



Amtrak Fact Sheet State of Michigan

Amtrak Service & Ridership

Amtrak serves Michigan with three daily round-trips on the Chicago-Detroit/Pontiac route, the *Lake Cities*, *Twilight Limited* and *Wolverine*. Amtrak also operates the *International* (daily Chicago-East Lansing-Port Huron-Toronto), and the *Pere Marquette* (daily Chicago-Grand Rapids) short-distance service through Michigan.

During FY03 Amtrak served the following Michigan locations:

<u>City</u>	<u>Ridership</u>
Albion	896
Ann Arbor	94,264
Bangor	2,050
Battle Creek	42,285
Birmingham	11,164
Canadian Border (to/from Canada)	24,736
Dearborn	57,376
Detroit	51,549
Dowagiac	1,628
Durand	3,168
East Lansing	22,634
Flint	11,157
Grand Rapids	37,588
Greenfield Village	268
Holland	27,283
Jackson	21,585
Kalamazoo	66,313
Lapeer	4,092
New Buffalo	1,581
Niles	14,956
Pontiac	10,125
Port Huron	6,276
Royal Oak	11,954
St. Joseph/Benton Harbor	6,179
Total Michigan Ridership:	518,461

Procurement/Contracts

Amtrak expended \$2,077,393 for goods and services in Michigan in FY03. Most of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Gladstone	\$250,115
Grand Blanc	\$945,703

Employment

As of December 2003, Amtrak employed 142 Michigan residents. Total wages of Amtrak employees living in Michigan were \$4,888,830 in calendar year 2003.

State-Assisted Services

The State of Michigan supports the operations of two daily train services, the *International* (Chicago-East Lansing-Port Huron), and the *Pere Marquette* (Chicago-Grand Rapids).

Amtrak Mayor's Advisory Council

Mayor Michael Guido of Dearborn, Michigan is an active member of Amtrak's national Mayor's Advisory Council. The 19 member council was formed in 1999 to strengthen and build public/private partnerships, to raise national and local levels of awareness regarding the importance of passenger rail -- as a tool for economic development, mobility and congestion relief, to inform mayors as to the local initiatives that benefit Amtrak, and to serve as an advisory board to Amtrak on passenger rail issues.

Facilities

In Niles, Michigan, Amtrak operates an engineering department branch that maintains the 97-mile track segment between Porter, IN, and Kalamazoo, MI. Here, employees maintain the track for high-speed service and are continuing work on increasing speeds along the Amtrak-owned segment.

Capital Projects

Amtrak owns 97 miles of track between Porter, IN, and Kalamazoo, MI., on the route between Detroit and Chicago, the longest stretch of track Amtrak owns outside of its Washington-New York-Boston Northeast Corridor. The Federal Railroad Administration has designated the Detroit-Chicago corridor as a high-speed corridor. Amtrak, in partnership with the FRA and the State of Michigan have developed a radio-based train communication system, called the Incremental Train Control System (ITCS), that is currently in high-speed revenue service on Amtrak-owned track in Michigan and works to prevent train-to-train collisions, train overspeed conditions, and protect on-track roadway workers.

The ultimate goal of this high-speed project is to reduce the total travel time between Detroit and Chicago from the current 6 hours to 3 ½ hours. In January of 2002, 90 mile-per-hour service began on a segment of the Amtrak owned right-of-way. Additional speed increases to 90 mph and ultimately 110 over portions of the Amtrak-owned line are planned.