



Amtrak Fact Sheet Fiscal Year 2019 *State of Michigan*

Amtrak Service & Ridership

Amtrak operates approximately 10 State Supported trains daily through Michigan

- The **Wolverine** (three round trips Chicago-Detroit-Pontiac)
- The **Blue Water** (one round trip Chicago-East Lansing-Port Huron)
- The **Pere Marquette** (one round trip Chicago-Grand Rapids)

Amtrak owns the 97-mile track segment between Porter, Indiana, and Kalamazoo. This is the longest stretch of track that Amtrak owns outside of the Northeast Corridor.

During FY19 Amtrak served the following Michigan locations:

<u>City</u>	<u>Boardings & Alightings</u>
Albion	447
Ann Arbor	156,462
Bangor	4,584
Battle Creek	40,170
Dearborn	74,480
Detroit	72,059
Dowagiac	4,839
Durand	13,622
East Lansing	69,210
Flint	27,881
Grand Rapids	40,593
Holland	37,292
Jackson	23,639
Kalamazoo	114,056
Lapeer	9,008
New Buffalo	26,087
Niles	16,586
Pontiac	15,299
Port Huron	18,482
Royal Oak	27,615
St. Joseph/Benton Harbor	14,668
Troy	36,450
Total Michigan Station Usage:	843,529

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities. Michigan services had this level of on-time performance (OTP) in FY19:

Service	Host Railroads	FY19 OTP
<i>Wolverine</i>	Canadian National, Norfolk Southern, Amtrak, and Michigan Department of Transportation	51.8%
<i>Blue Water</i>	Canadian National, Norfolk Southern, Amtrak, and Michigan Department of Transportation	63.8%
<i>Pere Marquette</i>	CSX and Norfolk Southern	75.0%

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY19, there were **211,300** members of the Amtrak Guest Rewards program in Michigan. This is a 10% increase from FY18.

Procurement

Amtrak spent \$10,248,682 on goods and services in Michigan in FY19, including at:

<u>City</u>	<u>Amount</u>
Port Huron	\$ 1,281,851
Roseville	\$ 1,336,208
Wixom	\$ 1,744,446

Employment

At the end of FY19, Amtrak employed 196 Michigan residents. Total wages during FY19 of Amtrak employees living in Michigan were \$18,318,343.

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 MidwestSM 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 four-state Amtrak Midwest SM network of services.



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. Deliveries are complete. All 33 locomotives have been deployed on trains that served more than 2.6 million Amtrak customers annually.

Chicago-Detroit Improvements and Capital Projects

In 2012, ownership of the Dearborn-Kalamazoo portion of the **Wolverine** corridor was transferred from Norfolk Southern (NS) to the State of Michigan. 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.

Concurrently, the State used \$196.5 million in Federal and State funds to upgrade the Dearborn-Kalamazoo segment to bring track speeds to 110 mph throughout, improving safety, comfort, and travel times for passengers 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 in 2013. Construction on infrastructure improvements to increase track speeds began in the same year. 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. It 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 awarded a grant of \$71.4-million 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.

Facilities

In Niles and 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.

Expansion Planning and Service Improvements

Jackson Railroad Bridges, Battle Creek-Kalamazoo track improvements: Michigan DOT received \$23 million in funding from the Federal Railroad Administration State of Good Repair Program to rehabilitate rail, crossties, and track surfaces between Kalamazoo and Dearborn, and to replace two railroad bridges in Jackson. The track rehabilitation project replaces around 80,000 ties east of Battle Creek and 15 track miles of rail east of Jackson to allow trains speeds up to 110 mph and improve rail safety. The bridge replacements at Jackson St. and Mechanic St. will replace the deteriorated existing structures with new spans. The current structures rely on temporary shoring and have sub-standard vertical clearances, resulting in frequent bridge strikes by highway vehicles.

Battle Creek Passenger Line Bypass: Michigan DOT received a \$750,000 Federal Consolidated Rail Infrastructure and Safety Improvement grant to fund preliminary engineering and environmental analysis and documentation for a dedicated intercity passenger rail track through Battle Creek. The proposed dedicated track would allow Amtrak trains to bypass a shared track segment with Canadian National where frequent delays occur. The preliminary engineering and environmental analysis work includes switches, grade crossings, and the reconstruction of the boarding platform at the Battle Creek Intermodal Terminal. Amtrak is contributing matching funds to the project.

Station Improvements

Ann Arbor: Amtrak and a Michigan design vendor developed a prototype, retractable shuttle passenger platform to allow level boarding for all customers at the Ann Arbor station. The prototype platform was installed and a testing period began in 2015. The platform is deployed using the train conductor's handheld device and employs sensors that protect train crews when not in use. Amtrak is using information learned from operations of this prototype to determine best practices and applicable features that could be applied elsewhere to achieve ADA compliance for customers. 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 could accommodate planned Detroit-Ann Arbor commuter rail, if developed, and has connections with local transportation services. Amtrak began serving the new station in 2014.

Dowagiac: Amtrak is in the design phase for a new high-level boarding platform to achieve ADA compliance at the southwest Michigan station. The new platform would replace the historic, non-compliant brick platform and improve the speed and safety of customer boarding at this station served by the *Blue Water* and some *Wolverine Service* trains.

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. The state-of-the-art East Lansing Multimodal Gateway began serving passengers using local buses, intercity buses, and Amtrak's ***Blue Water*** service in 2016.

Port Huron: Amtrak is in the design phase for a new high-level boarding platform to achieve ADA compliance, and for reconstruction of the train maintenance facility, at this terminal station for the ***Blue Water*** route. ***Blue Water*** trains are cleaned, inspected, and serviced during the overnight layover before and after runs between Port Huron and Chicago.

AMTRAK ROUTES IN MICHIGAN

