



Amtrak in Michigan

Fiscal Year 2024



Amtrak is America's Railroad,[®] created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2024, Amtrak operated an average of **10 intercity trains per day** on 3 permanent routes serving Michigan, with **766,073 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

▪ State-Supported Trains

- **Blue Water** — Port Huron - Flint - East Lansing - Battle Creek - Kalamazoo - New Buffalo - Chicago (1 round trip daily)
- **Père Marquette** — Grand Rapids - Holland - St. Joseph - Chicago (1 round trip daily)
- **Wolverine** — Pontiac - Detroit - Dearborn - Ann Arbor - Battle Creek - Kalamazoo - New Buffalo - Chicago (3 round trips daily)

As **State-Supported routes**, the *Blue Water*, *Père Marquette*, and *Wolverine* are operated in partnership with the **Michigan Department of Transportation** (MDOT), in part using partner-owned train equipment. Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service. In FY 2024, MDOT funded a total of \$15.2 million in operating payments for the State-Supported routes serving Michigan, helping support a combined total ridership on those routes³ of 695,075.

Thruway Connections

Some Amtrak routes offer partner-operated **Thruway connecting service** and/or other interline connections to additional communities (including in Michigan), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners (including Michigan), or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.

³ Unlike state- / station-specific ridership, total *route* ridership equals sum of all boardings and alightings divided by two.



Stations

During FY 2024, Amtrak intercity trains made scheduled stops at 22 locations in Michigan:

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁴
Albion (ALI)	2,547	Partial	FY 26	\$1,128,830
Ann Arbor (ARB)	147,054	Partial	Complete	\$534,561
Bangor (BAM)	3,770	Partial	Complete	\$454,836
Battle Creek (BTL)	29,221	Partial	FY 26	\$9,295,274
Dearborn (DER)	62,013	None	N/A	—
Detroit (DET)	68,844	Partial	FY 29*	\$620,125
Dowagiac (DOA)	5,031	Partial	FY 25	\$2,095,972
Durand (DRD)	11,391	Partial	FY 27	\$2,845,312
East Lansing (LNS)	72,169	Partial	FY 28	\$2,241,857
Flint (FLN)	24,854	None	N/A	—
Grand Rapids (GRR)	44,285	None	N/A	—
Holland (HOM)	32,129	Partial	Complete	\$406,763
Jackson (JXN)	17,849	Partial	Complete	\$1,574,562
Kalamazoo (KAL)	88,017	None	N/A	—
Lapeer (LPE)	7,908	Partial	FY 26	\$2,295,980
New Buffalo (NBU)	29,313	None	N/A	—
Niles (NLS)	17,900	Sole	FY 28	\$10,067,368
Pontiac (PNT)	13,565	None	N/A	—
Port Huron (PTH)	14,767	Sole	FY 26	\$6,782,774
Royal Oak (ROY)	23,879	Partial	FY 28	\$1,978,470
St. Joseph (SJM)	14,814	Partial	FY 28	\$1,639,011
Troy (TRM)	34,753	None	N/A	—
Total:	766,073	15/22	In Progress	\$43,961,694

* ADASP previously addressed elevator non-compliance; additional work could be affected by possible station changes.

Importantly, Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 385 communities nationwide, including a **\$44.0 million investment in Michigan**. All Amtrak-responsible work is targeted for completion by the end of FY 2029.

⁴ "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

Additional Footprint

Amtrak owns and/or operates the **Michigan Line**, a 231-mile rail corridor linking Dearborn, Michigan with Porter, Indiana. More specifically, Amtrak owns the 96-route-mile track segment stretching from Porter to Kalamazoo; the company also operates, maintains, and dispatches the 135-route-mile segment from Kalamazoo to Dearborn, nearly all of which is owned by MDOT. Two of Michigan’s three State-Supported routes traverse this corridor: the *Wolverine* (end to end) and the *Blue Water* (Porter to Battle Creek). Due to significant investment beginning in the 2000s, track from Porter to Albion, Michigan, can now support top speeds of up to 110 miles per hour; both *Wolverine* and *Blue Water* trains reach this speed, and trip times on both routes have fallen significantly over time. Michigan Line infrastructure is supported by Amtrak **maintenance-of-way bases** in Niles and Jackson.

Amtrak trains are supported by **turnaround maintenance locations** in Grand Rapids, Pontiac, and Port Huron (staffed by a combination of employees and contractors), which service locomotives and passenger cars. Additionally, Amtrak maintains **crew bases** in Battle Creek, Grand Rapids, and Pontiac.

Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in Michigan, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁵ in FY 2024:

Route	In-State Host(s)	C-OTP
<i>Blue Water</i>	Amtrak, Canadian National, MDOT	75.0%
<i>Père Marquette</i>	CSX	84.5%
<i>Wolverine</i>	Amtrak, Canadian National, MDOT	69.6%

Procurement

Amtrak’s procurements are subject to “Buy America”-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$14.9 million** went to vendors in Michigan:

⁵ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop, but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Community	Amount
Lansing	\$1,977,155
Romulus	\$1,908,590
Port Huron	\$1,637,228
Kalamazoo	\$1,463,729
Rockford	\$1,270,791
Grand Haven	\$1,232,897
Jackson	\$610,288
Escanaba	\$588,069
Swartz Creek	\$448,148
Ann Arbor	\$379,906
Detroit	\$366,046
Pontiac	\$362,439
Flint	\$306,044
Livonia	\$265,754
Leslie	\$257,330
Battle Creek	\$229,278
Walker	\$216,575
Owosso	\$162,673
Roseville	\$140,491
Baraga	\$135,182
Troy	\$131,164
Imlay City	\$112,708
All Others < \$100K	\$711,638
Total MI Payments:	\$14,914,124

The single largest in-state payment category was **fuels and fuel additives**.

Employment & Compensation

At the end of FY 2024, **199 Amtrak employees** worked in Michigan, and the company had paid out a total of **\$18,278,527 in base wages and salary** in-state. Nationwide, Amtrak employed more than 22,000 active workers; total base wages and salaries for the year exceeded \$2.1 billion.

Current Amtrak Routes in Michigan

(Upper Peninsula not served by Amtrak, and not shown to scale. Minor host railroads not shown.)

