Detroit’s Rail-Volution
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
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