TIGER Grant Proposal: Ottawa Lake Rural Rail Reconstruction and Extension

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Adrian & Blissfield Rail Road Company
- 8 Mile Extension of the Adrian & Blissfield Railroad ("ADBF") from Riga Junction to Ottawa Lake, Michigan.
Executive Summary

- Re-installation of 8 Miles of railroad track.
- Drastic reduction of dwell time, and transportation time for ADBF shippers.
- Cost of installation a one-time cost of under $18 Million.
- Annual savings of $10 Million for ADBF customers.
- Drastic increase in area marketability to rail-oriented shippers.
The Adrian & Blissfield Rail Road Company ("ADBF"), acquired its track in Adrian, Michigan from the State of Michigan in 1991.

- Operates about 17 miles of railroad right-of-way
- ADBF interchanges with Norfolk Southern Railroad ("NS") in downtown Adrian, and the Indiana Northern Ohio Railroad at Riga Junction.
- Transports about 6,000 car loads annually, including Ethanol and a limited amount of hazardous materials.
- Operates a murder-mystery dinner train from Blissfield, Michigan.

**Background of the ADBF**
- Part of the first railroad laid in Michigan in the 1830s-- the Erie and Kalamazoo Railroad.
- Throughout its history, it was owned by the Michigan Southern Railroad, New York Central, Penn Central, as well as Conrail railroads.
- Originally built in the 1830s, the line did not survive downsizing, consolidation, or abandonment of the 1980s.
- Last used in the late 1970’s.
- Abandoned in the early 1980’s.

(Source: Bureau of History, Michigan Department of State)
Project Description
Big Picture Impact of the Re-Installation
• Gives Lenawee County and Monroe County a direct connections to Norfolk Southern Railroad’s main East-West thoroughfare.
• This connection will dramatically lower shipping costs and transport time.

Big Picture Impact of the Re-Installation
Current Inefficient Transportation Routing
Time Savings
• $9.48 Million saved annually to shippers.
• 50% cost savings based on elimination of switching fees and car hire charges.
• 33% decrease in railcar use, or in the alternative, railcar fleet size needed.
  ◦ This leads to even greater savings.

Quantified Time-Savings of New Route
• Rail has a life-expectancy of about 50 years once laid with general maintenance.
• The ADBF will assume all long-term maintenance costs after construction.
• Once laid, it is difficult to remove the rail as federal approval from the Surface Transportation Board is needed.
  ◦ This abandonment process helps protect localities from a loss of rail service.