

Project Overview

Purpose

- Develop new options for development of new rail and intercity bus facilities in Detroit.
- Create and/or preserve opportunities to incorporate commercial development to drive transit-oriented development and offset both capital and operating costs.

Need

- Develop new passenger rail and intercity bus facilities in Detroit to accommodate growing ridership projections and improve connectivity.
- Leverage property that MDOT already controls to offset costs including a large site in New Center and the Howard Street bus terminal site.

MDOT Goals and Objectives

MDOT established and refined the following goals and objectives through **engagement** with key internal and external stakeholders:

- Expand connectivity**
Maximize connectivity across modes (passenger rail, Q-1 line rail, intercity bus, micro-mobility, EV charging, and transit services) and local and regional destinations.
- Establish a regional transportation hub**
Grow into a vital regional transportation hub that can enhance DDOT and RTA mobility for the region and accelerate development in the local area.
- Improve customer experience**
Provide high-quality passenger amenities to facilitate placemaking, improve the customer experience, and establish a destination commensurate with a world class station.
- Enhance public space**
Incorporate public space improvements as well as opportunities for retail and commercial activity both inside and outside the new facility to encourage a pleasant pedestrian and passenger experience while focusing on the public transportation and mobility needs, retain and maximize future site development opportunities. Invest and commit to enhancing an emerging and vibrant community.
- Leverage land value**
Where possible, include real estate development opportunities to generate revenue to support station development and operations.

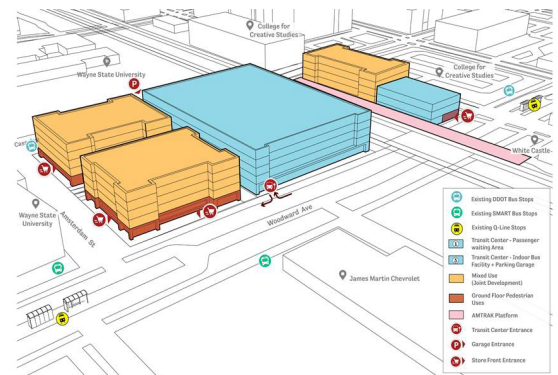
New Center Intermodal Facility

Project Background and Overview:

- MDOT completed a feasibility study of a proposed intermodal station to bring together passenger rail, intercity bus, local transit and microtransit services at the site of the current Detroit Amtrak Station in the New Center neighborhood of Detroit. Both the Amtrak station and the current intercity bus facility on Howard Street are outdated and in need of replacement.
- The study included analysis of the local real estate market, including a market sounding with interested local and national developers, to determine if real estate development on the site could be used to offset some of the public investment through a public-private partnership.

Key highlights:

- Based on feedback from market participants and a review of financial options, it was determined that near-term construction of the transportation facility will require 100% public funding of capital costs.
- However, based on preliminary site layouts and massing studies, the design and construction may preserve the opportunity for future real estate development on the site.
- Preliminary capital cost estimates for the public facility range between \$36M and \$45M.



2020 – 2021: Concept Planning (Completed)

Stakeholder Engagement and Market Analysis

- Stakeholder meetings to establish goals and objectives, market analysis

Market Soundings and Transportation Analysis

- Market soundings with P3 and real estate developers, and a transportation need analysis

Cost analysis, test fits, and financial analysis

- Site layout options, urban design analysis, developed test fits for station and real estate; capital and O&M cost estimates; reviewed potential cash flows

2021 – 2022: Pre-Development

Application for Federal Funding: MDOT leadership approved facility development; Pursuing Federal RAISE grant; initiating environmental review and community engagement

Coordination with City of Detroit and Local Stakeholders: Initial coordination with City of Detroit and initiating outreach to local stakeholders.