



Amtrak Fact Sheet, Fiscal Year 2004 State of Michigan

Amtrak Service & Ridership

Amtrak serves Michigan with three daily *Wolverine Service* round-trips on the Chicago-Detroit-Pontiac route. Amtrak also operates the *Blue Water* (daily Port Huron-East Lansing-Chicago) and the *Pere Marquette* (daily Grand Rapids-Chicago) short-distance services through Michigan.

During FY04 Amtrak served the following Michigan locations:

<u>City</u>	<u>Ridership</u>
Albion	1,021
Ann Arbor	108,498
Bangor	2,647
Battle Creek	43,847
Birmingham	16,112
Canadian Border (to/from Canada at Port Huron)*	13,465
Dearborn	65,509
Detroit	53,729
Dowagiac	1,944
Durand	4,522
East Lansing	30,737
Flint	15,540
Grand Rapids	47,026
Greenfield Village	576
Holland	31,902
Jackson	22,752
Kalamazoo	75,345
Lapeer	5,401
New Buffalo	1,833
Niles	16,600
Pontiac	12,802
Port Huron	8,359
Royal Oak	17,575
St. Joseph/Benton Harbor	6,979
Total Michigan Ridership:	604,721

**Cross-border service ended 4/25/04.*

Procurement/Contracts

Amtrak expended \$2,858,461 for goods and services in Michigan in FY04. Much of this money was spent in Brighton, \$1,029,183.

Employment

During fiscal year 2004, Amtrak employed 133 Michigan residents. Total wages of Amtrak employees living in Michigan were \$6,434,967 during this period.

State-Assisted Services

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

Facilities

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

Capital Projects

The 97-mile segment between Kalamazoo and Porter, Indiana, on the Detroit-Chicago route, is 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 5 ½ 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 95 mph and ultimately 110 over portions of the Amtrak-owned line are planned.