


Summary of
The Regional Transit Plan
for Southeast Michigan

“The Detroit Regional Mass Transit Initiative”

By the Regional Transit Coordinating Council

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Presentation

- The Mission & Objectives
 - Regional Multi-Modal History
 - Current Status
 - Next Milestones & Projects
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The Regional Transit Plan for Southeast Michigan

➤ **Mission:**

- **Maximize regional mobility and economic development through implementation of a Regional Multi-Modal Transit Plan, thereby enhancing the quality of life within the region.**

The Regional Transit Plan for Southeast Michigan

➤ Objectives:

- Enhance/Expand Existing Transit Services
- Introduce NEW Multi-Modal transit service/corridors
- Regional transit governance (RTA).
- Identify/Access dedicated funding

Regional Multi-Modal Transit History

- 1867 – Horse-drawn trolleys operate on Woodward, Jefferson, Gratiot, Grand River and Michigan Avenues.
- 1897 – The trolleys become a streetcar system powered by overhead electricity.
- 1920s & 1930s – Detroit's municipality-owned multi-modal transit system is the largest in the USA.
- 1940s - >340 miles of streetcar track in the city.
- 1956 – Streetcars are sold to Mexico.....

Regional Multi-Modal Transit History

- 1958 – Regional Mono-Rail proposed by Detroit Rapid Transit Commission.
- 1967 – SEMTA (*Regional Transit Authority*) is formed
- 1969 – “TALUS” recommends light rail service on 8 corridors
- 1976 - President Ford offers \$600 Million to build a rail transit system.
- 1979 – SEMTA approved a regional multi-modal system (bus & rail).

Regional Multi-Modal Transit History

- 1983 – SEMTA terminates Detroit-Pontiac Commuter Rail Service
- 1984 – SEMTA terminates Detroit-Ann Arbor Commuter Rail Service
- 1985 – AMTRAK offered *matching* funds to build rail station at Joe Louis arena and to restart Detroit-Ann Arbor Commuter service.
- 1989 – The RTCC was formed by the “Big 4” to plan and coordinate effective and efficient public transit.

Regional Multi-Modal Transit History

- 1989 – SEMTA split into SMART & DDOT
- 1994 – SMART & DDOT attempt to merge key routes.
- 1997 – MDOT recommends the restart of Commuter Rail service.
- 1999 – GM removes commuter rail spur West of RenCen to build a parking lot and I-375 built eliminating downtown rail access.
- 2001 – DARTA (*Regional Transit Authority*) is *almost* established by legislation.
- 2002 – Gov. Engler vetoes DARTA bill.

Regional Multi-Modal Transit History

- 2003 – DARTA (2) is created by an Interlocal agreement (IGA) between Oakland, Macomb, Wayne & Monroe Counties and SMART & RTCC.
- 2003 – Law suit filed by AFSCME challenging DARTA.
- 2006 – Michigan Supreme Court dissolves DARTA (2)
- 2006 – RTCC hires John Hertel to plan the Regional Transit Plan, a new Authority and a funding plan.

Regional Multi-Modal Transit History

- 2007 – (August) Transit Vision Document published by the RTCC's *Detroit Regional Mass Transit Initiative*.
- 2008 – (December) The Regional Transit Plan is approved by the “Big 4”.
 - *Must prepare governance and funding plans by June 30, 2009*
- 2009 – M1-Rail is established to develop light rail on Woodward from Jefferson to Grand Blvd.