



# Amtrak Fact Sheet, Fiscal Year 2017

## 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 170,000 Michigan residents are members of the Amtrak Guest Rewards frequent user program

### Amtrak Service & Ridership

Amtrak serves Michigan with three daily, state-supported *Wolverine Service* round-trips on the Pontiac-Detroit-Ann Arbor-Chicago route. Amtrak also operates the daily, state-supported *Blue Water* (Port Huron-East Lansing-Chicago) and the *Pere Marquette* (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 FY17 Amtrak served the following Michigan locations:

<u>City</u>	<u>Boardings + Alightings</u>
<a href="#">Albion</a>	2,194
<a href="#">Ann Arbor</a>	146,613
<a href="#">Bangor</a>	4,376
<a href="#">Battle Creek</a>	42,301
<a href="#">Dearborn</a>	72,656
<a href="#">Detroit</a>	62,128
<a href="#">Dowagiac</a>	4,572
<a href="#">Durand</a>	12,947
<a href="#">East Lansing</a>	69,599
<a href="#">Flint</a>	28,844
<a href="#">Grand Rapids</a>	39,376
<a href="#">Holland</a>	36,653
<a href="#">Jackson</a>	23,373
<a href="#">Kalamazoo</a>	115,231

<a href="#">Lapeer</a>	9,406
<a href="#">New Buffalo</a>	24,868
<a href="#">Niles</a>	17,526
<a href="#">Pontiac</a>	13,346
<a href="#">Port Huron</a>	20,741
<a href="#">Royal Oak</a>	28,747
<a href="#">St. Joseph/Benton Harbor</a>	14,006
<a href="#">Troy</a>	29,070
<b>Total Michigan Station Usage:</b>	<b>818,573</b>
	(up 8.4% from FY16)

## Procurement

Amtrak spent \$7,468,822 on goods and services in Michigan in FY17. Much of this amount, \$1,402,121, was in Port Huron.

## Employment

At the end of FY17, Amtrak employed 213 Michigan residents. Total wages of Amtrak employees living in Michigan were \$17,171,569 during 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 Wisconsin, by the deadline, and the services continued to run without interruption.

## Amtrak Midwest<sup>SM</sup> 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 Midwest<sup>SM</sup> network of services. Other amenities provide additional revenue sources, and these Chicago hub and St. Louis hub services carried 4,704 bicycles and 2,143 pets in FY17.



## Charger 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 all 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.

## **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, 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 December 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 on January 25, 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.

# AMTRAK ROUTES IN MICHIGAN

