



Amtrak Fact Sheet, Fiscal Year 2007 State of Michigan

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.

During FY07 Amtrak served the following Michigan locations:

<u>City</u>	<u>Boardings + Alightings</u>
Albion	1,490
Ann Arbor	144,114
Bangor	3,786
Battle Creek	53,197
Birmingham	19,404
Dearborn	72,158
Detroit	56,548
Dowagiac	2,579
Durand	8,361
East Lansing	48,518
Flint	23,718
Grand Rapids	53,260
Holland	38,457
Jackson	27,135
Kalamazoo	107,251
Lapeer	6,695
New Buffalo	2,476
Niles	18,061
Pontiac	16,453
Port Huron	12,544
Royal Oak	25,556
St. Joseph/Benton Harbor	8,445
Total Michigan Station Usage:	750,203

Procurement/Contracts

Amtrak expended \$5,714,870 for goods and services in Michigan in FY07. Most of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Port Huron	\$ 1,194,000
Detroit	\$ 2,063,349

Employment

At the end of FY07, Amtrak employed 114* Michigan residents. Total wages of Amtrak employees living in Michigan were \$6,615,177* during FY07.

**Due to a change in methodology, FY07 employment and wage figures are not directly comparable to those reported in prior years.*

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. 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 FY08. 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.