



Amtrak Fact Sheet Fiscal Year 2023 State of Michigan

Amtrak Service & Ridership

At the end of FY 2023, 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 2023, Amtrak trains served the following locations in Michigan.

City (Code)	Ridership
Albion (ALI)	2,044
Ann Arbor (ARB)	136,431
Bangor (BAM)	3,250
Battle Creek (BTL)	32,452
Dearborn (DER)	61,448
Detroit (DET)	69,346
Dowagiac (DOA)	4,621
Durand (DRD)	10,532
East Lansing (LNS)	70,706
Flint (FLN)	23,434
Grand Rapids (GRR)	44,464
Holland (HOM)	28,622
Jackson (JXN)	16,598
Kalamazoo (KAL)	97,957
Lapeer (LPE)	7,547
New Buffalo (NBU)	26,598
Niles (NLS)	17,105
Pontiac (PNT)	13,340
Port Huron (PTH)	14,271
Royal Oak (ROY)	22,794
St. Joseph (SJM)	12,721
Troy (TRM)	30,417
Total Michigan Station Usage:	746,698

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 (OTP) 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 OTP in FY 2023:

Service	Host Railroad (s)	FY23 OTP
<i>Blue Water</i>	Canadian National, Norfolk Southern, Amtrak, Michigan DOT,	66%
<i>Pere Marquette</i>	CSX, Norfolk Southern	87%
<i>Wolverine</i>	Canadian National, Norfolk Southern, Amtrak, Michigan DOT	69%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within 10 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 2023, there were approximately 16.7 million members of *Amtrak Guest Rewards* (AGR), with 343,321 members listing an address in Michigan. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

Procurement

In FY 2023, Amtrak procured goods and services worth \$3.71 billion, and 99.0% of that figure was sourced from firms headquartered domestically. In Michigan, Amtrak spent \$14,574,102 broken down in the following locations:

City	Amount (\$)
Ann Arbor	563,070
Baraga	100,229
Battle Creek	138,558
Belmont	124,239
Escanaba	356,077
Flint	341,549
Grand Rapids	390,470
Grandville	308,354
Jackson	214,628
Kalamazoo	1,519,640
Lansing	1,513,552

Leslie	536,386
Ludington	337,466
Madison Heights	233,395
Niles	159,473
Owosso	178,922
Pontiac	748,404
Port Huron	1,516,968
Portage	136,182
Rockford	951,584
Romulus	1,916,778
Standish	465,410
Swartz Creek	177,674
Troy	180,653
Wyandotte	325,654
Wyoming	662,525

Employment & Wages

At the end of FY 2023, Amtrak employed 22,642 people, including 215 Michigan residents. Total FY 2023 wages were \$2.21 billion, of which Michigan residents earned \$21,863,795.

Additional Information

Amtrak Midwest 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.

Service Expansion and Improvements

Additional *Pere Marquette* Frequencies: The Michigan Department of Transportation (MDOT) received a federal Corridor Identification and Development Program (CIDP) grant to begin planning for new frequencies on the *Pere Marquette* service.

Additional *Blue Water* Frequencies: MDOT received a CIDP grant to begin planning for new frequencies on the *Blue Water* service.

Enhanced *Wolverine* Corridor: MDOT received a CIDP grant to extend *Wolverine* service between Chicago and Detroit/Pontiac, MI, to Windsor, Ontario, Canada. The proposed corridor would also include improvements to travel times and reliability.

Cleveland-Toledo-Detroit Corridor: The Ohio Rail Development Commission received a CIDP grant for a Cleveland, OH, to Detroit, MI, corridor, via Toledo, OH. The proposed corridor would provide new service on an existing alignment.

Chicago-Detroit Improvements and Capital Projects

Amtrak and Michigan Department of Transportation, with a combination of State, Federal and Amtrak funding, continue to advance projects along the corridor to achieve significant run time reductions, improve schedule reliability, and provide faster trip times for customers. Over 200 miles of the 308-mile corridor is in public ownership with the majority dispatched by Amtrak. Projects completed to-date and planned will result in end-to-end trip time of 5 hours 41 minutes, delivering a Detroit-Chicago run time of less than 5 hours. Improvements planned for the coming construction season include high speed curve modifications between Jackson and Ypsilanti and pedestrian safety improvements at Albion to allow increased train speeds. Completed projects have included replacement of two railroad viaducts at Jackson, tie replacement, trackwork and upgrades to the Incremental Train Control System allowing extension of 110-mph running from Chesterton, Indiana to near Albion, MI. Future projects, dependent on securing sufficient funding, will include installing 20 miles of second main track between Niles and Glenwood, a Battle Creek Bypass track and Wayne Jct. Flyover to avoid freight train congestion. Longer range projects include a reexamination of passenger train capacity expansion around the southern shore of Lake Michigan, again to bypass freight train congestion and improve service reliability. Amtrak is undertaking the South of the Lake Analysis in cooperation with the states of Indiana and Michigan, the Federal Railroad Administration and freight railroads.

These improvements were made possible by the 2012 ownership transfer of the Dearborn-Kalamazoo portion of the corridor from Norfolk Southern (NS) to the State of Michigan, a purchase made possible by Federal grants and state appropriations. This track segment joins directly on the west with the Amtrak-owned Kalamazoo-Porter segment of the same corridor creating a 200-mile publicly owned railroad asset.

Facilities

In Niles and Jackson, Amtrak operates Infrastructure Maintenance & Construction Services (IMCS) 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 its 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.

Station Improvements

The Americans with Disabilities Act of 1990 (ADA) requires that stations in the intercity rail transportation system be made readily accessible to and usable by individuals with disabilities. In response, Amtrak developed an ADA Stations Program to bring the stations it serves (and for which it has ADA responsibility)

into compliance with ADA requirements and to provide the best possible service to passengers with disabilities in the shortest timeframe and most integrated and efficient way possible.

Albion: Amtrak has a design project to address non-compliance in the station and parking area. Construction is projected to be completed in FY 2026.

Ann Arbor: Amtrak completed a project to install a one-of-a-kind movable platform which creates level-boarding on a track shared with freight trains. In FY 2021, Amtrak completed a second project to address non-compliance in the parking area.

Battle Creek: Amtrak is currently in the design stages to provide a new platform, accessible walkways to the public right of way, and new lighting and signage for the platform and walkways. Construction will commence in FY 2025 and complete in FY 2027.

Detroit: Amtrak has a design project that is currently on hold to address non-compliance of the platform at the existing Baltimore St. station. The project is on hold pending a relocation to the New Center Intermodal Facility.

Dowagiac: Amtrak is in the design phase for a new high-level boarding platform to achieve ADA compliance at this 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 *Blue Water* and some *Wolverine* trains.

Durand: Amtrak has a design project to replace the existing non-compliant platform with a compliant concrete platform. Construction is projected to commence in FY 2026 and be completed in FY 2027.

East Lansing: Amtrak plans to initiate a design project to address non-compliance on the platform and in the parking area. Construction is projected to commence in FY 2027 and be completed in FY 2028.

Holland: Amtrak completed a project to address platform non-compliance with ADA in FY 2017.

Jackson: Amtrak completed a project to address non-compliance in the station building, paths of travel to the public right-of-way, and parking in FY 2018. Station improvements included renovations to restrooms, waiting room, entrances, and ticket counter.

Lapeer: Amtrak plans to initiate a design project to address non-compliance on the platform and parking area. Construction is projected to be completed in FY 2026.

Niles: Amtrak is currently in the design stages to provide a new high-level platform, accessible walkways to the public right of way, and new lighting and signage for the platform and walkways. Construction will commence in FY 2025 and be completed in FY 2027.

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.

Royal Oak: Amtrak is currently in the design stages to provide a new high-level platform, accessible walkways to the public right of way, and new lighting and signage for the platform and walkways. Construction will commence in FY 2025 and be completed in FY 2027.

St. Joseph: Amtrak plans to initiate a design project to address non-compliance on the platform. Construction is projected to be completed in FY 2027.

AMTRAK ROUTES IN MICHIGAN

