

Implementation of Michigan Accelerated Rail Program - Update

As required by Section 711 (6) of Act No. 200

Public Acts of 2012

July 1, 2013

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 improvement projects includes the anticipated cost, funding sources, and provides a brief status of each project:

1. Infrastructure Projects

a. Kalamazoo-Dearborn Acquisition and Corridor Enhancement

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

Status: MDOT purchased this segment of the corridor from Norfolk Southern Railway (NSR) on December 7, 2012. This included approximately 135 miles of mainline track between Kalamazoo and Dearborn. MDOT transitioned maintenance responsibilities from NSR to Amtrak on February 16, 2013. Construction to enhance this segment of the corridor for accelerated speeds up to 110 mph has begun and will be completed over the next three construction seasons. This work, once completed, coupled with what has already been accomplished between Porter, Indiana and Kalamazoo, Michigan, represents nearly 80% of the corridor traveling at speeds up to 110 mph between Chicago and Detroit/Pontiac.

b. West Detroit Connection Track Project

Funding: \$7.9 million federal, \$7.9 million state

Status: Final design is complete. The West Detroit interlocking provides for a direct connection between Canadian National 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. Construction is expected to begin this fall.

2. Station Projects - \$48.6 million federal, \$1.5 million local (six projects).

a. Dearborn Station

Funding: \$28.2 million federal

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. Station construction has begun and is expected to be completed in September 2014.

b. Troy Station

Funding: \$6.6 million federal

Status: MDOT has granted this funding to the City of Troy to build a new station which is being relocated from Birmingham to Troy as part of transit oriented development to serve

both communities. The FRA has approved the project to proceed to construction. Station construction has begun and is expected to be completed by the end of 2013.

c. Jackson Station

Funding: \$1.0 million federal

Status: The historic station, built in 1874, requires 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. The construction work is being prepared for bid and will be completed by September 2013.

d. Ann Arbor

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

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. Work continues with the FRA and MDOT to formalize the schedule for the National Environmental Policy Act documentation and preliminary engineering. The City Council has approved the city's contract with MDOT. On October 15, 2012, the City of Ann Arbor agreed to spend \$550K for next phase of work on the station.

e. Grand Rapids

Funding: \$3.8 million federal, \$0.8 million local

Status: MDOT received funding from FRA's Rail Line Relocation and Improvement Projects Grant Program and has granted this funding to Interurban Transportation Partnership to design and replace a track spur which formerly existed along their property and construct a new modern train station facility which will be built next to the transit facility. The City of Grand Rapids has also contributed by reinforcing a portion of their CSO Project to accommodate the weight of the train equipment. The project is in final design and calls for the installation of track along an existing rail bed to allow train movements to this new location. The local Downtown Development Association (DDA) has contributed an additional \$800,000 to build a station. A final cost estimate for track work has been received from CSX and the necessary agreements are in order to proceed with construction of the project.

f. East Lansing

Funding: \$6.2 million federal

Status: Capital Area Transportation Authority (CATA) is constructing a new intermodal facility on the site of the current East Lansing Amtrak Station. A design team has been selected and the project's groundbreaking is planned for August 2013.

3. Equipment Projects

a. Midwest Next Generation Train Equipment Procurement

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

Status: Michigan is currently participating in a joint Midwest procurement, led by Illinois DOT, for Next Generation Train Equipment. Passenger car design is currently underway contracted to Nippon Sharyo. The Request for Proposals for next generation locomotives is expected to be issued in summer 2013. The new equipment is expected to be delivered beginning in 2015 through 2017.

4. Future Planning

a. Corridor Investment Plan

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

Status: Michigan received funding from FRA's High Speed Intercity Passenger Rail Program (HSIPR) 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 (SDP). Completion of this work will enable Michigan to apply for future HSIPR funding, and to make the improvements necessary to increase frequencies up to 10 round trips on this corridor. We are currently evaluating and screening route alternatives between Chicago and Porter, Ind., including the area known as South of the Lake (SOTL). The program is expected to conclude in 2014 with a completed SDP, and with the FRA issuing a Record of Decision to include a recommended alternative. A self-guided presentation on the preliminary SOTL route alternatives was posted on the project website at: http://greatlakesrail.org/~grtlakes/documents/Presentation/SOTL_Route_Alternatives.pdf.