



Amtrak Fact Sheet, Fiscal Year 2013 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 101,000 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 Pontiac-Detroit-Ann Arbor-Chicago route. Amtrak also operates the daily *Blue Water* (daily Port Huron-East Lansing-Chicago) and the *Pere Marquette* (daily 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 FY13 Amtrak served the following Michigan locations:

<u>City</u>	<u>Boardings + Alightings</u>
Albion	1,932
Ann Arbor	158,717
Bangor	3,856
Battle Creek	49,203
Birmingham	23,257
Dearborn	81,878
Detroit	70,626
Dowagiac	4,108
Durand	14,295
East Lansing	66,398
Flint	36,045
Grand Rapids	51,993
Holland	39,228
Jackson	31,481
Kalamazoo	129,858
Lapeer	9,997
New Buffalo	19,902

Niles	21,306
Pontiac	16,813
Port Huron	29,461
Royal Oak	37,158
St. Joseph/Benton Harbor	11,366
Total Michigan Station Usage:	908,878
	(up 4.0% from FY12)

Procurement/Contracts

Amtrak spent \$31,734,311 on goods and services in Michigan in FY13. Much of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Kalamazoo	\$ 1,276,055
Port Huron	\$ 2,197,491
Romulus	\$ 20,318,101
Roseville	\$ 2,062,152
Southfield	\$ 2,024,485

Employment

At the end of FY13, Amtrak employed 214 Michigan residents. Total wages of Amtrak employees living in Michigan were \$13,839,517 during FY13.

PRIIA Section 209

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. All services in Michigan fall under the funding agreement.

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 has acquired.

Amtrak opened a new maintenance base in Jackson in 2013 to serve the state-owned Kalamazoo-Dearborn segment and will be performing infrastructure upgrades to bring track speeds up to 110 mph.

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 or rehabilitation of the current one. The City and 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:** 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 on development of the new facility, to ensure compliance with Amtrak design standards and ADA guidelines. The new, intermodal station will include suburban bus and airport coach service. Amtrak anticipates using the facility starting in 2014.
- **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 mid-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. 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. Construction is expected to begin 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 began in 2013 and service to the new station is expected in 2014.
- **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. Upgrades were completed in 2013.
- **Port Huron:** Amtrak has begun preliminary discussions with Michigan DOT, the City, and Canadian National Railway regarding construction of a new station. The current one was built in 1979 and has become inadequate for current travel volumes.

Chicago-Detroit Improvements and Capital Projects

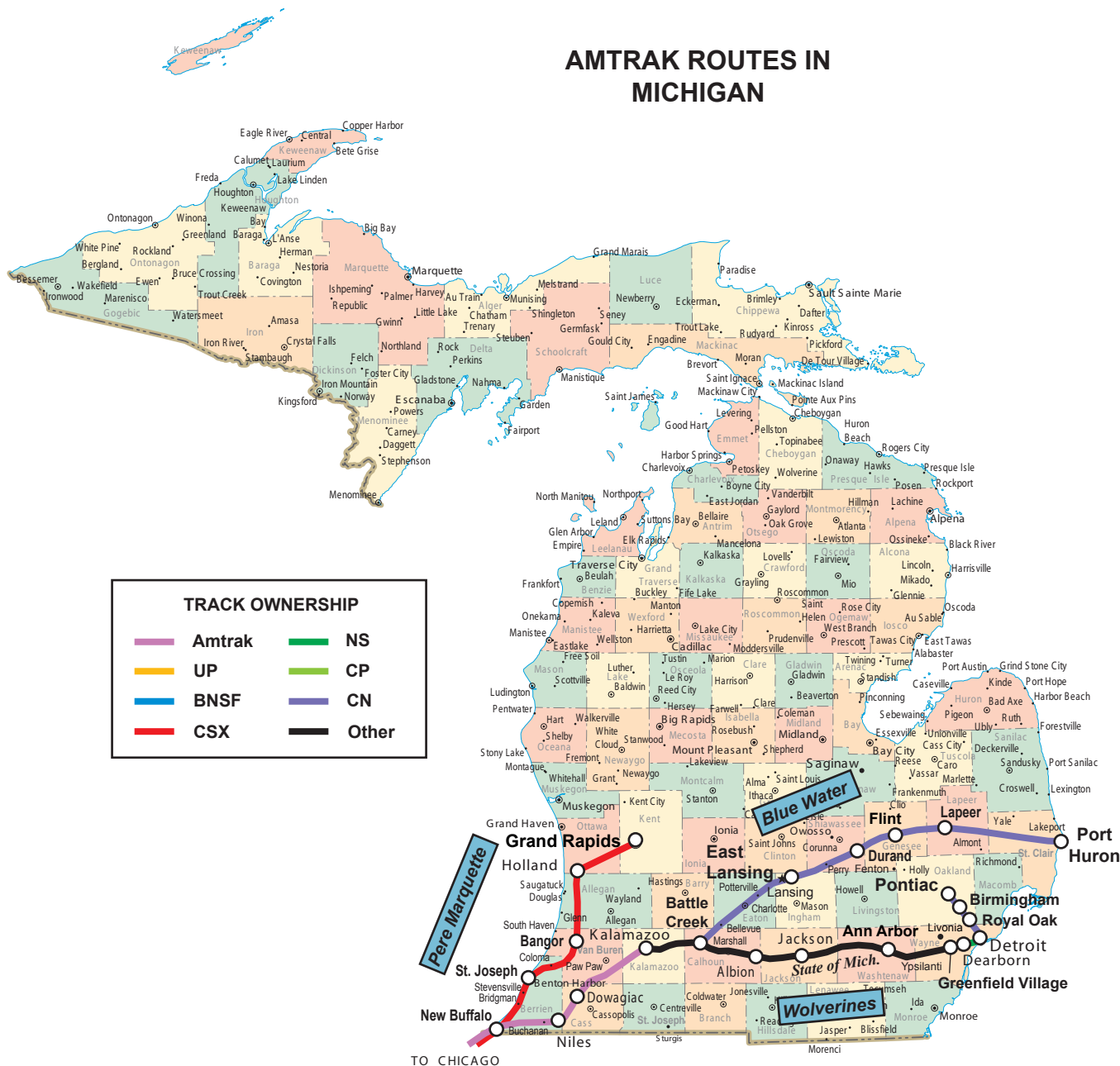
In summer 2011, the State of Michigan and Norfolk Southern (NS) came to agreement on terms of sale of the Dearborn-Kalamazoo portion of the *Wolverine* corridor. Michigan completed the purchase partially with \$150 million from the federal High Speed Intercity Passenger Rail Program. This track segment 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 (below), 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, and improvements to grade crossings and signal systems. The project is expected to be completed in 2016.

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



TRACK OWNERSHIP	
█ Amtrak	█ NS
█ UP	█ CP
█ BNSF	█ CN
█ CSX	█ Other