

INTRODUCTION AND PURPOSE

This is a partial plan detailing some of the activities and functions that the Great lakes Central Railroad (GLC) and Federated Railways (FRY) will take to ensure a viable interim commuter rail service operating between Howell and Ann Arbor Michigan. Some of the information herein is based on assumptions.

ABOUT THE ANN ARBOR CORRIDOR COMMUTER RAIL SERVICE

The Washtenaw and Livingston Line (WALLY) project provides for some upgrade of existing Great Lakes Central Railroad (GLC) single-track freight line for commuter rail passenger service. There are several levels for track rehab in the Capital Budget arrived at between GLC and MDOT. The plan will change as track and signal upgrades are completed. With the addition of sidings and storage tracks the commuter system will become more efficient and user friendly. However, at this time the plan is based on the rail system with a modest amount of rehab and no additional sidings.

The rail service will be 26.9 miles in length one way (single track) from a park and ride facility constructed, and maintained, including ADA lifts or platforms, by WALLY (assumption) in the area of the Howell depot. The GLC crosses CSXT at Ann Pere Michigan and the diamond is set up for first come first serve. There could be some delays at the crossing. CSXT will be brought into the picture to determine if there is an equitable solution to not holding the Wally. Service will terminate at the end of the GLC mainline at MP.47.5, Plymouth Rd. The Ann Arbor Bus Transit System (AATA) will provide for passenger connections using buses staged along Plymouth Rd. adjacent to the terminus point of the commuter rail line. WALLY will construct and maintain rail/bus off loading/loading facilities at this point, including ADA lifts or platforms (assumption).

GLC/FRY owns a number of commuter rail cars and locomotives and will provide a full service lease to Wally for four sets of passenger vehicles. Lease terms have not been clearly identified as of now. Each set will be composed of 1 locomotive, and adequate stainless steel bi-level coaches and 1 stainless steel bi-level cab with a seating capacity of between 134 and 148 per rail cab/coach. The number of buses required by AATA will depend on rail rider ship. Each bus has approximately 65 seats (assumption). Spare cabs and coaches will be available in the near by vicinity for back up usage or over crowding conditions. The difference in seating per car is due to wheel chair spaces as well as bicycle storage. The exact modifications have not been worked out between the parties at this time, but will comply with all applicable regulations. Four compatible locomotives with one spare will be part of the GLC fleet and leased into the commuter rail service. Locomotives of the style needed in commuter rail service have been available when we have tested the market. Only the market can dictate if they will be available at the time of start up. GLC does not have any locomotives that generate power for passenger cars at this time.

Rider ship data is available at this time and the opinion of all concerned is there is a large potential draw for larger than normal numbers of riders whose daily commute from the Livingston/ Washtenaw county line vicinity into Ann Arbor depends on US 23 for travel. Heavy traffic congestion and long delays are expected on US 23 as well as the ancillary streets, roads and highways affected by the construction detour.

OPERATIONS

- Service is scheduled to begin?
- A marketing plan has been discussed but not developed.
- Four train sets would initially provide four morning and four evening trips each weekday. Mid-day as well as late evening and night is the window that GLC will use to operate its freight trains so as not to affect the commuter schedule. GLC's freight business will double by the first quarter of 2009. It is not clear at this point how many trains will be interchanged at Ann Pere and Ann Arbor. Interchange with the CN at Durand does not affect commuter rail service.
- It is an unknown at the time of start up what the cost of fuel will be. The budget will be based on the cost of fuel at the time the budget was compiled. Fuel will be billed at the actual price GLC pays adjusted monthly.
- Travel time from Howell to Ann Arbor bus connection will be approximately 55 minutes non-stop. Top operating speed will be 40 to 45 MPH with an average speed of 30 to 35 MPH. Times will be finalized after actual run data is compiled and schedule with stops is finalized. The Federal Railroad Administration dictates the maximum speed based on the condition of the track and signals and crossing site distances in the subject area. Some track work needs to be undertaken for a more comfortable ride and to meet Federal and State regulations. Safety followed by comfort of the commuters is of the utmost priority. Due to the high cost of crossing signal modifications and additional warning devices involved to operate at a faster speed this initial commuter rail service plan will assume that passenger train speeds will be compatible with freight trains already operating daily on the GLC mainline.
- As previously mentioned GLC/FRY will modify one car per train to be in compliance with ADA requirements. It is anticipated that this will consist of wheel chair accessible vestibules in combination with a platform lift or roll on roll off boarding platforms to be operated by a car attendant or the conductor and wheel chair space immediately inside the interior doors. All major work or overhaul on the commuter railcars and locomotives will be done in the GLC shops located at Owosso Mi., approximately 50 miles north of the proposed commuter route. GLC picks up and delivers cars daily from Owosso to Osmer. Due to the short duration of the trip and tight budget on board ADA restrooms are

not proposed. This will be an additional capital budget item when future modifications are agreed upon.

- Trains will be operated in push pull fashion. The passenger coaches will be pushed by a locomotive, but controlled by a cab car for the south bound move and pulled by the locomotive for north bound movement, eliminating the need to change the position of the locomotive on opposite direction trips.
- Southbound trains when emptied will pull south toward Barton Dr. onto the Ann Arbor Railroad (assumption). The AARR, thus far, has refused to allow revenue passenger trains on their line. The empty trains should not pose a problem, in my opinion. After the forth train has reached the Ann Arbor end of the line all trains will then be moved to Mid-day storage.
- The first available storage track north of Ann Arbor is Whitmore Lake located at MP 56.50 +/- . There the trains will be serviced and cleaned as needed by WALLY contract employees. Should Osmer siding be open and not occupied or needed for freight on a given day it could be used for mid-day storage as well and is located at MP. 50.1, considerably closer to Ann Arbor than Whitmore lake siding. The best case would be to construct a 2000-foot siding at Osmer that would not adversely affect the freight interchange between GLC and AARR for mid-day storage.
- The train crews will be released upon tie up at mid-day for at least four hours in order to return for evening service without violating the hours of service laws. There is a possibility to reduce the crews by one man if the first crew to Ann Arbor could make it back to Howell for the forth train via highway vehicle. A van and shuttle driver will have to be available throughout the day to shuttle crews. With the schedule the way it is proposed now the first crew would barely have enough time to get back to Howell, with trouble the crew would not meet the schedule.
- Evening storage at this point will be Oak Grove siding located approximately five miles North of Howell. Train crews will be released at this point for the evening and report back to this location the following morning.
- There will be an office trailer located somewhere in the Howell area as well as spare parts storage car. Trainmen and Carmen and mechanics will be located at that location. (assumption)
- Dispatching will be done out of the GLC Owosso dispatch center. A 3rd trick dispatcher will be added to accommodate the commuter and freight operation.

Rail Service will be provided every weekday. Changing times or adding and subtracting morning and/or evening trips and identifying stations can modify the proposed schedule.

Connector Bus Service will be oriented to commuter rail patrons and will be included in the overall commuter ticket price with rail.

**ADDITIONAL SUPPORT PROVIDED TO THE FUTURE CONSULTANT BY
GLC RAILROAD**

- Detailed commuter operating budget
- Detailed Capital budget
- Property maps and track charts
- Timetable
- Operating rules
- Commuter car and cab specifications and drawings
- Access to CEO, VP & Chief Engineer, VP Transportation, VP & CMO
- HI-Rail trip(s) and or test run on commuter equipment