

## **Message from the City Manager on the Troy Multi-modal Transit Facility**

In 1993, the Troy City Council engaged resident and business volunteers to chart a course toward 2010. It was an exciting activity which influenced the community's development – one of which was the Big Beaver Corridor Study presented in June 2006.

Again, in 2005, in a true sense of cooperation and collaboration, more than 150 Troy resident and business volunteers came together in the spirit of community to once again form their vision for the Troy Futures - Vision 2020 Task Force Committees. Just as the community had responded in 1993, our residents stepped forward to envision our City in the new millennium.

Citizens from all walks of life participated in Vision 2020, identifying the kind of community the City of Troy should aspire to become. This goal-oriented preferred vision was offered as a guide for deliberation and action for City leaders.

Members of the seven task forces - Civic Infrastructure, Image and Feel, Lifestyle, Lifetime Learning, Mobility, Regionalism, and Wealth Creation - came together to meet, brainstorm, study, and deliberate on their specific topics. The yearlong effort from 2005 through October 2006 resulted in a report from each committee identifying preferred futures. All of the goals were then compiled into a final report which is available on the City website.

Troy Futures - Vision 2020 reflects our desire to meet the needs of tomorrow's citizens in Troy, and continues to be a City where people aspire to live, work and invest in. The Troy City Council and City Administration continue to work hard at implementing the preferred futures with Council goals and objectives to maintain Troy as one of the best Cities in which to live, learn, work and play. The City Council agreed that the Troy Futures Report would play a vital role in moving Troy into the next level of vitality.

Based on the Troy Futures report, both the Mobility and Regionalism Task Forces developed similar suggested actions to achieve a preferred future:

*One of the Suggested Actions from the Regionalism Task Force: Develop a mass transit system that has City components connected to a regional system that is safe, reliable, cost effective, and convenient and develop stable long term revenues for transportation with a mass transit component.*

*One of the Suggested Actions from the Mobility Task Force: Establish a multi-modal Transit Center at Maple and Coolidge and provide enhanced access to major airports.*

Task Force members agreed that supporting community partners would include: Department of Transportation - Federal and State, Oakland County Road

Commission, City of Troy, SMART, SEMCOG, MDOT, private taxi and limousine companies.

Prior to the Futures Project, in 2000, the City of Troy acquired a 2.4 acre parcel of land under a consent judgment with Grand Sakwa with the condition that it be funded for a transit center within 10 years. The parent parcel was developed as a mixed use project, with large retail stores and an attached condominium community at Maple and Coolidge. Without funding of the transit center the property would revert back to Grand Sakwa.

The Cities of Troy and Birmingham worked jointly to develop a Transit Facility. The Troy Transit Facility will serve the region by strengthening the existing transit options in the area through a centralized facility that will allow users to access intercity rail service, regional bus routes and other modes such as air and taxi services. A bridge over the railway line will provide a barrier-free non-motorized link between the regional bus terminal in Troy with the rail platform in Birmingham. This facility is included as a hub in the Detroit Regional Mass Transit plan (DRMT) and will serve as a catalyst for coordinated regional and mass transit in Southeastern Michigan.

In terms of funding for the Troy Multi-modal Transit Facility, funding for the project is provided by \$8,485,212 awarded under the 2009 American Recovery and Reinvestment Act's (ARRA) High-Speed Intercity Passenger Rail Program. This grant is administered by the Federal Railway Administration (FRA) and the Michigan Department of Transportation. This project is 100% federally funded and there is no direct cost to the City.

Also awarded was \$1.3 million under the Fiscal Year 2010 U.S. House of Representatives Transportation, Housing and Urban Development Appropriations Bill. This earmark is administered by the Federal Transit Administration (FTA). It is not anticipated that this earmark will be required to build the project.

Please read the attached documents on this webpage for more in depth information.

Together we can keep Troy as the great City which brought you here in the first place.