

A publication of the
Michigan Railroads Association

ADVANCING ENVIRONMENTALLY RESPONSIBLE SOLUTIONS AT RAIL YARDS

THE WORK OF EFFICIENTLY MOVING FREIGHT ACROSS THE NATION BEGINS IN RAIL YARDS.

At these busy hubs of activity, rail employees sort rail cars to build trains bound for other destinations and transfer containers and trailers between trucks and rail to deliver the goods for Michigan – and our nation. A large rail yard on a major railroad can handle a couple thousand rail cars each day, with a rail car potentially weighing 140 or more tons. Powerful equipment moves this freight through the rail yard to keep overall network operations functioning smoothly.

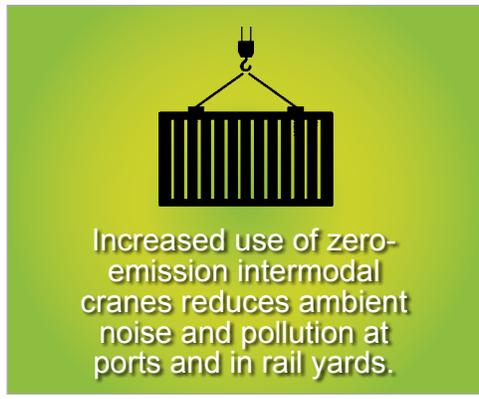
Railroads recognize that every operational decision and every piece of equipment in their yards represent an opportunity to reduce dependency on diesel fuel, drive down greenhouse gas and criteria emissions and lessen impacts to local communities.

Through a disciplined, top-to-bottom approach, railroads are lowering emissions from the moment a train pulls into the yard to when its cargo leaves the yard either by train or truck. Railroads are putting conventional thinking aside to drive tangible improvements for communities, customers, and the environment.

LOWER & ZERO-EMISSIONS YARD EQUIPMENT

Traditionally, diesel-powered cranes have moved intermodal containers and trailers on and off rail cars. Today, zero-emission cranes are at work in many of the nation's rail yards, eliminating one significant source of emissions while also reducing ambient noise.

To keep operations moving throughout the yard, small trucks, known as "hostlers," ferry equipment from one place to another. Railroads are investing in newly available low-emitting natural-gas hostlers that have the potential to reduce nitrogen oxide and particulate emissions by 90% compared with their conventional diesel counterparts. Battery-electric hostlers are also being tested and deployed, which could altogether eliminate such emissions.



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Jon Cool, President
@ML_FreightRail

FROM THE PRESIDENT

In this edition of the Rail Update, we showcase the Adrian & Blissfield Railroad company and their five Michigan shortline railroads. Chris Bagwell, an experienced railroader, is leading the new team at Adrian & Blissfield. Congratulations Chris.

We thank Governor Gretchen Whitmer for including \$60 million in her Fiscal Year 2023 budget proposal for a Local Grade Separation program. Finding a solution to this public

infrastructure issue will be extremely impactful for some communities in our state.

Thank you to Rep. Darrin Camilleri, Sen. Dale Zorn and MDOT for continuing to partner on the Grade Separation issue.

Freight railroads, Amtrak passenger service, unions and other stakeholders continue to be concerned with utilities' attempts to gain access to railroad property with only "notice" to the railroad prior to beginning a work project. The

CONTINUED PAGE 4 ►

IN THIS ISSUE

Moving Michigan	2
Welcome Home	3
Watco Acquisition	4
Operation Lifesaver	5
LSRC Award	5
Forced Switching	6
Tour	6
RR Permitting Contacts	7
Railway Age Honor	7
Insider	8

MOVING MICHIGAN

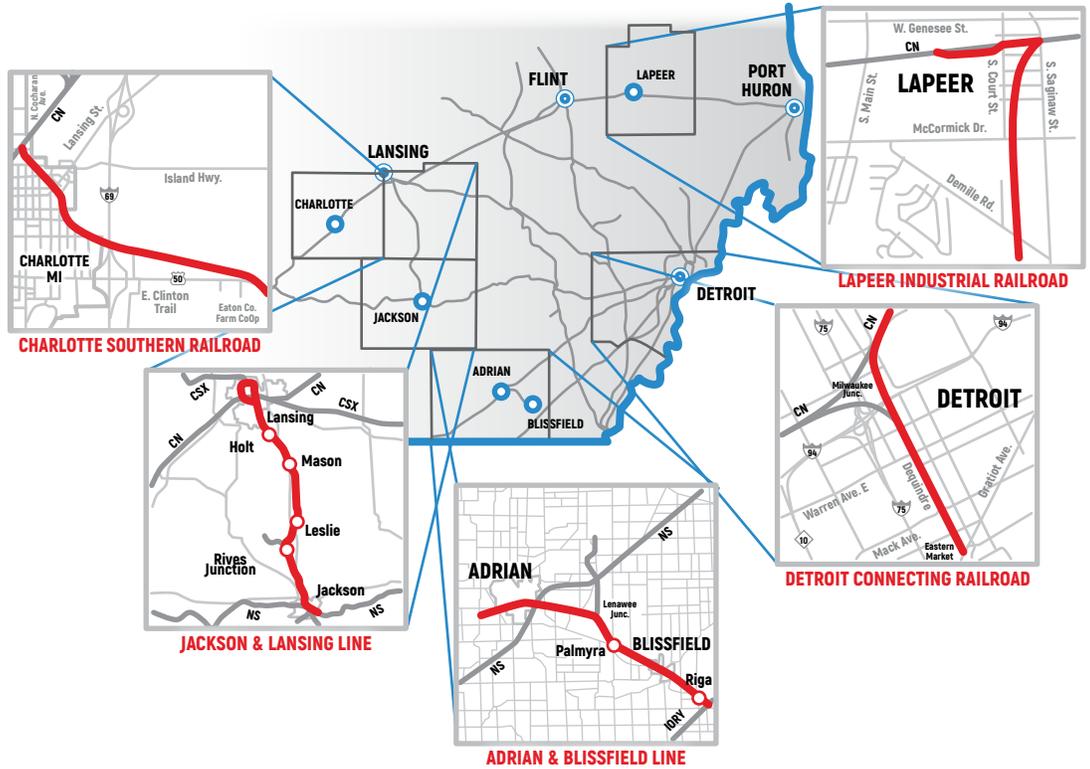
Featuring



ADRIAN & BLISSFIELD RAILROAD CO.

Adrian and Blissfield Railroad Company, headquartered in Westland, Michigan is the holding company for five short line railroads. These railroads include the Adrian and Blissfield Railroad (ADBF), the Charlotte Southern Railroad (CHS), the Detroit Connecting Railroad (DCON), the Lapeer Industrial Railroad (LIRR), and the Jackson and Lansing Railroad (JAIL). Our family of railroads employ 26 Michiganders and operates over 74.5 miles of track.

- ADBF operates in eastern Lenawee County between the cities of Adrian and Blissfield
- CHS operates in the City of Charlotte in Eaton County
- DCON operates in the Eastern Market District within the City of Detroit
- LIRR operates in the City of Lapeer in Lapeer County
- JAIL operates between Jackson and Ingham Counties with freight service to downtown Lansing



Additionally, the railroads of the Adrian and Blissfield Railroad Company connect with all three of the eastern Class I railroads: Adrian and Blissfield Railroad connects with NS in Adrian, and IORY (Indiana and Ohio Railway) in Riga; Charlotte Southern Railroad connects with Canadian National in Charlotte; Detroit Connecting Railroad connects with Canadian

National in Detroit; Lapeer Industrial Railroad connects with Canadian National in Lapeer; and the Jackson and Lansing Railroad connects with Canadian National/CSX Transportation in Lansing, as well as the Norfolk Southern in Jackson.

Our diverse group of interchange partners allow for our Michigan-based customers to

expand their logistics options as well as create a stronger Michigan economy. We are proud to be a Michigan supply chain enabler and take satisfaction in building for the future of our customers, employees, partners, community, and stakeholders.

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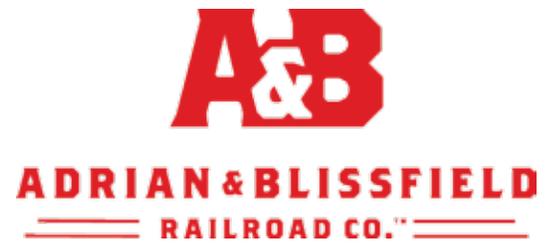
A&B locomotive 1758 moves south of Mason to handoff rail cars to Norfolk Southern. Photo courtesy of Adrian & Blissfield Railroad.



A&B Locomotive 1752 passing through Adrian to the Riga Interchange. Photo courtesy of Adrian & Blissfield Railroad.

MOVING MICHIGAN

Featuring



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Major commodities hauled include:

- Grain
- Paper Products
- Plastic Pellets
- Steel Coil
- Processed Metal
- Machinery
- Processed Grain
- Methanol
- Fertilizer
- Biofuel

A&B Railroad Company continues to make significant investment into its lines. In the

past year alone, A&B crews have installed 1,600 crossties, surfaced 15% of its track, and with support of the MDOT grade crossing surface program, rebuilt six crossings in heavy need of repair. The 2022 budget reflects a strong commitment to preserving our infrastructure and increasing track speed to 25 miles per hour further reducing dwell time.

Also of mention, A&B recently acquired additional motive power to meet customer demands and increase efficiency in our operations.

On a historical note, our lineage dates back to 1836 when Michigan was still considered a territory and there were roughly 200 miles of track in the entire United States, located in New York and South Carolina. Originally known as the Erie & Kalamazoo Railroad, construction began in 1835 as the first railroad west of the Allegheny Mountains.

Prior to the Civil War, today's Adrian and Blissfield Railroad was part of the only connection between New York and Chicago.

On August 9, 2021, Adrian and Blissfield Railroad Company was acquired by Transportation Holdings, LLC with intent to continue

ADRIAN & BLISSFIELD RAILROAD

TOTAL EMPLOYEES

26

TOTAL TRACK MILES IN STATE

74.5

COMMODITIES

Biofuel, fertilizer, grain, machinery, methanol, paper products, plastic pellets, processed grain, and processed metal

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A&B moving cars to Freidland Industries through Old Town Lansing. Photo courtesy of Adrian & Blissfield Railroad.

the exemplary customer service and commitment to helping grow Michigan businesses. Our vision is to be the safest, most customer-focused, and successful transportation company in our great state.

We believe in having a vision to help create prosperity. We push boundaries, create new possibilities, and challenge people to roll up their sleeves and do what it takes to achieve goals. Our entrepreneurial culture and values enable us to expand reliable services while keeping our commitments to safety, social responsibility, and financial stability.

WELCOME HOME MASTER SERGEANT LARRY LLOYD!



The member companies of the Michigan Railroads Association would like to welcome home Master Sergeant Larry Lloyd from his deployment with the United States Army Reserve. Larry recently served on the Civil Affairs Planning Team at US Army Europe headquarters where he worked on issues like the Afghanistan evacuation and the Ukraine Crisis.

Mr. Lloyd is now back home serving in the railroad industry again. Larry's railroad career has a new

chapter, however, as he has joined Canadian Pacific. You can likely find Mr. Lloyd making the rounds in state capitols across the US Canadian Pacific network as the CP Director of U.S. State Government Affairs, or as a 1SG at his Army Reserve unit in Kalamazoo.

Please join us in offering Mr. Lloyd a heartfelt thanks and appreciation for his service to country. Welcome home Larry!

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ADVANCING ENVIRONMENTALLY RESPONSIBLE SOLUTIONS AT RAIL YARDS

While the future is bright for zero and lower emissions equipment, railroads are not waiting to act. Across the yard, they are taking steps to mitigate and capture emissions in legacy equipment, such as installing filters on diesel switcher locomotives that reduce particulate matter emissions and improve air quality near yards.

REDUCING TRUCK IDLING

Yards are also where railroads pass the baton to their trucking partners who haul containers to their final destination. Helping trucks get in and out of yards quickly reduces idling, fuel usage and ultimately emissions.

Railroads have deployed mobile apps to expedite truckers' entire intermodal experience and get them in and out of yards faster. Many yards also have biometric scanners that recognize truck drivers' thumbprints, video portals that automatically read truck ID numbers and apps that provide receipts and digital paperwork as part of an Automated Gate Systems. These technologies help speed up truck entry from two minutes to about 30 seconds, reducing idling and emissions.

FUEL-EFFICIENT LOCOMOTIVES

Locomotives have advanced fuel management systems that improve fuel efficiency by up to 14%. Whether they are pulling into a yard or out onto the mainline tracks, this software provides real-time recommendations to engineers on how to drive the locomotive most efficiently.

As a train awaits processing, stop-start systems

known as Automatic Engine Start Stop and Auxiliary Power Units shut down the locomotive and restart it when needed, which reduces unnecessary fuel waste and idle time by 50%.

Smaller switching locomotives also move rail cars around the yard and put together new trains bound for destinations across the nation. Today, switcher locomotives powered by low-emitting liquified natural gas and experimental battery and hydrogen fuel cell technologies are being developed and tested as alternatives that could reduce both particulate and greenhouse gas emissions.

CONTINUING TO ACT

Railroads will continue to identify ways to reduce emissions throughout their operations. As policymakers consider ways to curb emissions, railroads remain one of their best options to keep the economy moving and dramatically slash greenhouse gas emissions.

AAR analyzed data and found that if 25% of the truck traffic moving at least 750 miles went by rail instead, annual greenhouse gas emissions would fall by approximately 13.1 million tons.

A cleaner environment and less congested roads are essential priorities for our nation. And, with the U.S. Department of Transportation expecting total freight demand to grow 30% by 2040, moving more freight by rail is imperative to our nation's future.

Source: AAR

GRAND ELK BEGINS OPERATIONS IN THE UPPER PENINSULA

There are changes to announce in Upper Peninsula rail operations. The White Pine sub and Trout Lake sub, formerly operated by CN, are now under the ownership of Watco's Grand Elk Railroad (GDLK).

The Grand Elk - Newberry operations are conducted out of Newberry, Michigan and managed by Watco's new Fox Valley and Lake Superior Railroad (FOXY).

The commodities handled include: forest products, paper products, chemicals, metals, and minerals.

Additionally, Watco's first railroad operations north of the U.S. border are on a portion of the former Algoma Central Railroad from Sault Ste Marie, Ontario to Oba, Ontario; operating as the Agawa Canyon Railroad (ACR) which will continue to include the Agawa Canyon Tour Train operations.



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FROM THE PRESIDENT

MRA continues to be opposed to HB4422 in its current form.

Safety is of the utmost importance to railroad and utility workers doing the work on site, as well as train crews, and the public. We cannot compromise on safety. We will continue to work with stakeholders on a balanced, fair, and safe resolution.

We would like to thank Rep. Tim Sneller and Chairman Jack O'Malley for their tireless work to update the Michigan Railroad Code (HB4252) pertaining to the cost share component of Active Traffic Control Device maintenance. The Railroad Code calls for this process to be undertaken every ten years.

Last, the Michigan Rail Conference will be held in Escanaba Aug 1-3. Please visit the Michigan Tech Rail page for details.

REDUCING YARD EMISSIONS

Railroads are driving down emissions and reducing community impact with every operational decision in rail yards — from adjusting the small truck "hostlers" that ferry equipment around the yard to developing multiple technologies that speed truck entry from two minutes to about 30 seconds.

LOWER & ZERO EMISSIONS EQUIPMENT	FUEL-EFFICIENT LOCOMOTIVES	TECHNOLOGY TO REDUCE TRUCK IDLING
<ul style="list-style-type: none"> Zero-emission Intermodal Cranes eliminate a significant source of emissions while reducing ambient noise. Low-emitting, Natural-gas Hostlers reduce nitrogen oxide and particulate emissions by up to 90% compared to diesel hostlers. Battery-electric Hostlers are being tested and deployed to eliminate nitrogen oxide and particulate emissions. Diesel Switch Locomotive Filters reduce particulate matter emissions and improve air quality near yards. 	<ul style="list-style-type: none"> Advanced Fuel Management Systems improve fuel efficiency by up to 14%. Start/Stop Technologies reduce unnecessary fuel waste and idle time by 50%. Liquified Natural Gas powers smaller switcher locomotives. Experimental Battery & Hydrogen Fuel Cell Tech for switcher locomotives are being developed and tested to reduce particulate and GHG emissions. 	<ul style="list-style-type: none"> Biometric Scanners recognize truck drivers' thumbprints. Video Portals automatically read truck ID numbers. Automated Gate System Apps provide receipts and digital paperwork to truck drivers.

ASSOCIATION OF AMERICAN RAILROADS | AAR.ORG / THE-SIGNAL | Sign up to get freight rail news delivered straight to your inbox.

MICHIGAN OPERATION LIFESAVER UPDATE



Highway/rail crashes in Michigan increased in 2021 over 2020, there were 59 crashes in the state for 2021 up from 40 in 2020. Fatalities were also up from zero in 2020 to four in 2021. Nationally there were 220 fatalities in 2021 up from 181 in 2020.

Trespasser incidents in the state were even in both years with nine, however six of the incidents in 2021 were fatalities, most involved using headphones. Three of the nine trespasser incidents in 2020 were fatalities. Nationally, trespasser incidents were up from 1,016 in 2020 to 1,050 in 2021, with 568 being fatalities.

OLI National headquarters (oli.org) is promoting the 50th anniversary of OLI and the 82% improvement over its 50-year existence; crashes are down from over 12,000 in OLI's first year (1972), to about 2,000 in each of the past few years. In Michigan there were as many as 650 crashes and up to 40 fatalities a year in the 1970s. In 2018 and 2020, Michigan recorded no crash related fatalities.

Curtis Stewart was on hand in Washington DC in January with public officials and rail executives to help commemorate OLI's mighty accomplishments over its 50 years and celebrate the newly painted Amtrak locomotive displaying 'See Tracks - Think Train.' The special locomotive will be travelling around the nation over the next year. Models of the "STTT" locomotive are on sale at www.oli.org.

Some recent events involving MI-OL volunteers include:

- The Rail Investigation Safety Course (RISC) is now available for presentations to law enforcement and is getting attention from fire and emergency responders.
- MI-OL received grants and donations from CN, NS, CSX, OLI, FRA and the Posner Foundation totaling over \$14,000 in financial aid to be used for advertising, radio and cell phone ads, materials and supplies for use in promoting MI-OL messages and special events.
- New 'See Tracks - Think Train' stencils from the CN Railway have been used to paint our message on sidewalks near schools and other high foot traffic areas.

- Suicide prevention placards have been made with durable material and posted at areas where intentional acts have occurred in the past.
- PSA posters have been mailed to most of the state's truck driver schools promoting the 'Blue sign' or 'Emergency Notification System' (ENS).
- Officer on the Train (OOT) snowmobile enforcement detail was held with the cooperation of the Lake State Railway in January. A reporter from WPBN TV, channel 4/7 made the trip along with several law enforcement officers. Three citations were issued showing that compliance is improving each year.
- Upcoming events this spring include the Train Show in Ann Arbor and a 'Day out with Thomas' at the Henry Ford Museum in Dearborn for two weekends in May.

For more information about Operation Lifesaver and its many programs and happenings - see www.oli.org, www.mi-ol.org or contact frmn2009@sbcglobal.net, Curtis Stewart - State Coordinator, 517-974-1737.



Ryan Krengel, Road Foreman of Engines for LSRC. Photo courtesy of Curtis Stewart.



Rep. Tim Sneller speaking at the October Operation Lifesaver meeting in Durand.



L-R Conservation Officers James Garrett & Jeremy Cantrell, Crawford County Deputies Mike Sterns & Frank Homola, Curtis Stewart, Operation Lifesaver, and on locomotive, Ryan Krengel, LSRC participate in the "Officer on a Train" snowmobile enforcement day in January. Photo courtesy of Curtis Stewart.



Amtrak's one-of-a-kind locomotive in honor of Operation Lifesaver's 50th anniversary.

LAKE STATE RAILWAY DOES IT AGAIN

In 2018, Lake State Railway was awarded the Railway Age Shortline Railroad of the Year award. This is a prestigious industry award and something to be celebrated. The Lake State team was not satisfied, however, with that accomplishment. Fast forward a few years and the Saginaw based freight carrier has done it again, winning the Railway Age Regional Railroad of the Year award. A truly remarkable feat. Congratulations to CEO John Rickoff, the George family and the entire Lake State team.

Photo courtesy of Tom Scott.



FORCED SWITCHING IS FORCED INEFFICIENCY

The Surface Transportation Board (STB) – the agency that oversees freight railroad economic regulations – may force railroads to turn over traffic to competitors. This forced switching rule would slow rail operations, hurt shippers, consumers, the environment and the economy. Such market intervention is widely opposed and lacks justification.

SWITCHING ALREADY HAPPENS THROUGH PRIVATE NEGOTIATIONS

And the government can order switching in the event of anticompetitive conduct. Switching is usually reciprocal. To meet customer needs, railroads work together daily to perform necessary switches, pursuant to negotiated agreements. These switches are done in markets where it makes operational and economic sense for both railroads.

Any shipper who believes a carrier is abusing its market power by engaging in anti-competitive conduct can already file a case at the STB, and if true, the STB can order the switch and then set the terms of the switch if the railroads cannot agree. Recent proposed regulation in this area has sought to remove the need to show anticompetitive conduct. This would lead to on-demand switching for a vast majority of shippers that has great potential to harm the network.

THE SURFACE TRANSPORTATION BOARD COULD FORCE ONE RAILROAD TO HAND-OFF ITS BUSINESS TO A COMPETING RAILROAD.

This bad policy would slow rail operations and reduce rail investments, hurting shippers, consumers, the environment, our economy and our national infrastructure.

FORCED ACCESS IS LIKE THE GOVERNMENT MANDATING COCA-COLA® ALLOW PEPSI® TO PRODUCE & BOTTLE SODA AT ITS FACILITY.

RAILROAD CONSOLIDATION HAS NOT LIMITED COMPETITION.

Consolidation also is not a justification for forced switching. Since 1960, shippers who were served by more than one railroad before a major rail merger are still served by more than one railroad after the merger. Additionally, consolidations brought greater efficiencies and more effective

service that benefited everyone. Most rail customers – including those served by only one railroad – do not need STB regulatory protection because market forces ensure competitive rates and service.

Source: AAR

SPEAKER WENTWORTH & TEAM VISIT LAKE STATE RAILWAY

The Lake State Railway hosted Speaker Jason Wentworth and his team for an informational tour late last year. We appreciated Speaker Wentworth spending time with the Lake State team reviewing relevant state topics and railroad matters. Team members of the Lake State Railway went above and beyond to make this valuable event happen.



L-R Adam Kroczaleski - Office of the Speaker, Mike Stickel - LSRC, Craig Ryan - Office of the Speaker, Speaker Jason Wentworth, Becky Burka - Office of the Speaker, Kevin Mityzrk - LSRC, Mike Hnatiuk - LSRC, Shasta Duffy - LSRC.

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Please visit the Michigan Railroads Association website for the updated utility permitting contact document. This document was created to enhance communications between railroads and providers.

michiganrailroadsassociation.com



RAILWAY AGE HONORS LAURA MCNICHOL

The Michigan Railroads Association is excited to recognize Laura McNichol for her exemplary achievements in the rail industry. Ms. McNichol was recently selected for this year's Women in Rail awards by trade publication Railway Age.

McNichol said it "felt a little embarrassing given all the attention," but "I was really pleased that Watco gets some well-earned good press out of it, too. The truth is this company gives you many ways to find success, and for that I am very grateful." She also noted that her successes are part of a team effort and could not be accomplished without others.

"It's typical of Laura to share credit with other people," said Chief Executive Officer Dan Smith, "and that's just one reason she's such a good Watco teammate. She's distinguished herself at Watco, in the industry, with elected officials, and others. So it's great she's being recognized in this way."

McNichol has worked in the industry for 15 years and serves in several leadership roles for the American Short Line and Regional Railroad Association and the Association of American Railroads.

Credit: Railway Age



Laura McNichol, Watco SVP for Government and Industry Relations.

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RAIL INSIDER SPOTLIGHT

Q: PLEASE INTRODUCE YOURSELF

My name is Brandan Maurer, and I am currently serving as the Chief Rail Engineer for the Michigan Department of Transportation (MDOT). I am married to my wife Sarah and we have two children, 3 year old Sawyer, and 1 year old Nora.

Q: DID YOU HAVE ANY INTERACTION WITH RAILROADS GROWING UP?

Not much, although I have always been fascinated by trains and the sheer volume of materials and products they can transport. My interest in transportation as a whole really started in college when I was looking for a career that would blend my passion for being outdoors and my desire to pursue a career in engineering.

Q: WHAT DID YOU DO PRIOR TO JOINING MDOT?

I started at MDOT right after graduating from Michigan State University (MSU). During my time at MSU, I did work as an intern for the Delta Township Engineering Department and for the MDOT University Region in the Design Unit.

Q: HOW LONG HAVE YOU BEEN WITH MDOT?

Approximately 7 months. I have been with MDOT for 10 years working as a Transportation Engineer, Traffic Safety and Operations Engineer, Intelligent Transportation Systems (ITS) Specialist, and Operations Engineer.

Q: WHAT IS YOUR ROLE AT MDOT OFFICE OF RAIL?

I serve as the Chief Rail Engineer and the Manager of the Infrastructure and Asset Management Section.

Q: WHAT CURRENT PROJECTS ARE YOU WORKING ON AT THIS TIME?

We are currently working on the replacement of the Jackson and Mechanic St. bridges in Jackson, with plans for construction to begin this spring. We are also working to develop an asset management system to integrate the data with other MDOT systems.



Brandan Maurer, Chief Rail Engineer - MDOT Office of Rail.

Q: WHAT ARE YOUR THOUGHTS ON THE CURRENT RELATIONSHIP BETWEEN THE RAIL INDUSTRY AND MDOT?

Based on my experience thus far, I think MDOT and the railroad industry has a very good working relationship. I also think that it is important for all agencies to continually strive to maintain and improve these relationships in order to realize mutual benefits that will ultimately benefit the citizens of Michigan.