



Amtrak Fact Sheet, Fiscal Year 2011

State of Michigan

Amtrak-Michigan partnership

- State grants help support the *Pere Marquette* and *Blue Water* services
- Amtrak owns high-speed track in southwestern Michigan used by the *Blue Water* and *Wolverine* services
- Michigan has entered into a purchase agreement for the Kalamazoo-Dearborn line and plans major upgrades

Amtrak Service & Ridership

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

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 FY11 Amtrak served the following Michigan locations:

<u>City</u>	<u>Boardings + Alightings</u>
Albion	1,625
Ann Arbor	148,911
Bangor	3,586
Battle Creek	50,732
Birmingham	24,121
Dearborn	85,001
Detroit	69,085
Dowagiac	3,266
Durand	12,250
East Lansing	68,554
Flint	37,557
Grand Rapids	55,545
Holland	38,533
Jackson	32,106
Kalamazoo	118,474
Lapeer	9,309
New Buffalo	13,118
Niles	20,246
Pontiac	16,066

Port Huron	24,015
Royal Oak	38,184
St. Joseph/Benton Harbor	10,680
Total Michigan Station Usage:	880,964
	(up 7.7% from FY10)

Procurement/Contracts

Amtrak placed orders valued at \$46,050,730 for goods and services in Michigan in FY11. Much of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Detroit	\$ 1,167,663
Port Huron	\$ 5,463,872
Romulus	\$ 31,805,000
Roseville	\$ 3,525,000

Employment

At the end of FY11, Amtrak employed 153 Michigan residents. Total wages of Amtrak employees living in Michigan were \$12,075,039 during FY11.

State-Assisted Services

The State of Michigan supports the operations of two daily train services, the *Blue Water* (Port Huron-East Lansing-Chicago), and the *Pere Marquette* (Grand Rapids-Chicago).

Facilities

In Niles, Amtrak operates an engineering department branch that maintains the 97-mile track segment between Kalamazoo and Porter, Indiana. Amtrak employees maintain the track for high-speed service and are continuing work on increasing speeds along this segment.

Station Improvements

- **Ann Arbor:** Amtrak has been in consultation with the city of Ann Arbor on a planned relocation of the station to a new intermodal station. Michigan DOT received funding to complete environmental and preliminary engineering.
- **Battle Creek:** The City of Battle Creek was awarded \$3.6 million American Recovery and Reinvestment Act (ARRA) funds for rehabilitation of their Amtrak-served, 1982-vintage intermodal transportation center. The ongoing renovation will encompass the existing interior public spaces to provide upgraded finishes, improve the functional layout of the offices, upgrade mechanical, electrical, plumbing, and complete ADA compliance. Amtrak has been in consultation with the community on requirements for station design.
- **Troy-Birmingham:** The Cities of Birmingham and Troy were recipients \$8.4 million in federal grants for the planned relocation of the Birmingham station (serving both communities) to a joint, mixed-use development. Amtrak has provided consultation to the cities on development of their

new facility, to insure compliance with Amtrak design and Americans with Disabilities Act (ADA) guidelines. The new station will be intermodal in nature, with suburban bus and airport coach service available.

- **Dearborn:** The City of Dearborn received \$28.2 million in ARRA funds for construction of a new multimodal Amtrak and transit facility, near a retail district, the Henry Ford Museum, and Greenfield Village. Amtrak also provided consultation to the City for the planned relocation of Amtrak services to the new location. The intermodal facility would accommodate planned Detroit-Ann Arbor commuter rail, connections with local transportation services, and an overhead walkway to the popular museum complexes.
- **Grand Rapids:** Amtrak has agreed to move the current terminus of the *Pere Marquette* from the current location on the southwest edge of downtown to the modern Central Station multimodal facility, several blocks closer to the heart of downtown. This will allow connections with intercity and local bus service (The Rapid) and provide an attractive ADA-compliant facility for Amtrak customers.
- **Pontiac:** The new Pontiac Transportation Center opened on August 8, 2011, serving Amtrak and intercity and local buses, and providing office space for Amtrak employees based there. Funding for the facility was provided by the Michigan State Comprehensive Transportation Fund.
- As part of Amtrak's ongoing ADA-compliance efforts, numerous Michigan stations received mobile lifts.

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 plans to carry out 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.
- 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 (below), over 200 miles of the corridor will be 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 4 hours.
- Amtrak has an ongoing partnership with the Federal Railroad Administration and State of Michigan to develop a radio-based train communication system, the Incremental Train Control System (ITCS). It is currently in high-speed revenue service on 80 miles of Amtrak-owned track in Michigan and works to prevent train-to-train collisions, train overspeed conditions, and protect track workers. With full build-out imminent, Amtrak trains soon will be allowed to travel at 110 mph west of Kalamazoo.