

**SPECIAL JOINT MEETING OF THE
TROY PLANNING COMMISSION &
BIRMINGHAM PLANNING BOARD
THURSDAY, APRIL 16, 2009
5:30PM**

CONFERENCE ROOM, DEPARTMENT OF PUBLIC SERVICES
BUILDING, 851 S. ETON, BIRMINGHAM, MICHIGAN

- A. Roll Call –Troy Planning Commission
Birmingham Planning Board
- B. Chairpersons' Comments & Introduction of Guests
- C. [Review & Approval of the Minutes of the Joint Meeting of December 2, 2008](#)
- D. [Review & Approval of the Agenda](#)
- E. Meeting Open to the Public for Items not on the Agenda
- F. Preliminary Site Plan and Design Review
 - 1. [100 Doyle Drive: Construction of multi-modal transit center to serve Birmingham and Troy.](#)
- G. Transit-Oriented Development Charrette
 - 1. [Selection of date, location and time](#)
 - 2. [Proposed Schedule of Events](#)
 - 3. Formation of Discussion Group
- H. Walkability Study – SEMCOG University
- I. Meeting Open to the Public for [items on the Agenda](#)
- J. Adjournment

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People with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk's Office at (248) 644-1800 ext. 282 (voice) or (248) 644-5115 (TDD) at least one day in advance to request mobility, visual, hearing or other assistance.

The Joint Meeting of the Birmingham Planning Board and Troy Planning Commission was called to order by Troy Planning Commission Chair Schultz at 7:30 p.m. on December 2, 2008 in the Lower Level Conference Room of the Troy City Hall.

1. ROLL CALL

Birmingham Planning Board

Present:

Robin Boyle, Chair
Brian Blaesing
Mark Nickita
Janelle Whipple-Boyce
Bryan Williams

Absent:

Cole Frederick, Student Representative
Sam Haberman
Gillian Lazar

Birmingham Administration

Jana Ecker, Planning Director
Jill Robinson, City Planner
Tara Maguire, GIS Coordinator
Matthew Baka, Planning Intern

Troy Planning Commission

Present:

Robert M. Schultz, Chair
Mark Maxwell
Philip Sanzica
Thomas Strat
John J. Tagle
Lon M. Ullmann
Mark J. Vleck

Absent:

Michael W. Hutson
Wayne Wright

Troy Administration

Mark F. Miller, Planning Director
R. Brent Savidant, Principal Planner
Christopher Forsyth, Assistant City Attorney
Zak Branigan, Carlisle/Wortman Associates, Inc.
Kathy L. Czarnecki, Recording Secretary

2. APPROVAL OF AGENDA

Resolution # PC-2008-12-140

Moved by: Blaesing
Seconded by: Strat

RESOLVED, To approve the Agenda as submitted.

MOTION CARRIED

3. MINUTES – October 29, 2008, Special Joint Meeting of the Birmingham Planning Board and Troy Planning Commission

Resolution # PC-2008-12-141

Moved by: Whipple-Boyce

Seconded by: Tagle

RESOLVED, To approve the minutes of the October 29, 2008 Special Joint Meeting of the Birmingham Planning Board and Troy Planning Commission as submitted.

MOTION CARRIED

4. PUBLIC COMMENT – For Items Not on the Agenda

There was no one present who wished to speak.

STUDY ITEMS

5. PROPOSED INTER-MODAL TRANSIT FACILITY – Status of Funding, Inter-local Agreement between Birmingham and Troy and Professional Services Contract with Clark Hill

Mr. Miller announced Clark Hill was selected as project manager. He indicated a professional services contract prepared by the City of Birmingham was executed with Clark Hill. Mr. Miller said the Inter-local Agreement (the transit center cost sharing agreement) between Birmingham and Troy has been prepared and will be on the December 15, 2008 agenda for both the Birmingham City Commission and the Troy City Council.

Ms. Ecker said a business plan has been drawn up that should satisfy both the Birmingham City Commission and the Troy City Council.

Mr. Miller and Ms. Ecker encouraged members to show their support at the Birmingham City Commission and the Troy City Council meetings.

6. GET ON BOARD WITH SEMCOG, A REPORT TO THE REGION ON TRANSIT – Presentation of Video

A video “Get On Board with SEMCOG” was shown. The video reported on SEMCOG’s transit vision throughout southeastern Michigan in relation to service and financing. Mr. Miller said copies of the video could be provided in three different formats.

A brief discussion followed, specifically relating to the logistics of transit routes.

7. TRANSIT ORIENTED DEVELOPMENT (TOD) – Definition and Case Studies

Mr. Miller reviewed descriptions of TOD and addressed the following key components:

- Get the Land Uses Right.
- Promote Density.
- Create Convenient Pedestrian Connections.
- Ensure Good Urban Design.
- Create Compact Development Patterns.
- Manage Parking.
- Make Each Station a “Place”.

Discussion followed on the following:

- Establishment of a “Sequence of Experiences”.
- Challenge of existing shopping centers whose rear face transit center.
 - ❖ Building orientation, building surface, infill, closing in area, vistas, monuments.
- Design team; integrate development in context to bigger picture.
- Development, design and site plan approval.
- Joint planning and joint approval.
- Shared parking arrangements.

Mr. Miller identified a few existing TOD's and how cities are implementing TOD's. He briefly addressed bicycle and walking paths, and a State tax increment financing potential for transit centers.

Discussion topics were:

- Viability of the transit center as relates to SEMCOG plan.
- Support from local and state legislators.
- Rail system; light, heavy, train, industrial.
- Destinations and user levels.
- Funding options (RTP and TIP).
- Challenge to create desirable activity destination.
- SEMCOG studies; obtain study on development between Ann Arbor and West Grand Blvd; dovetail other studies.
- Dearborn transit station.

Jill Robinson, Birmingham City Planner, gave a brief PowerPoint presentation on transit oriented development nationally.

- Fruitvale Station, Oakland, CA.
- Orenco Station, Hillsboro, OR.
- Mountain View, CA.
- Pearl District, Portland, OR.
- Gresham Civic Neighborhood, OR.

8. STATEMENT OF SUPPORT FOR JOINT PLANNING FOR A TRANSIT CENTER DISTRICT – Proposed Resolution to Formalize Joint Planning

Mr. Savidant addressed a proposed Resolution and Statement of Support as relates to the joint planning boards moving forward in the development of the transit center.

A brief discussion followed.

Resolution # PC-2008-12-142

Moved by: Williams
Seconded by: Sanzica

WHEREAS, The City of Birmingham and City of Troy are partnering on the development of the Birmingham/Troy Multi-Modal Transit Center Study Area; and

WHEREAS, The City of Birmingham Planning Board and the City of Troy Planning Commission recognize the need for cooperative joint planning efforts in the Birmingham/Troy Multi-Modal Transit Center Study Area; and,

NOW, THEREFORE BE IT RESOLVED, The City of Birmingham Planning Board and the City of Troy Planning Commission hereby support joint planning efforts between the City of Birmingham and the City of Troy within the Birmingham/Troy Multi-Modal Transit Center Study Area.

BE IT FURTHER RESOLVED, The City of Birmingham Planning Board and the City of Troy Planning Commission hereby adopt the City of Birmingham/City of Troy Joint Planning Statement of Support.

The Statement of Support

The City of Birmingham Planning Board and City of Troy Planning Commission hereby support the following:

- Designation of the boundaries for the Birmingham/Troy Multi-Modal Transit Center Study Area, as attached.
- Joint development of appropriate Transit Oriented Design standards to apply to all or a part of the Birmingham/Troy Multi-Modal Transit Center Study Area.
- Cooperation between the City of Birmingham and the City of Troy on planning issues within all or a part of the Birmingham/Troy Multi-Modal Transit Center Study Area.
- Establishment of a Joint Birmingham/Troy Planning Commission for all or a part of the Birmingham/Troy Multi-Modal Transit Center Study Area, including defining composition, powers and duties, membership requirements, terms of office, operating procedures, and other related matters.
- Joint planning for the appropriate redevelopment of all or a part of the Birmingham/Troy Multi-Modal Transit Center Study Area.

MOTION CARRIED

9. TRANSIT CENTER DISTRICT DESIGN CHARRETTE – Discussion of Conducting a Design Charrette

After a brief discussion, the members were in agreement to go forward with conducting a design charrette. It was determined that the joint City staffs would administer the charrette. Ms. Ecker indicated that the County planning staff had offered their assistance also in conducting a design charrette. Mr. Miller indicated that the services of Carlisle/Wortman Associates would be available too.

Extend invitations to:

- SEMCOG.
- Industrial rail lines.
- Owners/occupants of shopping centers.
- Professional planners.
- Residents north of Maple Road.
- Residents (multiple family) to the east.
- Residents of Birmingham redevelopment area.
- Residents of Mid-Town Square.

Charrette considerations:

- Triangular area, airport.
- Troy (before), Birmingham (after).
- Vacancies.
- Redevelopment of area.
- Maple Road development.
- Industrial area south of airport.
- Work / Live concepts.
- Shopping centers facing transit center.
- Design center.

OTHER ITEMS

10. PUBLIC COMMENT – Items on Current Agenda

There was no one present who wished to speak.

11. PLANNING BOARD AND PLANNING COMMISSION COMMENT – Items on Current Agenda

Favorable comments were made around the table on the meeting achievements, as well as the helpful information provided, the cooperation between the two Cities, and the opportunity for the Cities to set the bar for others in the metropolitan area.

Chair Schultz and Mr. Miller thanked all for coming and dealing with the traffic congestion resulting from Troy's holiday tree lighting ceremony.

ADJOURN

The Special/Study Meeting of the Planning Commission adjourned at 9:26 p.m.

Respectfully submitted,

Robert M. Schultz, Chair

Kathy L. Czarnecki, Recording Secretary

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DRAFT

BACK TO AGENDA

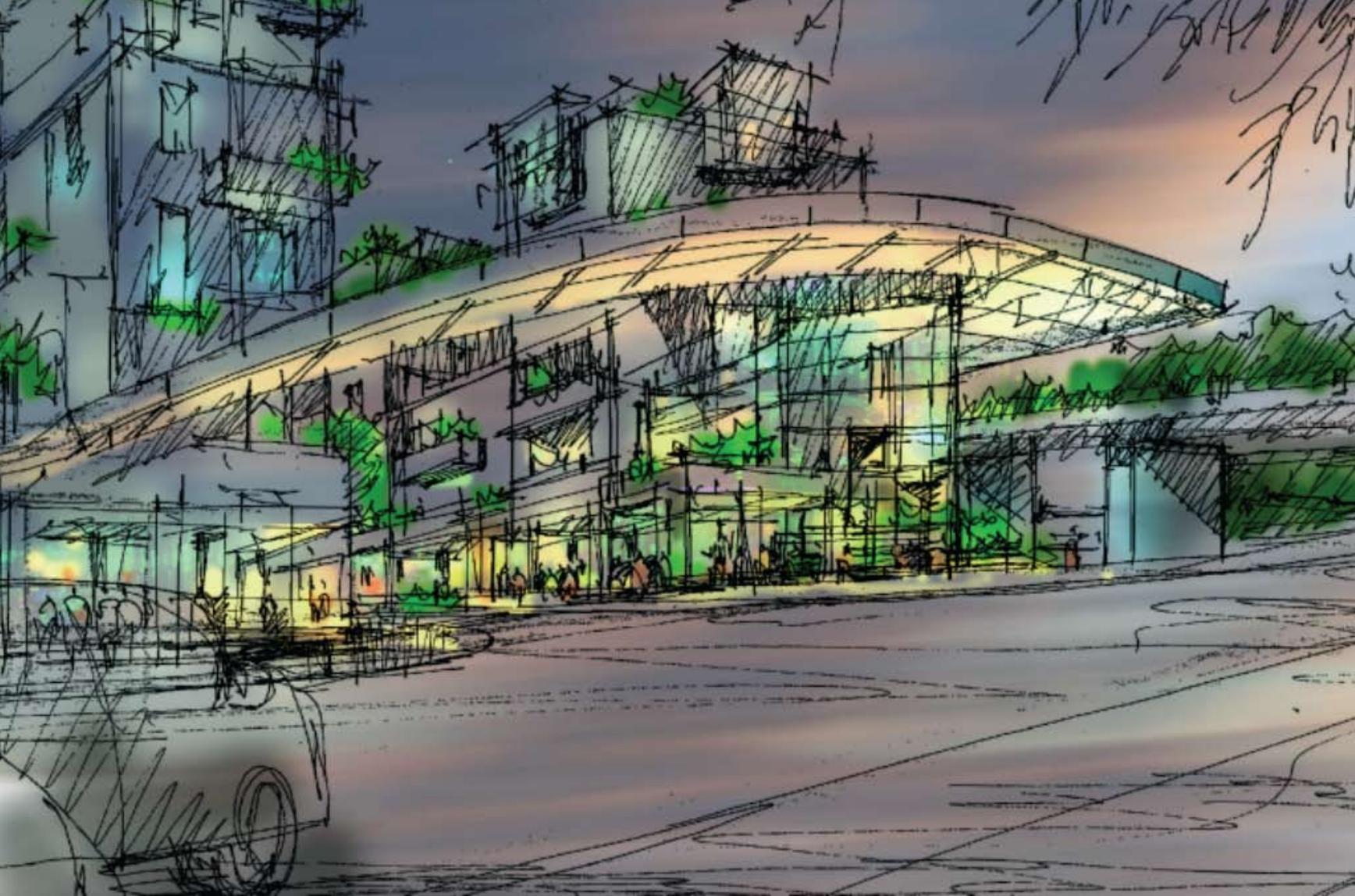
TROY / BIRMINGHAM

Multi-Modal Transit Center

ABOUT THE CENTER

The Cities of Troy and Birmingham have entered into an Interlocal Agreement to develop a Multi-Modal Transit Center to be located where the two communities meet, in the area of Maple and Coolidge Roads. The Transit Center is to be located on property that has been established as a brownfield and made available for development pursuant to the provisions of a consent judgement with developer Grand Sakwa. This agreement requires the site to be developed as a transit center by 2010, or the property will return to private ownership.

The Transit Center is intended to improve the attractiveness, reliability, safety and economic efficiency of rail passenger service in the Metro Detroit region. Design of the Transit Center will encourage increased rail travel, expanded multi-modal transit coordination and integration with other modes of transportation. A pedestrian tunnel will connect the Transit Center in Troy to a loading platform in Birmingham.



OBJECTIVES

- Build and operate a transit center to serve existing and future Amtrak rail customers on a growing passenger rail service line.
- Provide a transfer point and coordination of regional SMART bus services that is also integrated into the Detroit Regional Mass Transit Initiative.
- Offer public/private partnerships with traditional taxi and sedan services, auto rental companies, and non-traditional car-sharing and non-motorized vehicle services.
- Provide opportunities for mass transit connections to customers of the Oakland/Troy "Executive" Airport.
- Stimulate Transit Oriented Development (TOD) in the Cities of Birmingham and Troy.
- Seek opportunities to integrate with the Detroit Region Aerotropolis.
- Leverage economic development opportunities for Birmingham, Troy and the Detroit Region, while demonstrating collaborative joint municipal efforts to reduce capital and operating costs through shared services.

ECONOMIC DEVELOPMENT

- Will create 45 jobs during construction.
- Anticipate multiple benefits comparable with other transit investments, including higher real estate values and local tax base, relatively high employment multiplier, and benefits of more efficient commuting.
- Urban Land Institute and University of Michigan study found that the center would attract additional residential real estate, even in a struggling market.

PROJECTED USE

- Located on ninth busiest passenger rail corridor in U.S. (Amtrak Critical Link Report, 2007)
- Amtrak passenger rail ridership projected to double by 2022 to more than 40,000 riders. Projected SMART ridership increases at a multi-modal center could raise passenger counts considerably for each mode.
- Aligns with Detroit Regional Mass Transit plan's goals of improving existing infrastructure, linking workers through major job centers, and improving service quality and access through better coordinated multi-modal transit options.

OPERATIONS & MAINTENANCE PLAN

The cities are designing a revenue structure based on fees generated by use and management agreements. These agreements would allow the cities to cover center-related costs through renewable contracts with transportation providers and other on-site vendors of goods and services. Also, the cities have established a Multi-Modal Transit Center Study Area to be governed by a Joint Planning Commission to plan and encourage transit-oriented development.

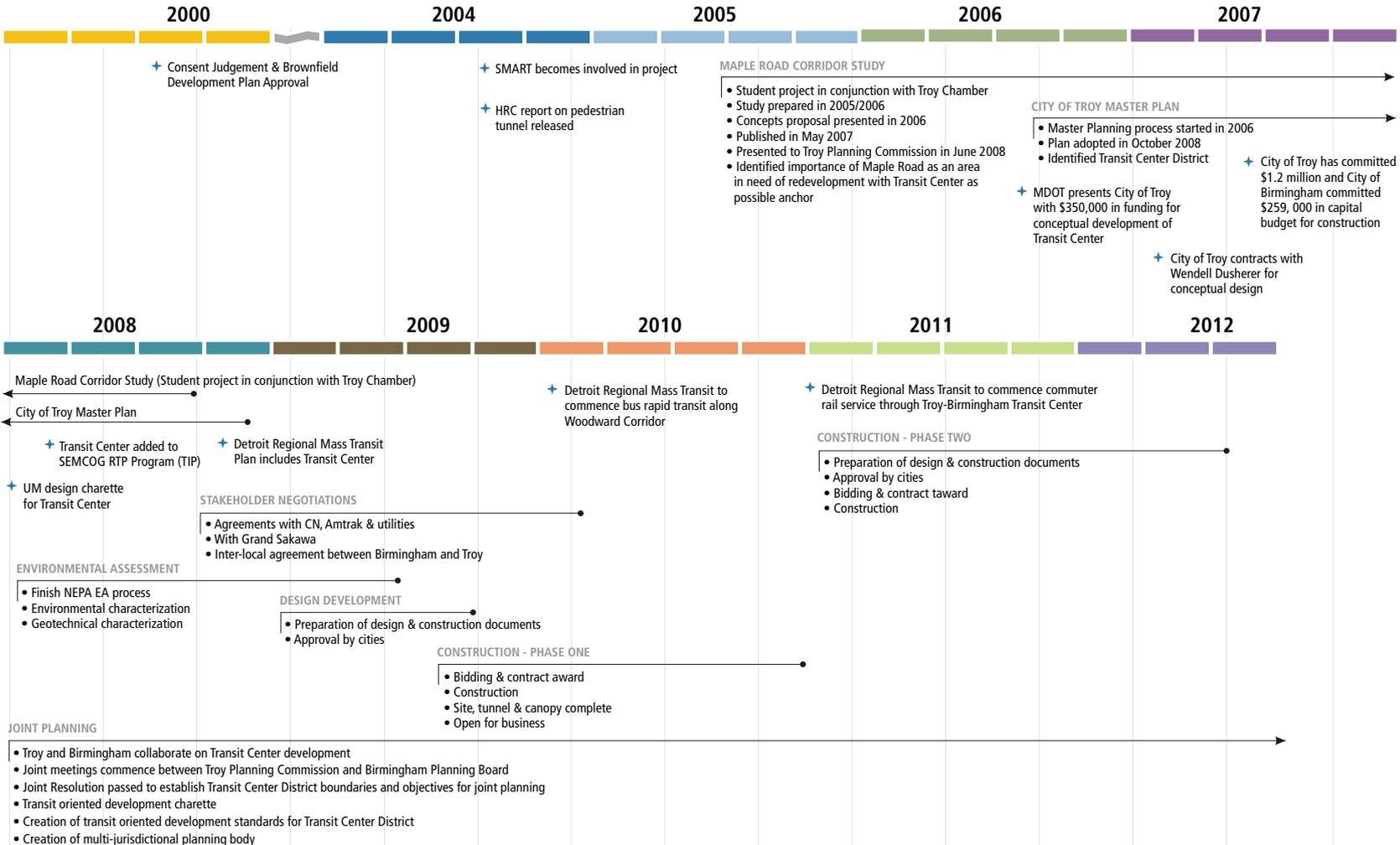
STATUS

Federal and State Funds Requested:
Total anticipated cost is \$7 million.

- Cities have committed \$1.6 million
- Michigan Department of Transportation (MDOT) committed \$350,000 for center design
- Land in Troy is provisionally donated as part of a private development
- Legal agreement requires a full funding commitment by June 2, 2010
- Included in Regional Transportation Plan of the Southeast Michigan Council of Governments (SEMCOG); pursuing project's addition to Transportation Improvement Plan (TIP)
- Included in Detroit Regional Mass Transit Plan

Cities have completed preliminary design and engineering and begun a joint planning process, while designating a transit center district to encourage transit-oriented development for the region's economic benefit. Both cities are undertaking additional planning for transportation service, other vendor agreements, and operations management.

TROY/BIRMINGHAM Multi-Modal Transit Center Timeline



TROY/BIRMINGHAM

Multi-Modal Transit Center

PROJECT SUPPORT TO DATE

City of Troy

City of Birmingham

Birmingham Principal Shopping District

Oakland County Business Roundtable on Transit

Birmingham Bloomfield Chamber

Troy Chamber of Commerce

Southeast Michigan Council of Governments
(SEMCOG)

Detroit Regional Mass Transit

Oakland County Executive L. Brooks Patterson

Wayne County Executive Robert Ficano

SMART

Michigan Infrastructure and Transportation
Association (MITA)

Operating Engineers Local 324

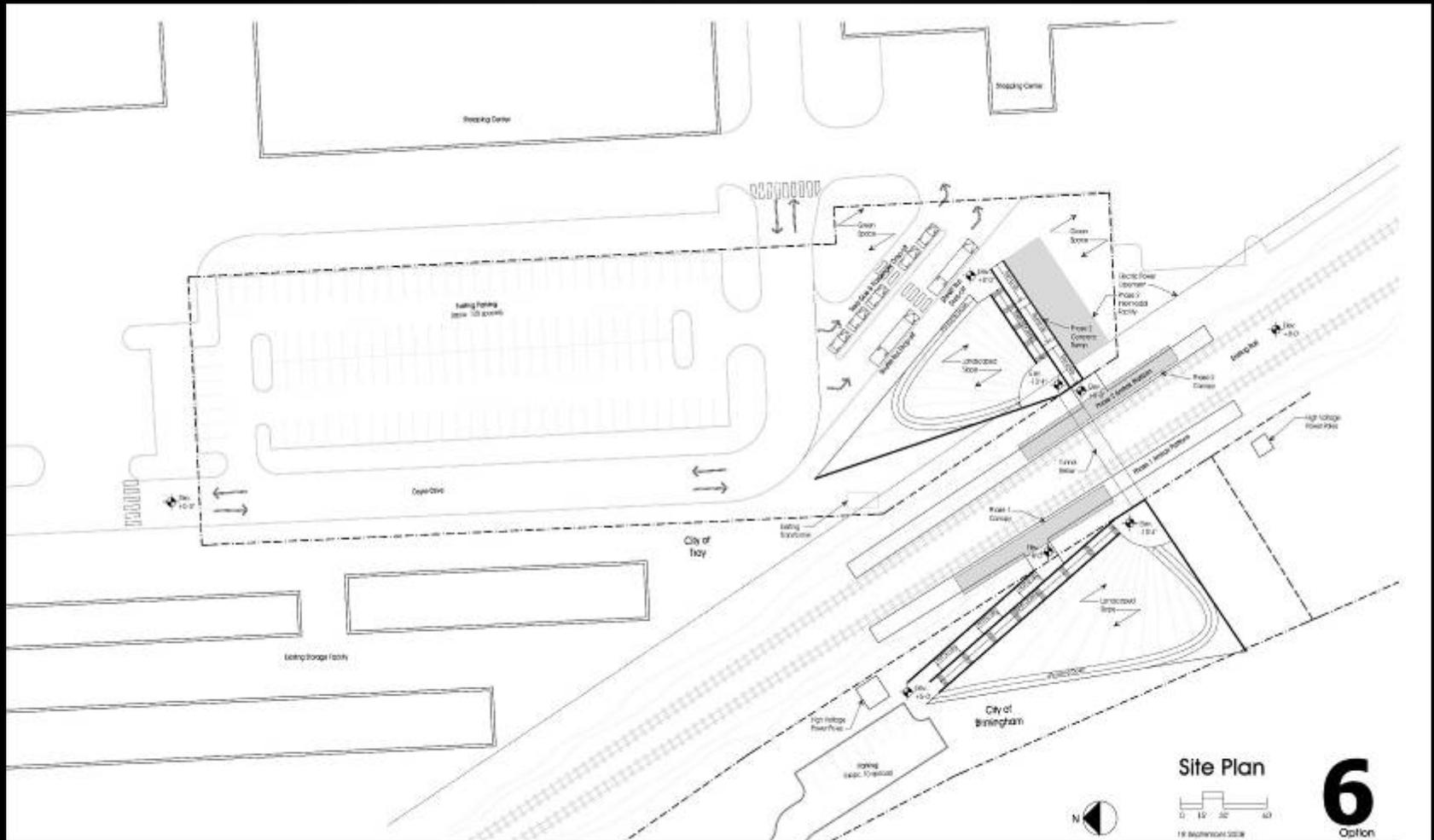
ITT Technical Institute

International Academy of Design and Technology

University of Michigan – Urban Land Institute







Site Plan

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Option



TROY INTERMODAL TRANSIT FACILITY



history program site materials design options design variations video canopy q&a
TROY-BIRMINGHAM TRANSIT CENTER

TROY-BIRMINGHAM TRANSIT CENTER: PRELIMINARY PROGRAM

	Space Description	# of Units	# Occ.	NSF/unit*	Subtotal	Circulation	NSF + Circ.	GSF Multi	GSF*	Comments
INTERIOR										
	Public Waiting	1	20	550	550	1.25	688	1.25	859	Telephone, message boards, Future Tenant
	Ticket/Information/Security	0	2	200	0	1.25	0	1.25	0	
	Staff Toilet	0		65	0	1.25	0	1.10	0	
	Public Toilets	2		200	400	1.25	500	1.10	550	2 wc;2 lavs; baby change
	Public Vending	1	4	14	14	1.25	18	2.00	35	HDCP accessible
	Janitor Closet	1		60	60	1.25	75	1.10	83	
	Staff Breakroom/Conference	0	4	200	0	1.25	0	1.10	0	
	Facility Manager Office	0	1	100	0	1.25	0	1.10	0	
	Office Storage	0		30	0	1.25	0	1.10	0	
	Brochure Storage	0		30	0	1.25	0	1.10	0	
	Accessory use allowance	0		300	0	1.20	0	1.10	0	
	Future Baggage room	0		200	0	1.20	0	1.10	0	
	Mechanical/Electrical/Data	0		400	400	1.20	480	1.10	528	
	Storage Room	1		80	80	1.20	96	1.10	106	
TOTAL	INTERIOR				1,504		1,856		2,160	* NSF = Net Square Feet; GSF = Gross SF

Landscape Design



Barcelona Botanical Garden



Barcelona Botanical Garden

Construction Process



Uris Hall – Ithaca, NY



Residence – Menlo Park, CA



Residence – Ebelsburg, Austria



Flat Iron Building – New York, NY



Guarantee Building – Buffalo, NY



Disability Service Center – Tempe, AZ



Gerald Ford Parking Garage – Detroit, MI



Bechtler Museum – Charlotte, NC

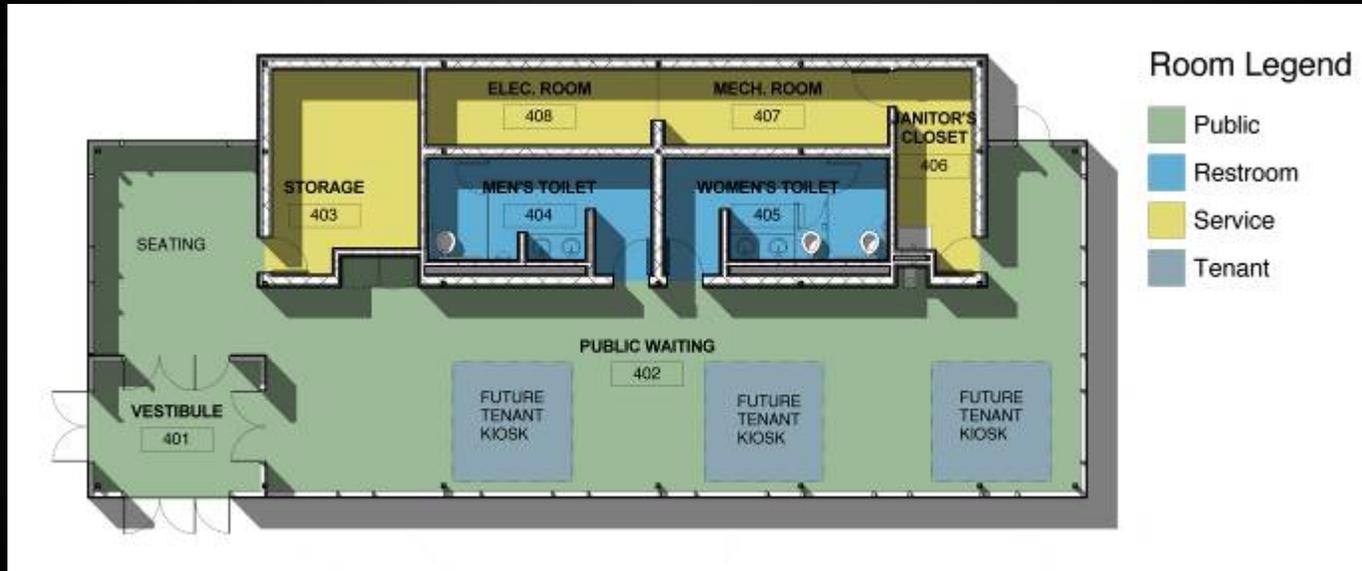


Design Option 1

Site Rendering

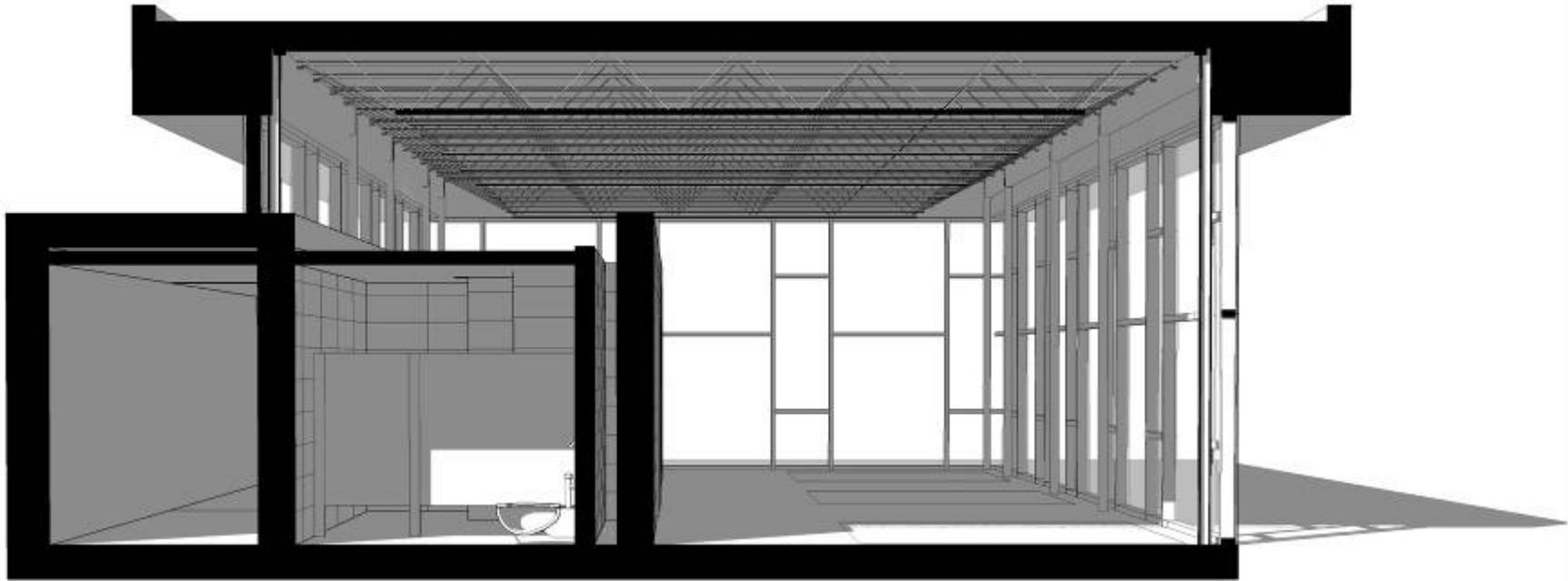


Design Option 1 Floor Plan



Design Option 1

Building Section



Design Option 1

Building Rendering



Design Option 1

Interior Rendering

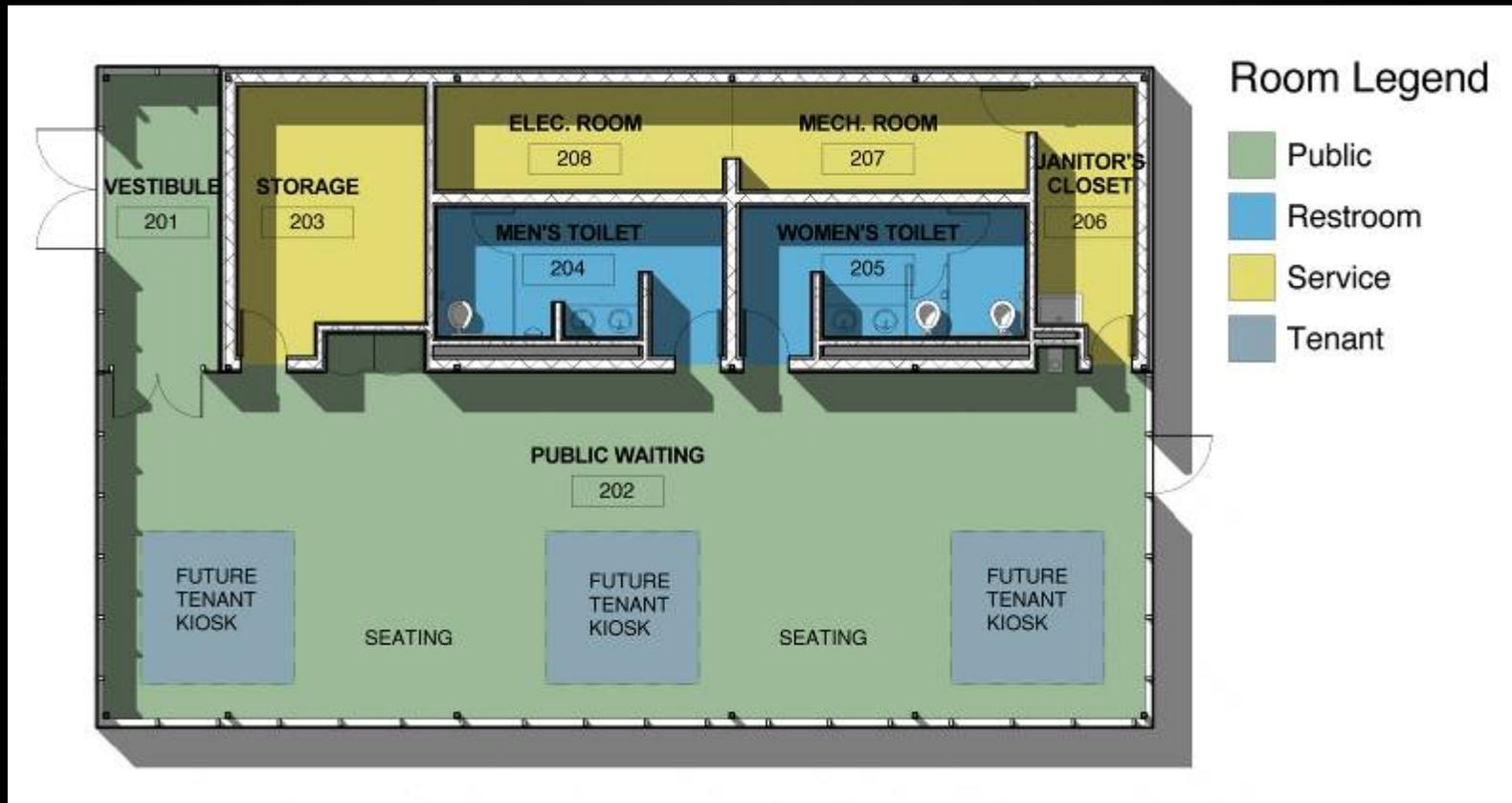


Design Option 2

Site Rendering

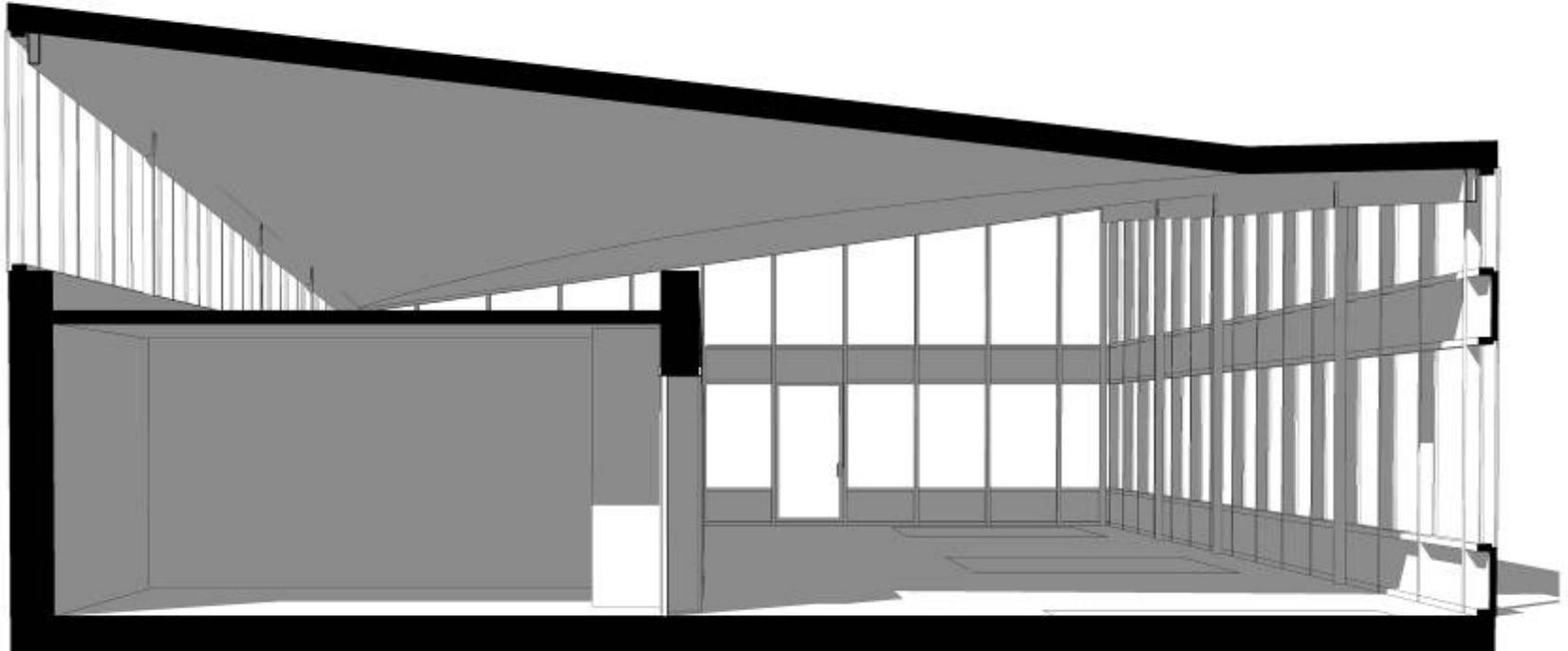


Design Option 2 Floor Plan



Design Option 2

Building Section



Design Option 2

Building Rendering



Design Option 2

Interior Rendering

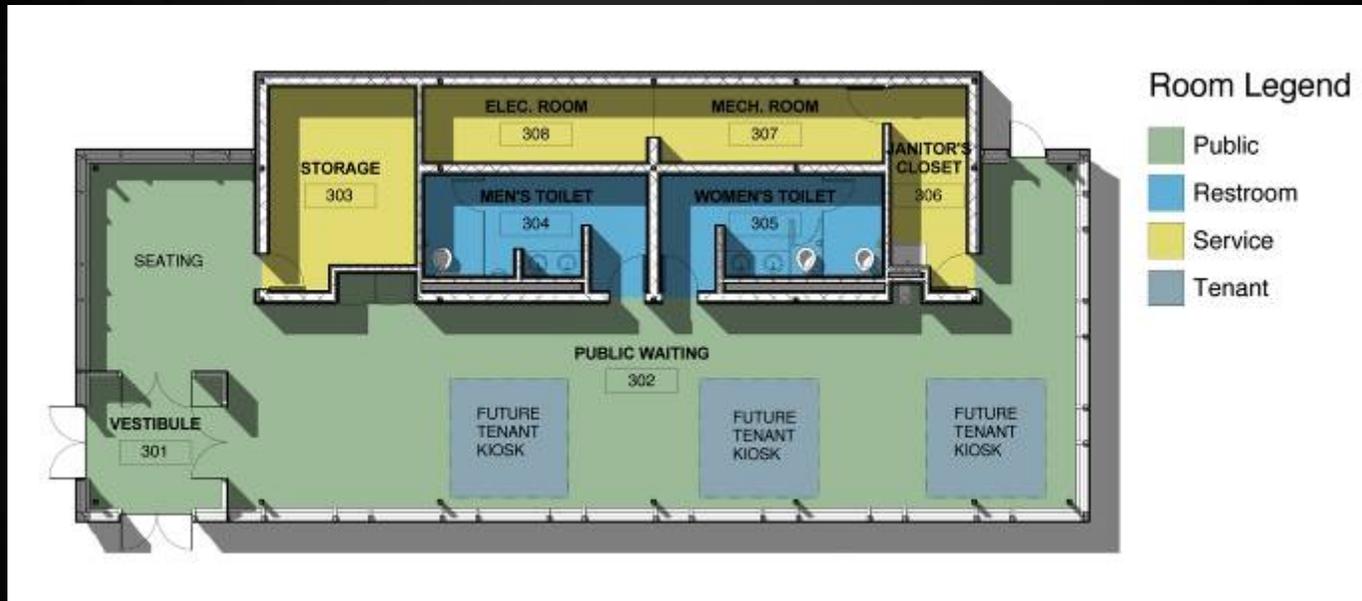


Design Option 3

Site Rendering

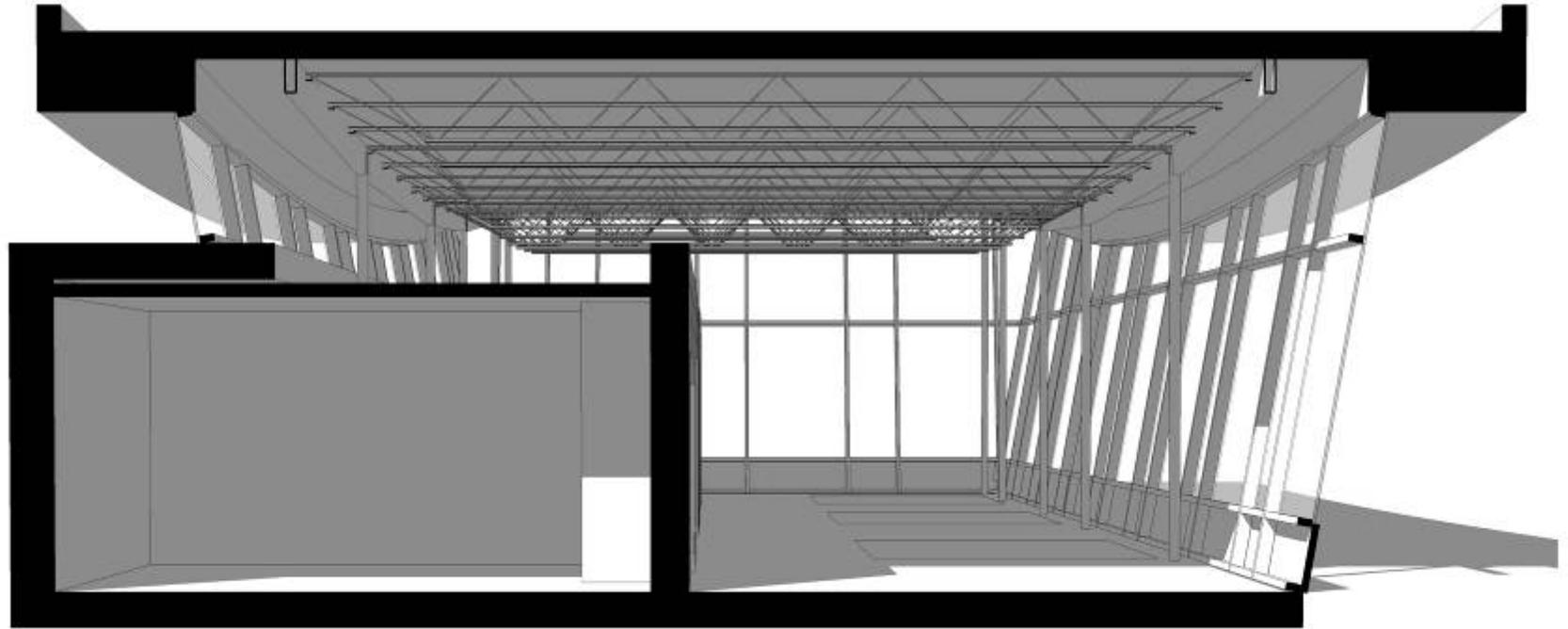


Design Option 3 Floor Plan



Design Option 3

Building Section



Design Option 3

Building Rendering



Design Option 3

Interior Rendering



Vestibule Alternate Building Rendering



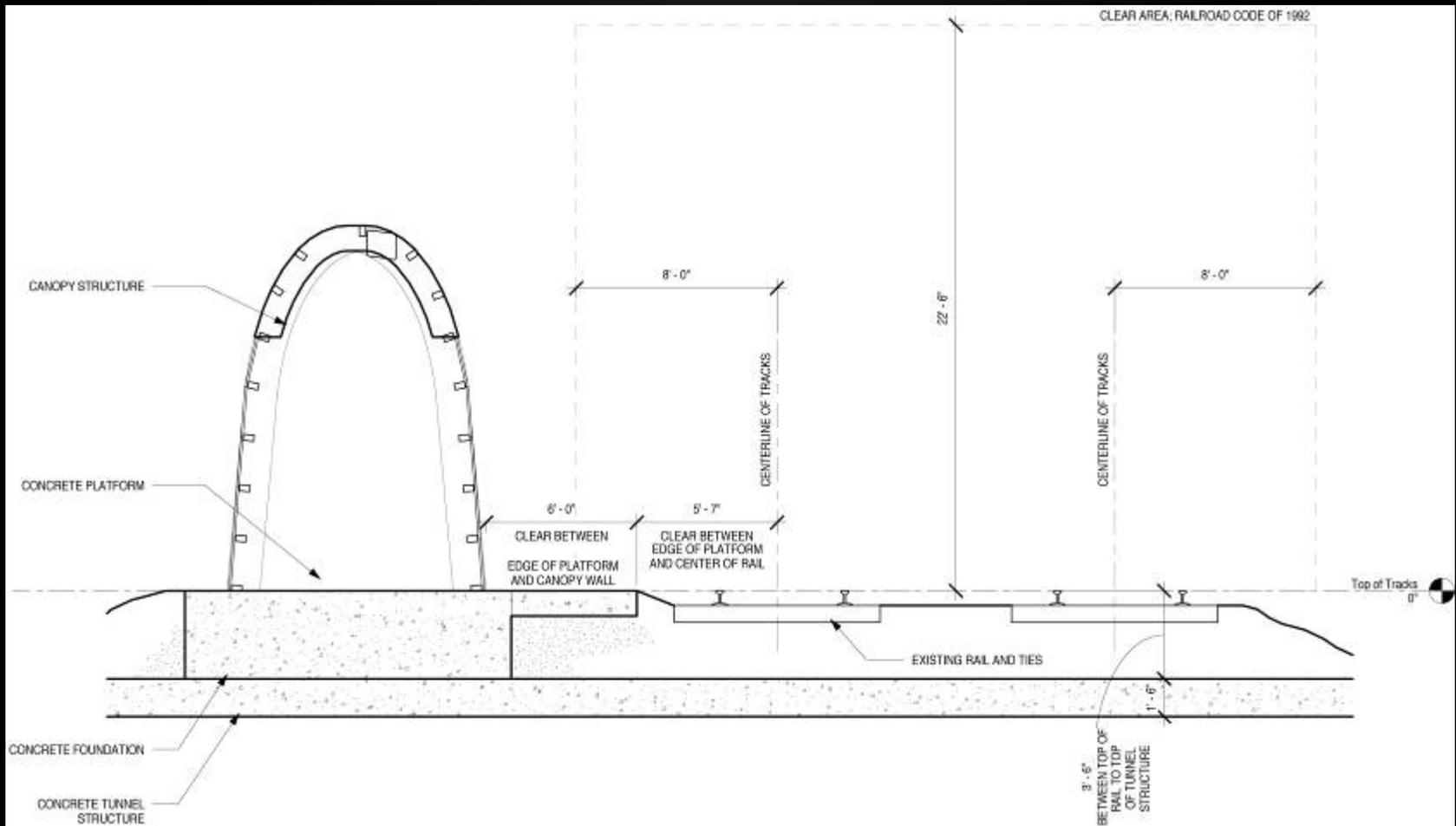
Building Envelope Alternate Building Rendering



Roof Alternate Building Rendering



Video Presentation





Questions & Answers

BACK TO AGENDA



National League of Cities

1301 Pennsylvania Ave, NW • Washington, DC 20004

www.nlc.org • www.nlctv.org

The American Recovery and Reinvestment Act of 2009 P.L. 111-5

What's In It for Cities and How to Access the Resources



Agenda

- Background
- Overview of the Legislation
- Local Government Planning
- NLC Economic Recovery Resources
- Additional Recovery Resources
- Coming NLC Attractions
- Q and A
- Conclusion

3

Background

Washington Post

- Schools Face Sharp Rise In Homeless Students; Educators Rush to Offer Help Amid Bad Economy, **Feb 8, 2009**
- 598,000 Jobs Shed In Brutal January; Unemployment Hits 7.6% as Downturn Picks Up Steam, **Feb 7, 2009**
- Deluge Is Holding Up Benefits to Unemployed; Decline in Funding Forces Staff Cuts as Claims Swell, **Feb 5, 2009**

New York Times

- Nation's Governors See a Dismal Economic Outlook and a Slow Recovery, **Feb 21, 2009**

The Charlotte Observer

- Awash in Debt, **Feb 13, 2009**
- More Choose to Postpone Health Care, **Feb 8, 2009**
- Government Employees Face Layoffs, **Feb 8, 2009**

Milwaukee, Wisconsin Journal Sentinel

- Stocks sink to 12-year lows over bleak economic outlook, **Feb 24, 2009**

Colorado Springs, CO, The Gazette

- Economy in worse shape than thought, Fed warns, **Feb 18, 2009**
- Unemployment may hit 8.8% in '09, Fed predicts, **Feb 18, 2009**

Metro Phoenix, AZ, East Valley Tribune

- AZ consumer confidence lowest in 27 years, **Feb 3, 2009**
- State's school districts must cut \$119M, **Feb 3, 2009**

Bloomington, IL, The Pantagraph

- Stock slide caps dismal week, **Feb 21, 2009**
- Poll: Public stressed by economy, **Feb 19, 2009**

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Purposes

- Preserve and create jobs and promote economic recovery.
- Assist those most impacted by the recession.
- Provide investments needed to increase economic efficiency by spurring technological advances.
- Invest in transportation, environmental protection, and other infrastructure that will provide long-term economic benefits.
- Stabilize state and local government budgets.

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General Provisions

- Preference for Quick-Start Activities: *Use it or Lose it!*
- Prohibited Uses: No funds for zoos, aquariums, golf courses, swimming pools or casinos.
- Federal prevailing wage rate policy applies.
- Buy America Provisions prevail but can be waived by federal agencies.

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Ways to Access the Funding

- **Through State Agencies**, e.g. Surface Transportation Program.
- **Through Federal Agency formula programs**, e.g. Community Development Block Grant Program.
- **Through Federal Agency discretionary grant programs**, e.g. Community Oriented Policing Services Program.

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Transportation

Federal Program *	Funding	Distribution	Timing
Surface Transportation Program	\$ 27.5 B	Formula to states with a sub-allocation to MPOs	Funds apportioned within 21 days after enactment
Competitive STP	\$ 5.5 B	Discretionary	Secretary to publish criteria within 90 days
Transit Capital	\$ 6.9 B	Formula to existing recipients	Funds apportioned within 21 days after enactment
High Speed Rail	\$ 8 B	Secretary to release strategic plan	No later than April 18, 2009
Airports	\$ 1.1 B	Discretionary	TBD

* select key programs

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Community Development and Housing

Federal Program*	Funding	Distribution	Timing
Community Development Block Grant	\$ 1 B	Formula	Secretary to establish guidelines to expedite use of funds
Neighborhood Stabilization Program	\$ 2 B	Discretionary	Secretary to publish criteria within 90 days
Homelessness Prevention	\$ 1.5 B	Formula	Secretary to establish requirements within 30 days of enactment
Public Housing Capital	\$ 4 B	Formula and Discretionary to PHAs	TBD
Lead Paint Remediation	\$ 100 M	Discretionary	Preference for FY 2008 Grant Applicants

* select key programs

9

Energy and Environment

Federal Program*	Funding	Distribution	Timing
Energy Efficiency and Conservation Block Grant Program	\$ 3.2 B	\$2.8 B – formula / \$400 M discretionary	Awaiting guidance in the Federal Register
Clean and Drinking Water Grants and Loans	\$ 6 B	Grants to states, then grants/loans to cities	Contact state agency who administers SRF programs.
Brownfields	\$ 100 M	Discretionary	TBD
Army Corps of Engineers	\$ 4.6 B	Discretionary to existing projects	TBD
Superfund	\$ 600 M	Discretionary	TBD

* select key programs

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Public Safety

Federal Program*	Funding	Distribution	Timing
COPS Hiring	\$1 B	Discretionary	COPS Office expected to launch program within a few weeks
Byrne Justice Assistance Grant Program	\$ 2 B	Formula to states with sub-allocation to local governments	TBD
Byrne JAG Competitive	\$ 225 M	Discretionary	TBD
Victims of Crime	\$ 100 M	Discretionary	TBD
Violence Against Women	\$ 225 M	Discretionary	TBD

* select key programs

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Homeland Security

Federal Program*	Funding	Distribution	Timing
Fire Station Grants	\$ 210 M	Discretionary	TBD
Public Transportation Security Assistance	\$ 150 M	Discretionary	TBD
Port Security Grants	\$ 150 M	Discretionary	TBD
Emergency Food and Shelter	\$ 100 M	Discretionary	TBD

* select key programs

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Workforce Development and Training

Federal Program*	Funding	Distribution	Timing
Adult Employment and Training	\$ 500 M	Formula to states with sub-allocation to local workforce boards	Secretary to submit a plan to Congress within 30 days
Youth Activities	\$ 1.2 B	Formula to states with sub-allocation to local workforce boards	Same
Dislocated Workers	\$ 1.25 B	Formula to states with sub-allocation to local governments	Same
Youthbuild	\$ 50 M	Discretionary	Same

* select key programs

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What I need from all of you is unprecedented responsibility and accountability...The American people are watching.

President Barack Obama
February 20, 2009



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Accountability and Transparency

- Governors, mayors, or others making funding decisions **must certify investments** have been fully vetted and are appropriate uses of tax payer dollars.
- Grantees **must submit quarterly reports** detailing the use of funds to the Granting Agency.
- Newly created Recovery Accountability and Transparency Board will **conduct and coordinate oversight** of covered funds to prevent waste, fraud, and abuse. (www.recovery.gov)
- Grantees **must register** with the Central Contractor Registration database or complete other requirements as determined by the Office of Management and Budget.
- Whistleblowers **are protected**.
- **Concerns raised** by the public about investments made using recovery act funds are subject to **inspector general review**.
- Federal agencies **may adjust grant limits** on administrative expenditures to help defray compliance cost.

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Planning for Federal Funds

- Establish an economic recovery working group to coordinate your city's efforts.
- Assess local opportunities by funding category, including the status of all review and approval processes.
- Prioritize "ready to go" local opportunities.
- Partner with federal or state agency with jurisdiction over the federal recovery funding program.
- Monitor the recovery website (www.recovery.gov), federal and state agency websites, and NLC and State Municipal League websites and publications.
- Attend NLC's Congressional City Conference.
<http://www.NLCCongressionalCityConference.org>

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NLC Economic Recovery Resources

Issue Area	Name	E-mail Address	Telephone Number
Transportation	Leslie Wollack	wollack@nlc.org	202.626.3029
Community Development & Housing	Mike Wallace	wallace@nlc.org	202.626.3025
Technology	Mitch Herckis	herckis@nlc.org	202.626.3124
Public Safety	Mitch Herckis	herckis@nlc.org	202.626.3124
Energy and Environment	Carolyn Berndt	berndt@nlc.org	202.626.3101
Municipal Finance & Taxes	Lars Etzkorn	etzkorn@nlc.org	202.626.3173
Assistance to Families	Neil Bomberg	bomberg@nlc.org	202.626.3042
Education and Labor	Neil Bomberg	bomberg@nlc.org	202.626.3042
City Fiscal Conditions	Chris Hoene	hoene@nlc.org	202.626.3172
Children and Families	Julie Bosland	bosland@nlc.org	202.626.3144

Additional Resources

- **National League of Cities:** <http://www.nlc.org>
- **Recovery Act and Accountability Board:** <http://www.recovery.gov>
- **Department of Housing and Urban Development:** <http://www.hud.gov/grants/index.cfm>
- **Department of Transportation:** http://www.dot.gov/Government_Services.htm
- **Environmental Protection Agency:** <http://www.epa.gov/>
- **Department of Homeland Security:** <http://www.dhs.gov/index.shtm>
- **Department of Justice COPS:** <http://www.cops.usdoj.gov/Default.asp?Item=2108>
- **Department of Justice Byrne JAG:** <http://www.ojp.usdoj.gov/>
- **Department of Labor:** <http://www.doleta.gov/grants/>
- **National Telecommunications and Information Administration:** <http://www.ntia.doc.gov/>

Coming NLC Attractions

- **March 11**, 3:00 pm, Webcast on *Economic Recovery Implementation*
- **March 14 – 18**, Washington, D.C.,
NLC Congressional City Conference,
<http://www.NLCCongressionalCityConference.org>
- **March 26**, 4:00 pm, Audioconference on *Recovery and Reinvestment Plans for America: What They Mean for Your Community's Children and Families*

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This moment is the time to demonstrate the best of local government — that we ARE our communities, that we know how to roll up our sleeves and get the work done.

NLC President

Kathleen Novak

Mayor, Northglenn, CO

February 23, 2009



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National League of Cities

www.nlc.org • www.nlctv.org

CLARK HILL

MEMORANDUM

TO: Birmingham City Commission and the Troy City Council

FROM: Dan Beattie, Alan Canady, Chris Wagner

DATE: March 17, 2009

SUBJECT: Funding for Troy/Birmingham Transit Center

Clark Hill PLC was retained by the City of Birmingham and the City of Troy in mid-December, 2008, to advance up to \$7 million in construction funding for the Troy/Birmingham Multi-Modal Transit Center. The first quarter of our work with the cities coincides with a significant transition of federal power, as well as the passage of unprecedented federal legislation to aid recovery from a deep economic recession.

One of the pillars of the American Recovery and Reinvestment Act (ARRA), often referred to as the federal stimulus bill, is federal investment of more than \$150 billion in supplemental federal funding for community infrastructure, including close to \$47 billion for roads, bridges, rail and transit projects through the U.S. Department of Transportation (DOT). To date, federal commitments for the State of Michigan from these funds total slightly more than \$1 billion for 'shovel ready' projects with up to a 100-percent federal funding cost share. In most cases, all transportation funds under ARRA must be obligated by September 30, 2010; priority is given to projects that can be completed within three years and are located in economically distressed areas.

There are generally two types of funding available -- formula and competitive funding. DOT's Federal Highway Administration released formula highway apportionments to states on March 3rd. The Federal Transit Administration released its apportionments on March 5th. Michigan is actively organizing its investment priorities under ARRA, including in the transportation arena, and has established a web site as a citizen portal about anticipated investments throughout the state: <http://www.michigan.gov/gov/0,1607,7-168-52827---,00.html>. The Multi-Modal Transit Center is listed in the state 'inventory of requests' submitted by governmental and non-governmental organizations as well as citizens statewide. Altogether, this inventory includes over 16,000 requests valued at more than \$49 billion.

While USDOT continues to develop and release guidance for formula and potential competitive funding recipients, most communications to date stress several actions that should be well underway, including:

- Ensuring proposed projects are included in local and state transportation improvement plans (TIP and STIP)

- Preparing drafts of potential funding applications, including key budget and activity milestones
- Preparing any required environmental review required under the National Environmental Policy Act (NEPA), Sec. 106 Historic Preservation Act review, Sec. 4(f) Department of Transportation Act review, and conformity with the National Ambient Air Quality Standards (NAAQS) to comply with the Clean Air Act

Formula Programs Under ARRA

FEDERAL HIGHWAY PROGRAM

- \$847.2 million to Michigan
- \$99.82 million of \$139.4 million in urban area funds are sub-allocated to Detroit MSA.
- Spending decisions for all projects in this region are subject to approval by SEMCOG as Metropolitan Planning Organization (MPO), as well as by the Michigan Department of Transportation (MDOT), consistent with federal transportation improvement plan requirements.
- It is possible to 'flex' some highway dollars for transit programs under the Surface Transportation Program.
- 3 percent of funds must be set aside for transportation enhancements (\$25.4 million in Michigan)

TRANSIT CAPITAL ASSISTANCE

- \$135 million for Michigan
- 80 percent is apportioned to urban areas; exact agency apportionments (ie. to SMART and DDOT) have not been announced.
- SMART and SEMCOG funding approval required for urban area funds impacting Oakland County (MDOT approval not required).

REAPPORTIONED OR REDISTRIBUTED FUNDS

- Highway and transit funds not obligated by deadlines set by ARRA will be reapportioned (highway) or redistributed (transit) for other ready projects
- Amount is unknown -- redirection actions expected in fall of 2009 and spring of 2010.

Competitive Programs Under ARRA

SUPPLEMENTAL DISCRETIONARY GRANTS FOR A NATIONAL SURFACE TRANSPORTATION SYSTEM

- \$1.5 billion to be awarded by Secretary of Transportation to states, local governments and transit agencies
- Transit, passenger and freight rail projects eligible
- Up to \$200 million can be awarded for TIFIA credit assistance
- A focus on projects that need federal funds to complete a financing package -- "gap funding"
- Maximum state award of \$300 million; individual project award sizes of \$20-300 million (minimum can be waived by Secretary)

AMTRAK

- \$1.3 billion in a grant to National Passenger Rail Road Corporation (Amtrak).
- Awarded March 13
- Not more than 60 percent of funding can be applied to Amtrak's Northeast Corridor
- Initial announcement includes \$60 million for Michigan-related improvements for positive train control between Kalamazoo and Portage, IN
- Working to determine feasibility of applying to Amtrak for station improvement funds.

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

- \$8 billion for competitive awards by DOT
- Intercity passenger rail capital projects and congestion projects
- Funds available until September 30, 2012
- Only states may apply.

FTA ENERGY AND GREENHOUSE GAS DISCRETIONARY (TIGGER)

- \$100 million competitive solicitation -- awards to public transit agencies
- Criteria to be determined
- Priority for projects that reduce a project's energy consumption or the proportion of a system's energy usage.

Federal Fiscal Year 2010 Appropriations

- Applications submitted on cities' behalf to Senators Levin, Stabenow and Rep. Peters for up to \$7 million.
- Federal earmarks have decreased as a share of overall annual funding in past few years; Obama Administration and Congressional leaders have taken additional actions to limit and credential Congressional funding requests.
- FY 2009 appropriations signed into law earlier this month; included roughly \$30 million in transportation related earmarks for Michigan -- most transit earmarks are under \$1 million.

State Budget Actions

MDOT will receive 75 percent (approximately \$637 million) of expected federal formula funding for highways while the remaining 25 percent (about \$213 million) will go to local agencies in compliance with Act 51, which provides transportation dollars to MDOT, county road commissions, and cities and villages for the maintenance and construction of roads and support of public transit systems. As mentioned earlier, an even greater share of federal transit dollars will be sent directly to urban transit systems.

We are continuing to work with MDOT and the Appropriations Subcommittees in an effort to secure Transit Center funding from available state funds, both from any available stimulus dollars or annual appropriated funds. Early meetings with elected leaders, as well as legislative and executive branch staff, have focused on educating them about the purpose and status of the project and identifying funding solutions that would include timely state support to meet the Transit Center's tight construction time frame.

The Senate Transportation Subcommittee is in the process of preparing the State Transportation Budget. It is expected to make its recommendations to the full Appropriations Committee on March 24. The Transportation Budget will then be reported to the State Senate. Once approved, the Budget will then be sent to the State House for further consideration.

TO: Cities of Troy and Birmingham

FROM: Dan Beattie, Chris Wagner

DATE: March 30, 2009

SUBJECT: American Recovery and Reinvestment Act of 2009 Funding Opportunities

We have identified two opportunities within the American Recovery and Reinvestment Act of 2009 (Stimulus Bill) as potential federal funding pots to be pursued in concert with our efforts to secure funding for the Multi-Modal Transit Center (Transit Center) through the Fiscal Year 2010 (FY10) federal appropriations process. Furthermore, we are also exploring the feasibility of using stimulus funding provided to Amtrak for the Transit Center.

The Stimulus Bill appropriated \$100 million to the Federal Transit Administration (FTA) for its Transit Investments for Greenhouse Gas and Energy Reduction Grants (TIGGER), a new discretionary grant program for public transportation projects that reduce a transit system's greenhouse gas emissions or result in a decrease in a transit system's energy use.

The Stimulus Bill also provides \$150 million to the Economic Development Administration (EDA), \$100 million of which will be awarded through its Public Works and Economic Development Facilities Program (PWEDA) and its Economic Adjustment Assistance Program (EAA). While EAA focuses more on the negative impact military base closures and natural disasters have on a local economy, PWEDA is a more traditional economic development tool that provides public works investments to support the construction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain private sector jobs and investments, attract private sector capital, promote regional competitiveness, including investments that expand and upgrade infrastructure to attract new industry, and accelerate new business development.

TIGGER:

- Awards range from \$2 million to \$25 million / Federal cost-share is 100 percent
- Any public transportation agency may apply directly or through a designated recipient such as a Metropolitan Planning Organization, State Transit Association, Transportation Management Association, or State Department of Transportation
- FTA cannot obligate grant funds unless the project is contained in a federally approved STIP and all environmental requirements must be complete
- Complete proposals must be submitted by May 22, 2009

PWEDA:

- Awards vary / Federal cost-share is 50 percent
- Any city or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development, District Organization, Tribal government, institution of higher education, or public/private non-profit organizations may apply
- Applicants are responsible for demonstrating the nature and level of economic distress in the region in which the proposed project will be located. These criteria include: 1) an unemployment rate that is at least one percentage point greater than the national average unemployment rate; 2) per capita income that is 80 percent or less of the national average per capita income; or 3) a “special need” as determined by EDA, including but not limited to substantial out-migration or population loss, underemployment, closure or restructuring of industrial firms, or communities undergoing transition of their economic base as a result of changing trade patterns.

Finally, in response to the City of Troy’s question regarding the potential use of Energy Efficiency and Conservation Block Grants (EECBG) for this project, we have determined that EECBG funding can be used for a number of initiatives, including but not limited to 1) the development of energy efficiency and conservation programs for buildings and facilities within the jurisdiction of the eligible entity; 2) the development, implementation, and installation on or in any government building of the eligible entity of onsite renewable energy technology that generates electricity from renewable resources; 3) development and implementation of programs to conserve energy used in transportation.

The Department of Energy encourages grantees to prioritize programs and projects that leverage other public and private resources, enhance workforce development, and persist beyond the funding period. Cities, Counties and State governments are eligible to apply for EECBG funds; however, only cities with a minimum population of 35,000 are eligible for direct formula grants. Cities such as Birmingham must apply through the State for access to EECBG funds.

What is a Charrette?

A charrette is an intensive planning session where citizens, designers and others collaborate on a vision for development. It provides a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the plan.

The charrette is located near the project site. The team of design experts and consultants sets up a full working office. Formal and informal meetings are held throughout the event and updates to the plan are presented periodically.

Through brainstorming and design activity, many goals are accomplished during the charrette. First, everyone who has a stake in the project develops a vested interest in the ultimate vision. Second, the design team works together to produce a set of finished documents that address all aspects of design. Third, since the input of all the players is gathered at one event, it is possible to avoid the prolonged discussions that typically delay conventional planning projects. Finally, the finished result is produced more efficiently and cost-effectively because the process is collaborative.

Charrettes are organized to encourage the participation of all. That includes everyone who is interested in the making of a development: the developer, business interests, government officials, interested residents, and activists.

Ultimately, the purpose of the charrette is to give all the participants enough information to make good decisions during the planning process.

History of the word “charrette”

The term "charrette" is derived from the French word for "little cart." In Paris during the 19th century, professors at the Ecole de Beaux Arts circulated with little carts to collect final drawings from their students. Students would jump on the "charrette" to put finishing touches on their presentation minutes before the deadline.

	June 2009		June 2009	
9AM	City Staff & Design Team Internal meeting and setup		Developer/Business Roundtable	
10AM	Interviews with Key Stakeholders (Residents, Commercial & Industrial Property Owners)		Presentation by John Swatosh, Detroit Regional Mass Transit	Design Team prepares land use and urban design concepts <ul style="list-style-type: none"> • Vision for the District • Sketches & Renderings • Circulation Maps • Buildout Densities • TOD Guidelines
11AM	Box lunch and walking tour with Design Team, selected TOD Discussion Group members and City staff			
12 PM	Pedestrian Circulation Discussion session Vehicular Circulation Discussion Session			
1 PM				
2 PM	Multi-modal Circulation & Connections	Consultants and public brainstorm land use and urban design concepts	Design Team continues concepts and revisions	
3 PM	Untapped Perspectives (Students, Millennials, Young Families, Special Needs)			
4 PM	Pin up session & presentation dry run with Design Team, TOD Discussion Group and City Staff			
5 PM	Break for dinner		Break for dinner and prep for presentation	

6:30 PM	Picture This: Transit Oriented Development in Metro Detroit	Design Team to refine concepts	Presentation of land use and urban design concepts to the public
9 PM			

KEY

Private Time for Design Team
Interviews/Focus Groups (by invitation)
Public Presentation or Input Opportunity
TOD Discussion Group

Memorandum

To: Parties Interested in Transit
From: Alan Kiriluk, KIRCO, and Chair, and Oakland County Business Roundtable for Transit
Date: 4/13/2009
Re: Proposed Transit Center-Maple and Coolidge Roads

The Detroit Region has long debated the need for public transit, and this mode of transportation continues to grow in importance. Of the 25 top performing regions in the country, 23 have mass transit in place. An increase in demand for mass transit can be readily documented, with youth and baby boomers driving it. Increasing fuel costs are contributing to the demand as well, with SMART, the Detroit Department of Transportation (DDOT) and Amtrak reporting significant increases in ridership. Presently the Detroit Region is ill equipped to meet this increase in demand, which threatens its ability to remain competitive in the future.

The benefits of Transit Oriented Development (TOD) are many, most important of which is the opportunity to establish economic competitiveness in a transforming, global marketplace. TOD has proven to increase densities, property values, and overall investment levels. Individuals are willing to pay a premium to be near to a transit center. Part of the solution in manifesting these benefits can be found in the heart of Oakland County, adjacent to the Birmingham and Troy boundary.

The transit center proposed near the intersection of Maple and Coolidge Roads represents an opportunity that is not likely to occur often. As a result of a friendly consent judgment between a developer and the City of Troy, land has been set aside for the center, with the caveat it be developed by 2010. If this does not occur, the land will revert to private ownership. The value of the land, which is available at no cost, comprises an estimated 25% of the total cost to develop the center. In today's struggling economy such cost efficiencies must be leveraged.

This transit center would represent an important piece of infrastructure as Oakland County looks to establish economic competitiveness, enhance lifestyles and support area businesses going forward. The center is the essence of regionalism in that it will serve an important population center, while at the same time linking to the Woodward Corridor, downtown Detroit, the airport, and points beyond.

With the future economic health of the Detroit Region in mind, I urge you to support this initiative and work diligently to make it reality. I'd be happy to respond to any questions you may have, and to assist your decision making process as you see fit.

Sincerely,

Alan M. Kiriluk
Chairman, Oakland County Business Roundtable, Transportation Committee

Resolution of Support

Proposed Intermodal Transit Center – Maple and Coolidge Roads

Whereas, the **intermodal transit center** proposed for Maple and Coolidge Roads is intended to coordinate existing services, including bus, black sedan, Detroit Region Aerotropolis, taxi, heavy rail, pedestrian pathways, and the nearby Troy Airport;

Whereas, the **intermodal transit center** is core to sound economic development strategy;

Whereas, it represents a collaborative effort by adjoining municipalities, resulting in reduced costs through shared services;

Whereas, according to State Transportation Director Kirk Steudle, it will provide mobility options to local residents, and it represents the Governor’s commitment to promoting economic growth and improving the quality of life;”

Whereas, SEMCOG has indicated a good transit system can attract development, businesses, tourism, and conventions. It helps connect people to jobs, making the Region more economically competitive;

Whereas, the **intermodal transit center** has been recognized by SEMCOG and Detroit Regional Mass Transit and included in each respective plan; now

Therefore, be it resolved that the Birmingham Bloomfield/Troy Chamber of Commerce Board of Directors, on behalf of its member businesses, supports the advancement of the intermodal transit center to transform the future economy of Birmingham/Troy.

Furthermore, it recognizes furtherance of this initiative will firmly establish Birmingham/Troy as an asset in any future regional transportation system.

Approved by unanimous vote of the Board of Directors, Birmingham Bloomfield/Troy Chamber of Commerce, Birmingham/Troy, Michigan, on this day of , 2008.

Chairperson, Birmingham Bloomfield/Troy Chamber of Commerce

President, Birmingham Bloomfield/Troy Chamber of Commerce



Operating Engineers Local 324

LABOR-MANAGEMENT EDUCATION COMMITTEE

BACK TO AGENDA

March 12, 2009

The Honorable Stuart Lee Sherman
Mayor
City of Birmingham
151 Martin Street, P.O. Box 3001
Birmingham, MI 48012

Dear Mayor Sherman:

I am contacting you on behalf of the Operating Engineers Local 324 LMEC and we want to express our strong support for the Troy/Birmingham Multi-Modal Transit Center (Center). This Center will bring needed jobs to the region, provide solutions to the region's transportation problems, redevelop brownfield property with a focus on long-term transit-oriented development and as an outcome bring regional economic growth.

Too much is at stake and we can not let this project fail for lack of funding. Two special facts drive our interests. The fact that rail ridership is expected to double over the next ten years and for every \$1 invested in transit \$7 to \$8 is returned. Please exercise all options available to the City of Birmingham to make this project a reality.

This "shovel ready" project could be a catalyst to the region's economic vitality and you have our total backing. A solution needs to be found long before the property owners imposed deadline of June 2010.

We join other organizations within the construction industry and groups such as the Southeast Michigan Council of Governments, Detroit Regional Mass Transit, Wayne County, ITT Technical Institute and the University of Michigan – Urban Land Institute in supporting the Troy/Birmingham Multi-Modal Transit Center as the project moves closer to construction.

Sincerely,

Donald C. O'Connell
Executive Director

cc: IUOE Local 324 LMEC Board of Trustees



April 5, 2009

[BACK TO AGENDA](#)

Mr. Kirk Steudle, Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Mr. Steudle,

I am contacting you today on behalf of the Automation Alley Coordinating Council, the advisory board of the Automation Alley SmartZone™. The Council is a partnership between the cities of Rochester Hills, Southfield and Troy, Lawrence Technological University, Oakland University, Oakland County and Automation Alley, which promotes the growth of the technology industry in our region. The Council has passed a Resolution in support of the Troy/Birmingham Multi-Modal Transit Center (Center). This Center will play an important role in the region by providing a comprehensive regional transportation system that also will generate new jobs.

As our unique partnership works to diversify the region, we strive to grow clusters of technology companies within two state-designated certified technology parks and to provide a transparent bridge between our educational institutions and the private sector. Transportation is a critical element to the success of our mission.

The Center will be located in a brownfield-designated area of Maple and Coolidge Roads in the communities of Troy and Birmingham. The Center will utilize existing Amtrak rail infrastructure while providing a transfer point to SMART bus services, taxi and sedan connections within the Detroit Regional Mass Transit Plan. It will also create more transportation opportunities for patrons of the Oakland/Troy Airport.

The Automation Alley SmartZone™ Coordinating Council envisions a transportation "bridge" anchored by Lawrence Technological University to the south and Oakland University to the north, with bus lines providing a direct connection between them and the Transit Center. In this manner, students and the workforce will be directly connected to our educational and employment centers.

The Center is intended to improve the attractiveness, reliability, safety and economic efficiency of rail passenger service in the metropolitan Detroit region. Studies have shown that every \$1 invested in transit yields \$7 to \$8 in return. If critical funding and investment is not secured by June 2010, however, the project would be jeopardized as land donated for the Center will be returned to private ownership.

I hope that you will join the Council and other organizations, including the Southeast Michigan Council of Governments, Detroit Regional Mass Transit, Wayne County, ITT Technical Institute and the University of Michigan in supporting the Troy/Birmingham Multi-Modal Transit Center as the project moves closer to construction ahead of the June 2010 deadline.

Sincerely,

A handwritten signature in black ink, appearing to read "Douglas J. Smith". The signature is written in a cursive style with a large initial "D" and "S".

Douglas J. Smith
Chairman, Automation Alley SmartZone Coordinating Council

DJS/mg

cc: Paul Tait, Executive Director, SEMCOG
L. Brooks Patterson, Oakland County Executive
Tom Markus, City Manager, City of Birmingham
Louis Schilling, Mayor, City of Troy

March 30, 2009

Dear Michele Hodges,

I am contacting you to express my strong support for the Troy/Birmingham Multi-Modal Transit Center (Center). This Center will be a panacea for the local communities by providing solutions to the region's transportation problems, by creating jobs, and by redeveloping brownfield space with a focus on long-term transit-oriented development.

As you may know, this project has been a local priority for a number of years and is one of the few "shovel ready" projects across the state. The project is located on the ninth busiest passenger rail corridor in the United States, making the project truly critical when one considers that passenger rail ridership is expected to double over the next 10 years.

The Center will be located in a brownfields-designated area of Maple and Coolidge Roads in the communities of Troy and Birmingham. The Center will utilize existing Amtrak rail infrastructure while providing a transfer point to SMART bus services, taxi and sedan connections within the Detroit Regional Mass Transit Plan. It will also create more transportation opportunities for patrons of the Oakland/Troy Airport.

The Center is intended to improve the attractiveness, reliability, safety and economic efficiency of rail passenger service in the metropolitan Detroit region. Studies have shown that every \$1 invested in transit yields \$7 to \$8 in return. However, there is the danger that this project may not go forward due to a lack of investment. The donated land will return to private ownership in June 2010 if sufficient funding has not been obligated for the purpose of constructing a transit center at the specified location.

I hope that you will join me and other organizations such as the Southeast Michigan Council of Governments, Detroit Regional Mass Transit, Wayne County, ITT Technical Institute and the University of Michigan – Urban Land Institute in supporting the Troy/Birmingham Multi-Modal Transit Center as the project moves closer to construction ahead of the June 2010 deadline.

Sincerely,

Suzanne Y. Alfatsen
Kelly Law Registry
Managing Director

April 1, 2009

The Honorable Gary C. Peters
U.S. House of Representatives
1130 Longworth House Office Building
Washington, DC 20515
FAX: (202) 226-2356

Dear Representative Peters:

On behalf of the City of Birmingham, I am contacting you to express my strong support for the inclusion of the Troy/Birmingham Multi-Modal Transit Center (Transit Center) in the upcoming Fiscal Year 2010 Transportation-Housing and Urban Development Appropriations Bill. The Center will be a panacea for the local communities by providing solutions to the region's transportation problems, by creating jobs, and by redeveloping brownfield space with a focus on long-term transit-oriented development.

As you may know, this project has been a local priority for a number of years and is one of the few "shovel ready" projects across the state. The project is located on the ninth busiest passenger rail corridor in the United States, making the project truly critical when one considers that passenger rail ridership is expected to double over the next 10 years.

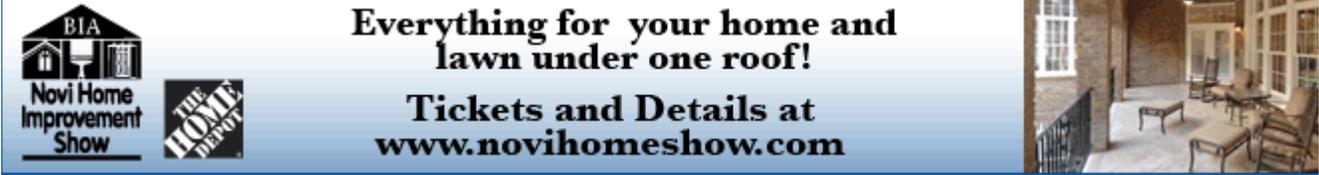
The Transit Center will be located in a brownfields-designated area of Maple and Coolidge Roads in the communities of Troy and Birmingham. The Transit Center will utilize existing Amtrak rail infrastructure while providing a transfer point to SMART bus services, taxi and sedan connections within the Detroit Regional Mass Transit Plan. It will also create more transportation opportunities for patrons of the Oakland/Troy Airport.

I hope that you will support our request for funding through the Buses and Bus Facilities account of the Fiscal Year 2010 Transportation-Housing and Urban Development Appropriations Bill. Please join the Cities of Troy and Birmingham, as well as other organizations such as the Southeast Michigan Council of Governments, Detroit Regional Mass Transit, Wayne County, ITT Technical Institute and the University of Michigan – Urban Land Institute in supporting this critical project.

Sincerely,

Thomas M. Markus
City Manager

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Saturday, January 17, 2009

Oakland officials pepper Rep. Gary Peters with stimulus fund requests

Jennifer Chambers / The Detroit News

TROY -- More than two dozen municipal leaders braced Friday for a crash course in bringing proposed federal economic stimulus funds back to their cash-strapped communities.

Attempting to digest details of the massive spending plan proposed by President-elect Barack Obama, the group of Oakland County leaders fired question after question at U.S. Rep. Gary Peters, who invited the group to his district office.

"This is fresh off the press," Peters said holding an overview of the American Recovery and Reinvestment Bill of 2009, which proposes \$275 billion in tax cuts and \$550 billion in investments. "We want to be ahead of the curve and get our applications out first."

Advertisement Clawson City Manager Richard Haberman said he has a list ready of \$29 million in local road projects that could proceed in 90 days.

Jana Eckert, city planner for Birmingham, asked Peters where a proposed regional transit center involving her city and Troy would fit into the funding formula. The cities need \$6 million in funding to make the plan a reality.

"We can get a lot of people working and the economy going. For every \$1 we invest in this type of project we get a return of \$48," Eckert said. "For the regional as a whole, we need to get working on this."

Peters and his staff recorded the meeting and took copious amount of notes on requests. Detailed answers to the many questions would have to wait until Peters and the rest of Congress had a better idea of the




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program's strict requirements.

Pontiac Mayor Clarence Phillips walked away from the meeting with something new for his city: hope. Pontiac has lost 61 percent of its police force since 2005 to layoffs that have shrunk the department from 170 to 65 officers. Phillips stopped on a section of the bill that calls for \$1 billion for COPS, the hiring grant program that could fund the hiring of 13,000 police officers for three years nationwide.

"When I saw that, it was like the angels started singing. That puts us back on the map. That creates a situation that allows my community to feel safe. My question is: how fast can we access those dollars?" Phillips said.

You can reach Jennifer Chambers at (248) 647-7402 or jchambers@detnews.com.

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Daniel Howes' Blog



Daniel Howes: The geniuses who own Chrysler LLC remind me of the last geniuses who owned it -- stir the pot, play to the sharpies in New York and figure all the dopes in Detroit'll ... [Continued](#)

Raging Bullard

George Bullard: The CNN pundit crew for the inaugural broadcast from outside and complained about the cold. The solution, of course, is to go inside. Hats were popular. David ... [Continued](#)



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Going Home



Michael Happy: Cautiously optimistic. That's how I approached Sunday's meeting of Friends of Fletcher Field, our first of 2009.

Part of our F3 gang. Although none of the people ...
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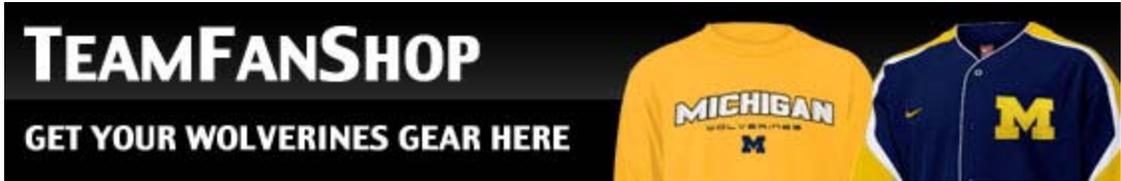
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POWERED BY YOU AND THE

Peters climbs aboard transit center proposal

BY JAY M. GROSSMAN • ECCENTRIC STAFF WRITER • JANUARY 18, 2009

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Memo to Gary Peters: Show us the transit money.

ADVERTISEMENT

Following a meeting with Oakland County officials to discuss a proposed economic recovery package, newly elected U.S. Congressman Gary Peters said he's throwing his support behind the transit center.

"I've talked to representatives in Birmingham and Troy. I'm fully aware of the project and I think it's a great idea," Peters said Friday.

"President-elect Obama is a big believer of public transportation and agrees if we're going to move toward energy independence, then public transportation is a key component of that."

The two cities are trying to raise upwards of \$6 million in federal and state funding for the construction of a regional transit center on the Troy/Birmingham limit that would serve the existing Amtrak rail line, buses and taxi service.

Peters said the economic recovery package, if approved, would make available billions of federal dollars for new construction and infrastructure improvements throughout the country. He plans to assist the two cities in trying to determine if the transit center qualifies for a chunk of that money.

"We can't do a congressional earmark to fund the project, which means there's no way for me to specifically put a line in the bill for the transit center," he said. "So there are no guarantees ... but we'll at least explore the options and see what we can do."

Details of the transit center were discussed at the Birmingham Planning Board on Wednesday. Chairman Robin Boyle is a strong proponent of the project as a catalyst toward attracting new commercial and residential development.



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"I think it will be a great benefit to the area and I look forward to the next phase," Boyle said.

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Monday, February 2, 2009

Growth platform: Troy, Birmingham race for \$7M for transit site

Jennifer Chambers / The Detroit News

TROY -- The cities of Troy and Birmingham are racing the clock to finance a multimillion-dollar regional transportation center designed to increase rail travel, provide a regional transfer point for SMART buses and offer taxi and black sedan service.

Both cities have 16 months -- or until June 2010 -- to come up with \$7 million to fund construction of a transit center building, a pedestrian tunnel and two platforms on a 3-acre parcel behind Midtown Square shopping plaza near Maple Road and Coolidge Highway.

The new station, called the Troy Intermodal Transit Facility, is envisioned as a hub in a larger regional transit system planned for Metro Detroit, including a commuter rail line from Ann Arbor to Detroit and a proposed light rail line along Woodward Avenue in Detroit to the suburbs of Oakland County.

Advertisement The transit center, on the Troy side of the railroad tracks, would be built around the existing Amtrak rail line and stop in Birmingham and give passengers centralized access to bus, taxi and limousine services, which could help connect them to the northern suburbs.

Officials from both cities have been working on a transit center project since 2000 when developer Grand Sakwa, under a consent judgment, agreed to donate the land to Troy with the condition it be used for a transit center. The property will revert to Grand Sakwa if the deadline is not met.

In December, Troy and Birmingham agreed to pay the law firm Clark Hill \$7,500 a month to lobby state and federal lawmakers for the funds.

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City officials hope the transit center is an ideal candidate for funds in the federal economic recovery plan proposed by President [Barack Obama](#). Obama is lobbying for congressional passage of an \$825 billion stimulus package.

"We have an excellent chance of receiving funding under the stimulus plan," Birmingham City Planner Jana Ecker said. "We are one of the few packages for transit that is this far along." U.S. Congressman Gary Peters, D-Bloomfield Township, said he is working with state, municipal and business leaders to help gather support to get the project off the ground.

Megan Owens of Transportation Riders United said the success of mass transit demands that people know where to catch a bus or train and where the routes go. Providing a centralized area for people to get information gives them an easy connection to the system, she said.

Plus, rail passengers who already use the Birmingham station would welcome the new amenities, Owens said.

"These types of transit centers can be a boost for redevelopment," Owens said. "You get lots of mixed use and condos and lofts around transit centers."

Bill Cowger of the Troy [Chamber of Commerce](#) said the transit center is a small capital expense with a huge potential payoff.

"Other transit proposals require major infrastructure. The primary infrastructure for this project is already there: the railroad. It's a really small investment for a huge leap to make Troy and Birmingham more walkable and eventually connect to the Ann Arbor-Detroit rail," Cowger said. "Once the service is provided, they will come."

City leaders said they plan to hold brainstorming workshops in the spring to get input from the public on the proposal.

You can reach Jennifer Chambers at (248) 647-7402 or jchambers@detnews.com.

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Public Transit Ridership Rises To Highest Level in 52 Years

4% Increase Comes Despite Job Losses, Plunging Gas Prices

By Lena H. Sun
Washington Post Staff Writer
Monday, March 9, 2009; A02

Despite job losses and falling gasoline prices, record numbers of Americans rode subways, buses and commuter rail last year, boosting public transportation ridership to its highest level in 52 years, according to a survey to be released today by the American Public Transportation Association.

Advocates say the ridership figures show growing support for public transportation. They hope to use that support to push for federal funding beyond the \$8.4 billion in stimulus money set aside for transit. More investment in transit not only helps the economy, advocacy groups say, but also helps the environment and fosters energy independence.

"Now, more than ever, the value of public transportation is evident, and the public has clearly demonstrated that they want and need more public transit services," said APTA President William W. Millar.

"These are investments that pay off for decades and decades to come," he said. Boston opened the nation's first subway in 1897. More than a century later, Millar noted, "I can still ride it today."

The 10.7 billion transit trips Americans took last year amounted to a 4 percent increase over trips taken in 2007; at the same time, Americans drove measurably less, according to the Transportation Department.

The increase is significant because cheaper gas and job losses tend to drive transit ridership down. Almost 60 percent of transit riders go to work.

The APTA survey found that ridership increased last year on all modes of transit all across the country. Ridership rose on 14 of the nation's subway systems (3.5 percent), 20 of 21 commuter rail systems (4.7 percent) and 20 of 26 light-rail systems (8.3 percent). Some of the big increases were in places such as South Florida, Dallas and Salt Lake City, not necessarily among the largest communities served by transit, officials said.

Bus service increased 3.9 percent, but ridership on systems serving populations under 100,000 rose 9.3 percent, the survey found. Riders in those systems typically wait up to an hour for their buses, officials said.

In the Washington region, Metrorail, the Virginia Railway Express and MARC commuter rail also reported ridership increases.

Transit officials said that even with fewer people going to work and cheaper gas, riders are taking transit to save money. On Oct. 1, a gallon of regular gas was \$3.61, compared with \$4.11 a gallon on July 17. By year's end, the national average was \$1.61.

In South Florida, average weekday ridership on the Tri-Rail commuter line is about 15,000 trips, a small number compared with the hundreds of thousands of vehicles that cram Interstate 95 every day between Fort Lauderdale and Miami. But ridership on Tri-Rail, which runs from Miami to West Palm Beach, rose 18 percent in the fourth quarter and nearly 23 percent for the year. Reflecting a nationwide trend, more riders climbed aboard in the second and third quarters last year as gasoline prices skyrocketed, and the number stayed even when prices at the pump fell. The trend is holding, with ridership up about 8 percent in January over the same month last year, Tri-Rail spokeswoman Bonnie

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Arnold said.

The Dallas light-rail system, which has an average weekday ridership of 70,000 trips, registered a ridership increase of more than 8 percent in the fourth quarter and more than 10 percent for the year.

"People who were used to driving did the math and figured they could buy a monthly pass [\$50] for less than a tank of gas," said Morgan Lyons, a spokesman for the Dallas Area Rapid Transit. As gasoline prices fell, other benefits became more apparent, he said. Instead of traffic-clogged drives that could take up to an hour, riders could be on the train for 35 to 40 minutes and do work or relax. "When you have to start making decisions about all the little things, other little things become equally important," he said.

Ridership demand notwithstanding, enormous budget deficits and falling sales and property tax revenue have forced many transit agencies to raise fares and cut service. Last month, the Cincinnati Metro said it was reducing service on 27 bus routes to balance its 2009 budget. Maryland officials cut MARC rail and commuter bus service. In Washington, Metro officials are expected to decide this week whether they will reduce bus and rail service to help close a \$29 million deficit in next year's budget.

Looking ahead, transit officials say ridership is likely to fall in the first quarter of this year because of the slumping economy. But they say stimulus-funded projects set to get underway this spring will show policymakers the benefits of transit investment. Transit agencies have to apply for grants from the Federal Transit Administration.

Metro, which expects to get about \$200 million in funding, plans to submit its application this month and launch several projects, such as repairing crumbling station platforms, by late spring, officials said.

"There are a lot of eyes watching those of us who are in receipt of stimulus funds," Millar said. If transit agencies spend the money quickly and create jobs, building "tracks to somewhere" instead of "a bridge to nowhere," federal policymakers "will be much more inclined to listen and invest additional sums," he said.

Staff researcher Meg Smith contributed to this report.

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POWER

Dream of regional rail transit nears reality

\$44 million for line pledged; leaders back plan

BY JOHN GALLAGHER • FREE PRESS BUSINESS WRITER • MARCH 16, 2009

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After decades of missed chances, southeast Michigan appears closer than ever to getting what other major cities already enjoy -- a true regional transportation system.

ADVERTISEMENT The first link in that potential system got a major boost last week when the Kresge Foundation and Detroit's Downtown Development Authority pledged a combined \$44 million to the proposed M1-RAIL light-rail line on Woodward in Detroit.

The potential is big. Beyond actually moving people from place to place, regional transit systems tend to spur nearby creation of residential, retail and other development. The regional transit plan being considered for southeast Michigan envisions 30,000 new jobs, \$1.4 billion in annual payroll and almost 11,000 housing units built near the transit lines, as well as boosted retail sales and other benefits, all spurred by the year 2035 if a regional transit system is built.

Momentum is building. In addition to the big pledges last week, Congress approved a \$950,000 earmark for a Detroit-Ann Arbor route, and regional leaders expressed hope late last week that some of the federal [stimulus](#) money could go toward a regional transit system.

"What gives me the most optimism is that we've gotten to the point where just about everyone in the region agrees we need quality regional transit," said Megan Owens, executive director of the nonprofit citizens group Transportation Riders United.

John Hertel, chief executive of the nonprofit Regional Transit Coordinating Council, agreed.

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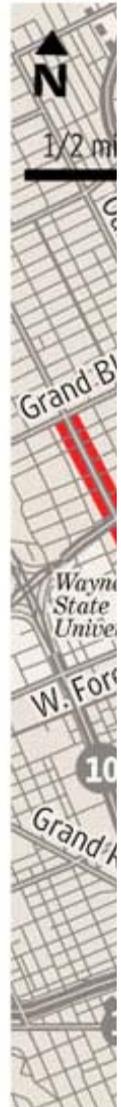


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"It's been talked about for decades and decades," Hertel said Friday. "But now, things are actually happening."

Recent steps show how improved the climate for transit has become. Those steps include recent agreement by the regional big four -- Wayne County Executive Robert Ficano, Oakland County Executive L. Brooks Patterson, Macomb County Board of Commissioners Chairman Paul Gielegem and Detroit Mayor Ken Cockrel Jr. -- to approve a plan Hertel crafted.

Other steps included bipartisan agreement in Lansing among Gov. Jennifer Granholm, state Senate Majority Leader Mike Bishop, R-Rochester, House Speaker Andy Dillon, D-Redford Township, and other lawmakers to authorize a regional system.



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Johnnygman wrote:

Replying to rcthompson:

Replying to Johnnygman:

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Explain to me why this will not work? Similar systems work in other cities.

Detroit is the largest city in the developed world without a modern commuter or even light rail system. Yet again the people in Detroit remain in the past if they oppose this system.

Reality check. Detroit is the largest segregated city in america. Would you stand at a bus stop in Detroit, at ALL hours of the night? It will not be able to run on fares alone. Its already starting to get state funding for operations when its private. I've seen many plans in 60 years, I lived on Woodward when the buses worked. This will fail

03/17/2009 8:46:29 a.m. EDT

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Johnnygman wrote:

Replying to rcthompson:

Replying to Johnnygman:

A 4 mile rail line is not going to justify all that money. Its doomed to fail and they can bury these tracks over the old tracks on Woodward. Penske and Hertel are DREAMING if they think its going to pay off. Just go ask Monica Conyers.

Explain to me why this will not work? Similar systems work in other cities.

Detroit is the largest city in the developed world without a modern commuter or even light rail system. Yet again the people in Detroit remain in the past if they oppose this system.

The startup costs, high labor costs for maintenance and repair, and daily operations costs are not sustainable. The legislature took money from 28 transit systems in the state and added this, thus diluting other transit systems financing already. Only 2 transit systems in the WORLD even make 50% in fares. All the rest is tax money, we don't have.

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Johnnygman wrote:

Replying to DNasty:

Johnnygman - you clearly have not been downtown in a while. This is needed, will be successful and will be the begining of a very exciting chapter in Detroit.

Penske said it was going to be privately owned, he lied. The legislature already voted to give him funding from the state for yearly operations. Theres not going to be enough ridership to pay for it. The legislation allows them to tax along the route. Yet another tax. If its private why do they keep finding ways to give him tax money for start up costs? Wake up people.

03/17/2009 8:23:20 a.m. EDT

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satchmo1 wrote:

Replying to mykel76:

Okay alot of people keep talking about how its only 3.4 miles and that the whole system wont be done til 2035. Thats actually fast....it has to start first of all and then it is ADDED upon through a period of years. They cannot just BOOM lay all the tracks, get all the trains, and have it up and running in a few years. Portland Oregon started out with one track going through downtown...

I'm fairly certain most people realize that it doesn't happen overnight, and is built up over time with various "lines".. However, if you start out on such a small scale, how can generate enough excitement for people to actually use? If it doesn't start successfully, it makes it that much more difficult to convince people to spend more money on it to add more tracks. What you failed to mention was that Portland started with 15 miles...a lot more than the 3 and change proposed for Woodward. I'm all for a regional transportation system...but start it off right so it's set up to succeed

03/17/2009 3:23:22 a.m. EDT

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mykel76 wrote:

cont...The presence of the light rail there in Oregon has turned that city completely around and that started with the FIRST set of tracks they layed down and it just keeps getting better with every installment. Give it a chance PLEASE. And you may see a new more stable Detroit and Michigan as whole.

03/17/2009 2:11:26 a.m. EDT

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