

# Federal Transit Administration

Assistance in Detroit

# Strong Cities, Strong Communities 2011

- Interagency pilot initiative (Detroit, one of 6 Cities, including Chester, PA; Cleveland, OH; Fresno, CA; Memphis, TN; New Orleans, LA).
- For Detroit-- Program focused on planning, development *transportation (including light rail)* and workforce development.

# Detroit Issues

- Grants management (2012 TR Findings)
- Procurements (2013 PSR Findings)
- Drawdown Restrictions (March 2013)
- Bankruptcy (Chapter 9-July 18, 2013)
- Past ADA problems
- Operations
- Significant Capital Project

# Direct FTA Resource Assistance

- Senior Advisor to Administrator to Detroit
  - ❖ Significant onsite presence;
  - ❖ Regular in-person monthly meetings; and
  - ❖ Direct access to political team.

# Technical Assistance

- Program Management Oversight Contractor support:
  - ✓ Review of draft procurements;
  - ✓ Review of all outstanding areas of concern;
  - ✓ Review of drawdown requests; and
  - ✓ Maintenance Assessment.
- Technical Assistance Review (TAR)

# Training

- Arrangements for National Transit Institute courses in Detroit:
  1. Third Party Procurement;
  2. Public Involvement;
  3. Leadership Training; and
  4. Peer-to-Peer.

# Grant Funds

- Ladders grant for \$25.9 million to purchase 59 new buses (additional funding for total of 80 buses);
- Congestion Mitigation Air Quality grant-\$2.24 mil for 4 buses;
- \$1.075 million for bike share under Transportation Alternatives Program;
- \$19.3 million in 5307 funds for preventive maintenance and 3 buses and spare parts;
- Job Access and Reverse Commute funding-\$9.1 million awarded (\$2.2 million undisbursed);
- New Freedom grants-\$6.2 million available (\$4 million undisbursed);
- M-1 Project Budget \$135.95 million (Tiger I-\$25 million, Tiger VI-\$12.2 million, FHWA/MDOT-\$10 million).

# Projects

- M-1/Woodward Rail project (3.3 miles, MDOT thru agreement with City and M-1 Rail)– Q Line opened for service May, 2017
- Proposed Woodward Avenue Bus Rapid Transit (27 mile corridor) was put on hold when the millage failed.



# Significant Improvement

## DDOT Overall Service

- Average monthly pullout of buses in Feb. 2014 was 62% and 66% in March 2014 with an average for Fiscal Year (FY) of 71% in 2014;
- Average in FY 2015 was 84% (between July 2015 and August) and then 91%;
- Average currently is 98%;\*
- Better utilization of Job Access Reverse Commute (JARC) and New Freedom grant funds (averaging almost 700 rides/week)

\* National pullout average is around 99%.

# Significant Improvement DDOT Operations

- 2012 Triennial Review and 2013 Procurement System Review had 55 open findings;
- July 2015 all open findings were closed contingent on verification;
- 2015 Triennial Review found 23 findings (all findings closed by end of 2016;
- Timely preventive maintenance has improved from 25% in Oct. 2014 to 95% in Dec. 2015.

# Current Status

- Spare ratio is 20%- active fleet is 288 with peak requirement of 240 (high spare ratio of almost 35%);
- Quarterly meetings with FTA and PMOC ceased in late 2016;
- Drawdown restrictions lifted in December 2016;
- Evaluation of service expansion; and
- No *additional* technical assistance.