



Amtrak Fact Sheet, Fiscal Year 2014 State of Michigan

Amtrak-Michigan partnership

- State grants support the *Wolverine*, *Pere Marquette*, and *Blue Water* services
- Amtrak owns high-speed track in southwestern Michigan used by the *Blue Water* and *Wolverine* services
- Michigan has purchased the Kalamazoo-Dearborn line and work has begun on major upgrades
- Over 101,000 Michigan residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

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

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 FY14 Amtrak served the following Michigan locations:

<u>City</u>	<u>Boardings + Alightings</u>
Albion	1,727
Ann Arbor	144,120
Bangor	4,112
Battle Creek	46,624
Birmingham*	23,014
Dearborn	78,871
Detroit	62,827
Dowagiac	4,403
Durand	15,067
East Lansing	66,402
Flint	35,669
Grand Rapids	47,874
Holland	38,650
Jackson	27,114
Kalamazoo	120,920
Lapeer	10,774

New Buffalo	21,751
Niles	20,413
Pontiac	16,141
Port Huron	29,275
Royal Oak	34,868
St. Joseph/Benton Harbor	12,426
Total Michigan Station Usage:	863,042
	(down 5.0% from FY13)

* Service to Birmingham ends 10/14/14 (in Fiscal 2015); stop moves short distance to Troy.

Procurement/Contracts

Amtrak spent \$17,357,908 on goods and services in Michigan in FY14. Much of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Kalamazoo	\$ 1,590,498
Madison Heights	\$ 3,425,110
Port Huron	\$ 2,144,154
Romulus	\$ 2,035,122
Roseville	\$ 2,354,637

Employment

At the end of FY14, Amtrak employed 237 Michigan residents. Total wages of Amtrak employees living in Michigan were \$19,545,302 during FY14.

PRIIA Section 209

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including Michigan, by the deadline, and the services continued to run without interruption. All services in Michigan fall under the funding agreement.

Amtrak worked with the several Midwest state partners, Illinois, Michigan, Missouri, and Wisconsin, to bring complimentary AmtrakConnect Wi-Fi service to customers on all short-distance corridors in those states, in 2014.

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 completed 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. The sale was completed on December 7, 2012; full transfer of ownership was completed in 2013.

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, over 200 miles of the corridor are 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 four hours. Amtrak, under contract to the state, took over maintenance functions of the Dearborn-Kalamazoo segment from Norfolk Southern on February 16, 2013. Construction on infrastructure improvements to increase track speeds began in September 2013. Planned upgrades include replacement of ties, rails, and switches, and improvements to grade crossings and signal systems. The project is expected to be completed in 2016.

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.

The portion of the Michigan line from Porter, Indiana, to Kalamazoo is owned by Amtrak and is maintained to allow top speeds of 110 miles per hour. This level of maintenance and speeds will come to the state-owned route as well, following the upgrades discussed above.

Facilities

In Niles and in Jackson, Amtrak operates engineering department branches that maintain the track segments between Porter and Dearborn that are owned by Amtrak and by Michigan. The segments are part of the Detroit-Chicago federally designated, high-speed rail corridor. Amtrak owns and maintains a 97-mile portion of this track for high-speed service and is using the railroad's expertise to implement high-speed operations on the state-owned Kalamazoo-Dearborn segment, as well.

Amtrak opened a new maintenance base in Jackson in 2013 to serve the state-owned Kalamazoo-Dearborn segment and will be performing infrastructure upgrades to bring track speeds up to 110 mph.

Station Improvements

- **Ann Arbor:** Amtrak has been in consultation with the City of Ann Arbor on planned construction of a new, multi-modal rail and transit facility. The City and Michigan DOT received funding to complete environmental and preliminary engineering. Site selection is ongoing, and a decision may be reached early in 2015.
- **Troy:** The City of Troy received \$6.3 million in federal grants for the planned relocation of the Birmingham station (serving both communities) to a joint, mixed-use development. Amtrak provided consultation on development of the new facility, to ensure compliance with Amtrak design guidelines and Americans with Disabilities Act standards. The new, intermodal station will include suburban bus and airport coach service. Amtrak began using the facility on October 14, 2014.
- **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 has provided consultation on development of the new facility, to ensure compliance with Amtrak design guidelines and ADA-compliance standards. The intermodal facility will accommodate planned Detroit-Ann Arbor commuter rail, and has connections with local transportation services and an overhead walkway to the popular museum complexes. Amtrak will begin serving the new station on December 10, 2014, with opening ceremonies held on December 15.

- **East Lansing/Lansing:** The Capital Area Transit Authority (CATA) in East Lansing, in partnership with Michigan State University, was the recipient of a \$6.28 million Federal Transit Authority (FTA) grant to construct a new intermodal station on the site of the current facility. The new station will continue to be served by local buses, intercity buses, and Amtrak's *Blue Water* service. Amtrak will build a new ADA-compliant platform for the facility. Construction is expected to begin in 2015.
- **Grand Rapids:** Amtrak moved the terminus of the *Pere Marquette* from the southwest edge of downtown to the modern Central Station multimodal facility, several blocks closer to the heart of downtown, on October 27, 2014. This move allows connections with intercity and local bus service (The Rapid) and provide an attractive ADA-compliant facility for Amtrak customers.
- **Port Huron:** Amtrak has begun preliminary discussions with Michigan DOT, Port Huron Township, and Canadian National Railway regarding construction of a new station. The current one was built in 1979 and has become inadequate for current travel volumes.

AMTRAK ROUTES IN MICHIGAN

