NECESSARY STEPS TO SECURE WOLVERINE RAIL SERVICE FOR THE CITY OF YPSILANTI MAY 2, 2016

May 2, 2016

Executive Summary

Necessary Steps to Secure Wolverine Rail Service for the City of Ypsilanti

Background

The City of Ypsilanti has been asking the Michigan Department of Transportation (MDOT) to support Amtrak service in the Depot town area of Ypsilanti for decades. The response from MDOT has always been "no." A confluence of factors has recently come together that has caused MDOT to change their "no" to "yes."

In order to position the City to obtain a rail stop the City must:

1. Close the at-grade railroad crossing at Grove Street
2. Close the at-grade railroad crossing Park Street
3. Build a platform, approved by all affected entities, in Depot Town that will accommodate train service

All of the above must be completed for the train to stop. Completing the grade closures at Park Street and Grove Street does not guarantee that the train will stop, but not doing so guarantees that it will not.

MDOT does not have the ability to force the City to design, construct or pay for a platform or close the grade crossings. Because that work is under the City's control, MDOT cannot guarantee a train stop. MDOT does, however, offer the following support for the project:

1. Administrative ability to instruct Amtrak to add maximum available stops on the Wolverine line (6 total each day)
2. Financial ability through the Local Grade Crossing Closure Program to provide closure awards. Closure award funds remaining after actual closure costs have been met can be used to supplement platform costs.
3. Financial ability through the Accelerated Rail Development office to fund pavement removal operations within the rail right-of-way at Park Street and Grove Street. The removals of the hard surface crossing from the railroad right-of-way limit to 1' beyond the railroad ties and the associated permitting and coordination are typically the responsibility of the local agency.

4. Administrative staff support for assistance with platform approval through various permitting agencies, including Federal Railroad Administration, Norfolk Southern Railroad, and Amtrak.

Schedule

The schedule for the closures is driven by MDOT's Accelerated Rail Development schedule for track and signalization upgrades.

Signalization upgrades for positive train control are currently in process. In order to coordinate their work, MDOT needs to know the City's decision by July 1st, one week prior to the actual construction coming through. Staff recommends an agenda item no later than the June 7th Council meeting to meet MDOT's schedule.

Approving the permanent closures by no later than June 7, 2016 will allow MDOT to provide the temporary closures as part of their work and complete the pavement removal within the railroad right-of-way. This will save a significant amount of public resources on corridor improvements that would become obsolete in the future if the closures were to be done at a later date. MDOT may realize a possible savings of approximately $300,000 for maintenance work that is anticipated for crossing surface and gate improvements at the two locations over the next five years. The City will receive approximately $50,000 in savings over the next five years, including $22,000 in capital costs and $28,000 in continuing maintenance fees. An additional advantage to the City is the elimination of the railroad permitting requirements, which can include a lengthy approval process.

The timely closing of the grade crossings will bolster the City's standing with regard to MDOT's willingness to assist with achieving the necessary permitting and approvals for the platform and stop.

It has been determined by MDOT and Amtrak that stopping the train in Ypsilanti will only add five minutes to the schedule. This is due in part to the fact that there is a significant S-curve leading into the Depot Town section of Ypsilanti from both directions. The grade closures will not offset the five-minute additional trip time. The two closures along with other measures have been determined by Amtrak and MDOT to be an acceptable tradeoff for the five-minute increase in trip time created by the stop.

Safety

The two closures stand on their own merits from a safety standpoint, with or without a future rail stop. The Local Grade Crossing Closure Program will pay the city a total of $375,000 upon completion of both permanent closures. This funding is not contingent on the rail stop in any way. The estimated total cost of the City's permanent grade closure work is $275,000 leaving a surplus of $100,000. All work for the temporary closure treatment within the railroad ROW, including permanent asphalt removal around the tracks and signal removal, will be completed by MDOT Accelerated Rail Development at no cost to the city.

Public Involvement

As part of the public engagement process, the City held a public meeting during a Planning Commission meeting on Wednesday, March 16, 2016. A public informational meeting was also held on Wednesday, March 30, 2016 in Depot Town. The following information is provided in response to the questions raised at the two meetings as well as additional inquiries from City Council.

What is the impact on property values for the properties near the grade closures?
There is clear evidence that the property values within one-half mile of a new rail stop will increase.

How will potential increased crime and reduced police access be addressed?
Ypsilanti police Department has reviewed the impact of the proposed closures and have found there will be no negative impact on response time.

How will emergency response be affected?
Ypsilanti Fire Chief has reviewed the impact of the proposed closures and has found there will be no negative impact on response time.

What impact will the closures have on the Boys and Girls Club property and its marketability?
The City Economic Development Director has indicated that the closures are not expected to have negative impact on marketability of the Boys and Girls Club property. The rail stop is projected to have a significant positive impact on the property.

Could gravel or paved roads on either side of railroad be added to improve circulation?
This could be a possibility on the north side. It will depend on the layout of the development of the Boys and Girls Club parcel.

Could traffic lights be added at Michigan and Grove?
Michigan Avenue is State trunkline at those locations. The State requires an intersection to meet both vehicle volume warrants and separation distances from existing signals for a new signal to considered. Grove Street does not meet these conditions.

Could signal timing on Michigan Avenue be adjusted to provide larger gaps in traffic near Grove Street? Michigan Avenue through traffic takes precedence. MDOT is willing to evaluate signal timings that could increase the available gaps at Grove without a negative impact to the corridor.

What if the closures are done and the train stop never comes? Can they be reopened?
The closures can be completed by themselves through the MDOT Safety Program and have value to the community and MDOT as a standalone project. The value includes but is not limited to safety: eliminates chance for vehicle/train collision at the crossings, elimination of multiple train horn blasts per day (improved quality of life, lower neighborhood noise thresholds), lower speeds and volume on the truncated street segments, greatly encourage pedestrian crossings to occur at either River Street or Prospect Street (which are signaled and grade separated, respectively), and financial: a surplus of funds beyond the cost of the closures (currently estimated $100k) can be used for any other ACT 51 eligible expenditure. The closures should be considered permanent and the decision should be based on the merits of the closure project with the understanding that the closures do not guarantee a rail stop.

What will be the impact of the traffic displaced by the closures?
The City engineers have reviewed the traffic data available for the area and the volumes crossing the tracks at Park and Grove. The traffic currently utilizing Park and Grove as through streets will reroute, most likely to Prospect Street or River Street. While this will result in increased traffic on these new routes, the engineers would not consider these increases to be significant, and may in fact fall within the types of daily fluctuations that could be expected on roads of this classification. A synchronization model can be developed that will quantify the impact and allow analysis of potential future conditions such as development of the Boys and Girls Club property. The model

would also identify any minor changes to signal timings that would be needed to better accommodate the new traffic patterns. This work could be completed for approximately $12,000. Citizen comments included acknowledgement that an advantage of the closures is the elimination of cut-through traffic and reduced speeds on the sections of both Park and Grove that remain open.

Will the closures cause maneuvering difficulties, especially during snow/icy conditions?
The City DPS has the appropriate equipment to properly remove snow and ice and currently do so on other dead end streets within the city.

What will be the impact to parcel/mail delivery such as UPS/Fedex/USPS?
Delivery services, as all other traffic in the area, will need to adjust to the changes in road network. No properties are losing access to public right-of-way as part of the closures.

How will Marsh Plating be accommodated?
Accommodations for large truck turning must be made as part of the Grove Street closure. The existing right-of-way does not have sufficient width to accommodate large truck turnaround movements. The solution will most likely include Marsh Plating allowing the City to utilize a portion of their property to accommodate large trucks. This arrangement may require mitigating the impacts associated with the truck movements, including relocating parking. Separate agreement(s) with Marsh Plating are likely.

How will the closures affect AAATA?
AAATA does not operate on these sections of Park or Grove with existing or proposed routes. Pedestrians wishing to access the stops on Cross and Michigan will be routed to either River Street or Prospect Street. Both of these are much safer pedestrian crossings (fully signalized and grade separated).

What will the train platform look like?
Feasibility and concept analysis for the platform and related infrastructure is underway and will be made available for public input at milestone points in the design process.

Conclusion

The City of Ypsilanti has requested MDOT's support for stopping the Wolverine Amtrak service in the City for decades. The answer up until December of 2015 had always

been "no." The following factors have resulted in MDOT's willingness to support a stop on the Wolverine line in Ypsilanti which include but are not limited to; the large S-curve through Depot Town, the presence of Eastern Michigan University, the passage of a comprehensive MDOT financing bill by the State Legislature, the willingness of the City to bear the costs required to build the infrastructure a rail stop requires, the City's willingness to close two at-grade rail crossings, the City's willingness to reduce MDOT's cost of rail corridor improvements in 2016, the near unanimous support of the citizens of Ypsilanti for this project, a positive cost benefit analysis for adding a stop in Ypsilanti, and the removal of the embargo of all new stops on the Wolverine line.

While MDOT is willing to support this priority Ypsilanti goal, under the conditions described above, it is not a priority goal for MDOT. While the additional money generated from adding the stop is beneficial it is not significant enough to make it an MDOT priority. If the closures are not approved to accommodate MDOT's corridor upgrades as described above, **MDOT has indicated they will have to reevaluate their support for the platform.**

A new stop has not been approved on this line since the route from Pontiac to Detroit was added in 1994. All other work associated with stops involved relocating or rehabilitation of existing stops.

The action required by City Council is to approve the attached resolution approving the two permanent road closures at the railroad grade crossings at both Park Street and Grove Street and to authorize the appropriate City officials to enter into a contract with MDOT and likely agreement(s) between the City and Marsh Plating.

Note on authorship of this document: This document was written as a team effort but primarily by Marcus McNamara and Ralph A. Lange. This document was reviewed by MDOT staff thanks to Therese Cody with MDOT Rail.

Summary Attachments:

1) Letter from Mr. Al Johnson, Manager MDOT Office of Rail, Dated 12-9-2015
2) Amtrak Fact sheet, Fiscal 2014 (2 pages)
3) Arial photo proposed Rail Crossing-Street Closures
4) Arial photo proposed Marsh Plating Truck Turnaround

RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

December 9, 2015

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CITY OF YPSILANTI

Mr. Ralph A. Lange, City Manager
City of Ypsilanti
1 South Huron Street
Ypsilanti, Michigan 48197

Dear Mr. Lange:

This letter is a follow-up to the phone conversation between you and Tim Hoeffner in October 2015, regarding intercity passenger rail service in the City of Ypsilanti (City). The Michigan Department of Transportation (MDOT) was recently informed that the earlier analysis was updated by Amtrak and concluded the results were favorable to provide intercity passenger rail service.

The next step in this process is for the City to move forward in its plans to provide an ADA accessible platform at the appropriate location. This platform will need to meet the specifications outlined by MDOT, Amtrak, Norfolk Southern, the Federal Railroad Administration, and the cost will be secured by the City. Another requirement for future intercity passenger rail service will include the City to work with MDOT's Office of Rail/Development Unit to close specified railroad crossings.

Once the platform is approved for passenger rail operations and the railroad crossing closures are complete, MDOT will instruct Amtrak to add a station stop in the City.

MDOT looks forward to working with you to provide an intercity passenger rail stop within your community. Please feel free to contact Therese Cody at 517-373-8749 for platform information and Kris Foondle at 517-335-3054 for railroad crossing closure information. Thank you again for your continued support of intercity passenger rail.

Sincerely,

Al Johnson, Manager
Railroad Operations Section
Office of Rail

cc: Ron DeCook
Kris Foondle
Therese Cody
Alex Bourgeau

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CITY OF YPSILANTI

Amtrak Fact Sheet, Fiscal Year 2014
State of Michigan

Amtrak-Michigan partnership

- State grants support the *Wolverine, Pere Marquette,* and *Blue Water* services
- Amtrak owns high-speed track in southwestern Michigan used by the *Blue Water* and *Wolverine* services
- Michigan has purchased the Kalamazoo-Dearborn line and work has begun on major upgrades
- Over 101,000 Michigan residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

Amtrak serves Michigan with three daily ***Wolverine Service*** round-trips on the Pontiac-Detroit-Ann Arbor-Chicago route. Amtrak also operates the daily ***Blue Water*** (daily Port Huron-East Lansing-Chicago) and the ***Pere Marquette*** (daily Grand Rapids-Chicago) corridor services.

Amtrak owns the 97-mile track segment between Porter, Indiana, and Kalamazoo on the Chicago-Detroit route. This is the longest stretch of track that Amtrak owns outside of the Northeast Corridor.

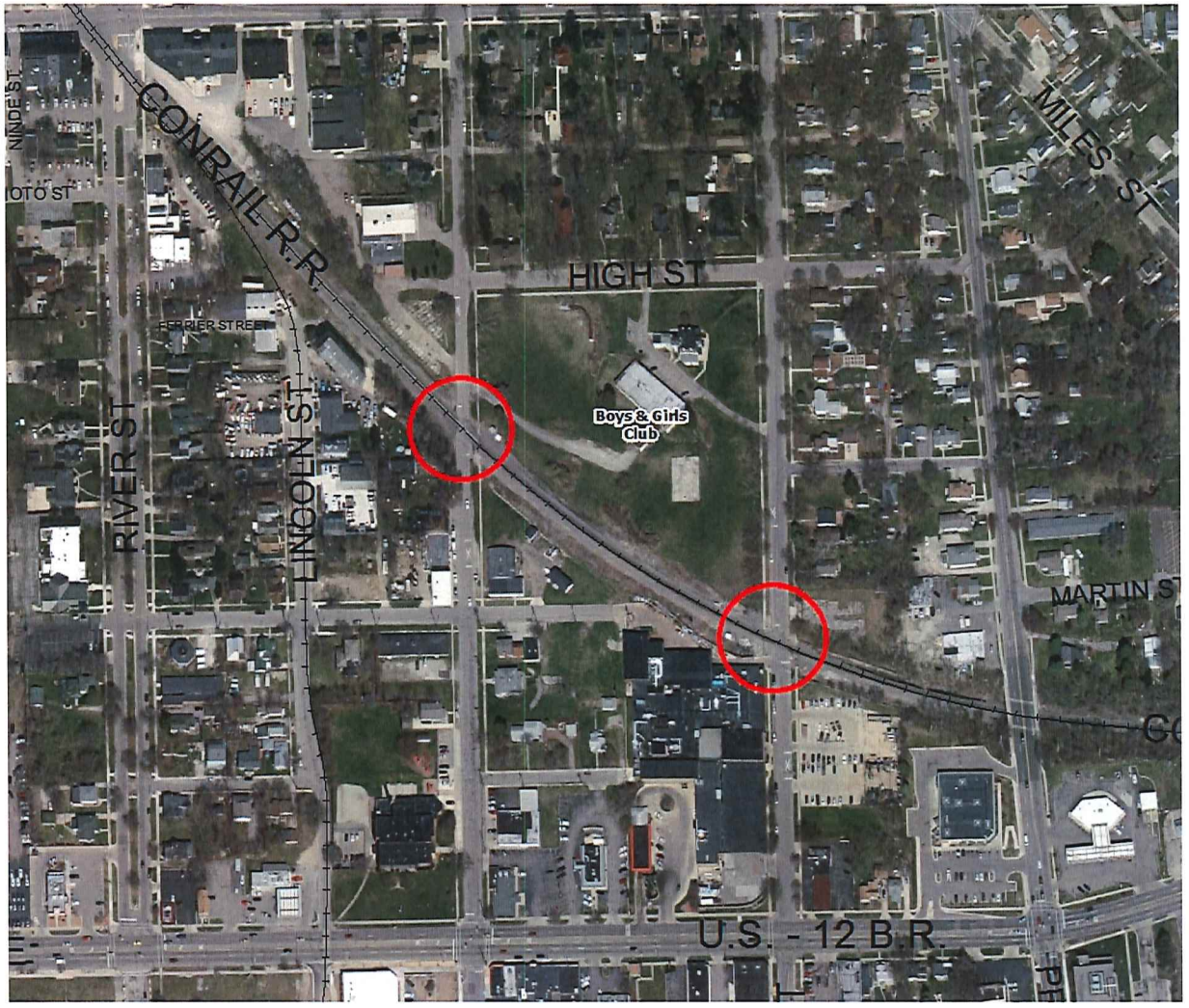
During FY14 Amtrak served the following Michigan locations:

City	Boardings + Alightings
Albion	1,727
Ann Arbor	144,120
Bangor	4,112
Battle Creek	46,624
Birmingham*	23,014
Dearborn	78,871
Detroit	62,827
Dowagiac	4,403
Durand	15,067
East Lansing	66,402
Flint	35,669
Grand Rapids	47,874
Holland	38,650
Jackson	27,114
Kalamazoo	120,920
Lapeer	10,774

New Buffalo	21,751
Niles	20,413
Pontiac	16,141
Port Huron	29,275
Royal Oak	34,868
St. Joseph/Benton Harbor	12,426
Total Michigan Station Usage:	**863,042**
	(down 5.0% from FY13)

* *Service to Birmingham ends 10/14/14 (in Fiscal 2015); stop moves short distance to Troy.*

Proposed Rail Crossing-Street Closures



30-20'x10' SPACES
WITH 25' AISLE
Approximate Scale
1"=50'

Addendum to Executive Summary

Necessary Steps to Secure Wolverine Rail Service for

The City of Ypsilanti May 2, 2016

On May 2, 2016 an Executive Summary concerning the above topic was distributed for City Council and Staff for review. This summary was 6 pages and also included 4 distinct attachments. It was always envisioned by the authors of this summary that it would have many more attachments included as support documentation for the summary. These additional documents listed below should be merged with said summary and be considered one complete report.

Support documents by title and number of pages per document are listed below:

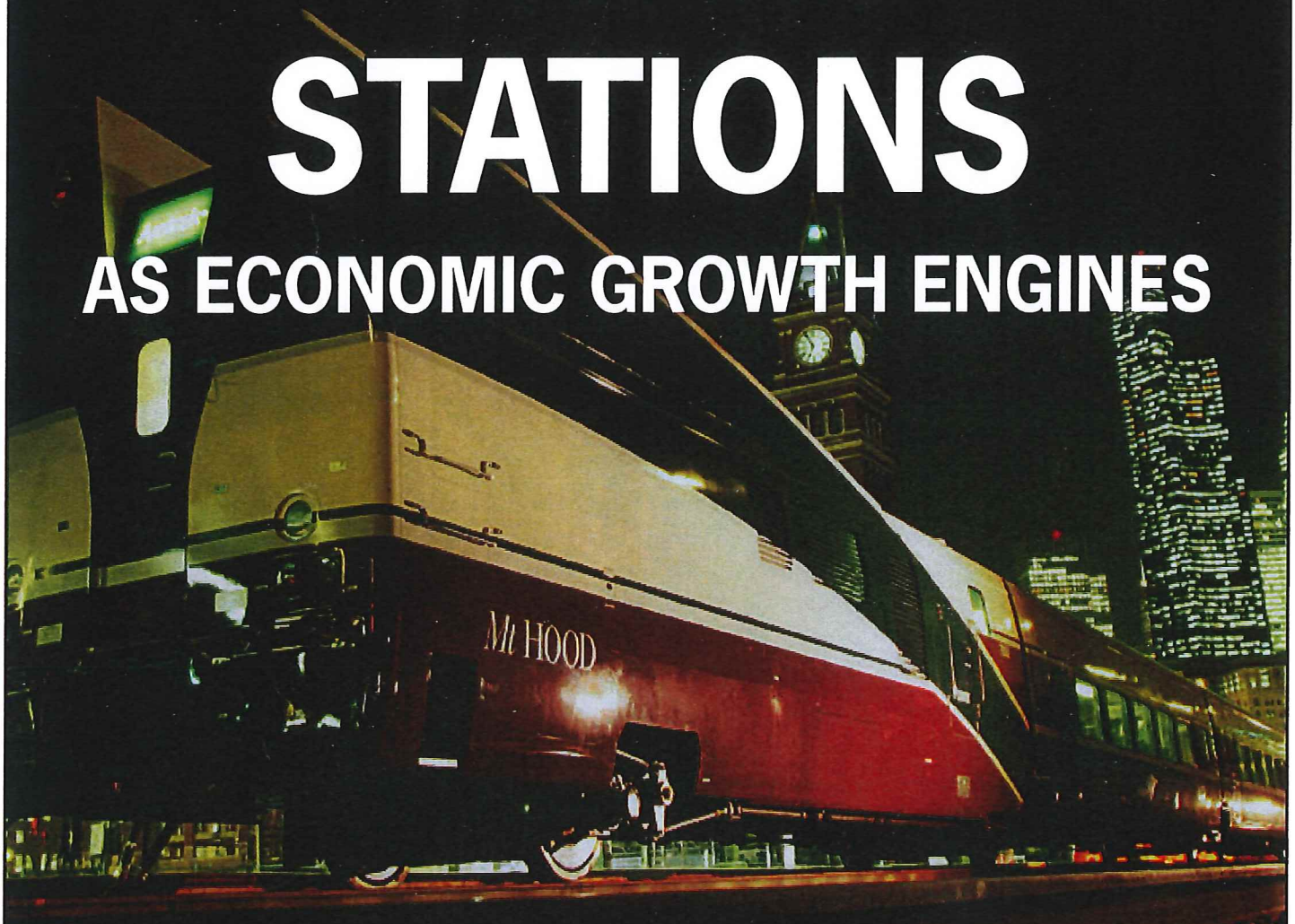
DOCUMENT	**NUMBER OF PAGES**
Train Stations	4
Michigan Passenger Rail Station	10
Updated Amtrak Fact Sheet, Fiscal Year 2015	5
Current Conditions	1
Proposed Rail Crossing Closures	1
City Manager letter to MDOT dated September 26, 2012	1
Amtrak Letter dated December 14, 2012	2
Resolution No. 2011-023 dated February 1, 2011	1
RFL - Support for Pursuing Rail Stop dated March 15, 2016	2
OHM Proposal for Conceptual Design Services dated March 8, 2016	5
RFL – OHM Conceptual Design Services dated March 15, 2016	2
Resolution 2016-044 OHM Conceptual Design Services – March 15, 2016	1
Fire Chief letter – Railroad Crossings elimination dated August 27, 2015	2
Police Chief email – Railroad Grade Crossing Closures – Sept 3, 2015	1
DPS Director email – Railroad Grade Crossing Closures – April 14, 2016	1
Board of Education – email Closing of Park/Grove Streets dated April 14, 2016	1
USPS – email Closing of Park/Grove Streets dated April 14, 2016	1
AAATA – email Closing of Park/Grove Streets dated April 12, 2016	1
Matthew Marsh - email dated May 9, 2016	1
Resolution regarding railroad crossing funding	1
Kris Foondle, MDOT – email dated May 9, 2016	1
Huron Valley Ambulance – letter dated May 10, 2016	1
Planning Commission Minutes Motion of March 16, 2016 meeting	1
Traffic Review Order dated May 12, 2016	1

States for
www.s4prc.org

Passenger Rail Coalition

TRAIN STATIONS

AS ECONOMIC GROWTH ENGINES



Serving as Catalysts for Strong Economic Growth in the Local Community

Train stations serve as active catalysts for vibrant economic growth in the communities where they are located. Rail stations have the proven ability to revive urban downtown areas, to knit a community together, and to stimulate housing, business, and retail development. Increased rail ridership encourages the vigorous growth of the local economies that surround train stations.

Rail Stations Stimulate Urban Development

Philadelphia, PA

Philadelphia's Cira Centre, a Class A office tower adjacent to Philadelphia's 30th Street Station, presents a prime example of how the Northeast Corridor can help focus and attract new real estate investment along the Corridor while increasing ridership, reducing the need for auto trips, and revitalizing the Northeast's older industrial cities.

When completed in 2006, the Cira Centre was the first high-rise office building built outside of Center City Philadelphia in 12 years. Comprised of over 700,000 square feet, the Cira Centre is fully occupied by 22 tenants. The building, which is connected by an enclosed walkway to 30th Street Station, attracts major tenants from outside Pennsylvania whose employees travel for business on Amtrak's Northeast Corridor. The Cira Centre project has been so successful that a mixed-use commercial, retail, and hotel development is planned to be constructed adjacent to the tower.[1]

Davis, CA

With tens of thousands of students, the University of California–Davis provides a substantial portion of the passenger traffic on the 32 daily Capitol Corridor trains serving Davis Station, making Davis the second busiest train station along Northern California's Capitol Corridor. By 2000, the City of Davis, CA, had completed its station restoration project of the historic Southern Pacific Depot, but the station location was still on the back side of most downtown buildings. The City thus removed a few buildings adjacent to the station road entry, which allowed for the station and its surrounding plaza to become a highly visible gateway to downtown Davis. This spawned new development around the station, with an influx of new restaurants and offices opening just steps from the train station.

At Davis Station, many of the more than 1,400 daily rail passengers bicycle to the station and Capitol Corridor trains. About half of the cyclists bring their bicycles onto the trains, and the other half secures their bicycles at Davis Station for use upon their return.

Other U.S. Cities

Other examples of rail stations that have stimulated urban development include Union Station, a multi-modal transportation center in Meridian, MS, which sparked over $10 million of reinvestment in the surrounding downtown.[2] In Washington, DC, one study found that 13 million square feet of privately developed office space followed Union Station's restoration. The Lafayette train station project in Indiana prompted a $36-million development adjacent to the station.[3]

Train Stations Spark Economic Growth

In fall of 2007, Saco-Biddeford, ME, began developing a new train station on Saco Island as a result of the economic boon associated with the Downeaster Rail Station in Maine.[4] An April 2008 report by the Center for Neighborhood Technology concluded that the Downeaster rail stop is a catalyst for new transit-oriented development (TOD) projects, which will generate $3.3 billion in construction investment and create more than 8,000 new jobs in Maine over the next 22 years. These TOD projects will lead to the contribution of more than $55 million in new state tax revenues annually, and new resident and business relocation associated with TODs will contribute nearly $1 billion in new purchasing power

annually to Maine's economy by 2030. The extension of service to Brunswick and Rockland would create an additional 2,582 jobs, generate an additional $16.5 million in annual tax revenues, and allow for $290 million in annual purchasing power by 2030.[5]

Train Stations As Bustling Economic Centers

In addition to providing transit service, rail stations often provide a thriving venue for a wide variety of shops, food courts, fine-dining establishments, movie theaters, meeting and reception spaces, and more. The continual throughput of passengers makes train stations attractive locations for both office and retail spaces. Washington's Union Station contains 140 shops and restaurants, and the South Station project in Boston renovated 134,000 square feet of office space, 15,000 square feet of retail space, and subsequently accommodated ~60 new jobs within the station itself.[6]

Restoration of Train Stations

King Street Station, Seattle, WA

For over 100 hundred years, King Street Station has served as a gateway for millions of travelers coming into Seattle and the Pacific Northwest. The station has spurred economic growth and has helped establish Seattle as a major metropolitan city. Unfortunately, heavy use and neglect have caused King Street Station to fall into disrepair.

On March 5, 2008, Mayor Greg Nickels marked the start of a new era for King Street Station with the City of Seattle's purchase of the landmark building from the

Inside of Milwaukee's Intermodal Station. Inset: Outside view of Milwaukee's Intermodal Station at dusk.

Burlington Northern Santa Fe Railway Company. Under city ownership, King Street Station will undergo a $26.5 million renovation.[7]

Milwaukee Intermodal Station, Milwaukee, WI

In November 2007, the Wisconsin Department of Transportation (WisDOT) completed a $17-million Milwaukee Intermodal Station funded with state, federal, city, and private sector funds. The award-winning station has become a downtown architectural landmark and serves Amtrak's Hiawatha and Empire Builder services, as well as Greyhound and other intercity bus operators. Space is being leased for food service, retail, and commercial offices in the multi-story station. The City of Milwaukee provided $6 million in tax incremental financing for the station based on expected developmental benefits in the area. This is supported by a multi-state economic impact study, which projects a $227-million increase in land values around the station, along with up to 3,000 additional jobs in the Milwaukee area from improved rail service supported by the station.

King Street Station in early morning

In January 2005, Wisconsin completed a new $6.8 Milwaukee Airport Station (MARS) at General Mitchell International Airport south of the downtown. The MARS station is one of four stations in the country providing Amtrak Service to a major international airport (~15% of Hiawatha passengers board at this station).

In August 2006, the Village of Sturtevant opened a new $3-million train station at its Renaissance Business Park by using local funds to match federal Congestion Mitigation and Air Quality funds administered by WisDOT. Direct access to Amtrak's Hiawatha service, which provides seven round trips between Milwaukee and Chicago, provides important transportation benefits to businesses locating in the Park.

North Carolina Train Stations

Since 1991, the North Carolina Department of Transportation (NCDOT) has collaborated with federal agencies and local governments to reinvigorate the state's passenger rail network. As part of this effort, historic train stations have been restored across the state, which has thus far led to the investment of $74 million. Twelve stations have been renovated, with more to come.

NCDOT's initiative has sparked significant private investment in communities across the state.[8] With scarce public finances and rising costs of highway construction and maintenance, preserving and revitalizing existing railroad infrastructure has become an attractive and cost-effective option.

The Future

Train stations have a resounding effect on vigorous economic growth in local communities, and taken together, in regional corridors. The key to multiplying this growth is the expansion of intercity passenger rail through capital for investment in infrastructure and equipment. Combined, a dedicated, 80–20 federal–state matching program and 30-year tax credit bonds would enable states to capture the benefits of rail. Such a financing package is the first step toward intercity passenger rail funding to the equivalent of other surface transportation programs. The economic benefits of doing so speak for themselves.

1. Written Testimony, Kevin Corbett, Vice President, Corporate Development, DMJM Harris-AECOM, Subcommittee on Railroad, Pipelines and Hazardous Materials Committee on Transportation and Infrastructure, May 14, 2008, page 3.
2. http://www.enhancements.org/download/connections/vol3no1.pdf
3. http://www.greatamericanstations.org/
4. http://downeastriders.us/blog/?p=76 5http://www.thedowneaster.com/news_item.php?news_id=155
5. http://transportation.house.gov/Media/File/Rail/20080514/RR%20SSM%205-14-08.pdf
6. http://www.seattle.gov/transportation/kingstreet.htm
7. http://bytrain.org/istation/
8. http://bytrain.org/corridor/

Michigan Passenger Rail Station Community Benefits Study

Prepared for:
The Michigan Department of Transportation
by
Grand Valley State University
June, 2009

This report was prepared for the Michigan Department of Transportation
by the Seidman College of Business
Grand Valley State University
Grand Rapids, Michigan
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Dr. Paul Isely

Sub-contractor assistance was provided by JLRoach, Inc.
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Michigan Passenger Rail Station
Community Benefits Study

Executive Summary

Passenger rail service is perceived to provide important benefits to Michigan communities. The extent of these benefits has never been quantified in a systematic way and, in 2008, the Michigan Department of Transportation (MDOT) contracted with Grand Valley State University to perform a broad based assessment of the community level benefits of passenger rail service.

The main objective of the research project has been to estimate the full range of these benefits at the community level. It is understood that passenger rail services provide important additional benefits to the state and the region in terms of congestion relief, safety, air quality improvement, and energy conservation. These benefits are discussed in the report but statewide or regional benefits are not quantified.

The research included a literature survey of other related studies to assess methodological implications for this project. Conclusions derived were that: benefits are sensitive to ridership activity (which is in turn influenced by service offerings); regional economic data should be used where possible; benefits of foregone travel should be estimated; long term benefits are contingent on local and regional development plans; and, projected benefits represent only estimates at a point in time subject to changing demographics, the economic profiles of different regions and the cost structure of competing forms of transportation.

It is important to recognize that Michigan communities receive only low or medium frequency levels of passenger rail service. Eleven of Michigan's 22 station communities have only a single daily round trip while the other half have from two to four daily round trips. These levels of service should not be expected to generate the kinds of economic impacts experienced by communities served by commuter rail, light rail, or heavy rail systems with hourly or more frequent service throughout the day. That said, existing Amtrak services to Michigan communities have been found to generate significant benefits and these benefits can be meaningfully quantified.

The National Railroad Passenger Corporation, operating under the Amtrak name, has since 1971, been the sole provider of intercity passenger rail service in Michigan. These services are provided to Michigan stations located on three corridors...

- The Wolverine Corridor between Pontiac, Detroit and Chicago
- The Blue Water Corridor between Port Huron and Chicago
- The Pere Marquette Corridor between Grand Rapids and Chicago.

Ridership on these services has grown by over 50% thus far this decade—from 457,000 passengers in the year 2000 to 724,000 passengers in 2008.

The 22 stations vary greatly in terms of ownership, age, architecture, staffing, and operation. They range from simple bus stop type shelters to historic restored depots to relatively modern buildings. Only ten of the stations are staffed with Amtrak station agents. Passengers boarding at other locations must purchase their ticket from a ticket machine, travel agent, Amtrak's web site, or from the conductor on the train. Thirteen of the stations are city owned, five are Amtrak owned, one each are owned by a local transit agency, Michigan State University, MDOT and a private owner. Operating responsibilities lie with cities, transit agencies, Amtrak, civic organizations or a mix of any of these organizations. There is no common model.

The principal objective of this research was to determine the benefits of passenger rail service to a local community. As such, a unique "Community Benefits Summary Sheet" was prepared for each station community. This Excel spreadsheet approach utilized information from MDOT's Transportation Management System (TMS). The spreadsheet is easily updatable and could possibly be directly integrated with the TMS system. Benefits may be classified into the following categories:

a. Individual traveler benefits. Passenger trains offer an economical mode of transportation that is usually less expensive than flying or driving. This task compared existing passenger rail costs to costs that would be incurred if there were no passenger rail service in a community and alternative modes were used (or, alternately the trip was foregone). Ridership information was first obtained for each station from MDOT's Transportation Management System. The second step was to determine whether these travelers would make the trip in the absence of Amtrak service, and, if so, what mode would they use (auto, bus or plane). The 2007 MDOT/University of Michigan on-board survey was used for this purpose. The third step was to determine the costs of alternative mode travel. This was done primarily by internet searches of bus and airline fares assuming a 14-day advance purchase of a round trip ticket on a non-peak travel day. Costs for auto drivers was assumed to be the first half of 2008, IRS rate of $.505 per mile divided by auto occupancy of about 1.8 persons (occupancy levels varied somewhat from corridor to corridor). This information was compiled for all major travel pairs for each station. Total statewide traveler savings were calculated as $20.0 million for those individuals who used Amtrak instead of other modes of transportation. An estimate of the economic benefit of Amtrak service for passengers who would not make the trip in the absence of Amtrak service was calculated at $2.7 million.

b. Local business benefits. Travelers may utilize the train to travel to or from a community where they may use a taxi, rent a car, stay at a hotel, and eat at a restaurant. They may attend a conference or a sports event and they may shop in the community. This may vary from community to community but these and similar expenditures send a stream of benefits to many parts of the area. On-board survey data was used to determine the percentage of travelers that used taxis, rental cars, or local transit to access the train. Information was also obtained on passengers using hotels as well as length of stay. Respondents also indicated a primary trip purpose such as business or shopping. These responses allowed the research team to develop estimates, for example, of the number of persons who used taxis, stayed at hotels and shopped in station communities. The team was careful to isolate persons spending money in Michigan as opposed to Chicago or other out-of-state locations. Since Chicago is an important destination for Michigan train travelers it was important to exclude certain costs for travelers who resided in Michigan and were going to Chicago. As such, a conservative approach was utilized that considered Michigan hotel stays, meals, shopping and other activities for only non-Michigan residents. These types of direct expenditures send a stream of benefits throughout the community and were subject to an economic multiplier that resulted in local community benefits of $25.7 million.

c. Amtrak Expenditures. Amtrak operates all of the passenger rail services in Michigan. As such, Amtrak expends considerable amounts of money in Michigan for employee wages, supplies, and stations. In 2008, Amtrak employed 115 persons in Michigan. There are 48 persons involved in train operations as engineers, conductors, or train maintenance workers. There are 27 persons involved with station services including selling tickets. There are 40 employees involved in track and signal maintenance jobs related to the Amtrak owned track between Kalamazoo and Porter, Indiana. These employees were assigned to individual stations based on their work assignments. Other costs such as hotel, meal, and taxi costs for crew layovers in Michigan were also calculated by station, as were estimates for fuel and other supplies purchased in Michigan for use on Michigan services. As might be expected Amtrak expenditures are heavily weighted towards those station communities that serve as a crew base for Amtrak employees. Pontiac and Niles are good examples of stations with modest ridership but high levels of Amtrak expenditures. Costs for Amtrak vendor procurements that were not directly related to Michigan train operations were not included (e.g., purchase of over $1 million in shoes from a Michigan vendor). Direct and indirect expenditures associated with Amtrak service in Michigan amounted to $13.6 million.

The 22 Michigan communities with Amtrak stations receive $62 million annually in quantifiable benefits attributable to passenger rail service. These benefits are summarized below for each of the three corridors. It is important to state that these represent quantifiable benefits attributable only to the local communities. Additional benefits more difficult to quantify relate to how the existence of passenger rail service in a community enhances its image as a place to live and do business. Significant additional benefits also accrue to the region and the state related to traffic congestion relief, safety, energy conservation, and air quality improvement. These benefits are substantial and research for the American Public Transportation Association (APTA) indicates that safety and vehicle emission costs alone amounted to $.07 per vehicle mile in 1999. It is important to emphasize that these and other macro level benefits must be included in any consideration of the overall value of Amtrak service.

Summary of Quantifiable Community Benefits

	Pere Marquette Corridor	Blue Water Corridor	Wolverine Corridor	Total Statewide
Traveler savings	$2,808,380	$4,283,972	$12,872,105	$19,964,456
Non-traveler savings	$ 345,737	$ 545,449	$ 1,848,575	$ 2,739,761
Local business benefits	$3,572,199	$2,942,865	$19,159,480	$25,674,544
Amtrak expenditures	$ 551,035	$1,949,089	$11,133,556	$13,633,680
Total community benefits	$7,277,351	$9,721,374	$45,013,716	$62,012,441

Telephone interviews of community leaders and field surveys of each station were conducted as part of the work effort. This enabled the research team to obtain information and determine perceived and actual benefits associated with having an Amtrak station in a community. In general, there was a high degree of community support for the stations. The importance of the station to the community varies depending on the size and nature of the community and the type of station. In the smaller communities, the station may serve as a focal point for local activities and may even provide meeting space for public events or house the offices of the local chamber of commerce. In many cases, the station is seen as the only public link to intercity transportation because of the lack of intercity bus service or access to air service.

In larger communities, the service is viewed as one part of the multimodal transportation system but an important asset to the community. The location of the facility determines its potential for acting as a catalyst for further community economic development. The direct impact of the station on local businesses was generally acknowledged but little hard data was available. Restaurants and bars near stations receive additional business from travelers waiting for the train or disembarking in the community. Taxis serve most stations if the community is large enough to support a taxi service. In tourist-oriented communities, rail service provides direct access (walking) to local attractions. This is the case in St. Joseph, Dearborn (Greenfield Village platform) and New Buffalo. The survey respondents viewed passenger rail service as an important option for minority

and low income populations in the communities. It was also seen as an important service for college students in university communities such as East Lansing, Ann Arbor, Kalamazoo, and Albion.

A number of station communities have recently improved their stations and others are planning to do so. The report contains case studies of strategic approaches to station development by six Michigan communities. The report also contains a discussion of other community development benefits resulting from station development initiatives. This includes increased employment, increased property values and increased tax base. The concept of Transit Oriented Development (TOD) is discussed. Further, a literature review was undertaken of economic impacts associated with rail related developments. Most of the national research deals with developments in high-density urban areas where high levels of transit service are being proposed. This is quite different from the Michigan situation but does offer some insight on the strategic and developmental aspects of station development. The authors did obtain information on economic development issues relating to a proposed new commuter rail service in Wisconsin and the Amtrak "Downeaster" service from Boston to Portland. The latter service is more closely aligned with Michigan type services, but with important differences in terms of corridor length and service frequency. Economic studies of the "Downeaster" service expect significant growth in ridership and local development adjacent to the stations over the next few years.

Significant local economic benefits are associated with the provision of Amtrak service in Michigan. This research indicates local communities currently realize $62.0 million annually in benefits. Additional benefits accrue to the region, state, and nation in the form of congestion relief, air quality improvement, energy conservation, and safety. The benefits accrue to the local community even though service is very limited with only a single daily round trip provided to half of Michigan's stations. This severely limits the potential for economic development impacts. The implementation of greatly improved levels of service and train speeds such as those in the proposed high speed Midwest Regional Rail System would dramatically change station area dynamics and overall benefit levels for local communities. The addition of commuter services in the southeast Michigan region would also result in major station development opportunities.

Amtrak Fact Sheet, Fiscal Year 2015
State of Michigan

Amtrak-Michigan partnership

- State grants support the *Wolverine, Pere Marquette,* and *Blue Water* services
- Amtrak owns high-speed track in southwestern Michigan used by the *Blue Water* and *Wolverine* services
- Michigan has purchased the Kalamazoo-Dearborn line and work has begun on major upgrades
- Nearly 128,000 Michigan residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

Amtrak serves Michigan with three daily, state-supported ***Wolverine Service*** round-trips on the Pontiac-Detroit-Ann Arbor-Chicago route. Amtrak also operates the daily, state-supported ***Blue Water*** (Port Huron-East Lansing-Chicago) and the ***Pere Marquette*** (Grand Rapids-Chicago) corridor services.

Amtrak owns the 97-mile track segment between Porter, Indiana, and Kalamazoo on the Chicago-Detroit route. This is the longest stretch of track that Amtrak owns outside of the Northeast Corridor.

During FY15 Amtrak served the following Michigan locations:

City	Boardings + Alightings
Albion	1,816
Ann Arbor	143,130
Bangor	3,895
Battle Creek	42,894
Birmingham*	934
Dearborn	76,537
Detroit	61,497
Dowagiac	4,474
Durand	13,577
East Lansing	65,355
Flint	32,197
Grand Rapids	44,249
Holland	36,994
Jackson	26,674

Kalamazoo	117,997
Lapeer	9,527
New Buffalo	21,911
Niles	19,095
Pontiac	15,876
Port Huron	23,979
Royal Oak	33,694
St. Joseph/Benton Harbor	11,976
Troy**	22,384
Total Michigan Station Usage:	**830,662**
	(down 3.8% from FY14)

* *Service ended 10/13/14.*

** *Service began 10/14/14.*

Procurement/Contracts

Amtrak spent $14,932,093 on goods and services in Michigan in FY15. Much of this amount was in the following locations:

City	Amount
Kalamazoo	$ 1,424,723
Madison Heights	$ 5,511,124
Port Huron	$ 2,029,523

Employment

At the end of FY15, Amtrak employed 240 Michigan residents. Total wages of Amtrak employees living in Michigan were $19,211,178 during FY15.

PRIIA Section 209

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including Michigan, by the deadline, and the services continued to run without interruption. All services in Michigan fall under the funding agreement.

Amtrak worked with the several Midwest state partners, Illinois, Michigan, Missouri, and Wisconsin, to bring complimentary AmtrakConnect Wi-Fi service to customers on all short-distance corridors in those states, in 2014.

Chicago-Detroit Improvements and Capital Projects

In summer 2011, the State of Michigan and Norfolk Southern (NS) came to agreement on terms of sale of the Dearborn-Kalamazoo portion of the ***Wolverine*** corridor. Michigan completed the purchase partially with $150 million from the federal High Speed Intercity Passenger Rail Program. This track segment joins directly on the west with the Amtrak-owned Kalamazoo-Porter segment of the same corridor. The sale was completed on December 7, 2012; full transfer of ownership was completed in 2013.

Concurrently, the State received $196.5 million to upgrade and engineer Dearborn-Kalamazoo improvements to bring track speeds to 110 mph throughout, improving safety, comfort, and travel times for passengers all along the ***Wolverine*** corridor. With improvements on the Amtrak-owned segment, over 200 miles of the corridor are under the control of Amtrak and Michigan DOT, with the aim of reducing travel times between Chicago and Detroit from 5 hours, 15 minutes, to under four hours. Amtrak, under contract to the state, took over maintenance functions of the Dearborn-Kalamazoo segment from Norfolk Southern on February 16, 2013. Construction on infrastructure improvements to increase track speeds began in September 2013. Planned upgrades include replacement of ties, rails, and switches, improvements to grade crossings, and extension of an advanced signal system (see below). The project is expected to be completed in 2016.

Amtrak, through a partnership with the Federal Railroad Administration and the State of Michigan, developed a radio-based train communication system, the Incremental Train Control System (ITCS). It currently is in high-speed, revenue service on 80 miles of Amtrak-owned track in Michigan, and prevents train-to-train collisions and train overspeed conditions, and protects track workers. ITCS is a form of Positive Train Control (PTC), an advanced signal system required by 2018 on most routes with passenger train service.

Facilities

In Niles and in Jackson, Amtrak operates engineering department branches that maintain the track segments between Porter and Dearborn that are owned by Amtrak and by Michigan. The segments are part of the Detroit-Chicago federally designated, high-speed rail corridor. Amtrak owns and maintains a 97-mile portion of this track for high-speed service and is using the railroad's expertise to implement high-speed operations on the state-owned Kalamazoo-Dearborn segment, as well.

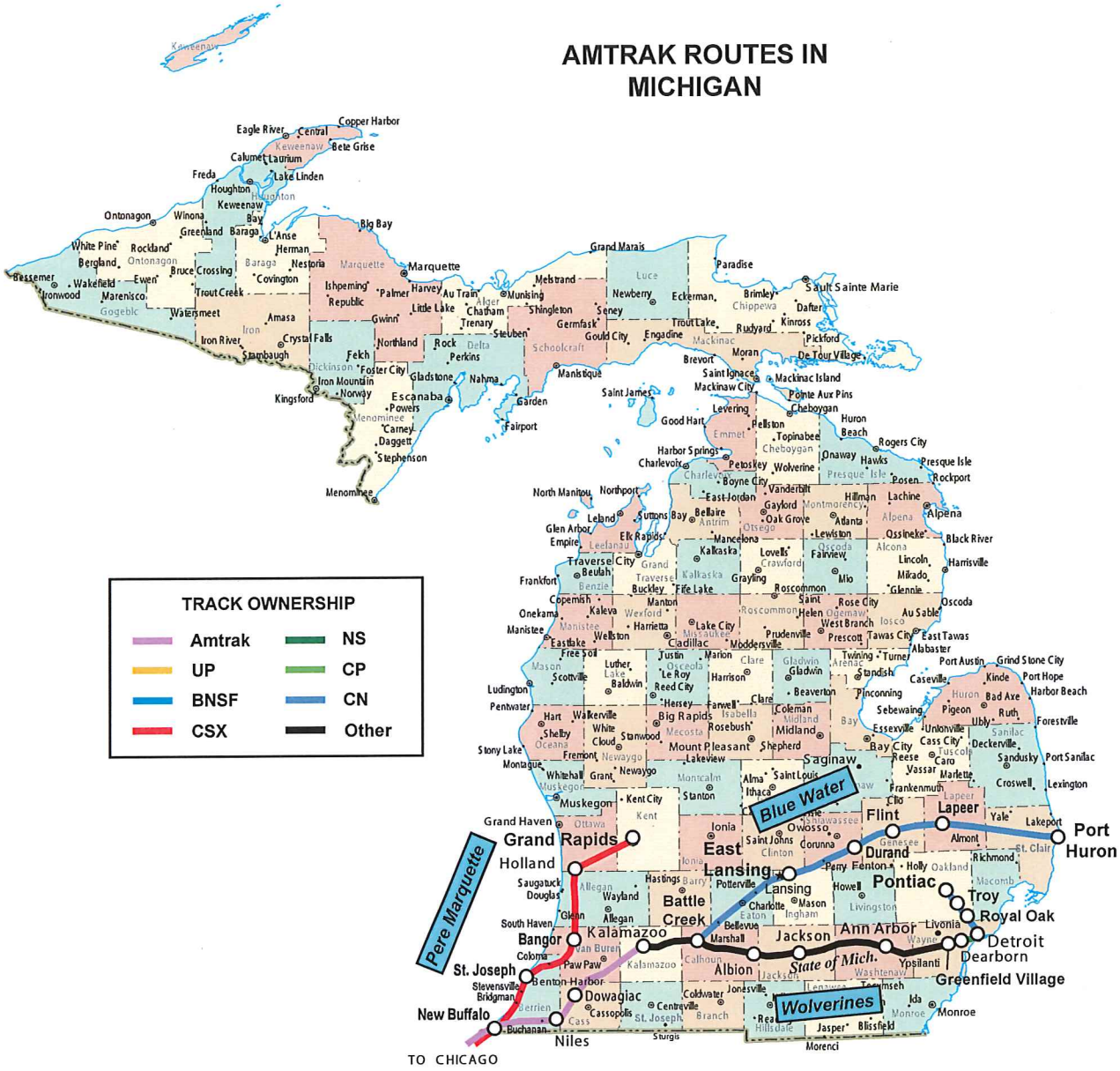
Amtrak opened a new maintenance base in Jackson in 2013 to serve the state-owned Kalamazoo-Dearborn segment and will be performing infrastructure upgrades to bring track speeds up to 110 mph.

Station Improvements

- **Ann Arbor:** Amtrak and a design team from RLE International, a company based in Michigan, developed a prototype, retractable shuttle passenger platform to allow level boarding for all customers at rail stations. The prototype platform was installed at the Amtrak-owned Ann Arbor station and a testing period began on July 23, 2015. The platform is deployed using the train conductor's handheld device and employs sensors that protect train crews when not in use. If successful, Amtrak will work with funding partners and stakeholders to deploy at stations throughout the system.

- **Dearborn:** Amtrak began serving a new station on December 10, 2014. The John D. Dingell Transit Center was built by the City, with $28.2 million in ARRA funds. It was a multimodal Amtrak and transit facility, near a retail district, the Henry Ford Museum at Greenfield Village. Amtrak provided consultation on development of the new facility, to ensure compliance with Amtrak design guidelines and ADA-compliance standards. The facility will accommodate planned Detroit-Ann Arbor commuter rail, and has connections with local transportation services and an overhead walkway to the popular museum complexes.
- **East Lansing/Lansing:** The Capital Area Transit Authority (CATA) in East Lansing, in partnership with Michigan State University, was the recipient of a $6.28 million Federal Transit Authority (FTA) grant to construct a new intermodal station on the site of the current facility. The new station will continue to be served by local buses, intercity buses, and Amtrak's ***Blue Water*** service. The facility is substantially complete and will begin serving passengers in late 2015.
- **Grand Rapids:** Amtrak moved the terminus of the ***Pere Marquette*** from the southwest edge of downtown to the modern Central Station multimodal facility, several blocks closer to the heart of downtown, in late 2014. This move allows connections with intercity and local bus service (The Rapid) and provides an attractive, ADA-compliant facility for Amtrak customers.
- **Port Huron:** Amtrak has begun preliminary discussions with Michigan DOT, Port Huron Township, and Canadian National Railway regarding construction of a new station. The current one was built in 1979 and has become inadequate for current travel volumes, which includes many Canadian customer who cross the border to travel on Amtrak.
- **Troy:** The City received $6.3 million in federal grants for relocation of the Birmingham station (serving both communities) to a joint, mixed-use development. Amtrak provided consultation on development of the new facility, to ensure compliance with Amtrak design guidelines and Americans with Disabilities Act standards. The new, intermodal station, which opened on October 14, 2014, includes suburban bus service.

AMTRAK ROUTES IN MICHIGAN

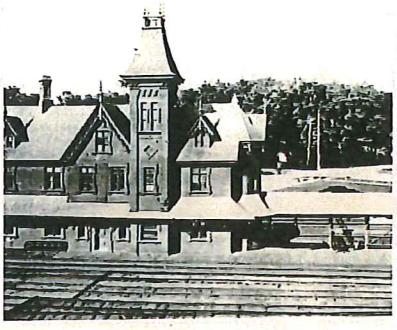


--Amtrak Government Affairs, fall 2014

CITY OF

Ypsilanti

PRIDE | DIVERSITY | HERITAGE



1883
MICHIGAN CENTRAL RAILROAD DEPOT—YPSILANTI

Ypsilanti is a small city with a lot of spirit. We balance new and old, featuring one of the largest historic districts in the state, yet also a youthful and entrepreneurial population. We recently achieved the Michigan Economic Development Corporation's coveted Redevelopment Ready Community certification.

CURRENT CONDITIONS

BACKGROUND

1830s – train service is established in Ypsilanti; both passengers and freight are served. Ypsilanti grows around this stop.
1982 – Amtrak ceases round-trip passenger stops in Ypsilanti.
1984 – Amtrak ceases eastbound passenger stops in Ypsilanti.
2009 - SEMCOG rail study begins. Events service planned as a pilot, but never executed.
2013 – Regional Transit Authority (RTA) forms.
2015 – Regional Transit Authority begins work studying the Ann Arbor to Detroit corridor. Commuter rail and Bus Rapid Transit options proceed to the second tier of study.
2016 – City of Ypsilanti considered by Amtrak for re-establishment of an intercity stop on the Wolverine Line.

AMTRAK CONDITIONS

Amtrak's consideration does not come without a price. To secure this stop, the City must construct a passenger platform and all associated improvements, including:

- design work
- passenger shelter & restrooms
- ticketing station
- utility shed
- bus access
- passenger dropoff lane.

ANTICIPATED COSTS

Estimated cost of design work and permitting:
$500,000
Estimated cost of construction:
$2-3 million
Associated work:
$750,000 for parking

Total Anticipated Cost:
$4,250,000

CITY BUDGET (2016)

General Fund Budget:
$14,471,555
Capital Improvements Budget:
$4,000,000 (27.6%)
Fund Balance/Reserves:
$8,184,181
DDA Bonding Committment:
$750,000

We are pursuing other funding sources, including federal Congestion Mitigation and Air Quality (CMAQ) funding, state Transportation Alternatives Program (TAP) funding, private funding, Washtenaw County's Urban County Committee Community Development Block Grant (CDBG) funds, and other available sources.

1 SOUTH HURON ST. | YPSILANTI, MI 48197 | 734.483.9646 | WWW.CITYOFYPSILANTI.COM

Proposed Rail Crossing Closures : what we've heard

PROS

- **Greatly reduces the chance of a collision at these crossings**
- **Amtrak's Wolverine Line will no longer have to slow down for the crossings, speeding up the trip by five minutes**
- **This gain in time enables Amtrak to place a stop in Ypsilanti**
- **An Amtrak stop in Ypsilanti enables a future commuter rail stop in Ypsilanti**
- **Closures fully funded by MDOT- no City money spent**
- **Reduces speeding & non-local traffic between Cross and Michigan**
- **Only about 600 vehicle trips per day affected on N Grove**
- **Only about 1100 vehicle trips per day affected on N Park**

City of Ypsilanti
Office of the City Manager

COPY

September 26, 2012

Mr. Timothy H. Hoeffner
Director, Office of Rail
Michigan Department of Transportation
Freight Services & Safety
2700 Port Lansing Road
Lansing, MI 48906

Dear Mr. Hoeffner:

The City of Ypsilanti graciously requests that Amtrak and MDOT's Office of Rail formally evaluate the addition of Ypsilanti's Depot Town as a renewed passenger rail stop on the existing Wolverine line of service as part of the High Speed Rail review process.

The Ypsilanti City Council passed a resolution in 2011 requesting a stop along the Wolverine in Ypsilanti. Amtrak provided Wolverine service to Ypsilanti into the 1980s, prior to Eastern Michigan University's expanded enrollment. As well since then, the vast majority of the City's population works outside of the City limits. Last year's enrollment at EMU exceeded 23,000 students, with a daytime population of 11,200 students. These increases, the expansion of the city's two historic business districts and an overall youthful population seem to signal that a stop in Ypsilanti may provide a sizable increase in ridership, enough to potentially offset any slowdowns.

The City is willing to incur the costs of building an Amtrak approved platform, but would like to work with you and your team on determining whether or not Ypsilanti's Depot Town can be an approved site, before beginning construction.

We'd like to set up an introductory meeting to conduct this evaluation at your convenience, and work with you on this exciting opportunity to provide new service to a built-in rail population. We will contact you to set up a meeting in the next few weeks.

Sincerely,

Ralph A. Lange

Ralph A. Lange
City Manager
rlange@cityofypsilanti.com

cc: City Council

One South Huron Street
Ypsilanti, MI 48197
Tel (734) 483-1810
Fax (734) 483-7260
www.CityofYpsilanti.com

NATIONAL RAILROAD PASSENGER CORPORATION
500 W. Jackson Blvd., 2nd Floor, Chicago, IL 60661

December 14, 2012

Mr. Ralph A. Lange
City Manager
City of Ypsilanti
One South Huron Street
Ypsilanti, MI 48197

Dear Mr. Lange;

Thank you for your letter to Amtrak Board Chairman Carper requesting Ypsilanti be added as an Amtrak station stop. He has reviewed your letter and asked that I respond on his behalf.

As you may know, Amtrak is in a sustained period of growth throughout the nation and in Michigan, in particular. Our team at Amtrak has worked hard to build a strong relationship with the Michigan Department of Transportation (MDOT), a relationship that benefits Michigan travelers and communities. In almost 40 years of partnership to provide better rail service, Amtrak and MDOT have jointly invested in incremental improvements to bring faster track, advanced signaling and renovated stations. These investments have borne fruit with a ridership increase of 63% in the last ten years.

More is in store. The state of Michigan has been the recipient of $346 million in Federal grants to acquire and rehabilitate the Norfolk Southern mainline between Kalamazoo and Dearborn, passing right through Depot Town. Once the transaction is complete, 232 miles of the 281-mile Detroit-Chicago corridor will be in public ownership and poised for the types of investments that will catapult the route to the forefront of passenger rail corridors in the nation. As has been accomplished on 97 miles of the route in western Michigan, upgrades to signals and tracks will allow faster speeds, safer travel and greater train capacity. The goal for the Detroit-Chicago Accelerated Rail corridor is reduced trip times and multiple departure options for travelers across the corridor. A successful service has fewer station stops but enhanced connections at those places the train will stop.

As you know, a parallel effort is ongoing between MDOT and Southeast Michigan Council of Governments (SEMCOG) to restore commuter rail service to the Ann Arbor-Detroit portion of the route. Before 1984, MDOT reimbursed Amtrak for train service that offered the type of schedule typical of commuter service; more frequent stops, morning departures and evening arrivals to allow a full day of work, and multi-ride tickets. As you indicate, this service was discontinued account low ridership and declines in funding. The planned SEMCOG/MDOT commuter service will stop in Ypsilanti and will require the active participation of your city in establishing the necessary station facilities to accommodate ridership demand to and from Depot Town, including all-weather waiting areas, parking and commuter amenities. You are correct that depot facilities done correctly catalyze the surrounding neighborhood and encourage walkable communities and economic development.

At this time, we and MDOT encourage Ypsilanti take the necessary steps to begin the planning process for a new commuter rail station, not an Amtrak station, at Depot Town. Please contact Charlie MonteVerde of my staff at 312-544-5481 or Therese Cody at MDOT to begin what we believe could be an exciting new chapter in transportation for Ypsie.

Regards,

Ray Lang

Chief, State and Local Relations

cc: Michigan Department of Transportation

Resolution No. 2011 -023
February 1, 2011

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the City of Ypsilanti was designated as an Amtrak Train Stop from 1971 to 1984; and

WHEREAS, the Ypsilanti Amtrak stop was eliminated by Amtrak in 1984 due to Amtrak budget cuts; and

WHEREAS, Ypsilanti is designated as a stop on the proposed Detroit – Ann Arbor commuter rail line, and

WHEREAS, Ypsilanti will construct an ADA compliant boarding platform and renovate the Freight House Café in the summer; and

WHEREAS, many Ypsilanti residents desire an Amtrak train stop in Depot Town and Amtrak currently has installed stations in Albion, Birmingham and Dowagiac; and

NOW, THEREFORE, BE IT RESOLVED THAT the City Council approves requesting Amtrak designate Ypsilanti as a stop on the Wolverine route when the boarding and building improvements at the stop are completed.

OFFERED BY: Council Member Vogt

SUPPORTED BY: Council Member Bodary

YES: 7 NO: 0 ABSENT: 0 VOTE: Carried

I do hereby certify that the above resolution is a true and correct copy of Resolution 2011-023 as passed by the Ypsilanti City Council, at their meeting held on February 1, 2011.

Frances McMullan

Frances McMullan, City Clerk

REQUEST FOR LEGISLATION
March 15, 2016

To: Mayor and Council

From: Ralph A. Lange, City Manager
Beth Ernat, Director of Community and Economic Development

Subject: Support for Pursuing Rail Stop in Depot Town

SUMMARY & BACKGROUND: A rail summit meeting was held last July with local and regional stakeholders by Representative Dave Rutledge and Congresswoman Debbie Dingell to discuss the possibility of MDOT creating new stops on the Amtrak Wolverine Line.

Following that meeting, the City began the effort of lobbying MDOT for consideration. Over 10 letters of support were garnered from community partner agencies on Ypsi's behalf and a letter and resolution from City Council were provided to MDOT. Concurrently, an Amtrak study was conducted for feasibility. The results of the study were positive to move forward.

In December the City was notified that MDOT would support the City to proceed in the process of developing a rail platform that could be approved and could lead to an Amtrak stop. The City was asked to complete due diligence in regards to the requirements and specifications required to meet the approval of all of the agencies and jurisdictions associated with the rail line. The rail partners that impact this section of rail include the Federal Rail Agency (FRA), MDOT, Norfolk Southern Railroad (NS), and Amtrak. Each agency has their own rules and regulations.

The City Engineers, OHM Advisors, began the process of surveying the land around the rail to have an accurate picture of the right-of-way available and the ownership of the land. Also, OHM partnered with Bergmann Associates from Lansing due to their specialty being railroads and them having past experience on this line. The City has also been working with rail specialists from SECOG to determine the process to move forward.

Additionally, to support the Amtrak rail line the City was asked to consider any at-grade closures that would positively benefit the service line. This is a separate Amtrak program. Amtrak offers $150,000 to communities for each closure plus a bonus for more than one closure in a jurisdiction. Police, Fire, Public Services, and Planning reviewed the crossings at Park Avenue and Grove Road and recommended closure based on no public safety concerns or service interruptions. OHM also began the design of the proposed closures. The Amtrak stop is not contingent on the closures; however, several minutes have to be eliminated off travel time in order to make any additional changes. In order to be eligible for the $375,000, the City must complete the at-grade closures by July 30th.

Moving forward, the City needs to create a design for the platform, generate cost proposals, address parking and circulation issues in Depot Town and start the permitting process. Permits are expected to take up to a year for approval.

A more complete layout of the timeline will be provided to Council before the meeting.

RECOMMENDED ACTION: Staff recommends approval of the resolution stating our intent to proceed and move forward with the steps involved in creating a platform for approval in order to secure the stop in Ypsilanti on the Amtrak Wolverine Line.

ATTACHMENTS: none.

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____

ARCHITECTS. ENGINEERS. PLANNERS.

OHM Advancing Communities

March 8, 2016

City of Ypsilanti
One South Huron St.
Ypsilanti, Michigan 48197

Attention: Mr. Ralph A. Lange
City Manager

Regarding: **Railroad Improvements**
City of Ypsilanti
Conceptual Design Engineering Services

Dear Mr. Lange:

OHM Advisors (OHM) thanks you for the opportunity to submit this proposal for professional services for the City of Ypsilanti. This proposal presents our proposed scope of services, delivery schedule, and fee.

Project Description

The City of Ypsilanti (the City), in collaboration with the Southeast Michigan Council of Governments (SEMCOG), the Michigan Department of Transportation (MDOT) and Amtrak is pursuing an opportunity to develop a rail platform at a location between Cross Street and Forest Avenue in Depot Town. The rail platform will accommodate the Amtrak Wolverine Line in the short term, and ultimately the proposed Commuter Rail Transit (CRT#1- Modified) Ann Arbor to Downtown Detroit inner-city commuter service.

We understand the goal of the City, MDOT, Amtrak, and SEMCOG is to install the infrastructure necessary to allow train service in Ypsilanti as quickly as possible. All work shall be completed with the master plan/future build out in mind.

Train stations and platforms often serve a secondary function as community focal points. The proposed Ypsilanti platform will be designed and sited as a community asset, integrated into the Depot Town surroundings while meeting appropriate rail siding and train operation regulations. This community design integration will allow for responsible and planned growth, for both public and private development, as regional rail corridor services develop and improve into multi-modal transit centers. The concept plans will be developed in a manner to allow the City to select the appropriate alternative and determine the appropriate phasing.

Scope of Services

The scope of services for this phase of design is limited to conceptual planning and cost estimation for the alternatives discussed previously with the City, SEMCOG, and MDOT. OHM will team with Bergmann Associates on this project given their extensive experience with rail projects. OHM/Bergmann will provide the following scope of services:

Task 1: Base Plan Preparation

This task will include collecting topographic information for the entire potential platform development area, which is bounded by the westerly edge of the Frog Island parking lot on the west, Forest Avenue on the north, Michigan

OHM Advisors
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LIVONIA, MICHIGAN 48150
T 734.522.6711
F 734.522.6427
OHM-Advisors.com

Ladder/City parking lot on the east, and Cross Street on the South. In addition, topographic information will be collected for Park Street and Grove Road right-of-way from the rail crossing 250' in each direction.

Private utility information will be requested and incorporated into the plans.

Task 2: Development of Grade Closure Plans and Bidding Specifications for Safety Improvements

Preliminary plans will be developed for the proposed grade crossing closures at Park Street and Grove Street. The primary purpose of these closures is for safety purposes. The plans will quantify removals and construction necessary to complete the work. Project cost estimates will be developed based on the preliminary plans. Once approved by the City, the plans will be finalized and a bid package will be prepared. The project will be bid following the City's procurement process. Costs for construction phase engineering services will be provided separately at a later date.

Task 3: Parking Lot Improvements West of Tracks

This task will include developing a parking lot configuration and site circulation master plan for the parking lots west of the tracks. The area included is bounded by Cross Street to the south, the tracks to the east, Frog island park to the west, and Forest Avenue to the north. Proposed improvements may include parking space reconfiguration, bus service loading/unloading locations, parking island installation/removal, and pavement reconstruction/resurfacing. In addition, the analysis will include the removal of the existing City-owned recycling facility to accommodate additional parking. Planning-level costs to construct a new recycling center on an undeveloped site will be included.

Task 4: Conceptual Rail Platform and Associated Improvements Alternatives and Cost Estimates

This task includes the conceptual development of the rail platform(s) and associated amenities/improvements as well as planning-level cost estimates for each alternative. The cost estimates will be prepared on the assumption that all work will be performed in accordance with Federal wage requirements. In addition, the estimates will assume each alternative stands alone. The potential development components/alternatives to be developed are as follows:

Alternative 1:
Includes development of a platform on the east side of the current live track. No pedestrian crossing improvements are included in this alternative. Pedestrian access from the west side of the track would be accommodated using the at-grade crossing at Cross Street. Necessary improvements to the City-owned parking lot on the east side of the tracks are included in this alternative. Fencing as required by MDOT along the railroad right-of-way will be included as well. We understand this is the minimum improvement necessary to allow the train service to begin in Ypsilanti.

Alternative 2:
Includes a shelter and pedestrian bridge with an ADA compliant sidewalk ramp as well as a staircase. We anticipate the crossing to be approximately equidistant between the Cross Street and Forest Avenue grade crossings. Consideration for a future platform on the west side of the track will be accommodated in the schematic design/estimating, however the cost of a platform on the west side is included as Alternative 5. OHM will develop/determine architectural features related to exterior elevations, finishes, materials, colors, etc. as part of this alternative. The cost of solar panels and the associated structural upgrades necessary to support them will be included along with an analysis of the need for blast walls.

Alternative 3:
Includes a shelter and a pedestrian bridge over the track with elevators as opposed to an ADA sidewalk ramp as described in Alternative 2. Consideration for a future platform on the west side of the track as will be accommodated in the schematic design/estimating, however the cost of a platform on the west side is included as Alternative 5. OHM will develop/determine architectural features related to exterior elevations, finishes, materials, colors, etc. as part of this alternative. The cost of solar panels and the associated structural upgrades necessary to support them will be included along with an analysis of the need for blast walls.

Alternative 4:
This option involves development of a subgrade connection to provide access for pedestrian traffic from the east to the west side of the track. This option will focus on the culvert/precast concrete structure type, size and location in coordination with the proposed platform location(s).

Alternative 5:
Includes development of a platform on the west side of the future relocated westerly track. This option will only become necessary following significant rail investments that are planned by MDOT.

A comparison matrix of the advantages and disadvantages of Alternatives 2, 3, & 4 related to design, permitting, and construction will be provided to help the City evaluate the alternatives.

Task 5: Geotechnical Investigation

Subsurface conditions can have a significant impact on the cost of construction projects. OHM will procure pavement cores and soil borings for up to eight locations to a depth of 20 feet.

Permitting/Approvals

The concept alternatives will be developed with permitting standards and stakeholder needs in mind. OHM will coordinate with the permitting agencies to ensure the alternatives will meet the permitting standards once refined. If any alternative is deemed infeasible because of regulatory restrictions, this will be communicated to the City immediately and further work on developing that alternative will be halted.

Although detailed design plans and permitting are not included in this phase of design development, OHM understands the City's desire to move to the construction phase as quickly as possible. Because of that, all work will be done with the expectation that the project will continue to the next phase, therefore eliminating the need for rework of the selected alternative.

The primary design standards are the Amtrak Station Program & Planning Guidelines, Amtrak Engineering Station Design Practices, and the Amtrak Graphic Standards Signage Manual.

Several regulatory approvals and permits will be required for the rail platform. The concept alternatives will be developed with the appropriate regulations from each of the following agencies in mind:

- Ypsilanti City Council
- Ypsilanti Engineering & Building Department
- Amtrak - Government Affairs and Stations Planning Group
- Norfolk Southern
- Federal Railroad Administration (FRA)

- Michigan Department of Transportation (MDOT)
- Advisory Council on Historic Preservation - Section 106 NEPA Review
- Michigan State Historic Preservation Office (SHPO)

Stakeholder Coordination

We understand this project has a significant community impact, and several individuals and agencies will have input during the process. Stakeholders should be aware that this project will have rigid permitting requirements from various agencies. All alternatives will be developed to meet the permitting requirements or will be eliminated as alternatives if they cannot. OHM will outline the cost/benefit for exemptions for design elements, such as platform length, to help the City determine if the additional design effort and associated permitting delays offset the potential advantages of design exception. Following the delivery of the alternatives to City/MDOT, the selected option will be presented for public review and feedback. All feedback will be considered and evaluated, however, it is important to understand that the regulatory agencies will limit the flexibility of several components of the alternatives. Incorporation of stakeholder comments will be limited to items that will be allowed by various permitting agencies. Greater flexibility exists in the surrounding site improvements to the City lots that are not directly associated with the rail right-of-way or rail operations.

Assumptions:

1. It is understood that standards with regard to the Michigan Line have been developed and are in the process of being updated by MDOT and SEMCOG. This information will be made available to OHM in order to develop the necessary alternatives as part of this Feasibility Study.
2. Standards to be met include: MDOT, American Railway Engineering and Maintenance-of-way Association (AREMA), AMTRAK, Norfolk Southern, City of Ypsilanti, and SEMCOG.
3. This proposed Scope of Services does not include hours/cost in order to develop an Environmental Assessment (EA) document to obtain Categorical Exclusion (CE) through the NEPA process with the Federal Railroad Administration (FRA).
4. Perspective renderings are not included in this proposal.

Schedule

Task 2: The preliminary plans and cost estimates for the two grade closure locations will be provided to the City by March 21, 2016. Upon approval by the City/MDOT, the bid package will be provided by April 21, 2016. This will allow for a construction start date of June 1, 2016 and substantial completion by June 30, 2016.

Task 3 & 4: The conceptual parking lot improvements and rail platform alternatives and cost estimates will be provided by May 23, 2016.

Deliverables and Fee

The above-outlined services will be performed on an hourly basis not to exceed basis for:

Task 1: Base Plan Preparation	$27,400
Task 2: Development of Grade Closure Plans and Bidding Specifications	$19,200
Task 3: Parking Lot Improvements West of Tracks	$9,600
Task 4: Conceptual Alternatives and Cost Estimates	$82,400
Task 5: Geotechnical Investigation	$6,200
Total:	$144,800

Deliverables

The deliverables to the City are as follows:

Task 2: Development of Grade Closure Plans and Bidding Specifications
Construction plan set consisting of cover sheet, removal sheets, construction plan sheets, and required notes/details. Bidding specifications will contain all contract documents required to meet City of Ypsilanti procurement requirements.

Task 3: Parking Lot Improvements West of Tracks
An existing conditions exhibit as well as a plan view scale drawing of the proposed improvements for the area between Forest and Cross west of the tracks will be provided. The drawing will include information such as critical dimensions, areas to resurfaced/reconstructed, proposed changes to curb locations, parking island addition/elimination, etc. A cost estimate for the work will be included that will include the projected cost of relocating the recycling center.

Task 4: Conceptual Alternatives and Cost Estimates
The following will be prepared for each Alternative (1-5):
A plan view scale drawing of the location of the proposed improvements. The drawings will include information such as critical dimensions, proposed improvements, materials, etc. A cost estimate will be prepared for each alternative that will detail design assumptions.

Task 5: Geotechnical Investigation
Soil boring logs will be prepared that will include information such as pavement thickness, soil types, and ground water elevation.

We thank you for this opportunity to provide professional services to the City of Ypsilanti. If you have any questions regarding this proposal, please contact us. OHM is prepared to start immediately upon authorization.

Sincerely,
OHM Advisors

Kent Early

Cc: Beth Ernat, Economic Development Director
John Barr, City Attorney
Stan Kirton, Public Services Director
Marcus McNamara, OHM

REQUEST FOR LEGISLATION
March 15, 2016

To: Mayor and Council

From: Beth Ernat, Director of Community and Economic Development

Subject: OHM Advisors Conceptual Design Engineering Services

SUMMARY & BACKGROUND: The City of Ypsilanti has maintained a long term contractual relationship with OHM Engineering providing engineer review and consulting service for over 25 years. OHM currently reviews all site plans and developments as the City Engineer. OHM is a full service engineering firm.

In December, the City Manager received notification from MDOT requiring that a rail platform be designed and approved in order to secure a stop on the Amtrak Wolverine line. In order to design a platform, it is necessary to know, and have evaluated, all of the property in the surrounding area. OHM was able to survey the properties around the rail tracks and research design requirements for a rail platform as part of their Engineering services contract with the City of Ypsilanti.

After completing the due diligence, research, and meeting with staff, SEMCOG staff, MDOT staff, and other partners concerning rail development, OHM was asked to prepare a contract for conceptual design and engineering services.

The proposed contract covers the base plan preparation, development of grade closure plans and bid specification, parking lot improvements on west side of tracks, and five alternative designs relating to the design and cost estimates for the rail platform. This contract does not include final design plans, bid specifications for the platform, or permitting costs. Grade closure bid packages will be provided by April 21, 2016.

A design review committee will be created and will be involved in the review of the alternatives and creating any other alternatives that may come out of the initial designs. OHM will provide cost/benefit analysis for all concepts created. Conceptual plans will be provided by May 23, 2016.

OHM Advisors has teamed with Bergmann Associates (Lansing Office) based on their expertise in railroad engineering and their history of working with Federal Railroad Authority, MDOT, Norfolk/Southern and Amtrak.

The funding for this contract would come from 202 Major Streets funds since this is an eligible transportation item.

Creating conceptual drawings with the budgets and cost estimations is the critical next step to securing a stop on the Amtrak Wolverine Line for the City of Ypsilanti.

RECOMMENDED ACTION: Staff recommends Council approve the Mayor and City Clerk to enter into a Conceptual Design and Engineering Services Contract with OHM Advisors in an amount not to exceed $144,800.

ATTACHMENTS: Contract

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____

Resolution No. 2016 - 044
March 15, 2016

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, The City of Ypsilanti desires OHM Advisors to provide Conceptual Design Engineering Services over and above their professional services contract with the City of Ypsilanti; and

WHEREAS, The City of Ypsilanti desires have conceptual alternatives with cost estimates in order to develop a rail platform and associated parking lot improvements; and

WHEREAS, the City of Ypsilanti desires to have Its Mayor and City Clerk enter in to a contract with OHM Advisors in an amount not to exceed $144,800.

NOW THEREFORE BE IT RESOLVED THAT the Ypsilanti City Council directs the Mayor and City Clerk to enter into an engineering services contract with OHM Advisors with the City Manager authorized to approve minor changes to the contract.

OFFERED BY: _____

SUPPORTED BY: _____

YES: NO: ABSENT: VOTE:

City of Ypsilanti

Fire Department

Date: August 27, 2015

Subject: Railroad crossings elimination

Mr. Lange,

I would like to thank you for contacting the fire department in order to analyze what impact the permanent closing of the N. Grove and N. Park railroad crossings will have on our operations. The two main criteria are response times then the fire hydrants locations and flow rates.

Response Time:

The risk to get stuck at a rail road crossing always exists. It is good practice to avoid crossing train tracks when responding to an emergency if an alternate route exists even if the response time might be a little longer.

If the N. Grove railroad crossing is closed, emergency vehicles will have to take Prospect Street to respond to the 200 block of N. Grove. There is only 1,000 feet difference between the two routes. Prospect Street allows for higher speed of traffic and does not have a railroad crossing. The response time difference is minimal.

Emergency vehicles responding to N. Park, just north of the railroad crossing currently use River St. and E. Cross most of the times. This route is quicker and easier on emergency vehicles wears and tears. Closing the railroad crossing will not have a negative impact.

Hydrants:

The flow rate and location of fire hydrants on both sides of a railroad are calculated independently from each other's in order to avoid lying fire hoses across railroads. They are sufficient hydrants and water flow on both sides of the track on N. Grove and N. Park Streets.

525 W. Michigan
Ypsilanti, MI. 48197
Tel 734 482-9778
Fax 734 483 7522
www.CityofYpsilanti.com

Enhance Public Safety:

The closing of grade railroad crossings eliminates vehicle/train crashes with potential for tragic deaths, personal injuries, property damage, fires, explosions, and/or hazardous material spills, especially at the N. Grove crossing where trucks deliver goods or chemicals at the Marsh Plating Facility on a daily basis.

Conclusion:

The permanent closing of the N. Grove and N. Park Streets railroad crossings will not have a negative impact on fire and EMS operations. Response time will remain well within national standards and it will in fact contribute in a decrease in the risk of accident train vs. vehicles in our community.

Max Anthouard
Fire Chief
City of Ypsilanti Fire Department

Ralph Lange

From: Tony DeGiusti
Sent: Thursday, September 03, 2015 11:06 AM
To: Ralph Lange
Subject: Railroad Grade Crossing Closures.

Sir,

After our discussion about the possibility of closing some Railroad Crossings within the city I visited the potential closure sights. I do not see a problem with closing those crossings from a police response perspective. As I pointed out officers are generally on patrol and could be responding from anywhere in the city. They will easily adapt to taking into consideration the closed crossings and taking alternate routes that will allow them to respond in a timely manner.

Tony DeGiusti
Chief of Police
City of Ypsilanti Police Department
505 W. Michigan Avenue
Ypsilanti , MI 48197
734-483-8590
tdegiusti@cityofypsilanti.com

Ralph Lange

Subject: Closing the roads (Grove and Park) where the rail tracks crosses them

---

From: Stan Kirton
Sent: Thursday, April 14, 2016 9:15 AM
To: Ralph Lange
Subject: RE: Closing the roads (Grove and Park) where the rail tracks crosses them

Mr. Lange, I support the two railroad grade crossing closures proposed for Park and Grove Streets. Thanks.

Stan Kirton
City of Ypsilanti
Director of Public Services
1 S. Huron, Ypsilanti, MI 48197
(734)483-1421

Ralph Lange

From: Nan Schuette
Sent: Thursday, April 14, 2016 2:44 PM
To: 'Paula Gutzman'
Cc: Ralph Lange
Subject: RE: closing of Park and Grove Streets

OK – thanks!

From: Paula Gutzman [mailto:pgutzman8@ycschools.us]
Sent: Thursday, April 14, 2016 2:10 PM
To: Nan Schuette
Subject: Re: closing of Park and Grove Streets

My folks have not communicated concerns with this closure ...

--
Thank You,

Paula Gutzman
Administrative Assistant to the Superintendent, Benjamin Edmondson, Ed.D.
Secretary, Board of Education
YPSILANTI COMMUNITY SCHOOLS
1885 Packard Rd. * Ypsilanti, MI 48197
Phone: 734.221.1230
Fax: 734.221.1220

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"There is a place in America to take a stand: it is public education. It is the underpinning of our cultural and political system. It is the great common ground. Public education after all is the engine that moves us as a society toward a common destiny ... It is in public education that the American dream begins to take shape." —Tom Brokaw

Ralph Lange

From: Brown, Alicia J - Ypsilanti, MI <Alicia.J.Brown@usps.gov>
Sent: Thursday, April 14, 2016 3:40 PM
To: Ralph Lange
Subject: Closing of Park and Grove Streets - Amtrak Stop

Good afternoon,

I have reviewed the map indicating the area of the proposed closing of Park and Grove Streets.

As it currently stands, closing these streets at the designated areas will have minimal impact on the mail delivery service.

Thank you,

Alicia Brown

Postmaster

Ypsilanti, MI 48197

734-482-3046

Ralph Lange

From: Karen Wheeler <KWheeler@theride.org>
Sent: Tuesday, April 12, 2016 5:28 PM
To: Nan Schuette
Cc: rsdimpson@emergentlhealth.org; kirwin@emergentlheatth.org; alicia.j.brown@USPS.gov; bedmondson7@ycschools.us; pgutzman8@ycschools.us; Ralph Lange; Beth Ernat; Chris White
Subject: RE: Closing of Park and Grove Streeets

Nan:

The closure of N. Grove and N. Park at the railroad tracks will not affect any existing or planned AAATA routes.

At this point, we have not seen any preliminary design work for the station. It will be very important for AAATA to be involved in the access to and from the station to permit us to properly serve the station and to avoid delays of service for other riders.

Thank you,

Karen Wheeler
AAATA

Ralph Lange

From: Matthew Marsh <matt.marsh@marshplating.com>
Sent: Monday, May 09, 2016 12:21 PM
To: 'Marcus McNamara'; 'Mitch Marsh'
Cc: Ralph Lange
Subject: RE: Grove Closure

Marcus,

The drawing as updated appears to address our concerns relating to in-bound truck traffic. We continue to have concerns regarding the traffic flow leaving our facility (particularly east-bound traffic), but are hopeful that ongoing discussions with Michigan DOT will resolve this issue as well.

Thank you for your efforts.

Regards,
Matt Marsh

From: Marcus McNamara [mailto:marcus.mcnamara@ohm-advisors.com]
Sent: Friday, May 06, 2016 2:55 PM
To: Mitch Marsh <mitch.marsh@finishingservices.com>; 'Matthew Marsh' <matt.marsh@marshplating.com>
Cc: Ralph Lange (rlange@cityofypsilanti.com) <rlange@cityofypsilanti.com>
Subject: Grove Closure

Gentlemen,

Ralph asked me to follow up with you to confirm your agreement that the attached schematic will meet your requirements. We recognize there is still work to do relative to an official agreement detailing how the work will be completed and by whom.

That said, please confirm that this direction is acceptable to you and we will continue to work towards that end.

Thank you,
Marcus

Marcus J. McNamara
Engineer

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D 734.466.4553

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Resolution No. 2016 -
May, 2016

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the City of Ypsilanti has surveyed railroad crossings within the City with respect to the safety of said crossings; and

WHEREAS, the Michigan Department of Transportation has assured the City of Ypsilanti certain funds, conditioned upon the closing of certain railroad crossings; and

WHEREAS, it appears the closing the crossings at Park Street and Grove Road right-of-way is indicated to be in the interest of the safety and welfare of the inhabitants of the City of Ypsilanti; and

RESOLVED that Park Street and Grove Road be permanently closed to vehicular traffic at the railroad right-of-way on both sides of the intersections, the City of Ypsilanti reserving all utility easements and right-of-way appurtenant thereto; and

NOW, THEREFORE BE IT RESOLVED, that this closure be contingent upon the execution of a contract to obtain certain funding from the Michigan Department of Transportation, which can be used for the costs of performing the closure and other transportation purposes within the City of Ypsilanti's jurisdiction.

OFFERED _____ BY:

SUPPORTED _____ BY:

YES: NO:

Ralph Lange

From: Foondle, Kris (MDOT) <FoondleK@michigan.gov>
Sent: Monday, May 09, 2016 8:28 AM
To: Ralph Lange
Subject: RE: Railroad Crossing Closing Park'Grove

Yes – perfect. Our contract development and award process will start the moment we receive a signed/stamped/sealed/certified hard copy in my office. Thanks.

Kristian Foondle, Local Grade Crossing Program Manager
Michigan Department of Transportation
Office of Rail | 425 W Ottawa | Lansing, MI 48909
Office phone: 517-335-3054 | cell 517-599-3908 | fax 517-373-0856
e-mail: foondlek@michigan.gov

From: Ralph Lange [mailto:RLange@cityofypsilanti.com]
Sent: Friday, May 06, 2016 12:15 PM
To: Foondle, Kris (MDOT) <FoondleK@michigan.gov>
Subject: FW: Railroad Crossing Closing Park'Grove

Kris,

Will this resolution work for you?
Thank you.

Ralph A. Lange

City Manager
One South Huron Street
Ypsilanti, MI. 48197-4250
(734) 483-1810 (Main)
(734) 483-1555 (Office/Voice Mail)
rlange@cityofypsilanti.com
www.cityofypsilanti.com

HVA
HURON VALLEY
AMBULANCE

1200 State Circle
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A Nonprofit Community Service

Accredited by the Commission on Accreditation of Ambulance Services

May 10, 2016

Re: Potential closure of N. Grove and N. Park Street, City of Ypsilanti

To Whom It May Concern,

Please be advised that Huron Valley Ambulance has no opposition to the proposed closure of the above mentioned streets within the City of Ypsilanti. It is our understanding that this closure is necessary in order to accommodate the provision of a commuter train stop within the City. After personally reviewing the intersections cited above, I do not believe that there will be a significant delay in responding to emergency requests for service in the immediate area.

If I can be of further assistance or provide any additional information, please do not hesitate to contact me.

Sincerely,

Roger Simpson, V.P., Central Operations

May 12, 2016

PLANNING COMMISSION MINUTES DATED MARCH 16, 2016

This is part of the minutes of March 16, 2016, at which the Planning Commission discussed the proposed closure of Park and Grove Streets. Following is the motion that was made and approved by a vote of 6:2 .

"Commissioner Hollifield moved that the Planning Commission recommend to City Council the railroad crossing closure of N. Grove and N. Park (Support: A. Bedogne). A roll call vote was taken with a vote of 6:2. Commissioners Zuellig and Jugenitz opposed. The motion carried"

CITY OF YPSILANTI
TRAFFIC CONTROL ORDER

DATE: 12 May 2016 **ORDER NO:** 2016-04

LOCATION: North Park Street and North Grove Street at the railroad crossings.

ORDER: Traffic, including pedestrian traffic, is prohibited from crossing the railroad right-of-way on North Grove Street, between the 100 and 200 blocks, and North Park Street, midway through the 200 block.

REASON: In support of Council resolution 2016-105

The City of Ypsilanti has surveyed railroad crossings within the city with respect to the safety of said crossings, and finds that it is in the best interest of the health, safety, and welfare of the inhabitants of the City of Ypsilanti to close the aforementioned at-grade rail crossings.

Additionally, if the City acts to close said crossings prior to July 1, 2016; the Michigan Department of Transportation has assured the City of certain funds, conditioned upon the completion of the aforementioned closings that will more than offset the cost to perform the closings.

Approved by: Ralph A. Lange 5-12-2016
Ralph A. Lange., City Manager

Date Completed:_____ By:_____