



Amtrak Fact Sheet, Fiscal Year 2005 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 FY05 Amtrak served the following Michigan locations, which had a 11.5% increase over FY04:

<u>City</u>	<u>Boardings + Alightings</u>
Albion	1,681
Ann Arbor	127,705
Bangor	3,293
Battle Creek	47,785
Birmingham	18,536
Dearborn	68,841
Detroit	57,217
Dowagiac	2,060
Durand	6,851
East Lansing	39,803
Flint	21,732
Grand Rapids	49,681
Greenfield Village	676
Holland	34,814
Jackson	25,850
Kalamazoo	88,308
Lapeer	5,666
New Buffalo	2,006
Niles	17,229
Pontiac	14,631
Port Huron	9,871
Royal Oak	21,606
St. Joseph/Benton Harbor	8,199
Total Michigan Station Usage:	674,041

Procurement/Contracts

Amtrak expended \$5,498,644 for goods and services in Michigan in FY05. Most of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Brighton	\$ 1,287,647
Pontiac	\$ 1,505,045
Port Huron	\$ 1,083,000

Employment

During fiscal year 2005, Amtrak employed 139 Michigan residents. Total wages of Amtrak employees living in Michigan were \$6,454,260 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 station in Bangor was rededicated on May 6, 2005, after a \$500,000 renovation paid for by state and local funding.

The New Buffalo stop will be relocated from the CSX (*Pere Marquette*) line to the Amtrak-owned (*Wolverine/Blue Water*) line during FY06. 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, in partnership with the FRA and the State of Michigan have developed a radio-based train communication system, called the Incremental Train Control System (ITCS), that 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 travel time between Detroit and Chicago 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.