



Amtrak Fact Sheet, Fiscal Year 2009 State of Michigan

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.

During FY09 Amtrak served the following Michigan locations:

<u>City</u>	<u>Boardings + Alightings</u>
Albion	1,539
Ann Arbor	133,454
Bangor	3,397
Battle Creek	51,571
Birmingham	18,695
Dearborn	72,407
Detroit	60,684
Dowagiac	2,435
Durand	9,283
East Lansing	52,010
Flint	26,108
Grand Rapids	52,393
Holland	36,804
Jackson	27,432
Kalamazoo	112,804
Lapeer	7,023
New Buffalo	3,952
Niles	18,329
Pontiac	14,512
Port Huron	13,967
Royal Oak	29,382
St. Joseph/Benton Harbor	8,470
Total Michigan Station Usage:	756,651

Procurement/Contracts

Amtrak expended \$10,994,004 for goods and services in Michigan in FY09. Most of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Detroit	\$ 2,404,678
Southfield	\$ 3,880,001

Employment

At the end of FY09, Amtrak employed 141 Michigan residents. Total wages of Amtrak employees living in Michigan were \$9,331,035 during FY09.

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 track segment between Kalamazoo and Porter, Indiana. Amtrak employees maintain the track for high-speed service and are continuing work on increasing speeds along this segment.

Station Improvements

- Amtrak and the City of Grand Rapids have been discussing plans to relocate the existing rail passenger station to a new facility alongside the regional transit hub near downtown. The intermodal facility would allow connections with local transportation services and provide an attractive Americans with Disabilities Act (ADA)-compliant facility for Grand Rapids customers.
- Amtrak and the City of New Buffalo opened an ADA-compliant station shelter and platform on October 26, 2009, adjacent to the community's downtown and bustling lakefront developments. The station relocation allowed for a doubling of daily rail service to the community with two daily round trips on the *Wolverine Service* route and two round trips on the *Blue Water*. The New Buffalo stop was relocated from the *Pere Marquette* line. The lakefront resort community and Amtrak anticipate the expanded schedules and attractive station will increase ridership and contribute to economic and tourist growth in the Harbor Country region. The construction cost of approximately \$500,000 came from a local developer.
- Amtrak is assisting the cities of Troy and Birmingham with the planned relocation of the Birmingham station (serving both communities) to a joint, mixed-use development. The new station will be intermodal in nature, with suburban bus and airport coach service available. Amtrak provides engineering consulting services to communities pursuing new or improved station projects.

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 route as a high-speed corridor.

Amtrak has partnered with the FRA and the State of Michigan to develop a radio-based train communication system, called the Incremental Train Control System (ITCS). It 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 track workers.

The ultimate goal of this high-speed project is to reduce the total Detroit-Chicago travel 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.

Amtrak assisted Michigan with the state’s application for \$800 million in High Speed and Intercity Passenger Rail Grants made available through the American Recovery and Reinvestment Act, to finance the capital improvement projects required to deliver more frequent train services and significantly reduced travel times for rail passengers on the corridor.

Expansion Planning

Amtrak has been conducting a study of the feasibility of establishing commuter-type rail service between Ann Arbor and Detroit, with several intermediate stops. Results of the study, to determine ridership, revenue, the local operating contribution, and required capital upgrades, will be provided to the Southeast Michigan Council of Governments, which requested the study.

Stimulus Funding, Fiscal 2009

The American Recovery and Reinvestment Act of 2009 (ARRA) provided Amtrak with \$1.3 billion for capital investments, including \$446 million for security and life safety improvements and \$842 million for rebuilding and modernizing infrastructure and equipment. Included in the latter category is a Mobility First program, designed as an immediate-action program to reduce as many accessibility barriers as possible prior to Amtrak’s deadline of July 26, 2010, to bring stations into compliance with the Americans with Disabilities Act. Mobility First investments can include wheelchair lifts, connecting walkways, and designated parking spaces. Investments planned for Michigan include:

Albion	Mobility First	\$ 30,000
Battle Creek	new crew base facility	\$ 150,000
Birmingham	Mobility First	\$ 55,000
Dowagiac	Mobility First	\$ 35,000
Durand	Mobility First	\$ 29,000
Kalamazoo	Porter line fiber optic cable installation	\$ 4,500,000
Kalamazoo	Porter line train control extensions	\$ 20,000,000
Lapeer	Mobility First	\$ 31,000
Niles	wireless access, field operations	\$ 210,000
Pontiac	maintenance building new roof	\$ 25,000
Port Huron	lighting upgrades	\$ 10,000
Royal Oak	Mobility First	\$ 60,000
St. Joseph	Mobility First	\$ 35,000
Total Michigan ARRA funds:		\$ 25,170,000