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# *Welcome*

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## **PUBLIC INFORMATION MEETING**

4:00 p.m. *to* 7:30 p.m.

### *Meeting activities:*

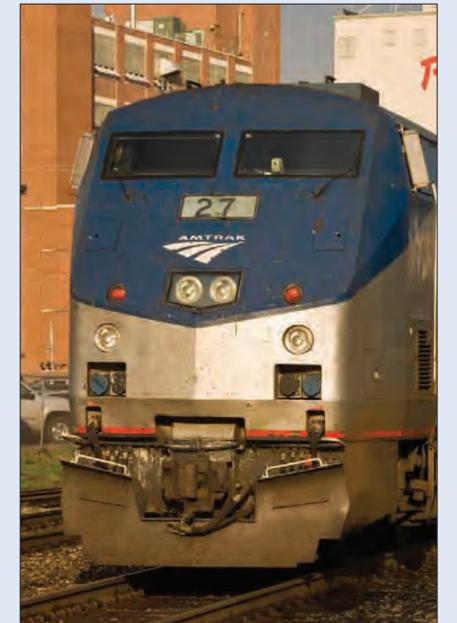
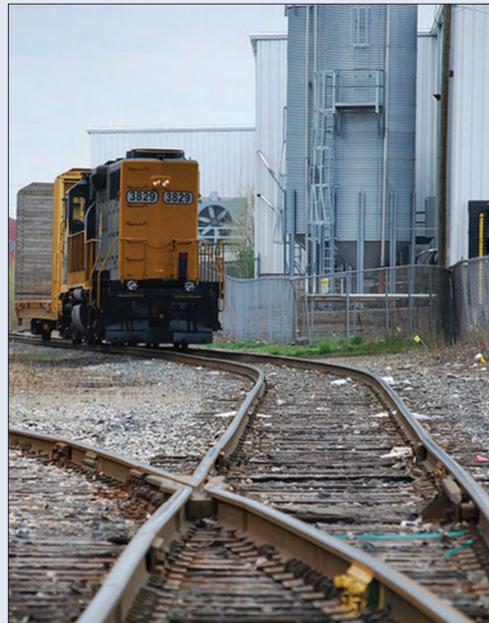
- Exhibits on display for your review
- Take-home handout with plan information
- Project staff available to answer questions
- Comment forms available for your feedback



# WHAT IS THE MICHIGAN STATE RAIL PLAN?

*The State Rail Plan is Michigan's first comprehensive rail planning effort in decades that will:*

- Identify Michigan's current and future rail system needs.
- Present priorities and strategies to enhance or preserve rail service.
- Addresses both passenger and freight rail.
- Define long-range strategies to direct future rail investments.
- Meet the requirements of the federal Passenger Rail Investment and Improvement Act of 2008, making Michigan eligible for new federal funding programs for passenger rail services.
- Build on existing and proposed rail projects throughout Michigan.



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.

- **Stakeholder outreach**

Stakeholder 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.

- **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.



# STATE RAIL PLAN PROJECT PHASES *and* TIMELINE

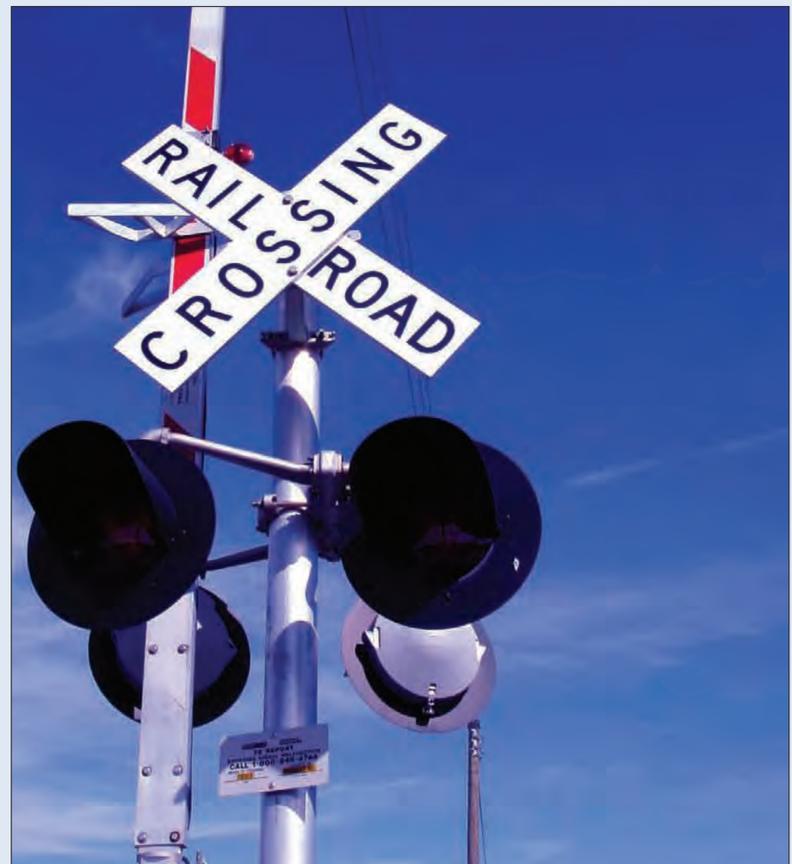
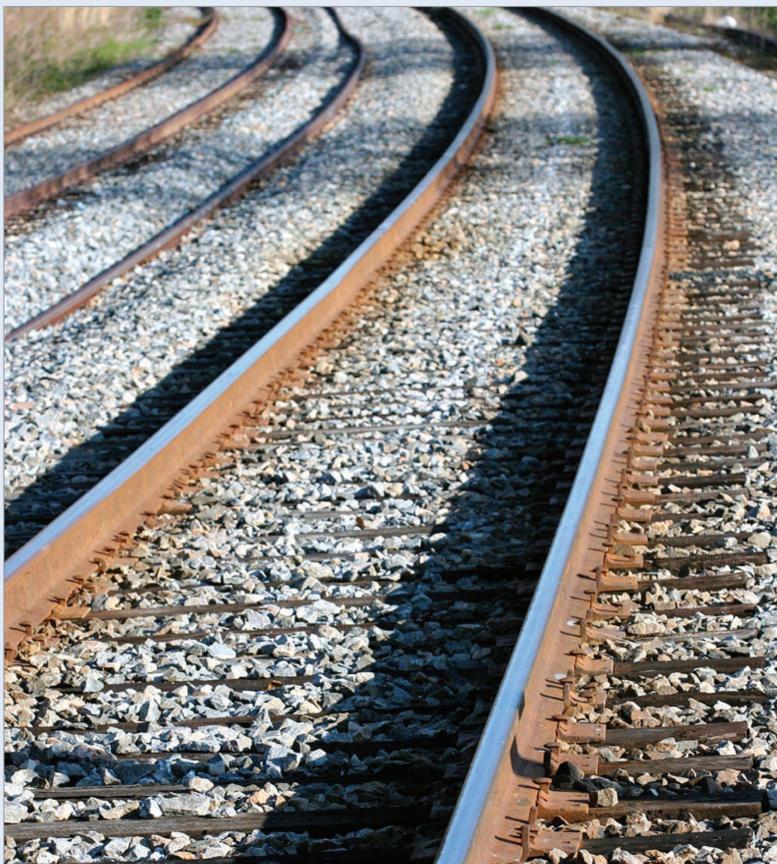
	<i>Phase 1</i> <i>Data Collection and Visioning</i>					<i>Phase 2</i> <i>Policy Development</i>			<i>Phase 3</i> <i>Draft Plan</i>		<i>Phase 4</i> <i>Final Plan</i>		
	MAY 2010	JUN 2010	JUL 2010	AUG 2010	SEP 2010	OCT 2010	NOV 2010	DEC 2010	JAN 2011	FEB 2011	MAR 2011	APR 2011	MAY 2011
<b>PLAN ELEMENTS</b>	Identify opportunities and challenges Inventory rail facilities and services Establish goals and objectives Develop a framework for prioritizing improvements					Establish investment needs Conduct benefits analysis Identify federal, state and private funding sources for plan activities Develop plan recommendations			Refine policies Draft plan chapters		Refine plan recommendations Approve document Distribute document		
<b>PUBLIC OUTREACH ACTIVITIES</b>	Public information meetings Stakeholder meetings Website updates and comments					Stakeholder meetings Website updates and comments			Public information meetings Stakeholder meetings Website updates and comments		Website updates and comments		

Michigan's vision for railroads is:

*“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:

- Promote the Efficient Movement of Passengers
- Promote the Efficient Movement of Freight
- Encourage Intermodal Connectivity
- Enhance State and Local Economic Development
- Promote Environmental Sustainability
- Promote Safe and Secure Railroad Operations



# CURRENT ISSUES *and* FUTURE OPPORTUNITIES *for* PASSENGER RAIL

## • Issues

- 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 impact 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.

## • Opportunities

- Demand for passenger rail service is increasing because of high energy costs and increased congestion of highways and air travel
- Federal ARRA grant will fund improvements to stations at Battle Creek, Dearborn and Troy
- Federal ARRA 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 to Detroit to Pontiac corridor

# CURRENT ISSUES *and* FUTURE OPPORTUNITIES *for* FREIGHT RAIL

## • Issues

- Abandonments are leaving sections of the state without rail service.
- State funds are limited and there is no dedicated federal funding for freight rail development.
- Divestiture requirements may force the sale and/or abandonment of state-owned railroads.
- Changing economy, especially decline in manufacturing, has a major impact on the demand for rail services.
- Need to improve efficiency and enhance security at international border rail crossings.
- Need 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

- 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 container trains.
- 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.

# MICHIGAN'S INTERCITY PASSENGER RAIL SYSTEM

## PASSENGER RAIL SERVICES

- Pere Marquette
- Blue Water
- Wolverine
- Route Used by Blue Water and Wolverine
- Thruway Motorcoach Connections
- Station

Note: The corridor served by the Wolverine is a federally - designated high speed rail corridor.

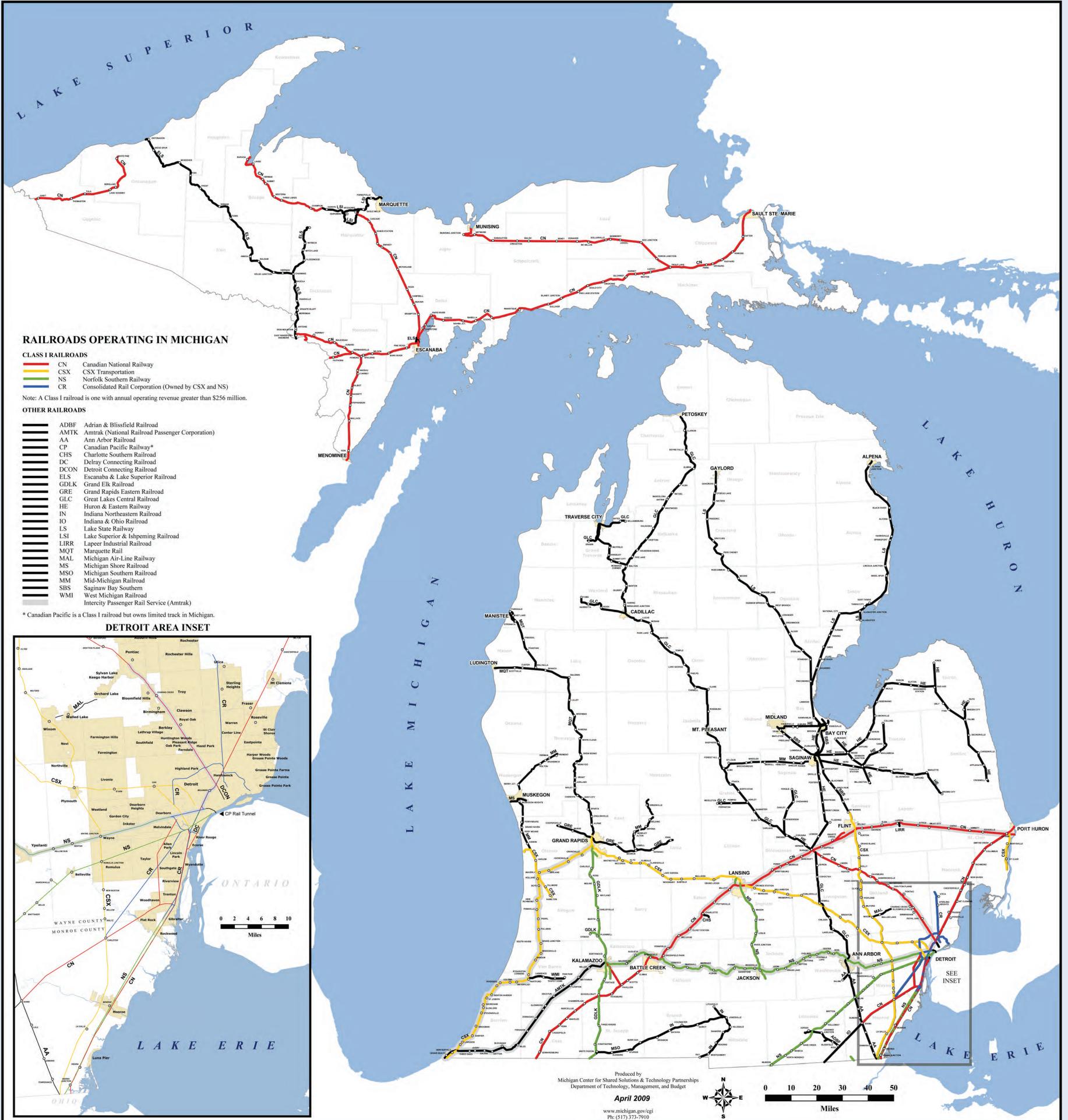


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# THE MIDWEST REGIONAL RAIL SYSTEM

The Midwest Regional Rail System is a transportation plan that will make significant improvements to the level and quality of passenger rail service throughout the Midwest.

The plan proposes:

- 3,000-mile passenger rail network that connects rural, small urban and major metropolitan areas
- Corridors radiating from Chicago and providing service to locations in nine Midwestern states.
- Modern train equipment that operates at speeds up to 110 mph.
- Multi-modal connections to improve system access.
- Improved reliability and on-time performance
- Use of existing rail rights of way

