

Implementation of Michigan Accelerated Rail Program - Update

As required by Section 711 (6) of Act No. 63

Public Acts of 2011

July 1, 2012

The purpose of the following report is to provide an update on the Department's efforts to advance Michigan's Accelerated Rail Program. MDOT's has been very successful in securing over \$400 million in federal funding to advance Michigan's Accelerated Rail Program under the Federal Railroad Administration's (FRA) High Speed Intercity Passenger Rail Program over the past couple of years. The following list of capital improvements projects includes the anticipated cost, funding sources, and provides a brief status of each project:

1. Infrastructure Projects

a. Porter, IN-Kalamazoo – Next Generation High Speed Rail Program

Funding: Complete

Status: The partnership of MDOT, Amtrak, FRA and G.E. Transportation Systems completed work on the Incremental Train Control System between Porter, Indiana and Kalamazoo, Michigan This segment of Amtrak ownership represents nearly 100 miles of the federally designated Chicago-Detroit/Pontiac High Speed Rail Corridor. Passenger trains speeds of 110 mph were approved and began in February 2012.

b. Kalamazoo-Dearborn Acquisition and Corridor Enhancement

Funding: \$346.5 million federal, \$37.5 million state, \$0 local

Status: MDOT entered into a purchase and sale agreement with Norfolk Southern Railway for ownership of approximately 135 miles of railroad between Kalamazoo and Dearborn on the. MDOT will complete negotiations and enter into operating and maintenance agreements that will allow the transaction to close this summer. Construction to enhance this segment of the corridor for accelerated speeds up to 110 mph is scheduled to begin this year and will be completed over the next three construction seasons. This work coupled with what has already accomplished between Porter, Indiana and Kalamazoo, Michigan represents nearly 80% of the corridor traveling at speeds up to 110 mph between Chicago-Detroit/Pontiac.

c. West Detroit Connection Track Project

Funding: (\$7.9 million federal, and \$7.9 million State

Status: Final design is nearly complete. Project is expected to begin construction in the spring of 2013. The West Detroit interlocking connects Canadian National/Norfolk Southern mainline and Conrail Shared Assets Operations mainlines. The project is to

construct a new connecting track which would enable passenger services to be separated from freight service, avoiding the 15 mph speed restriction on the existing route, and travel at up to 40 mph through the interlocking, providing more efficient and direct passenger rail services. This new connection track provides a more direct route for passenger trains between the Dearborn station and the Detroit New Center Station.

2. Stations Projects - Six Station Projects (\$47.9 million federal, \$0 state, and \$ 0.7 million local).

a. Dearborn Station

Funding: \$28.2 million federal funds

Status: MDOT has granted this funding to the City of Dearborn to build a new station which is being relocated to a new location adjacent to the Henry Ford Museum. The project has kicked off and is expected to be completed in late 2013.

b. Troy Station

Funding: \$8.5 million in federal funds

Status: MDOT has granted this funding to the City of Troy to build a new station which is being relocated from the existing station stop in Birmingham as part of transit oriented development to serve both communities. Work is progressing and the project is expected to be complete in the fall of 2013.

c. Jackson Station

Funding: \$1.0 million in federal funds

Status: The historic station, built in 1874, needs some stabilization work in preparation for a future restoration. MDOT has granted this funding to Amtrak to complete stabilization work which includes some asbestos abatement, and drainage work. This work is expected to be completed by the end of 2013.

d. Battle Creek Station

Funding: \$3.6 million in federal funding

Status: MDOT granted this funding to the City of Battle Creek which recently completed a renovation of the existing station. Project work included a new entrance and passenger drop-off area, a fenced long-term parking lot, improved exterior lighting and landscaping and extensive remodeling of the station interior. The grand opening was held on June 12, 2012. .

e. Ann Arbor

Funding: \$2.8 million in federal funds, \$0.7 million in local funds

Status: MDOT has granted these funds to the City of Ann Arbor to complete environmental work and preliminary engineering for a new station. The location of this new station will be determined upon completion of this work.

f. **Grand Rapids**

Funding: \$3.8 million federal, \$0 in state, and \$0.8 million local in-kind match

Status MDOT received funding from FRA's Rail Line Relocation and Improvement Projects Grant Program. MDOT has granted this funding to Interurban Transportation Partnership to design and replace a track spur which formally existed along their property and construct a new modern train station facility which will be built next to the transit facility. The Grand Rapids Downtown Development Authority has contributed significantly to the station portion of this project. The City of Grand Rapids has also contributed by reinforcing a portion of their CSO Project to accommodate the weight of the train equipment. Project work has begun and is expected to be completed in the fall of 2013.

3. Equipment Projects

a. **Midwest Next Generation Train Equipment Procurement**

Funding: \$268.2 million federal funds (Michigan's share to be determined).

Status: Michigan will participate in a joint procurement, lead by Illinois DOT, on a Midwest procurement effort for Next Generation Train Equipment. The new train equipment will replace existing equipment on all three Michigan services. The new equipment is expected to begin delivery in 2015.

4. Future Planning

a. **Corridor Investment Plan**

Funding: \$3.2 million federal, \$0.2 million state, \$0.6 million local (Illinois, Indiana, Norfolk Southern)

Status: Michigan received funding from FRA's High Speed Intercity Passenger Rail Program as the lead state to develop a Corridor Investment Plan for the Chicago-Detroit/Pontiac High Speed Rail Corridor. The Corridor Investment Plan includes completing an Environmental Impact Statement and Service Development Plan. Completion of this work will enable Michigan eligible to apply for future HSIPR funding to make the improvements necessary to increase frequencies up to 10 round trips on this corridor.