



Amtrak Fact Sheet Fiscal Year 2022 State of Michigan

Amtrak Service & Ridership

At the end of FY 2022, Amtrak operated 10 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* (daily Chicago-Detroit-Pontiac)

Stations Served

During FY 2022, Amtrak trains served the following locations in Michigan.

City (Code)	Ridership
Albion (ALI)	1,890
Ann Arbor (ARB)	122,757
Bangor (BAM)	3,337
Battle Creek (BTL)	24,581
Dearborn (DER)	52,850
Detroit (DET)	54,304
Dowagiac (DOA)	3,878
Durand (DRD)	9,535
East Lansing (LNS)	59,224
Flint (FLN)	23,026
Grand Rapids (GRR)	40,753
Holland (HOM)	28,581
Jackson (JXN)	15,319
Kalamazoo (KAL)	73,613
Lapeer (LPE)	6,831
New Buffalo (NBU)	19,564
Niles (NLS)	13,056
Pontiac (PNT)	12,013
Port Huron (PTH)	10,177
Royal Oak (ROY)	20,432
St. Joseph (SJM)	11,741
Troy (TRM)	25,769
Total Michigan Station Usage:	633,231

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 2022:

Service	Host Railroad (s)	FY22 OTP
<i>Blue Water</i>	Canadian National, Norfolk Southern, Amtrak Michigan DOT	66%
<i>Pere Marquette</i>	CSX, Norfolk Southern	73%
<i>Wolverine</i>	Canadian National, Norfolk Southern, Amtrak Michigan DOT	62%

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 2022, there were approximately 14.4 million members of Amtrak Guest Rewards (AGR), with 306,759 members listing an address in Michigan. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2022, Amtrak procured goods and services worth \$2.85 billion, and 99.0% of that figure was sourced from firms headquartered domestically. In Michigan, Amtrak spent \$11,335,415, broken down in the following locations:

City	Amount (\$)
Ann Arbor	417,314
Battle Creek	253,541
Bay Minette	252,455
Detroit	159,795
Escanaba	264,162
Grand Rapids	454,359
Grandville	191,646
Jackson	261,752
Kalamazoo	1,574,251
Lansing	462,738
Leslie	518,965
Ludington	334,352
Niles	123,283
Pontiac	388,239
Port Huron	1,186,676
Portage	407,303

Rockford	353,623
Romulus	660,444
Roseville	815,436
Standish	823,766
Swartz Creek	192,636
Troy	174,970
Wyandotte	379,322

Employment & Wages

At the end of FY 2022, Amtrak employed 18,689 people, including 180 Michigan residents. Total FY 2022 wages were \$1.92 billion, of which Michigan residents earned \$18,993,006.

Additional Information

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 MidwestSM 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 and partners are advancing the Chicago Hub Improvement Project. In addition to capacity enhancements at Chicago Union Station, Amtrak has joined with regional civic leaders to plan and design new double track along a 20-mile section of the Amtrak Michigan line, a new access bridge to speed service to Michigan and downstate Illinois communities and 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 track-miles 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.

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 explore replacing the existing 1970s passenger facility with a more modern signature structure designed to accommodate growing business.

AMTRAK ROUTES IN MICHIGAN

