is approximately 800 feet.

3. *Would trains entering and leaving the station impact car traffic flow in the vicinity of the terminal? What other types of traffic impacts do you anticipate?*

Response: No, the trains are completely separated from vehicular traffic and will have no impact on traffic flow. There will be additional vehicular traffic resulting from passengers either arriving or departing from the trains as they travel to their final destinations in the Ann Arbor area. Detailed traffic analysis has been conducted to evaluate the transportation implications of such passenger and vehicle flows. The transportation analysis is available on the FRS [project website](#). Please [click here](#) to access the report

4. *The project will draw more autos into the Huron River Valley. How is this sustainable? How does this support use of alternate transportation?*

Response: Fuller Road Station is designed as a multimodal transportation facility that can lead to changes in travel behavior, thereby reducing the number of vehicle miles travelled on the city and region's roadways. The immediate short term impact will be the additional vehicles parked in the intermodal facility. In the long term, the introduction of commuter, intercity and high-speed rail, transit, a local connector system as well as sky bridges and a system of walks and paths will result in a vibrant transportation center.

The introduction of rail service combined with commuter parking can reduce long distance trips from Ann Arbor's resident's that will use the train to access destinations including Metro Airport, Dearborn, Detroit and Chicago. Currently, the Amtrak station provides a limited amount of parking that is oversubscribed during peak periods. Additional parking capacity will allow residents to make a short drive to FRS, near the center of Ann Arbor, and then travel scores of miles to their destinations using rail-based public mass transportation.

For visitors and workers coming into Ann Arbor, having the train station within walking distance to the UM Medical campus places the rail platform within a convenient walk distance for thousands of commuters. This will result in parked vehicles being left at home or nearer their homes in park and ride lots at an originating station. Absent realization of the Fuller Road Station Plan, these commuters will more likely have no option but to drive to Ann Arbor and occupy space on the regional highways accessing the city, and also compete with local trips for the capacity along local streets.

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Additionally, the convenience of transit transfers at the train station within the FRS facility will enable many other workers and visitors to come to Ann Arbor via rail and access our downtown area, or other activity areas without relying on an automobile trip. Again, the overall reduction in vehicle trips is made possible through the design and development of an attractive FRS. [Need to enhance Phase One justification. For instance, the argument could be made that establishing the Phase One infrastructure will allow favorable consideration of federal funding for construction of the enhanced train station at this site.]

Additional “Sustainability” will occur due to the inclusion of a bike facility in the intermodal structure. The first phase will include bicycle storage in a weather-protected environment. The long term vision is to improve the bike facility to include a full service center including cyclist convenience features such as changing rooms, showers and lockers for clothing and bicycles.

Lastly, the design of the facility embraces sustainability by improving stormwater management through the use of bioswales and other low impact design considerations. The lighting will be based on a energy efficient LED technology with further sustainability resulting from computer controlled lighting systems. A number of areas in the facility will be prepared for charging or electric cars. This can serve as a location for station-based zip cars and other ULEV, ZEVs and PLEVs. Lastly, solar collector arrays are being considered as a component of the south façade of the Phase One building. These solar collectors will further add to the facility’s efficient energy portfolio.

5. *What is the likelihood bicyclists will use the facility for parking? Name the groups you are consulting. Indicate how many you anticipate will use the showers? This seems to be a highly unlikely bicycle destination.*

Response: The bicycle facility is initially designed as a storage location for bicycle commuters destined to the UM Medical campus as well as others that may choose to bicycle to this location and transfer to an AATA or UM transit vehicle. Currently, there are many bicycle commuters destined to the UM Medical campus. We are working closely with the UM in all aspects of planning for this facility including bicycle use.

The Washtenaw Biking and Walking Coalition is involved with non-motorized transportation issues in the City. Leadership of the WBWC has engaged in discussion of the bicycle element of FRS and staff anticipates building on the current relationship with the WBWC and its links to the bicycling community to make sure the facility is designed in a manner that invites bike use.

The long term evolution of the bicycle storage area to a full service bicycle station including showers is an opportunity that needs additional study over time. It is recognized that with the link to rail service as a future element, the market for such bicycle facilities may not develop in the short term. Once rail service is available, the activity level at this location for all users is expected to increase. According to US Census reports, in 2000 approximately 2% of commuter trips in Ann Arbor included a bicycle. The City’s Non-motorized Transportation Plan goal is to triple the percentage of

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trips made using bicycles. This existing and increasing market creates the basis for the users of the bicycle center. It is also understood that inbound commuters on trains may opt to store a bicycle at the station, arrive in Ann Arbor via rail and bike to their final destination. There is also an opportunity for a bicycle center to serve the community by renting bicycles for use by visitors that may want to access the Border to Border trail.

ENVIRONMENTAL

1. *What environmental assessment will be done for this project and what will it address? What is the timeline for the assessment? Who will pay for the assessment?*

Response: An Environmental Assessment (EA) that meets the federal National Environmental Policy Act (NEPA) requirements will be completed. It will be a comprehensive evaluation of all environmental impacts of the project required by federal law. The EA effort was initiated in the winter of 2009/2010 and is expected to be completed in late summer of 2010. After the draft document is prepared it will be submitted for review by the appropriate federal agency(ies). The Environmental Assessment effort is currently being paid for by the City of Ann Arbor. *The City is in the process of applying for a grant for the Environmental Assessment from the Federal Rail Administration. If the City receives a federal High Speed Intercity Passenger Rail (HSIPR) grant from the Federal Rail Administration, the City will be reimbursed for all expenses incurred since January 2010.*

2. *How will the station address the potential risk of flooding in the flood plain area?*

Response: The Fuller Road Station site is not located in the floodway, flood fringe or designated 100-year or 500-year floodplain areas. As a matter of environmental stewardship and City of Ann Arbor policy, FRS is being designed with sustainability principals. The project will include low-impact design (LID) storm water management techniques. The use of LID measures results in alterations and improvements to the existing storm water system that services the current parking area. Generally, the low impact design will allow maximum infiltration of storm water to occur while the storm water is conveyed from the site/facility through a series of bioswales designed to serve such a purpose.

PROGRAM & OPERATIONAL CONSIDERATIONS

1. *How massive is the building? How will you “minimize” the design of FRS so that it will blend with natural beauty of the area?*

Response: Pedestrian scale amenities will be incorporated into the site design, including landscaping, a pedestrian plaza, stone seat walls, and pathways. The architecture will integrate pedestrian stairs, walkways and multiple entry elements to enhance the pedestrian experience. Colors and materials have been selected throughout to break up the scale of the building and harmonize with the natural character of the river valley.

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2. *How many spaces are planned for the parking structure? How is their use to be divided?*

Response: Phase one of the FRS project is planned to accommodate approximately 1,000 vehicles. There will be 900 parking spaces on levels two and above with the remaining ground level parking of approximately 100 spaces within and outside of the facility. The anticipated use of the parking is defined in a Memorandum of Understanding (MOU) between the City and the UM. The UM will have rights to 78% of the parking consistent with their "Proportionate Share" as defined in the MOU. The remaining parking is anticipated to meet the needs of the public. The City projects a short-term need of approximately 200 spaces to accommodate parking associated with rail service and Fuller Park patrons.

3. Will park users be charged for parking?

Response: No, park users will not be charged for parking.

4. *Do you anticipate any additional private development in the vicinity of the station?*

Response: Yes, the train station building is designed to accommodate AMTRAK and other passenger service with a modest amount of area reserved for private or public use that could include a coffee shop or other convenience commercial activity. The bicycle facility, part of the intermodal facility component of FRS, can be occupied by either a private business or a nonprofit entity.

5. *Will there still be a soccer field in the park next to FRS?*

Response: Yes, the facility has been planned and designed to exist on the footprint of the existing surface parking lot. Although there will be some landscaping and storm water management elements, bioswales, etc. that extend from the facility, the soccer field will remain intact.

6. *Due to the limited program elements included in Phase 1, is it possible to combine Phase 1 with future phases now?*

Response: Yes, it would be possible to combine additional components of the Fuller Road Station Master Concept Plan into a more robust Phase One, depending on the availability of funding. The City has been aggressively pursuing grant opportunities to advance the schedule for completion of the Fuller Road Station master plan.

7. *Who will police the parking structure? Will security be 24/7?*

Response: The University Department of Public Safety (DPS) will provide parking enforcement and will periodically patrol the facility. The University DPS and Ann Arbor Police Department will work together in response to emergency situations and the University DPS will typically be first responder. There will not be on site 24/7 security in Phase One.

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8. *Have you assessed the light pollution associated with night lighting of the facility? Currently, the night lighting of surface parking is blinding. Will there be any mitigation of light?*

Response: Lighting design will consider glare as well as light levels required for safety of patrons and energy efficiency of the lighting system, and will balance these needs as much as feasible, with safety of facility patrons and the public being the highest priority.

FINANCIAL

1. *What will be the cost of building the parking structure? How will the cost be divided?*

Response: The current estimate for building the FRS Phase One project is \$46.6 million. The cost will be shared according to the MOU referenced above with the City's share being 22% of design and construction costs.

2. *Who will own the land in the future? Who will own the building(s)?*

Response: The City will own the land and the buildings.

3. *Is this project only going forward if there is funding for new rail service? When might that funding be established, and how?*

Response: No, FRS Phase One project is moving forward based on City Council authorization. It is not possible to anticipate the availability of funding for future phases. The MOU contains a clause that states "The City and University shall cooperate and use their best efforts to achieve completion of mutually beneficial elements of FRS not included in Phase One."

4. *What is the current per space/per year rental cost to the University for the current lot? What will the space/per year cost of the spaces in the structure be when it opens? How were those rental rates determined?*

Response: The current rental cost to the University of Michigan is approximately \$125.00 per space per year. The terms of the MOU have been reached through negotiations between the City and UM.

5. *When was the parking lot that is across Fuller Road from the swimming pool built? Who paid for the lot and what was the cost? How much does the University pay to use lot and will they continue to lease it?*

The Council resolution for the parking lot was passed in September of 1993 and the lot was built in 1994. The agreement states: "At its own expense, the University agrees to design and construct a 250 space parking lot and curb cut design approved in writing by the City at a cost not to exceed \$375,000." The University of Michigan currently pays \$31,057 per year to use the lot.

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The FRS MOU includes a provision that requires a “payment of \$24,846 to the City Parks and Recreation Services Unit to be paid by each party according to the Proportionate Share for that year. The Payment will be increased by 3% per year for 30 years....” This \$24,846 payment is 80% of the current lease payment for the surface lot on the south side of Fuller Road. It reflects the proportionate share of the existing surface lot that will be occupied by the intermodal facility.

Additionally, approximately 50 spaces will be retained in a surface lot west of FRS. This area is assigned to the City’s use in Section 5.b of the MOU. The MOU does not address any compensation related to the 50 retained surface spaces.

6. *Has there been an appraisal of this property in the last 10 years? If so what is it? If not, what is a comparable value for property in this location? In the LAC millage process, this would be a very valuable piece of property for parks to acquire since it is both located in the central area of the city that has the least amount of open space/parkland and is along and part of the Huron River corridor.*

Response: Yes, an appraisal was completed on January 19, 2004 when this site was being considered for affordable housing. The appraised property consisted of a 10.73 acre parcel of land (8109-09-28-101-004) bounded by Fuller Road to the north, the Huron River to the east and the Norfolk Southern Railroad to the south. A small 0.67 acre triangular portion of the property at the westerly end is separated from the remainder of the parcel by East Medical Center Drive. The appraisal indicated a value of \$4,250,000 for the 10.73 acre parcel if it were developed for affordable housing. The Fuller Road Station would occupy only a portion of this 10.73 acre parcel. Since the property is zoned Public Land (PL), it is not seen as a significant revenue generator so the January 19, 2004 appraisal is not considered an accurate indicator of the land’s value.

7. *Please document the costs of this project to date. Please outline the overall projected costs and phases of the project and the sources of funding. In the initial document the total project cost was about \$58 million. This means that the cost to the City is around 13 million dollars. SEMCOG shows "local" support for the AA-Detroit rail--- Where do you believe it is possible to find funds? Are applications by AA for funding in process? What are the sources?*

Response: As of June 30 the City and UM together have spent \$835,975 on the project. With regard to the Master Concept Plan, the latest cost estimate is \$121.3M. This includes \$46.6M for the Phase One facility.

The initial *Ann Arbor Multi-Modal Transit Center Issue Analysis* report from March 2009 indicated an overall FRS construction cost estimate of approximately \$58M. More refined costs developed in conjunction with the *Fuller Road Station Concept Plan Report* from October 2009 and ongoing design efforts now yields an estimated the total project construction at \$121.3M with \$46.6M of this being for the Phase One Intermodal Facility. These costs reflect a more detailed project program developed during conceptual planning. The present budget for the Phase One facility includes all project-related costs

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for construction, architecture and engineering, testing, administration and various contingencies.

A variety of possible federal funding sources have been identified for this project, some of which remain viable. There are several federal transportation programs ranging from the FRA's High Speed Rail Program; to various FTA and FHWA transportation, rail station, Congestion Mitigation Air Quality, and other funds that may be available. Additionally, the federal transportation authorization legislation, SAFETEA-LU, is subject to reauthorization as it is currently sustained by a continuing resolution. There are funding opportunities in the reauthorization process, including the High Priority Program, which are possible sources for this intermodal facility. Currently, requests are before FTA for a Bus Livability Program Grant as well as requests for High Priority Program funds as part of reauthorization.

FRS did not receive funding from programs that have already been allocated including the America Recovery and Revitalization Act, Transportation Investments to Generate Economic Recovery, and the first round of high-speed rail program funding.

8. *What is the source of funding for the City's portion of the project?*

Response: The primary source of the City's financial commitment is anticipated federal funds. In cooperation/conjunction with AATA, a combination of federal funds can be used to provide the \$10M needed to fulfill the City's share of Fuller Road Station Phase One. Federal funds are available to support Fuller Road Station's transit elements. These components are eligible for funding provided by Federal Transit Administration (FTA). The rail-related elements are eligible for funding provided by Federal Railroad Administration (FRA). There are applications in to both FTA and FRA for such funding. A recent Notice of Funding Availability for Sustainable Communities projects is being sponsored by USDOT, HUD and EPA. Sustainable Communities funds represent another potential funding source for Fuller Road Station.

The various federal agencies have expressed excitement about the opportunity Fuller Road Station presents. Most typically, local matching funds of 20% are needed to secure Federal funding. For this project, the University of Michigan's investment in the Phase One facility can provide the local matching funds for the Phase I as well as for future phases that receive federal funding. The value of the site preparation efforts, which include renewing utility infrastructure and the value of the land the facilities will occupy will also qualify as local match to the federal funding. As the project evolves to include rail investments, i.e., commuter and High Speed Rail, the City may also look to MDOT, AMTRAK and other railroad sponsors for funds that are considered by the FTA or FRA as local match. These railroad-related entities can provide some of the resources needed to complete the Fuller Road Station program.

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The City and the Ann Arbor Transportation Authority have been working on the preparation of an Environmental Assessment report. The report, to be completed this fall is scheduled to be reviewed by the Federal Transportation Administration in cooperation with other federal agencies. Completion of an environmental report is a necessary prerequisite to utilization of any federal funds secured for Fuller Road Station.

PROJECT PROCESS

1. *In March 10, 2009, the City and JJR produced the Ann Arbor Multi-Modal Transit Center Issue Analysis. There were feasibility issues and the first states: "Achieving community acceptance (through public participation in the feasibility study and a master plan amendment process) of the use of a site currently master planned as parks and open space for a transit center." Is this current process of a series of public meetings to determine if the project is feasible? The public was not included the workshops for the March report, nor in the development of the October 9, 2009 Fuller Road Station Concept Plan Report. What master plan amendments are under consideration?*

Response: No. The *Ann Arbor Multi-Modal Transit Center Issue Analysis* report led to the decision to establish a partnership with UM and further explore the ability of this site to accommodate FRS. At their meeting on August 17, 2009, City Council directed staff to continuing working on the FRS concept and work with the public in an open and participatory manner. Since receiving that direction, staff has held three public meetings, made two presentations to each the Parks Advisory Commission and City Planning Commission, and reported back to Council at several meetings. Additional meetings are planned and will be held at appropriate input and decision points in the process.

Although the workshops were attended by staff and the consultant project team, the results have been discussed publically at the meetings listed above. Staff is in the process of considering the need for an amendment to the City's Master Plan. The master plan is made up of several elements, some of which indicate this area should be considered as part of a relocation of the AMTRAK station or parkland.

2. *What is the time line for an agreement with the UM on this proposal? Are there any deadlines the City has to meet?*

Response: City Council adopted a resolution on November 5, 2009 to implement the MOU between the City of Ann Arbor and UM for FRS. The UM Board of Regents were informed that the MOU had been negotiated and then unanimously approved a resolution on January 21, 2010 to proceed with design of the Fuller Road Station Phase One Intermodal Facility. The MOU between the City and UM indicates an intention to negotiate and enter into a written comprehensive Parking Structure Agreement (PSA). Staff efforts to develop the PSA are already underway. Both the City and UM are working in good faith to detail the terms and conditions of the PSA. Recognizing this Agreement includes several detailed and technical provisions, the timeframe for its completion is unknown.

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3. *Will there be public hearings related to the approval process?*

Response: Yes, there will be a public hearing at the City Planning Commission and another public hearing before City Council as part of their formal consideration of the final agreement. It is also anticipated that a Public Hearing will be held as part of the Environmental Assessment process.