



Amtrak Fact Sheet, Fiscal Year 2006 State of Michigan

Amtrak Service & Ridership

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

During FY06 Amtrak served the following Michigan locations, which had an 8.6% increase over FY05:

<u>City</u>	<u>Boardings + Alightings</u>
Albion	1,463
Ann Arbor	140,413
Bangor	3,855
Battle Creek	54,238
Birmingham	20,023
Dearborn	71,184
Detroit	55,933
Dowagiac	2,512
Durand	8,513
East Lansing	45,483
Flint	24,181
Grand Rapids	50,987
Greenfield Village*	82
Holland	37,672
Jackson	26,827
Kalamazoo	98,876
Lapeer	6,752
New Buffalo	2,967
Niles	17,788
Pontiac	17,318
Port Huron	11,417
Royal Oak	25,587
St. Joseph/Benton Harbor	8,247
Total Michigan Station Usage:	732,318

*Greenfield Village no longer in public timetable after 4/24/06, but open to groups only

Procurement/Contracts

Amtrak expended \$7,464,406 for goods and services in Michigan in FY06. Most of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Brighton	\$ 1,269,762
Farmington Hills	\$ 3,512,008
Kalamazoo	\$ 1,001,725

Employment

During fiscal year 2006, Amtrak employed 134 Michigan residents. Total wages of Amtrak employees living in Michigan were \$7,108,599 during this period.

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

Station Improvements

The City of Jackson received a \$250,000 state grant to fund a renovation of their historic depot.

The New Buffalo stop will be relocated from the CSX (*Pere Marquette*) line to the Amtrak-owned (*Wolverine/Blue Water*) line during FY07. The new location is in a more attractive, downtown area.

Capital Projects

The 97-mile segment between Kalamazoo and Porter, Indiana, on the Detroit-Chicago route, is the longest stretch of track Amtrak owns outside of its Washington-New York-Boston Northeast Corridor. The Federal Railroad Administration has designated the Detroit-Chicago corridor as a high-speed corridor.

Amtrak has partnered with the FRA and the State of Michigan to develop a radio-based train communication system, called the Incremental Train Control System (ITCS). It is currently in high-speed revenue service on Amtrak-owned track in Michigan and works to prevent train-to-train collisions, train overspeed conditions, and protect on-track roadway workers.

The ultimate goal of this high-speed project is to reduce the total Detroit-Chicago travel from the current 5½ hours to 3½ hours. In January 2002, 90 mile-per-hour service began on a segment of the Amtrak owned right-of-way; and part of that segment was increased to 95 mph on September 19, 2005. Additional speed increases to 100 mph and ultimately 110 over portions of the Amtrak-owned line are planned.