

TROY MULTI-MODAL TRANSIT FACILITY

OVERVIEW

- ✘ General Objectives
- ✘ Project Area
- ✘ Existing Conditions
- ✘ Description of New Facility
- ✘ Recent Significant Actions
- ✘ Current Status
 - + Timeframes
 - + Contracts
- ✘ Next Steps
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GENERAL OBJECTIVES

- ✘ Relocate inadequate Amtrak station to a more accessible site.
- ✘ Strengthen transit option through a centralized facility allowing user access to intercity passenger rail service, regional bus routes, taxi services and Troy-Oakland Airport.
- ✘ ADA-compliant, safe, and secure transportation center.
- ✘ Regional hub in the Detroit Regional Mass Transit plan (DRMT) with future connections with Woodward Ave. Light Rail system.
- ✘ Regional hub for SMART bus system

PROPOSED REGIONAL TRANSIT NETWORK

Troy Multi-Modal
Transit Hub

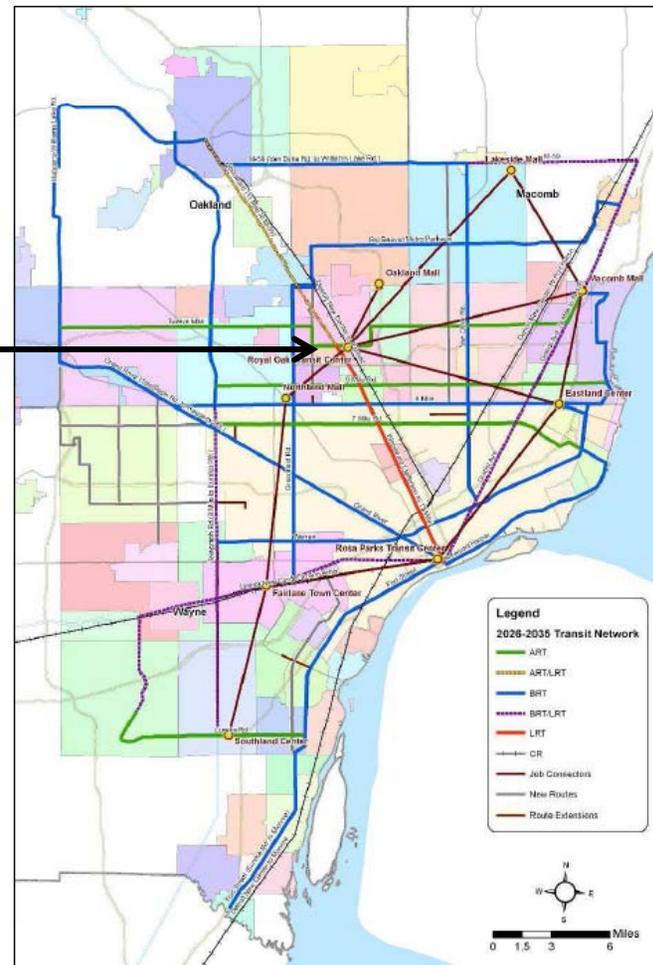


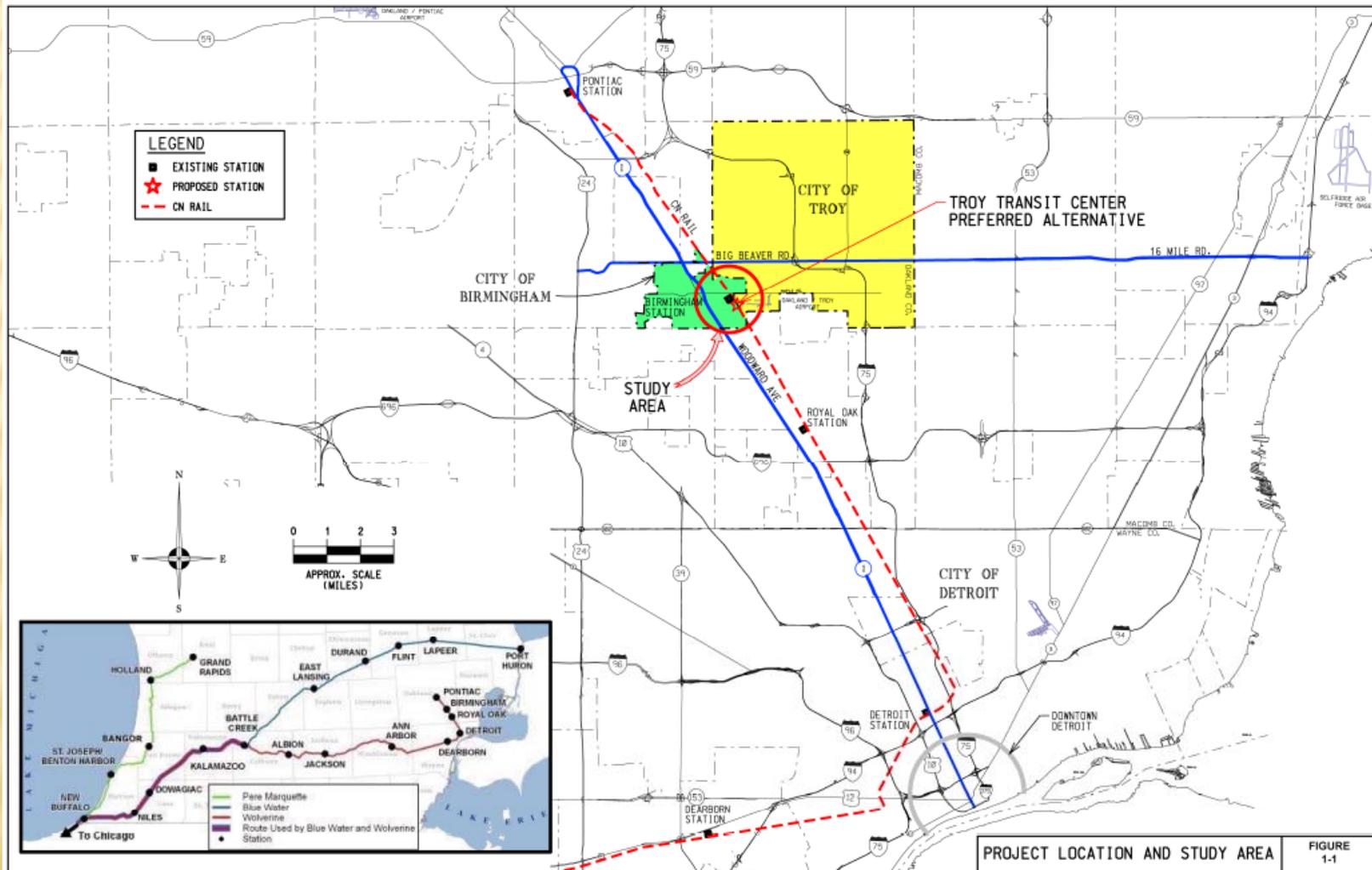
Figure 1 Proposed Regional Transit Network 2035

Legend

2026-2035 Transit Network

- ART
- ART/LRT
- BRT
- BRT/LRT
- LRT
- CR
- Job Connectors
- New Routes
- Route Extensions

PROJECT AREA



EXISTING CONDITIONS

- ✘ Existing Birmingham Amtrak station consists of:
 - + Concrete platform
 - + Semi-enclosed bus type shelter
 - + Pay phone on site
 - + Four parking (4) spaces – Insufficient for Amtrak ridership
 - + No opportunity for connectivity with any other public transportation, i.e. buses, taxis or shuttles

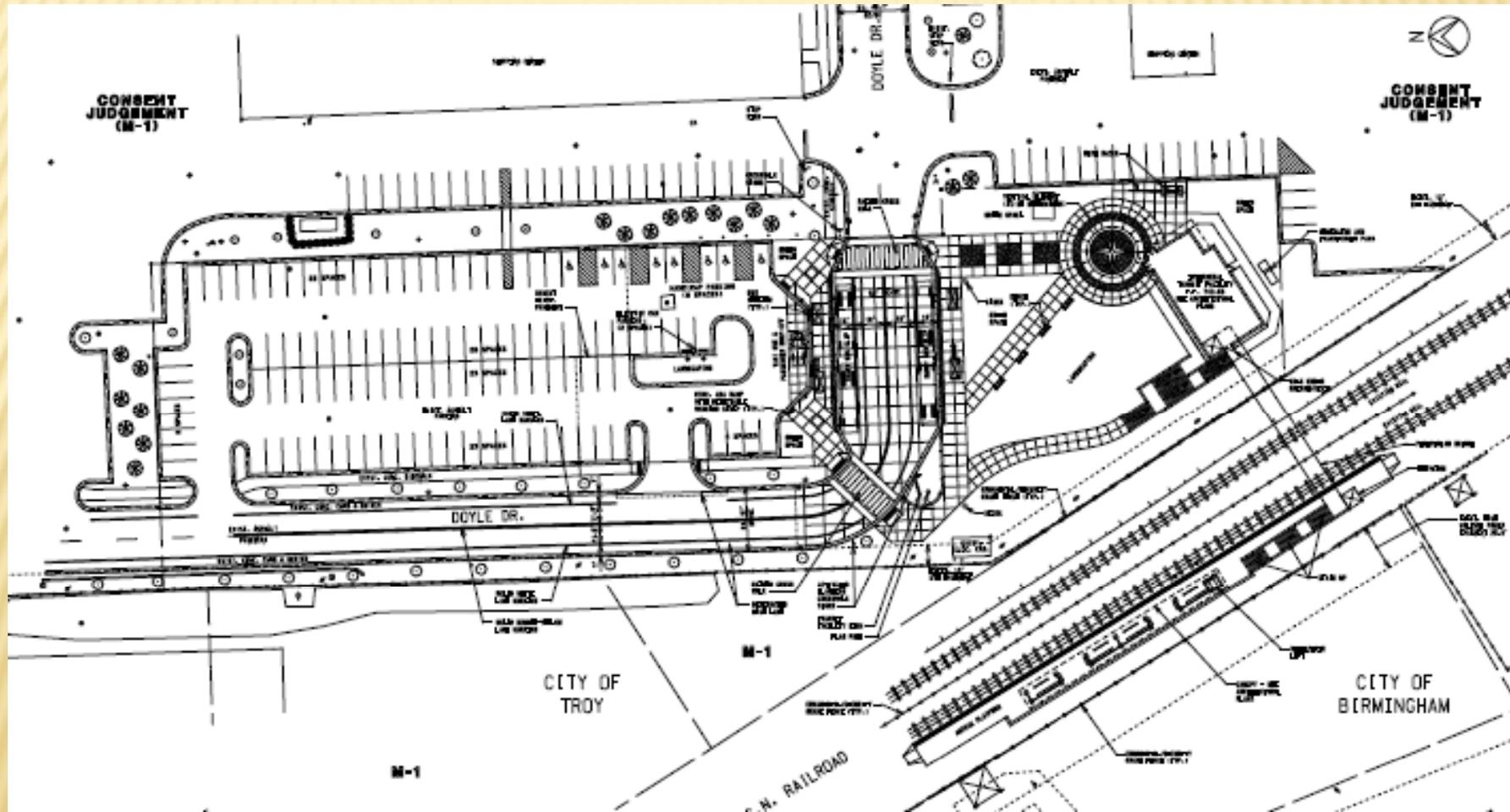
EXISTING STATION



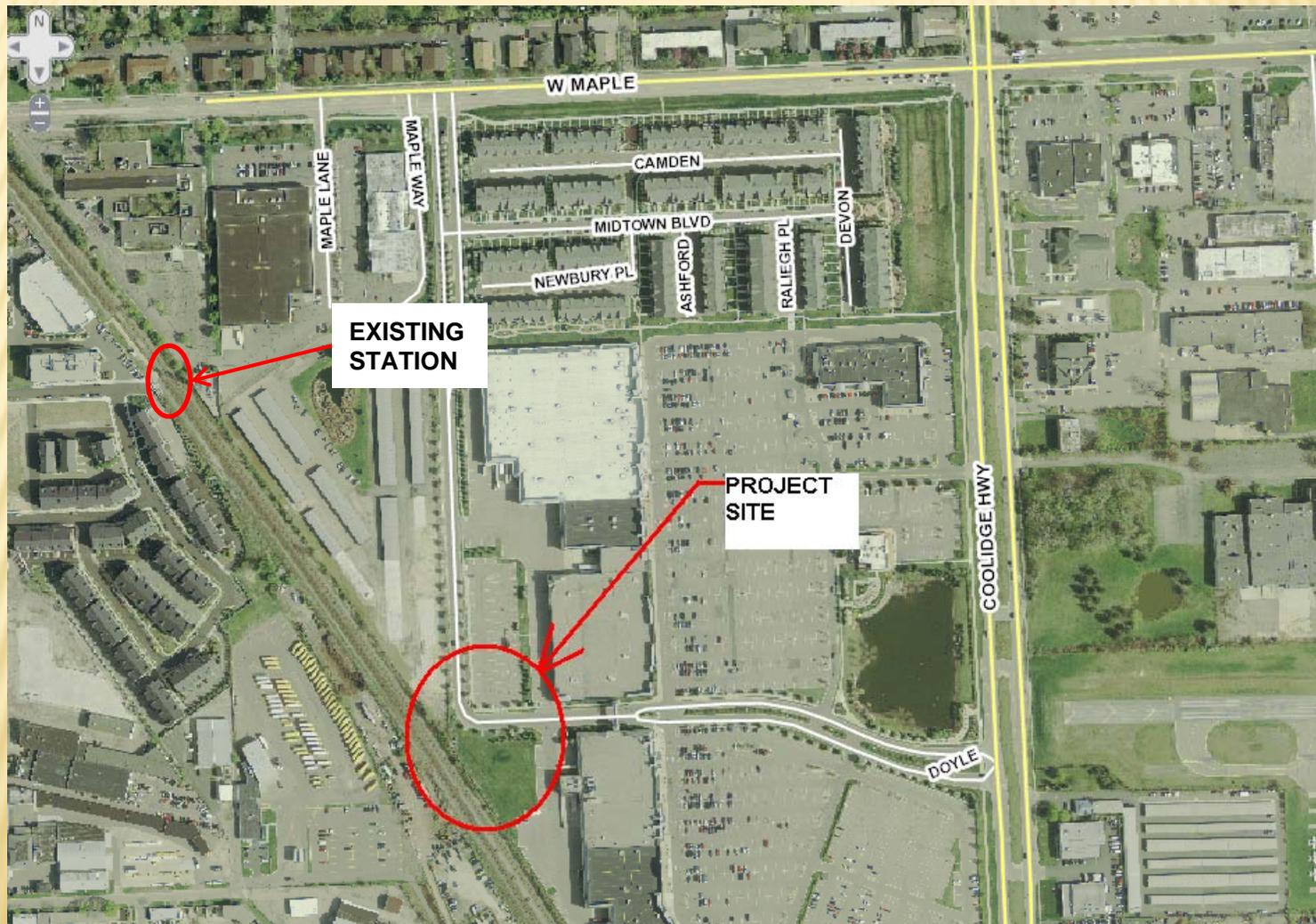
DESCRIPTION OF NEW FACILITY

- ✘ 2,400-square-foot building with a waiting area and public restrooms.
- ✘ Connectivity to groundside multi-modal transportation
- ✘ Pedestrian bridge over tracks to the platform.
- ✘ Parking for 116 vehicles.
- ✘ Areas for (4) buses and taxi waiting area
- ✘ ADA-compliant site.
- ✘ Design using sustainable design concepts.
- ✘ Areas for commercial concessions such as food and beverage services.

NEW FACILITY SITE PLAN



PROJECT AREA



RECENT SIGNIFICANT ACTIONS - 2011

- ✘ April 2011 – Birmingham withdraws from the project due to its inability to acquire land adjacent to CN railway
- ✘ August 2011 – site plan and EA revised to reflect elimination of tunnel and addition of bridge over tracks
- ✘ September 2011 – revised EA approved by FRA

SIGNIFICANT ACTIONS- 2011 (CONTINUED)

- ✘ September 2011 – MDOT Capital Contract for \$8,485,212 approved by City Council
 - + Federal and state funding is restricted to this Transit Facility and may not be used for any other purpose in Troy.
- ✘ October 1, 2011 – 24 month project timeframe established
- ✘ September 28, 2011 – Request for Proposals (RFP) issued for A/E services for final plans and bid documents

CURRENT STATUS– 2011 (CONTINUED)

- ✘ November 2, 2011 – five (5) proposals were received for A/E services
- ✘ November 16, 2011 – RFP for Construction Manager at Risk (CMR) was issued

CURRENT STATUS – TIMEFRAMES

- ✘ Architect & Engineering Services contract to be presented to City Council in December 2011
- ✘ Construction Manager at Risk contract to be presented to City Council in February 2012
- ✘ Proposed construction start in July of 2012
- ✘ Project completion by October 1, 2013

NEXT STEPS

- × **Council Considerations - Final Design & Construction Manager Contracts**
 - + Architect & Engineering Services – by Dec. 19, 2011
 - + Construction Manager at Risk – by February 27, 2012
- × **Construction Bids**
 - + Final plans, specifications and estimates
 - + Bid packages – June 2012:
 - × Site Work
 - × Building, Bridge & Platform
 - × Site Landscaping & Restoration
- × **Construction – July 2012 to October 2013**

FINAL THOUGHTS

- ✘ The 2 year Funding/Project clock has started, expires on October 1, 2013
- ✘ Contract for Architectural/Engineering (A/E) Services must be approved by December 19, 2011
- ✘ Approximately \$420,000 Capital funds spent to date on Transit Center
- ✘ No federal funds spent to date, but if project is abandoned, any federal funds spent on A/E after Dec. 19th must be reimbursed

FINAL THOUGHTS

- ✘ City Council must pass a resolution to approve the Architectural / Engineering agreement or pass a resolution abandoning the project on or before December 19, 2011 to meet the project deadlines.