



Ann Arbor – Detroit Regional Rail Project Update

The project is alive and well. We are still "chugging" forward!

Project Funding

The project team is developing applications for the second round of high speed rail funding. Also, they are asking local elected officials to support a state gas tax increase and that would allow for additional transit capital and operating funding to be set aside.

The project team is meeting with the Deputy Secretary of Transportation and members of the Michigan Congressional delegation to try to secure additional funds for the project.

CMAQ (Congestion Mitigation and Air Quality) applications for both capital and operating needs were submitted in April totaling \$2 million. Opportunities for establishing private partnerships and receiving foundation funding are being explored.

Cab Car/Coach Refurbishment Contract

Rolling stock contracts have been executed with Great Lakes Central Railroad and the refurbishment of the rail cars has begun.

Locomotive RFPs

The proposals for the locomotives have been received and are under review by MDOT and SEMCOG. The plan is to select a vendor by late Spring.

Operator and Maintenance RFPs

The RFPs for a service operator and maintenance contractor are in draft review and will be posted in the coming months.

Woodside Capacity Analysis

Woodside Consulting Group is using a rail capacity model to finalize capital improvement needs and develop the best service schedules for the commuter trains that will accommodate peak travel times in the corridor and coexist with freight operations. Once train schedules are finalized, feeder bus schedules will be developed to meet all commuter trains and deliver passengers to their final destinations.

Environmental Clearance

Any federally-funded projects will require National Environmental Policy Act (NEPA) compliance. Categorical Exclusions are being sought for all projects in the AA-Detroit corridor to expedite service implementation. MDOT Environmental Section staff, SEMCOG, and Federal Highway Administration officials continue to advance the environmental clearance work.

Stations

The project team plans to use design-build contracts to expedite construction of new stations in Ypsilanti and at Henry Ruff Road to service the airport. The strategy will be to develop a 'core' station design paid for by MDOT/SEMCOG with the station communities contributing funds for any additional amenities. Core items include platform, shelter, and lighting.

Service

Meetings are being conducted to finalize the event train schedules and logistics for the end of the year and to explore opportunities for additional event trains in the corridor.