

<p style="text-align: center;">PA 116 of 2009 Boilerplate Report Section 741</p>
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Per Section 741 of 2009 PA116, the Department is required to report to the house of representatives and senate appropriations subcommittees on transportation, the house and senate fiscal agencies, and the state budget director on progress made to improve the Ann Arbor and Northwest Michigan railroad system's track infrastructure for the purpose of supporting passenger train speed of 59 miles per hour.

The "Ann Arbor and Northwest Michigan" railroad system extends from Ann Arbor northwesterly to Yuma, Traverse City and Petoskey. With the exception of the portion between Durand and Owosso, the corridor is owned by the Michigan Department of Transportation (MDOT). Great Lakes Central Railroad (GLC) provides freight service to shippers on the line under an agreement with MDOT, and hopes to incorporate passenger service in the near future.

While GLC envisions passenger service someday extending all the way to Traverse City and Petoskey, the initial focus of passenger operations is the segment between Ann Arbor and Howell. A coalition of local government officials and business leaders has been formed (nicknamed "WALLY", for the Washtenaw and Livingston Line) to support that effort. The Ann Arbor Transportation Authority (AATA) serves as the designated authority responsible for moving the project forward. MDOT continues to work with AATA and other supporters of the service to make this commuter rail option a reality.

To that end, MDOT is designing a comprehensive project to rehabilitate the track infrastructure between Ann Arbor and Howell, and anticipates letting the project during FY2010.

Meanwhile, other work has been undertaken that, while designed for the line's current freight focus, would help facilitate future passenger service. A project to stabilize the overall infrastructure by replacing four failing culverts just north of Ann Arbor, which was initiated during FY2008, was completed during FY2009. Minor track improvements were also undertaken in Grand Traverse County (in conjunction with the Grand Traverse County Road Commission's Keystone Road project) and near Mancelona in Antrim County. These projects, completed with assistance from the Grand Traverse County Road Commission and Great Lakes Central Railroad, respectively, were also intended to stabilize the overall track infrastructure.

*Bureau of Aeronautics and Freight Services
Michigan Department of Transportation
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