



Amtrak Fact Sheet, Fiscal Year 2016 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 148,000 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 FY16 Amtrak served the following Michigan locations:

| <u>City</u> | <u>Boardings + Alightings</u> |
|------------------------------|-------------------------------|
| Albion | 1,603 |
| Ann Arbor | 129,186 |
| Bangor | 3,943 |
| Battle Creek | 38,623 |
| Dearborn | 67,243 |
| Detroit | 50,993 |
| Dowagiac | 4,060 |
| Durand | 12,699 |
| East Lansing | 66,313 |
| Flint | 29,785 |
| Grand Rapids | 38,782 |
| Holland | 35,062 |
| Jackson | 22,762 |
| Kalamazoo | 110,662 |

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|--|-----------------------|
| Lapeer | 9,396 |
| New Buffalo | 20,780 |
| Niles | 16,556 |
| Pontiac | 13,051 |
| Port Huron | 20,504 |
| Royal Oak | 26,509 |
| St. Joseph/Benton Harbor | 12,651 |
| Troy | 23,714 |
| Total Michigan Station Usage: | 754,877 |
| | (down 9.1% from FY15) |

Procurement/Contracts

Amtrak spent \$11,455,392 on goods and services in Michigan in FY16. Much of this amount was in the following locations:

| <u>City</u> | <u>Amount</u> |
|-----------------|---------------|
| Clarkston | \$ 1,567,187 |
| Fenton | \$ 1,383,826 |
| Madison Heights | \$ 1,512,646 |
| Port Huron | \$ 1,770,731 |

Employment

At the end of FY16, Amtrak employed 223 Michigan residents. Total wages of Amtrak employees living in Michigan were \$18,797,593 during FY16.

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.

Amtrak worked with the several Midwest state partners, Illinois, Michigan, Missouri, and Wisconsin, to bring complimentary AmtrakConnect Wi-Fi service to customers on all short-distance corridors in those states, in 2014.

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, through 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.

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

Station Renaissance in Michigan: In the past five years, new (or rebuilt) stations have opened in Battle Creek, Dearborn, East Lansing/Lansing, Grand Rapids, and Troy/Birmingham.

Improving ADA Accessibility: Amtrak will undertake work at stations in Michigan to assess, design, and construct improvements at and around stations as part of Amtrak's nationwide Americans with Disabilities Act compliance plan. The projected FY17 ADA-related work includes:

- **Design:** Albion

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.

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

