



Amtrak Fact Sheet, Fiscal Year 2010 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 FY10 Amtrak served the following Michigan locations:

<u>City</u>	<u>Boardings + Alightings</u>
Albion	1,636
Ann Arbor	140,735
Bangor	3,803
Battle Creek	52,057
Birmingham	22,286
Dearborn	80,502
Detroit	67,971
Dowagiac	3,169
Durand	10,198
East Lansing	59,812
Flint	30,261
Grand Rapids	52,273
Holland	37,273
Jackson	28,506
Kalamazoo	113,061
Lapeer	8,152
New Buffalo	9,967
Niles	18,488
Pontiac	15,981
Port Huron	17,580
Royal Oak	34,306
St. Joseph/Benton Harbor	9,999
Total Michigan Station Usage:	818,016

Procurement/Contracts

Amtrak placed orders valued at \$5,922,493 for goods and services in Michigan in FY10. Much of this was in Detroit, \$2,117,068.

Employment

At the end of FY10, Amtrak employed 151 Michigan residents. Total wages of Amtrak employees living in Michigan were \$10,514,803 during FY10.

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. The Fuller Road station will be located adjacent the University of Michigan Hospital complex and accommodate local transit and U of M buses, taxis and a bicycle station.
- **Battle Creek:** The City of Battle Creek was awarded \$3.6 million from the Transportation Investments Generating Economic Recovery (TIGER) grant program for rehabilitation of their Amtrak-served, 1982-vintage intermodal transportation center. The 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.
- **Birmingham:** Michigan was awarded \$40 million of Federal High Speed and Intercity Passenger Rail grants for station upgrades along the designated Detroit-Chicago high speed rail route. The Cities of Birmingham and Troy were recipients of the grant program 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 ADA guidelines. The new station will be intermodal in nature, with suburban bus and airport coach service available.
- **Dearborn:** Amtrak has provided consultation to the City of Dearborn for their planned relocation of the existing rail passenger station to a new facility near a retail district and the Henry Ford/Greenfield Village attraction. The intermodal facility would accommodate planned Detroit-Ann Arbor commuter rail, connections with local transportation services and an overhead walkway to the popular Henry Ford complex of museums. Dearborn is slated to receive a portion of Federal Railroad Administration High Speed and Intercity Passenger Rail funds awarded Michigan toward build-out of the Detroit-Chicago corridor.
- **Grand Rapids:** Amtrak has provided consultation to the City of Grand Rapids toward their plan to relocate the existing rail passenger station to a new facility alongside the regional transit hub near downtown. The intermodal facility would allow connections with local transportation services and provide an attractive Americans with Disabilities Act (ADA)-compliant facility for Grand Rapids customers.

- **New Buffalo:** Amtrak and the City of New Buffalo opened an ADA-compliant station shelter and platform on October 26, 2009, adjacent to the community's downtown and bustling lakefront developments. The station relocation allowed for a doubling of daily rail service to the community with two daily round trips on the *Wolverine Service* route and two round trips on the *Blue Water*. The New Buffalo stop was relocated from the *Pere Marquette* line. The expanded schedules and attractive station lead to an anticipated increase in ridership, and supported the addition of two more daily schedules, bringing the total to six daily. The construction cost of approximately \$500,000 came from a local developer.
- **Pontiac:** A groundbreaking for the new Pontiac Transportation Center was held July 15, 2010. The new \$1.4 million facility, to open in summer 2011, will serve Amtrak and intercity and local buses. Funds were provided from the Michigan State Comprehensive Transportation Fund.

Expansion Planning

Michigan was awarded High Speed and Intercity Passenger Rail grants in the amount of \$157.9 million for right-of-way acquisition, railroad stabilization, and upgrades along the federally-designated Detroit-Chicago high-speed rail route.

Amtrak supported the application by completing a study, in cooperation with Norfolk Southern Railroad, of necessary steps to bring NS-owned portions of the route up to a state-of-good repair, restore FRA Class IV operating speeds throughout (79mph) and to determine preliminary steps necessary to accommodate more train frequencies and higher speeds when funding becomes available.

Capital Projects

Amtrak owns the 97-mile segment between Kalamazoo and Porter, Indiana, on the Detroit-Chicago route. This is the longest stretch of track that Amtrak owns outside of its Washington-New York-Boston Northeast Corridor.

Amtrak continues a partnership with the Federal Railroad Administration 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 65 miles of Amtrak-owned track in Michigan and works to prevent train-to-train collisions, train overspeed conditions, and protect track 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 mph 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.

Toward this goal, Amtrak has expended \$25 million in the past year on extension of the ITCS over the remainder of the 97-mile route. Signal towers, wayside signal boxes, 80,000 feet of mainline track and six turnouts have been replaced to maintain a state of good repair of the components and track structure along the route. Ninety-seven miles of fiber optic cable have been laid to replace outdated line and support reliable train control and detection systems.