

Amtrak Fact Sheet Fiscal Year 2021 State of Michigan

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated ten trains per day in Michigan, as part of the following routes:

State Supported

Blue Water (daily Chicago-East Lansing-Port Huron)Pere Marquette (daily Chicago-Grand Rapids)Wolverine (three-times-daily Chicago-Detroit-Pontiac)

Stations Served

During FY 2021, Amtrak served the following locations in Michigan.

| City (Code) | Ridership |
|--------------------------------------|-----------|
| Albion (ALI) | 1,231 |
| Ann Arbor (ARB) | 46,746 |
| Bangor (BAM) | 2,468 |
| Battle Creek (BTL) | 16,716 |
| Dearborn (DER) | 26,587 |
| Detroit (DET) | 29,663 |
| Dowagiac (DOA) | 2,322 |
| Durand (DRD) | 5,942 |
| East Lansing (LNS) | 32,574 |
| Flint (FLN) | 17,689 |
| Grand Rapids (GRR) | 24,928 |
| Holland (HOM) | 17,502 |
| Jackson (JXN) | 7,823 |
| Kalamazoo (KAL) | 37,097 |
| Lapeer (LPE) | 4,232 |
| New Buffalo (NBU) | 11,541 |
| Niles (NLS) | 7,031 |
| Pontiac (PNT) | 5,921 |
| Port Huron (PTH) | 5,148 |
| Royal Oak (ROY) | 8,699 |
| St. Joseph (SJM) | 7,931 |
| Troy (TRM) | 10,313 |
| Total Michigan Station Usage: | 330,104 |

Amtrak maintains the Great American Stations website (https://www.greatamericanstations.com/), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. 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.

Listed below are the Amtrak services that operate in Michigan with each service's host railroads and customer on-time performance (OTP) in FY 2021:

| Service | Host Railroad (s) | FY21 OTP |
|----------------|--|----------|
| Blue Water | Canadian National, Norfolk Southern, Amtrak Michigan DOT | 68.5% |
| Pere Marquette | CSX, Norfolk Southern | 75.7% |
| Wolverine | Canadian National, Norfolk Southern, Amtrak Michigan DOT | 59.7% |

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers' experience.

Amtrak Guest Rewards

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 241,217 members listing an address in Michigan. This is a 3.4% increase from FY 2020. For more information about AGR, please see: https://www.amtrak.com/guestrewards/home

Procurement

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In Michigan, Amtrak spent \$7,187,700, broken down in the following locations:

| City | Amount (\$) |
|---------------------|-------------|
| Ann Arbor | 261,833 |
| Battle Creek | 112,977 |
| Detroit | 140,601 |
| Escanaba | 172,980 |
| Grand Rapids | 343,997 |
| Jackson | 236,059 |
| Kalamazoo | 1,275,575 |
| Lansing | 545,791 |
| Leslie | 323,752 |
| Pontiac | 142,308 |
| Port Huron | 1,046,532 |
| Portage | 194,925 |
| Rockford | 498,028 |
| Standish | 625,901 |
| Swartz Creek | 196,350 |
| Troy | 227,749 |

City Amount (\$) Wyandotte 253,403

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 183 Michigan residents. Total FY 2021 wages were \$1.54 billion, of which Michigan residents earned \$17,156,051.

Section 209 Service

In the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432), Congress 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 by the deadline, and the services continued to run without interruption.

Additional Information

Bipartisan Infrastructure Law

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or "Bipartisan Infrastructure Law," provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

Amtrak Connects US

In 2021, Amtrak released the Amtrak Connects US vision for growing America's passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

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*. These trains are part of the four-state Amtrak Midwest[™] network of services.

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 positive train control system, the Incremental Train Control System (ITCS). It prevents train-to-train collisions, train overspeed conditions, and protects track workers.

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

To enable service expansion, speed increases, and improve reliability, Amtrak is advancing the Chicago Access Project. In addition to capacity enhancements at Chicago Union Station, Amtrak has joined with regional civic leaders to plan and design a new access bridge to speed service to Michigan and downstate Illinois communities, acquire additional yard capacity and add double track to portions of the Michigan line.

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 trackmiles of rail east of Jackson to allow trains speeds up to 110 mph and improve rail safety. The bridge projects at Jackson St. and Mechanic St. are replacing 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 has FY 2024 plans to modify the station's platform to ensure ADA compliance. This will include providing an accessible route from the public right of way to the station and its parking lot, updating the parking lot to provide ADA-compliant spaces with proper signage, striping, and bollards, and modifying the station entrances to meet ADA standards.

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 the station served by the *Blue Water* and some *Wolverine* trains.

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 is participating in a planning process to potentially replace the existing 1970s passenger facility with a more modern signature structure designed to accommodate growing business.

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AMTRAK ROUTES IN MICHIGAN

