



Amtrak Fact Sheet Fiscal Year 2018 *State of Michigan*

Amtrak Service & Ridership

Amtrak operates approximately 10 State Supported trains daily through Michigan

- The **Wolverine** (three round trips Chicago-Detroit-Pontiac)
- The **Blue Water** (one round trip Chicago-East Lansing-Port Huron)
- The **Pere Marquette** (one round trip Chicago-Grand Rapids)

Amtrak owns the 97-mile track segment between Porter, Indiana, and Kalamazoo. This is the longest stretch of track that Amtrak owns outside of the Northeast Corridor.

During FY18 Amtrak served the following Michigan locations:

City	Boardings & Alightings
Albion	883
Ann Arbor	158,101
Bangor	4,180
Battle Creek	41,757
Dearborn	73,337
Detroit	66,143
Dowagiac	4,975
Durand	13,738
East Lansing	69,359
Flint	28,205
Grand Rapids	40,508
Holland	36,838
Jackson	23,700
Kalamazoo	122,115
Lapeer	8,948
New Buffalo	25,934
Niles	17,440
Pontiac	14,135
Port Huron	19,822
Royal Oak	27,724
St. Joseph/Benton Harbor	14,824
Troy	32,550
Total Michigan Station Usage:	845,216

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities. Michigan services had this level of on-time performance (OTP) in FY18:

Service	Host Railroads	FY18 OTP
Wolverine	Canadian National, Norfolk Southern, Amtrak, and Michigan Department of Transportation	64.0%
Blue Water	Canadian National, Norfolk Southern, Amtrak, and Michigan Department of Transportation	75.6%
Pere Marquette	CSX and Norfolk Southern	85.9%

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY18, there were **192,114** members of the Amtrak Guest Rewards program in Michigan. This is a 13% increase from FY17.

PRIIA Section 209 and State Supported Services

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.

Amtrak MidwestSM services

Amtrak operates state-supported train service, under contract with the State of Michigan, on these three routes: **Pere Marquette, Blue Water, and Wolverine Service.** These trains are part of the five-state Amtrak MidwestSM network of services.



Charter Locomotives: Illinois, Michigan, Missouri, and Wisconsin partnered with California to procure a new fleet of locomotives for short-distance state-supported services. The Charger locomotive fleet was constructed by Siemens, sourcing parts from businesses large and small from across the United States. After deliveries are completed, these 33 locomotives will be deployed from Chicago on trains that served more than 2.6 million Amtrak customers in the last year.

Avelia Liberty Manufacturing

Amtrak is currently manufacturing the shells for the new Avelia Liberty trainsets at the Merrill plant in Alma, Michigan. Approximately 175 employees are working on manufacturing 56 bodysells to be used for high speed trainsets in the northeast. These new trainsets will carry 30% more passengers than the current Acela trainsets and will be able to travel up to 186 mph.

Chicago-Detroit Improvements and Capital Projects

In 2013, ownership of the Dearborn-Kalamazoo portion of the **Wolverine** corridor was transferred from Norfolk Southern (NS) to the State of Michigan and Norfolk Southern (NS). 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.

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 in 2013. Construction on infrastructure improvements to increase track speeds began the same year. Planned upgrades include replacement of ties, rails, and switches, improvements to grade crossings, and extension of an advanced signal system (see below).

Amtrak, in a partnership with the Federal Railroad Administration and the State of Michigan, developed a radio-based train communication system, the Incremental Train Control System (ITCS). It currently is in high-speed, revenue service on 80 miles of Amtrak-owned track in Michigan and prevents train-to-train collisions and train overspeed conditions, and protects track workers. ITCS is a form of Positive Train Control (PTC), an advanced signal system required by 2018 on most routes with passenger train service.

Indiana Gateway: As part of the High-Speed Intercity Passenger Rail Program (HSIPR), the State of Indiana was the recipient of a \$71.4-million grant to alleviate congestion at the major rail junction at Porter, Indiana. Multiple railroads meet here, including three Amtrak routes to Michigan and two Amtrak National Network routes from Chicago to the East Coast. This is one of the most congested stretches of railroad in the world. In 2016, final construction was completed on eight separate improvements from Porter west to the Illinois state line. Seven of the improvements are on track owned by Norfolk Southern and the eighth on Amtrak's Michigan Line east of Porter. The work on the Amtrak line includes installation of high-speed crossover tracks and related signal improvements.

South of the Lake Route Alternatives Analysis Report: Amtrak and the states of Illinois, Indiana, and Michigan are participating in an alternatives analysis to determine the best route for passenger trains running east from Chicago toward Michigan and the East Coast. This FRA-

managed analysis will choose from one of four routes to establish a passenger-centered corridor. The FRA is expected to publish the Final Environmental Impact Statement and Record of Decision for the preferred route in spring 2018.

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.

Station Improvements

Ann Arbor: Amtrak and a design team from RLE International, a company based in Michigan, developed a prototype, retractable shuttle passenger platform to allow level boarding for all customers at rail stations. The prototype platform was installed at the Amtrak-owned Ann Arbor station and a testing period began on July 23, 2015. The platform is deployed using the train conductor's handheld device and employs sensors that protect train crews when not in use. If successful, Amtrak will work with funding partners and stakeholders to deploy at stations throughout the system. Additionally, Amtrak continues to provide information and other resources to the City of Ann Arbor in their effort to select a location for a new multimodal station.

Dearborn: The City of Dearborn received \$28.2 million in ARRA funds for construction of a new multimodal Amtrak and transit facility, near the Henry Ford Museum and Greenfield Village. Amtrak 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 began serving the new station in 2014.

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, which Amtrak began using in 2016. The new, state-of-the-art East Lansing Multimodal Gateway serves local buses, intercity buses, and Amtrak's ***Blue Water*** service.

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. The ridership at this station includes many Canadian customer who cross the border to travel on Amtrak.