

Washtenaw Livingston Rail Line (Wally) Technical Review

A Presentation To

Wally Coalition

Presented By

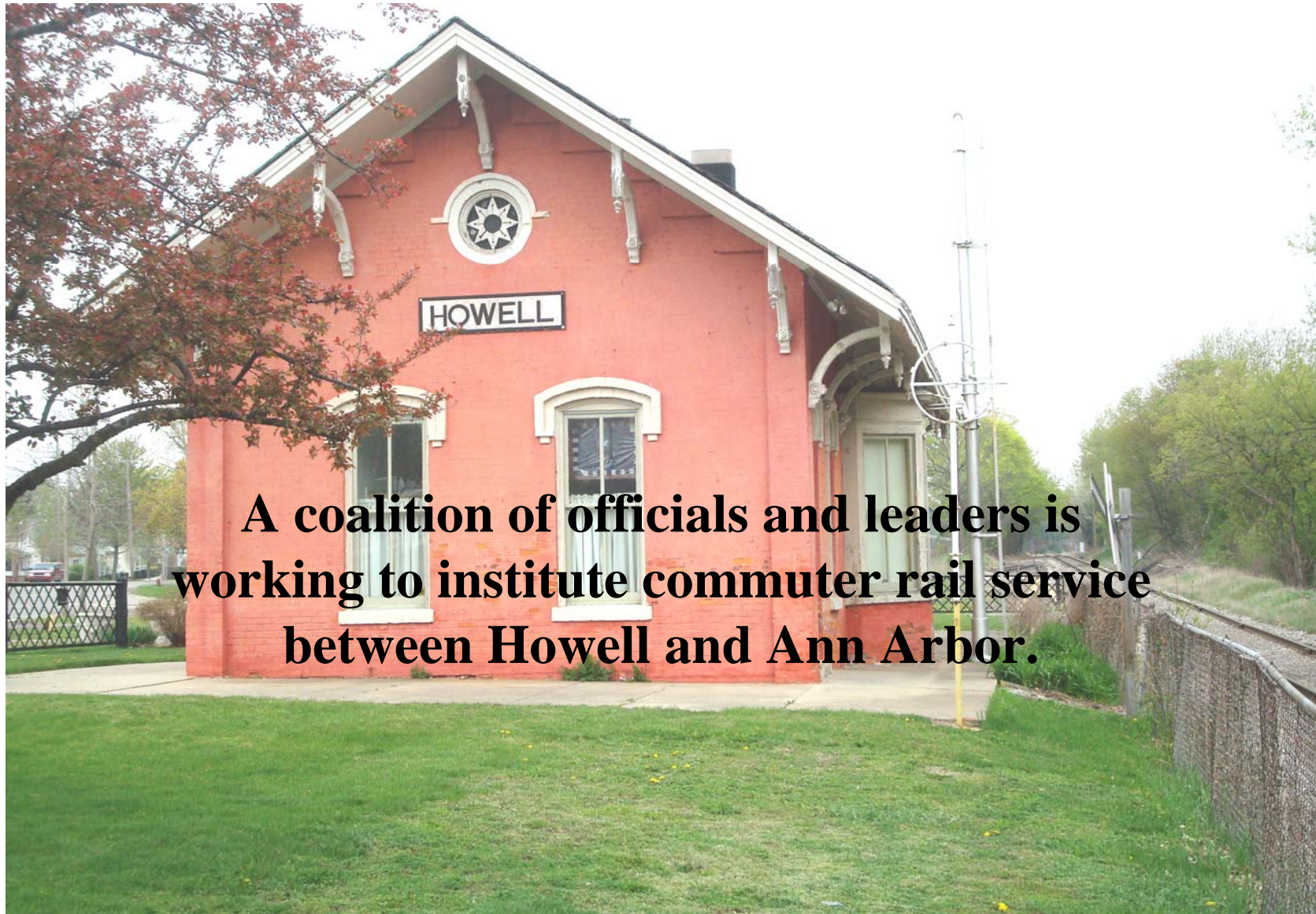
R.L. Banks & Associates, Inc. 

Engineering · Economics · Service Planning

Arlington, VA

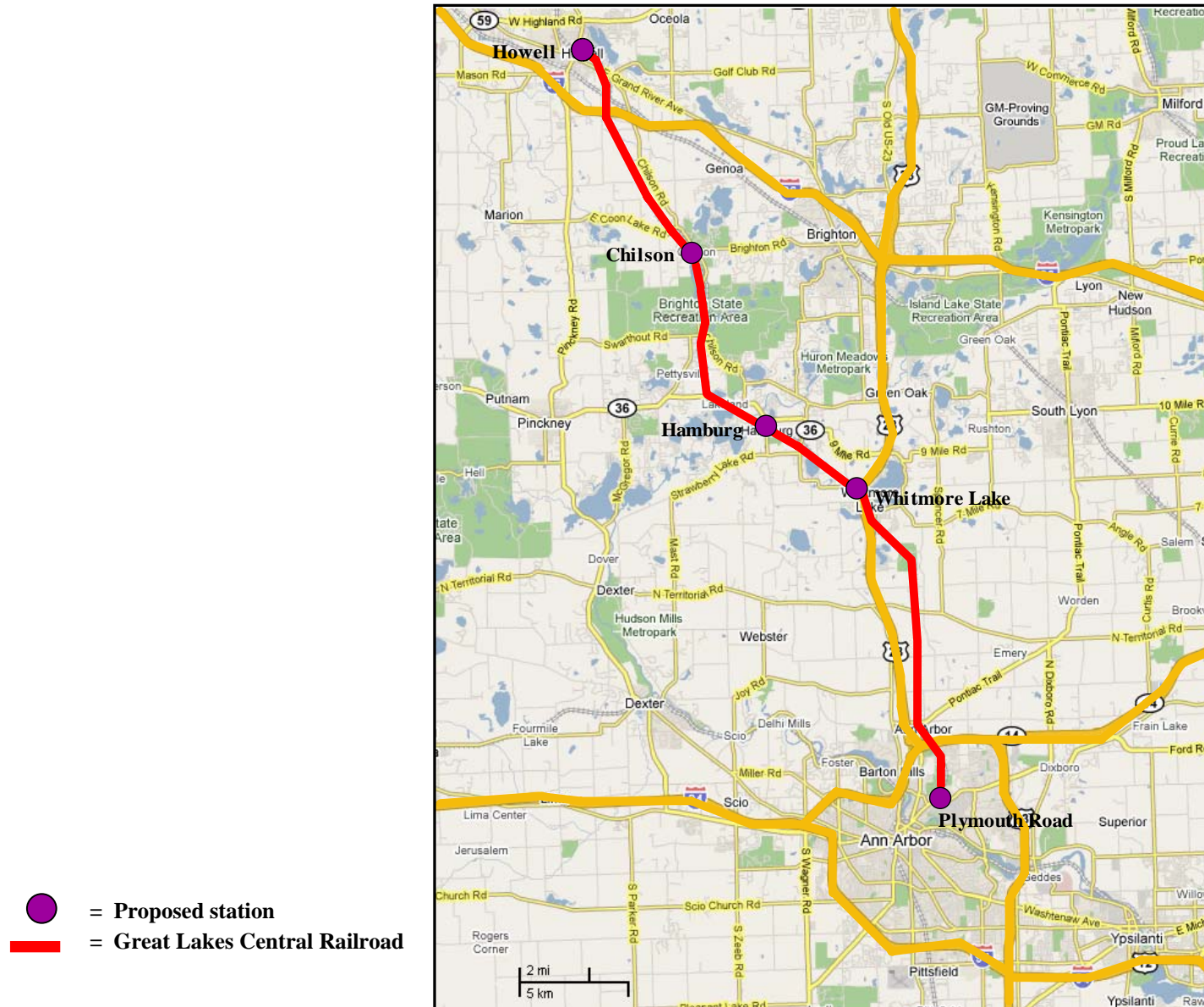
August 6 and 7, 2008

Background



A coalition of officials and leaders is working to institute commuter rail service between Howell and Ann Arbor.

Map



The Requirement

Review Wally Draft Business Plan and other information.

Comment on what is needed to initiate service.

What RLBA Has Done

Attended initial meetings, May 1 and 2

Inspected ROW

Reviewed Draft Business Plan and other information

Interviewed officials

Stated initial findings

Submitted task reports

Submitted final report

Presented report, August 6 and 7

Task Reports

Subtask 2.1 Railroad Operating Plan

Wally plan is feasible, subject to track speed and other recommendations.

A number of details remain to be worked out.

Task Reports

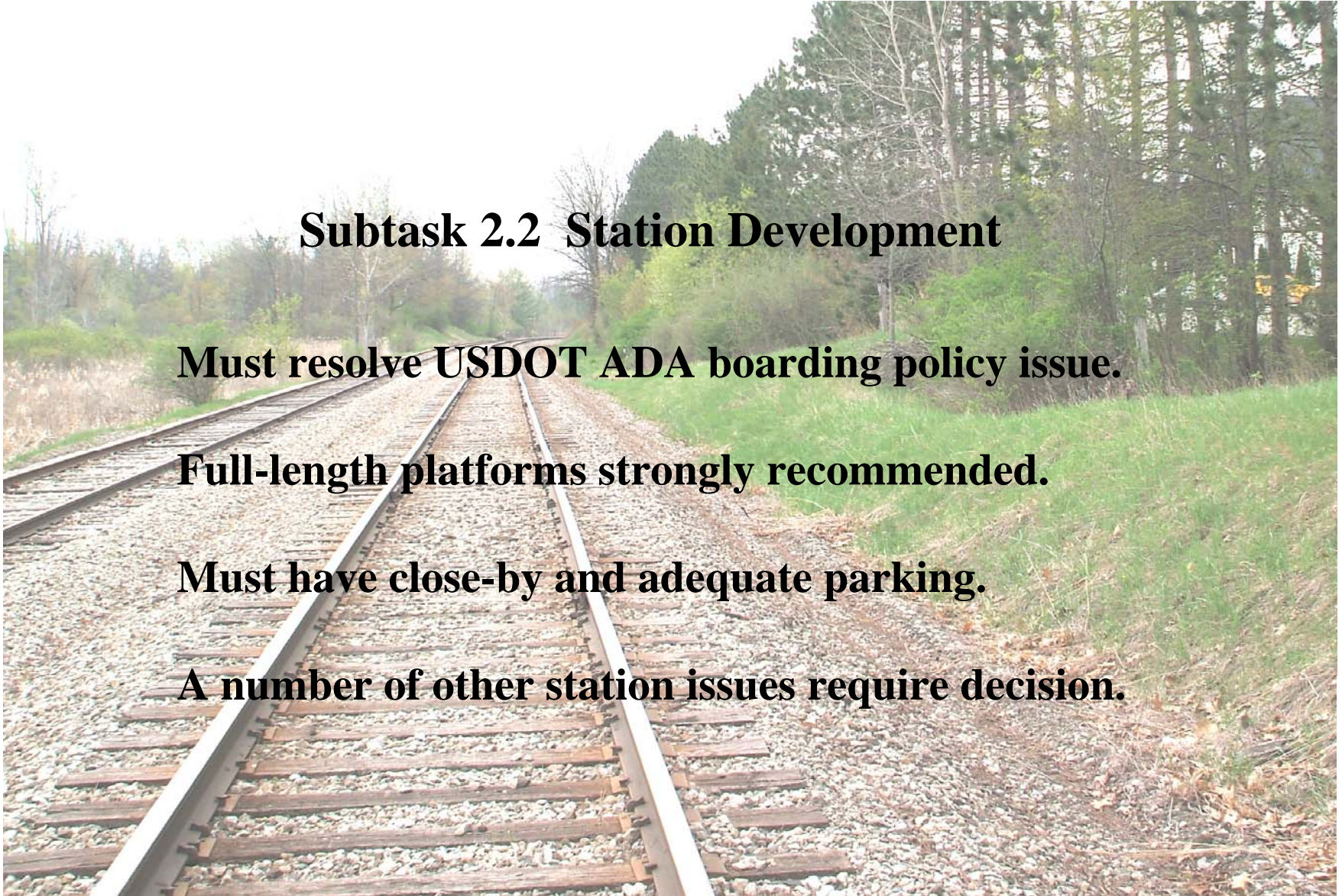
Subtask 2.2 Station Development

Must resolve USDOT ADA boarding policy issue.

Full-length platforms strongly recommended.

Must have close-by and adequate parking.

A number of other station issues require decision.



Task Reports

Subtask 2.3 Track Signal and Grade Crossing

Automobile-competitive train speed a must.

Layover facilities recommended.

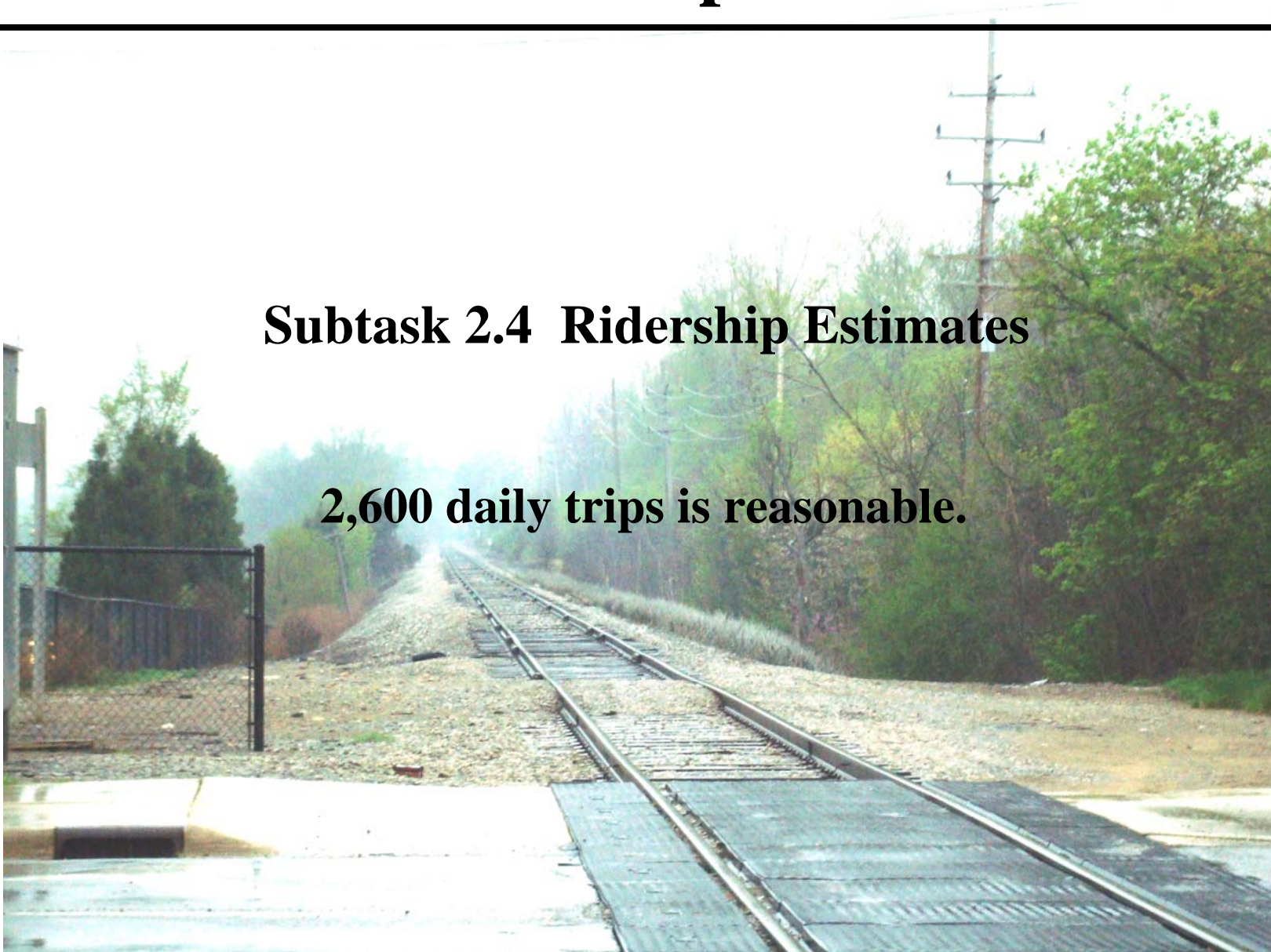
Rails should be defect-tested.

Centralized traffic control (or equal) recommended.

Task Reports

Subtask 2.4 Ridership Estimates

2,600 daily trips is reasonable.



Task Reports

Subtask 2.5 Finance and Administration

Articles of incorporation and bylaws for rail authority appear reasonable.

Task Reports

Subtask 2.6 Customer Service and Bus Interface

Connecting bus service is very important, and should be customer-friendly.

Marketing and customer-interface programs very important.

Fare collection should convenient to riders and coordinated with AATA.

Task Reports

Subtask 2.7 Development Opportunities and Risks

Development is an opportunity.

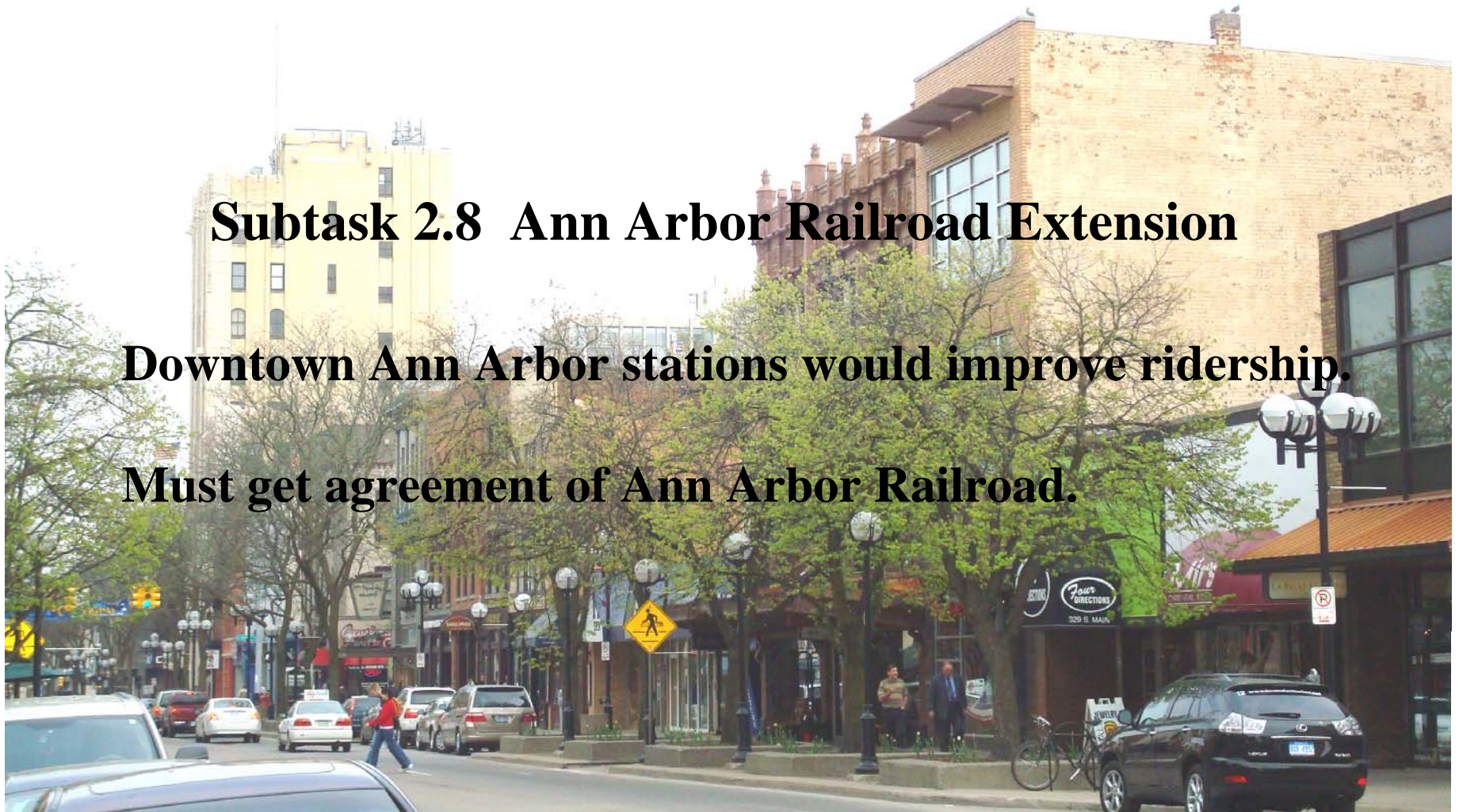
There are numerous examples of transit-oriented development nationwide.

Task Reports

Subtask 2.8 Ann Arbor Railroad Extension

Downtown Ann Arbor stations would improve ridership.

Must get agreement of Ann Arbor Railroad.



Task Reports

Task 3 Funding

Annual operating shortfall: \$342,000-1,085,000.

Wally Business Plan's operating shortfalls are not unusual.

Every public transit system requires public investment.

Capital improvement funding necessary: \$32.5 million

There are a number of potential funding sources.

Overall Findings

- **Improve track speed to 60 mph**
 - **Reasonable ridership is 2,600 daily trips**
 - **Many details need to be worked out**
 - **Compliance with ADA policy requires resolution**
 - **Must execute agreement with CSX**
 - **CTC or equal should govern rail traffic**
 - **Decide station planning issues**
 - **Overnight layover facility**
 - **Rail defect testing**
 - **Connecting bus service**
 - **Obtain funding commitments**
-

Additional Steps to Initiate Service

Establish authority to manage

More in-depth ridership analysis (optional)

Resolve USDOT ADA requirements

Arrange for necessary funding

Complete station planning

Additional Steps to Initiate Service

Adequate parking at stations

Agreements with parking providers

Complete NEPA process if required

Apply for necessary permits

Negotiate access and operating agreement with GLC

Additional Steps to Initiate Service

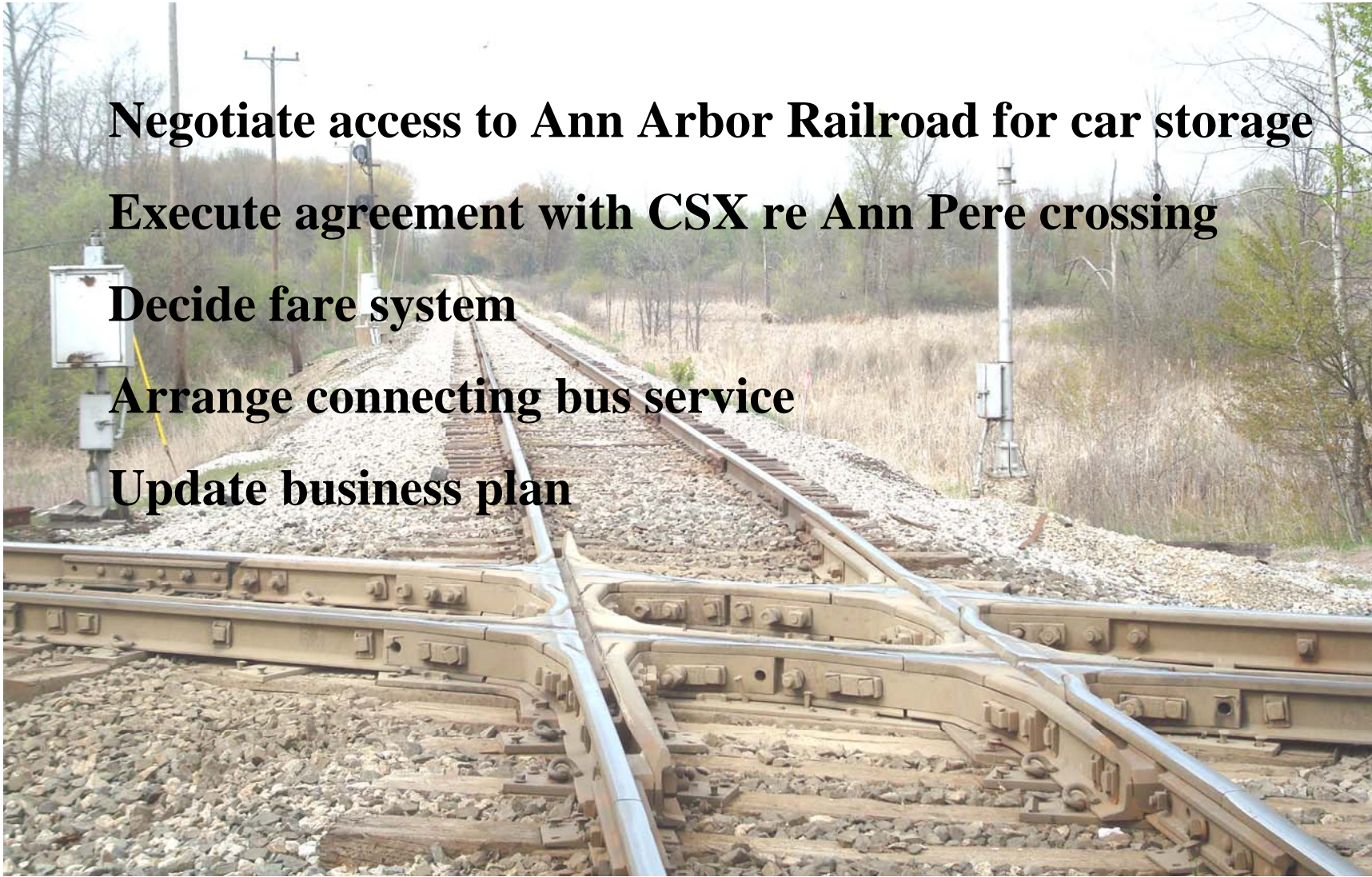
Negotiate access to Ann Arbor Railroad for car storage

Execute agreement with CSX re Ann Pere crossing

Decide fare system

Arrange connecting bus service

Update business plan



Additional Steps to Initiate Service

Rail defect testing, engineering design of all improvements

Improve track speed, construct layovers, improve grade crossings, CTC

ADA reconfiguration of railcars, if required

Procure locomotives

Acquire any real estate needed

Additional Steps to Initiate Service

Marketing and customer service

Training

Safety and security plan, emergency response

Final service testing

Project Timeline

RLBA estimates approximately 16 months, as a “best case” schedule.

Critical Steps to Initiate Service

- **Auto-competitive train speed**
 - **Adequate parking, close to stations**
 - **Convenient bus service**
 - **Station platforms length of train**
 - **Funding**
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Financial Plan to Sustain Service

RLBA reviewed and updated financial plan.

Capital funding is needed for improvements required prior to initiation of service.

Annual operating funds are also needed.

Positive Aspects

- **Local interest and enthusiasm**
 - **The railroad wants to do it**
 - **U of M assistance**
 - **Rising price of gasoline**
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Overall Conclusions

Commuter rail service is feasible.

Additional actions are required before initiation of service.

A number of agreements must be negotiated.

Funding must be secured.
