

## Plan vision and goals

Both passenger and freight rail services provide extensive benefits to the citizens of Michigan. These benefits include providing mobility, economic development opportunities and environmental sustainability. The purpose of the Michigan State Rail Plan is to provide the framework through which rail service benefits can be expanded in the future. The plan establishes vision and goals, providing a foundation with which to focus the plan and guide all future rail development activities. The resulting recommendations in the plan will fortify the vision and support one or more of the project goals.

### Michigan's rail vision:

"A rail system that provides enhanced mobility for travelers and the efficient movement of goods, while supporting economic development and environmental sustainability."

### The plan's goals are to:

1. Promote the efficient movement of passengers
2. Promote the efficient movement of freight
3. Encourage intermodal connectivity
4. Enhance state and local economic development
5. Promote environmental sustainability
6. Promote safe and secure railroad operations



## Get involved in this exciting opportunity

MDOT is encouraging the participation of stakeholders, residents, businesses, organizations and others who are interested in helping to shape the future of the state's rail system. A three-track approach has been developed to offer multiple opportunities for interested persons to provide input throughout the development of the plan.

**Stakeholder outreach** - The outreach efforts are focused on conducting small group meetings throughout the state with railroads, manufacturers, shippers, passenger rail supporters and agencies who are involved in rail services. A survey is being conducted to collect information on existing conditions and current and future rail needs. The results will be used to establish future rail investment needs in Michigan.

**Internet connections** - MDOT's Web site [www.michigan.gov/mirailplan](http://www.michigan.gov/mirailplan) gives all interested persons the opportunity to engage with the planning team, stay informed of progress and provide input 24/7. The Web page features project information, including reports, presentations and technical papers, as well as an online comment form that channels important public input directly to plan developers.

**Public information meetings** - Two rounds of public information meetings will be held across the state. The first round will focus on gathering early input that will be used to guide the development of the plan. The second round will give the public an opportunity to review and comment on the draft plan.



## Plan timeline

Work on the Michigan State Rail Plan began in May 2010 and will be completed in June 2011. The first round of public meetings will be held in September 2010, and the second round of meetings are scheduled for April 2011.

The Michigan State Rail Plan will build upon many of the past projects and plans that have been developed in Michigan:

- 2005–2030 State Long-Range Transportation Plan
- State Transportation Improvement Plan
- Midwest Regional Rail Initiative (MWRRI)
- Detroit Intermodal Freight Terminal (DIFT)
- Ann Arbor-Detroit Regional Rail Project



Providing the highest quality integrated transportation services for economic benefit and improved quality of life.

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Get  
On  
Board!  
An opportunity  
to help shape  
Michigan's rail future





**Where is rail transportation headed in Michigan?**

**What role does rail freight play in our state's economy?**

**Where and how will high-speed rail become a viable option for passenger travel in Michigan?**



These and other questions are being addressed in Michigan's first comprehensive rail planning effort in decades. The Michigan Department of Transportation (MDOT) is developing the Michigan State Rail Plan to identify current and future needs for the Michigan rail system and define long-range strategies to direct future federal and state investments for both passenger and freight rail.

The plan will meet the requirements established by the federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA), making Michigan eligible for new federal funding programs developed by the act for passenger rail services.



## Current issues and future opportunities

Here are some of the issues and opportunities the plan will address:

### Issues

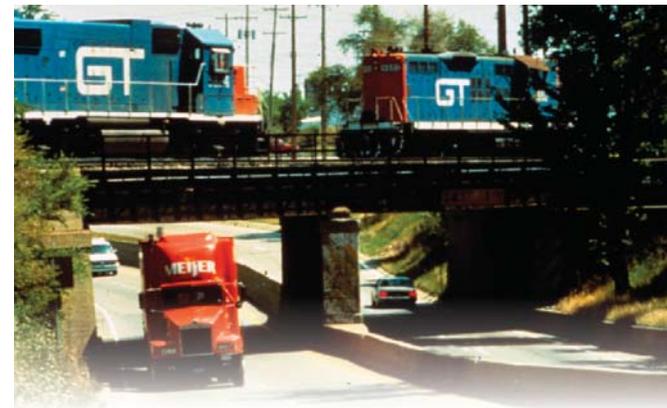
#### Passenger Rail

- Long-term sources of secure capital and operating funding are needed to maintain and improve existing service and to provide new service to other parts of the state.
- Michigan needs to determine how it will position itself to take advantage of federal funding for high-speed and intercity passenger rail.
- Michigan needs to identify its role in implementing the Midwest Regional Rail Initiative Plan to connect Michigan corridors to the rest of the Midwest.
- Major rail corridor capacity constraints outside of Michigan have an impact on passenger rail service between Michigan and Chicago.
- Several stations need to be renovated and/or expanded to provide better service to passengers.
- Funding sources are needed for proposed commuter rail services in heavily traveled corridors in southeastern Michigan.
- Local transportation connections at rail stations need to be improved.
- The coordination of the shared-use rail network needs to improve to provide adequate capacity for both passenger and freight services.
- Travel times deteriorating on the Norfolk Southern line used by Amtrak between Kalamazoo and Dearborn.



#### Freight Rail

- Abandoned sections of track are leaving sections of the state without rail service.
- State funds are limited with no dedicated federal funding for freight rail development.
- Divestiture requirements may force the sale and/or abandonment of state-owned railroads.
- A changing economy, especially the decline in manufacturing, has a major impact on the demand for rail services.
- Efficiency and enhanced security need to be improved at international border rail crossings.
- Michigan needs to improve safety at grade crossings.
- Rail car supply is tight during peak shipping times.
- Limited rail service on low density lines leads to potential diversion to other modes.
- Freight rail capacity constraints and choke points outside of Michigan impact freight service in Michigan.



### Opportunities

#### Passenger Rail

- Demand for passenger rail service is increasing because of high energy costs and increased congestion of highways and air travel.

- A federal Recovery Act grant will fund improvements to stations at Battle Creek, Dearborn and Troy.
- Federal Recovery Act grants for capacity improvements in Chicago (Englewood Flyover) and Indiana (NS Gateway) will improve Michigan service.
- MDOT has submitted applications for additional federal funds for improvements in the Chicago-Detroit/Pontiac corridor.

#### Freight Rail

- The proposed Detroit Intermodal Freight Terminal (DIFT) will increase intermodal capacity and improve freight transportation opportunities and efficiencies.
- The proposed Detroit River tunnel project will provide a new larger tunnel between Detroit and Windsor that will improve rail freight service with clearance for double-stack trains.
- There is an increasing demand for freight rail service serving oversized and overweight loads being shipped through Michigan ports.
- The proposed Sault Ste. Marie (Canada) intermodal terminal development would provide expanded intermodal connections between the west coast of Canada and the Upper Great Lakes Region.
- Proposals for intermodal hubs in Detroit (Aerotropolis) and Flint (Flint Bishop International Airport) will encourage the expansion of freight rail services to those regions.
- Freight rail access is an important tool for local economic development.
- Environmental benefits of moving freight by rail helps us all.

