



Congresswoman Carolyn Cheeks Kilpatrick

# Moving Mass Transit Forward in Michigan



July 2009

Mass transit is critical to the continued growth and development of the 13th Congressional District and the State of Michigan. In today's economy, there is greater demand for public transportation alternatives; therefore, Detroit and the region must make a commitment to provide a more efficient mix of transportation options.

I am proud to have secured \$8 million in federal funding for the new Rosa Parks Transit Center—the first of its kind in Detroit, Southeastern Michigan's largest transit hub, and the state's largest international intermodal transit center. This facility is an integral part of my vision to move Detroit and the region forward.

Our port, rail freight lines, highways, airports, bridges, international waterways, a high speed rail corridor, and our strong university communities will help create a new Michigan and be a viable international corridor that will generate jobs, create a new tax base, and provide revenue for our state and local units of government. President Obama will select cities to serve as international gateways, and I am working to make sure that the 13<sup>th</sup> Congressional District and the state of Michigan will be on his list. I look forward to working with you to make it a reality.



*Above: The Congresswoman secured federal funding needed to build the new Rosa Parks Transit Center. Below: She and Detroit Mayor Dave Bing unveil the plaque honoring Rosa Parks in the new transit center.*

*Carolyn*

The Congresswoman has secured

more than  
**\$100 Million**  
in funding for the  
Detroit to Ann Arbor  
commuter rail project.

more than  
**\$17.9 Million**  
in funding for Detroit  
Metropolitan and  
Detroit City Airports.

more than  
**\$152 Million**  
in federal funding for  
transportation projects  
throughout Michigan.

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# A Timeline:

## *Congresswoman Kilpatrick's Achievements in Mass Transit*

FY 2001: Secures funding for a feasibility study of a light rail system between Downtown Detroit and Detroit Metro Airport.

2001

FY 2001 and FY 2002: A feasibility study is commissioned to consider light rail from Detroit to Lansing. It ultimately determined that a Detroit-Lansing Line would not provide enough ridership to sustain itself.

FY 2002: Secures funding for construction to the Eastern Market Highway overpass.

2002

FY 2002: Secures funding for the Blue Water Transit Authority in Port Huron.

FY 2003: Secures funding for a feasibility study for light rail in Detroit's city center.

2003

FY 2003: Secures funding for SMART Replacement busses.

FY 2004: Secures funding for scenic byways along Woodward Avenue.

2004

FY 2004: Secures funding for old terminal rehabilitation at Detroit Metro Airport.

FY 2004: Secures funding for the Rosa Parks Transit Center in Downtown Detroit.

FY 2005: Secures for funding street upgrades in the City of Lincoln Park.

2005

FY 2005: The idea of light-rail from Detroit to Lansing is changed to stretch from Detroit to Ann Arbor. Funding is secured to further progress on the Detroit-Ann Arbor corridor with a stop at Metro Detroit Airport.

FY 2006: Secures funding to assist with bus leasing and expansion in Detroit.

2006

FY 2006: Secures authorization for \$100 million for the Detroit-Ann Arbor commuter rail project. That same year, another \$5 million is secured for the completion of the transit alternatives study.

FY 2008: Secures funding for bus replacement and maintenance in the City of Detroit.

2008

FY 2009: Secures funding for Detroit Transit Options for Growth Study aimed at improving access and mobility in the region.

FY 2009: Secures funding for farebox improvements to enhance convenience, reliability, and value to customers and operations for drivers.

2009

FY 2009: Secures more than \$3.9 million in funding to replace and repower engines on SMART buses.

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