

Ann Arbor – Detroit Regional Rail Project Update October 2009

The project team continues to make progress on critical components that will allow service to start in October 2010. Below are some of the major activities that have taken place over the last two months.

- MDOT and SEMCOG continue to work with the host freight railroads. Memoranda of Understanding (MOUs) with the freight railroads are being developed to allow us to begin improvements in the corridor. Once the MOUs are signed, a final analysis of the entire line will be conducted to optimize train schedules that will best meet rider needs.
- MDOT has submitted applications for ARRA High Speed Rail funding, which will lead to several improvements within our project area that would increase train speeds and capacity along the line. The Midwest Regional High Speed Rail initiative and the Ann Arbor –Detroit passenger rail service will benefit from these improvements.
- Funding for the infrastructure improvements specific to Ann Arbor – Detroit is also being perused. Engineering consultants are already under contract and have begun preconstruction activities for some of the major improvements.
- MDOT has contracted with Great Lakes Central Railroad to lease and refurbish the rail cars. The first set is expected to be delivered in early 2010 with the remainder being delivered by the end of the year for both the Ann Arbor – Detroit and the WALLY commuter rail service.
- The process for procuring locomotives is underway to ensure delivery by July 2010. MDOT and SEMCOG will seek enough locomotives to operate the service along with two spares.
- SEMCOG and MDOT are working with the host communities of all five stations to identify necessary improvements and establish standards that meet all system performance, safety, and ADA requirements.
 - Station designs for Ypsilanti and the Metro Airport station are being developed and will be presented to the community representatives for feedback.
 - Designs for tracks to store trains when not in use are also being developed for Ann Arbor and Detroit and will be presented to the community representatives and host railroads for feedback.
- The project team has been working to complete the vast array of plans necessary for operating the system, including the Project Management Plan, the Project Quality Management Plan, the Risk Management Plan, the Contract Management Plan, and Station Design Criteria document.

- MDOT and SEMCOG continue developing environmental clearance documents for all elements of the project.
- We are continuing in the selection and development of an agreement with an operating entity.
- While much has been completed, much is left to do. Highlights of the key next steps:
 - Finalize train schedules and further develop feeder route service.
 - Conduct meetings with all community and additional stakeholder representatives.
 - Finalize capital and operating costs.
 - Develop and implement funding, branding, and marketing strategies.
 - Develop operating and construction agreements with host railroads.