

Detroit's Rail~Volution



WOODWARD LIGHT RAIL

Woodward Avenue

- Detroit's Main Transportation Artery
- 22 Miles from Downtown Detroit to Pontiac



Woodward 1900 - 1950

1909

- First mile of paved concrete street in the United States

1913

- Henry Ford builds plant with auto assembly line on Woodward



Woodward 1900 - 1950

1919

- First Traffic Light in the United States



Woodward 1900 - 1950

Street Cars

- Initially pulled by horses
- Later run on electricity
- Last street car pulled off line in 1956



Woodward 1950 - 2000

Detroit People Mover opens in 1987



Woodward 2000-2010

2006 – Alternatives Analysis Begins

- Detroit Department of Transportation begins alternatives analysis study -- Detroit Transit Options for Growth Study (DTOGS)



Woodward 2000-2010

DTOGS

- Regional Transportation Plan had 14 possible routes



Woodward Light Rail

August 2010

This unique public-private partnership...

"...could be a model for the country...and an economic engine for this community."









Detroit's Rail~Volution



WOODWARD LIGHT RAIL

TIGER Grant - February 2010

- DOT requires monies to be obligated by September 30, 2011
- Project construction completed by September 30, 2016
- MDOT original project sponsor with M1 Rail
- City is now the project sponsor

DOT Expectations

- Project must have “independent utility”
 - Must have logical termini
- TIGER grant is the extent of federal funding commitment
- Responsibility of project sponsor to provide remainder of funding
 - Original request for \$50 M but received \$25 M
- Comply with National Environmental Policy Act

Goal of City of Detroit

- Complete project to Eight Mile Road
- Secure New Starts monies to complete the project
- Utilize private sector funding as non-New Starts match for the project

Current Schedule

- Record of Decision for entire project – September 30, 2011
- Entry into PE – January 2011
- Initiate construction for Phase I – Late 2012
- Initiate construction for Phase II – Late 2013

NEPA Issues

- Alignment/technology from Eight Mile to Detroit River/downtown
 - Center versus side running
 - Streetcar versus light rail
- Minimal ROW acquisition due to in-street operations
- Noise/Vibration due to proximity to Wayne State, hospital, churches and many historical buildings

One Project/Two Phases

- Local Match
 - Section 5309 requires New Starts project to have 20 percent state/local match
 - Seek to leverage M1 Rail monies as “local” match for Phase II
 - Seek LONP for first phase private sector contribution as “local” match for Phase II

One Project/Two Phases

- Legislative Needs
 - Congress must direct FTA to count Phase I funding as the “local” match for Phase II
 - FY 2012 TUD Bill only realistic vehicle due to project schedule
 - Surface Transportation Authorization unlikely to be completed in time
 - Need to resolve before City invests scarce funds in Phase I and lose ability to have matching funds for Phase II

Project Benefits

- FTA normally would only review project seeking New Start monies
 - Consider Phase I and Phase II as separate projects
- FY 2009 TUD Bill Language allows FTA to consider project benefits and ridership of Phase I in evaluating and rating Phase II
 - Crucial as land use and economic development is largely in Phase I
 - Detroit, with FTA approval, is developing New Starts information for entire corridor

Detroit's Rail~Volution



WOODWARD LIGHT RAIL