



Amtrak Fact Sheet, Fiscal Year 2012 State of Michigan

Amtrak-Michigan partnership

- State grants help support the *Pere Marquette* and *Blue Water* services
- Amtrak owns high-speed track in southwestern Michigan used by the *Blue Water* and *Wolverine* services
- Michigan has entered into a purchase agreement for the Kalamazoo-Dearborn line and plans major upgrades
- Almost 88,000 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 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.

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 FY12 Amtrak served the following Michigan locations:

<u>City</u>	<u>Boardings + Alightings</u>
Albion	1,980
Ann Arbor	144,707
Bangor	3,616
Battle Creek	50,511
Birmingham	19,712
Dearborn	81,417
Detroit	66,571
Dowagiac	3,740
Durand	12,912
East Lansing	68,147
Flint	37,764
Grand Rapids	56,832
Holland	39,763
Jackson	29,987
Kalamazoo	125,212
Lapeer	9,940
New Buffalo	14,817

Niles	19,915
Pontiac	16,307
Port Huron	26,696
Royal Oak	32,814
St. Joseph/Benton Harbor	10,981
Total Michigan Station Usage:	874,341

(down 0.8% from FY11)

Procurement/Contracts

Amtrak spent \$31,572,901 on goods and services in Michigan in FY12. Much of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Port Huron	\$ 2,189,036
Romulus	\$ 19,585,077
Roseville	\$ 2,584,535
Southfield	\$ 1,707,478

Employment

At the end of FY12, Amtrak employed 152 Michigan residents. Total wages of Amtrak employees living in Michigan were \$10,421,152 during FY12.

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, 110 mph-rated, track segment between Kalamazoo and Porter, Indiana, which is part of the Detroit-Chicago federally designated, high-speed rail corridor. Amtrak maintains the track for high-speed service and is preparing to extend the railroad's expertise to implement high speed operations on the Kalamazoo-Dearborn segment, which the state is acquiring.

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. Michigan DOT received funding to complete environmental and preliminary engineering.
- **Battle Creek:** The City of Battle Creek was awarded \$3.6 million American Recovery and Reinvestment Act (ARRA) funds for rehabilitation of their Amtrak-served, 1982-vintage intermodal transportation center. Renovations included the existing interior public spaces to provide upgraded finishes, improve the functional layout of the offices, upgraded mechanical, electrical and plumbing systems, and complete compliance with the Americans with Disabilities Act (ADA). A ribbon-cutting for the completed project was June 13, 2012.

- **Troy-Birmingham:** 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 has provided consultation to the cities on development of the new facility, to ensure compliance with Amtrak design standards and ADA guidelines. The new station will be intermodal in nature, with suburban bus and airport coach service available. A ceremonial groundbreaking occurred November 27, 2012, with expected completion in late 2013.
- **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 standards and ADA guidelines. The intermodal facility would accommodate planned Detroit-Ann Arbor commuter rail, connections with local transportation services, and an overhead walkway to the popular museum complexes. Construction began April 10, 2012, with completion expected in 2013.
- **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, which is expected to be completed in 2014.
- **Grand Rapids:** Amtrak has agreed to move the current terminus of the *Pere Marquette* from the current location on the southwest edge of downtown to the modern Central Station multimodal facility, several blocks closer to the heart of downtown. This will allow connections with intercity and local bus service (The Rapid) and provide an attractive ADA-compliant facility for Amtrak customers. Construction is set to begin in 2013.
- **Jackson:** Over \$1.2 million from various funding sources have been dedicated to refurbishment of the Jackson Amtrak station. As the oldest continually used railroad station in the country, the 1873 structure has received upgrades to the foundation, drainage, and asbestos abatement since 2008.

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 plans to carry out 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 will be complete by spring 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 (below), over 200 miles of the corridor will be 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 will open a new maintenance base in Jackson to serve this portion of the route.
- 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. On a segment west of Kalamazoo, top speeds were raised from 95 mph to 110 mph effective February 7, 2012.

AMTRAK ROUTES IN MICHIGAN

