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## INTERCITY BUS SERVICE

More than 180 certified intercity carriers provide passenger, charter, commuter and special bus service directly to 220 communities in Michigan. Two carriers offer regular-route service. In addition to regular routes, carriers offer a wide range

of services, including charters, tours, sightseeing, worker-commuter trips and school transportation. The following table presents ridership and bus miles for the two regular-route service providers.

Calendar Year	Ridership	Bus Miles (in millions)
1978	1,619,248	11.95
1980	1,909,372	12.68
1985	824,000*	6.79*
1986	765,000*	6.54*
1987	710,960*	6.15*
1988	712,840*	5.90*
1989	723,196*	5.70*
1990	650,876* <sup>1</sup>	5.60* <sup>1</sup>
1993	510,646	4.65
1994	612,775	5.40
1995	634,403	5.60
1996	650,000*	5.60*
1997	645,000* <sup>2</sup>	5.30*
1998	685,000*	5.60*
1999	773,434	5.14
2000	243,357	1.38 <sup>1 3</sup>

\* Estimated by MDOT based on national trends and scheduled service.

<sup>1</sup> Service disruptions and elimination due to a strike by drivers (beginning March 1990), and Greyhound's filing for bankruptcy in June 1990, made it difficult to develop accurate estimates.

<sup>2</sup> White Pines transportation discontinued service to the Upper Peninsula effective January 1, 1997. Superior transportation initiated service along the same routes effective September 1997.

<sup>3</sup> Indian Trails information only. Greyhound information not available yet.

Source: MDOT, Bureau of Transportation Planning, Travel Demand and Intermodal Services Section

# INTERCITY BUS ROUTE SYSTEM

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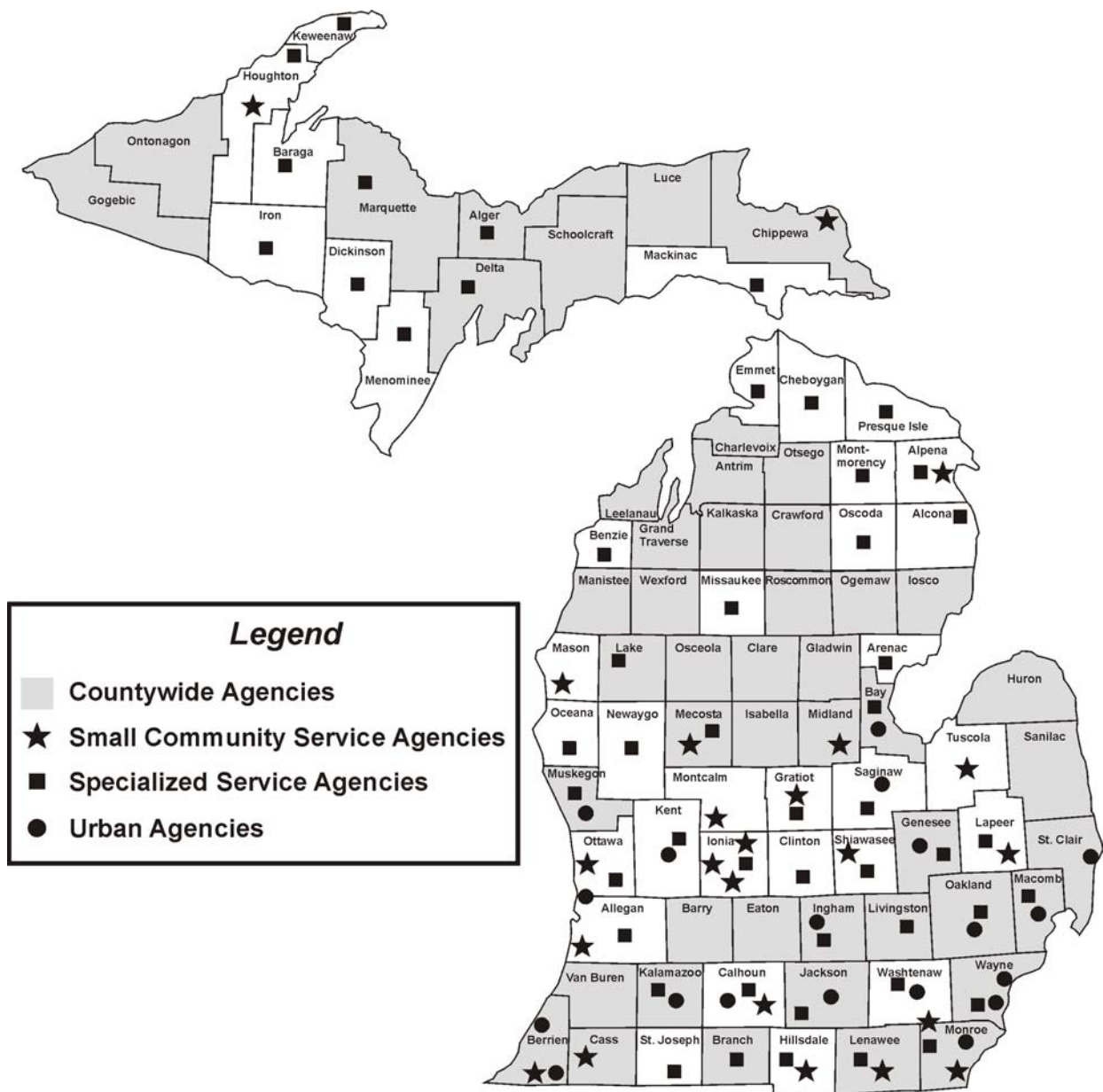


Source: MDOT, Bureau of Transportation Planning, Travel Demand & Intermodal Services Section

## LOCAL PUBLIC TRANSIT SERVICE

Most of the nearly 89 million passengers using local transit systems each year are served by systems operating in 15 urban areas. In Fiscal Year 2000, 58 systems in non-urban areas carried slightly more than six million passengers. All systems received state operating assistance totaling more than

\$155 million. The assistance is paid from the Michigan Comprehensive Transportation Fund (CTF). The CTF is derived from up to 10 percent of state motor fuel taxes and vehicle registration fees and from a portion of state sales taxes on automobiles and other auto-related products.



## LOCAL PUBLIC TRANSIT SERVICE (CON'T)

### Ridership

Fiscal Year	Urbanized	NonUrbanized	Total	Number of Operators
1975	102,828,382	1,263,334	104,091,716	44
1980	111,077,339	3,253,860	114,331,199	70
1985	97,101,132	3,680,682	103,987,811	65
1990	93,675,994	5,827,079	99,503,073	72
1991	95,300,639	5,903,439	101,204,078	72
1992	90,180,752	5,721,169	95,901,921	72
1993	90,634,860	5,674,745	96,309,605	72
1994	83,577,382	5,613,465	89,190,847	72
1995	76,636,712	5,538,350	85,175,062	73
1996	74,485,983	5,827,654	80,313,637	73
1997	76,067,938	5,631,387	81,699,325	73
1998	79,241,090	6,218,398	85,459,488	80
1999	77,564,396	6,402,021	83,966,417	81
2000	83,061,170	6,550,846	89,612,016	82

### FY2000 Urban Transit Systems Vehicles in Service and Ridership

Location	NonLift-Equipped	Lift-Equipped	Passengers
Ann Arbor	0	71	4,498,985
Battle Creek	0	29	599,944
Bay County	1	33	485,971
Benton Harbor	4	19	169,636
Flint	210	118	6,589,786
Grand Rapids	0	132	4,387,274
Holland	6	13	145,164
Jackson	2	68	644,899
Kalamazoo	0	46	2,116,860
Lansing	0	122	6,377,356
Muskegon	0	21	418,027
Niles	0	9	137,268
Port Huron	32	32	584,942
Saginaw	0	58	936,316
Detroit	78	524	44,473,792
SMART	0	435	10,494,950
<b>TOTALS</b>	<b>333</b>	<b>1730</b>	<b>83,061,170</b>

Source: MDOT, Bureau of Transportation Planning, Travel Demand & Intermodal Services Section

# INTERCITY RAIL PASSENGER SYSTEM

Michigan's privately-owned intercity rail passenger system consists of 568 route miles along three corridors and services 22 Michigan communities.



Source: MDOT, Bureau of Transportation Planning, Travel Demand & Intermodal Services Section

## INTERCITY RAIL RIDERSHIP

Historically, ridership on Michigan intercity rail systems has fluctuated widely. A record 601,736 passengers were carried in 1997 on three Michigan routes. By 2000, ridership had fallen more than

nineteen percent. These routes are the Pontiac-Detroit-Chicago, the Pere Marquette (Grand Rapids-Chicago), and the International (Toronto-Port Huron-Chicago).

Fiscal Year	Ridership	Fiscal Year	Ridership
1974	259,706 *	1988	459,053
1975	402,481	1989	461,392
1976	462,224	1990	538,338
1977	430,636	1991	564,441
1978	423,736	1992	546,616
1979	505,150	1993	572,566
1980	476,473	1994	581,029
1981	511,171	1995	535,914
1982	464,794	1996	534,668
1983	452,518	1997	601,736
1984	489,239 **	1998	549,128
1985	546,651	1999	521,073
1986	521,758	2000	487,181
1987	477,919		

\* Includes ridership for the entire calendar year for Toledo-Detroit-Chicago route and from September through December for Toronto-Port Huron-Chicago route.

\*\* Includes ridership for entire calendar year for Toledo-Detroit-Chicago and Toronto-Port Huron-Chicago routes, and from August to December for the Grand Rapids-Chicago route.

Source: Amtrak, as compiled by MDOT, Bureau of Transportation Planning, Travel Demand and Intermodal Services Section and Bureau of Urban and Public Transportation

## RAIL RIDERSHIP BY ROUTE

Rail ridership decreased on all three Michigan corridors in 2000. The highest percentage decrease (7.8 percent) was experienced by the Pere Marquette service (Grand Rapids-Chicago) which had increased by a similar percentage the previous year. The other two routes

continue to decline since their 1997 zenith year. The frequency of service on all three corridors remained the same as 1999, but lengthened travel times and weak on-time performance continue to plague the Toronto-Port Huron-Chicago (International) and Pontiac-Detroit-Chicago corridors.

<b>Fiscal Year</b>	<b>Grand Rapids-Chicago (1 round trip daily)</b>	<b>Pontiac-Detroit-Chicago (3 round trips daily)</b>	<b>Toronto-Port Huron-Chicago (1 round trip daily)</b>
1980	No service	369,477	106,996
1985	65,253	365,906	115,492
1986	56,350	352,561	112,847
1987	61,977	305,208	110,734
1988	68,034	285,462	105,557
1989	66,044	296,398	98,950
1990	71,988	360,961	105,389
1991	70,167	390,145	104,129
1992	68,419	372,071	106,126
1993	66,294	391,386	114,886
1994	70,044	395,440	115,545
1995	51,264	370,566	114,084
1996	52,611	372,536	109,521
1997	64,028	414,741	122,967
1998	64,503	369,893	114,732
1999	68,091	339,280	113,702
2000	63,002	316,301	107,878

Source: MDOT, Bureau of Transportation Planning, Travel Demand and Intermodal Services Section



# CARPOOL PARKING LOT PROGRAM

The Michigan Department of Transportation, through its Carpool Parking Lot Program, maintains over 200 commuter parking lots. More than one-half

of the lots are paved. In 2000, the lots were used by over 2,400 vehicles daily. More than two million gallons of gasoline were saved as a result of this program.

Year	No. of Lots	Capacity of all Lots	Home to Lot (Miles)	Lot to Work & Return (Miles)	No. of Cars Parked on a Daily Avg.	Avg. Occupancy Per Carpool	Days Parked Per Week	Avg. Miles/Gallon*	Gallons Saved	Money Saved
1983	186	7,101	6.8	55.8	3,400	3.3	4.3	20.2	2,100,000	\$2,700,000
1984	191	7,315	8.1	64.6	3,600	3.3	4.4	21.2	2,400,000	\$3,100,000
1985	197	7,529	6.5	66.8	3,700	3.1	4.5	19.9	2,800,000	\$3,500,000
1986	196	7,479	7.2	66.0	3,500	3.0	4.5	21.3	2,400,000	\$2,400,000
1987	203	7,811	8.3	69.2	3,800	3.0	4.3	20.1	2,800,000	\$2,800,000
1988	206	7,911	8.3	69.2	3,400	3.0	4.3	20.1	2,500,000	\$2,500,000
1989	206	7,941	8.2	67.3	3,787	3.0	4.4	20.2	2,200,000	\$2,300,000
1990	205	7,973	12.9	86.6	2,417	3.6	4.2	22.9	2,100,000	\$2,600,000
1991	204	7,779	9.4	75.4	2,849	3.8	4.2	23.8	1,900,000	\$2,100,000
1992 **	208	7,950	9.4	75.4	2,603	3.8	4.2	23.8	1,700,000	\$1,900,000
1993	213	8,062	9.1	78.0	2,509	4.0	4.0	23.0	1,800,000	\$1,900,000
1994	211	8,020	11.7	85.8	2,461	4.0	4.0	22.0	2,000,000	\$2,100,000
1995 **	214	8,051	11.7	85.8	2,458	4.0	4.0	22.0	2,000,000	\$2,200,000
1996	214	8,036	12.4	85.5	2,407	3.5	4.1	21.8	2,000,000	\$2,400,000
1997 **	215	8,209	12.4	85.5	2,563	3.5	4.1	21.8	2,100,000	\$2,500,000
1998 **	213	8,218	12.4	85.5	2,453	3.5	4.1	21.8	2,000,000	\$2,100,000
1999	211	8,115	12.0	99.1	2,624	5.2	3.7	22.2	2,200,000	\$2,500,000
2000 **	209	7,979	12.0	99.1	2,472	5.2	3.7	22.2	2,100,000	\$3,300,000

Estimated Savings 1974-1999 - \$56,300,000

Estimated Program Construction Cost 1974-2000 - \$4,800,000

\* Average miles per gallon of surveyed vehicles using carpool parking lots as reported by driver

\*\* Because no surveys were taken, survey results from the previous year were used to estimate gallons saved.

Source: MDOT, Bureau of Transportation Planning, Travel Demand and Intermodal Services Section

## STATEWIDE RIDESHARING AND VANPOOLING PROGRAMS

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The purpose of Michigan's Ridesharing Program is to actively recruit persons to employ carpools and vanpools as an alternative mode to the single occupant vehicle work commute trip. This reduces energy consumption, traffic congestion, air pollution, and parking problems while making our roadways safer by reducing the number of vehicles utilizing them. The Ridesharing Program provides grants to 12 local agencies enabling them to organize, demonstrate, and promote ridesharing activities. The Michigan Department of

Transportation sponsored MichiVan Program provides commuter vans to qualified groups of seven or more persons throughout the state. These vans are self-supporting except for program development enhancements and administrative costs. The program, which has accelerated the expansion of vanpooling in Michigan, continues where public transportation is unavailable or unsuited to commuter travel needs. For Fiscal Year 2000, there was an average of 77 Michivans statewide.

### 2000 Vanpool Information

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Number of Vanpools	77
Number of Riders	848
Resultant Vehicles Not Used	771
Vehicle Miles Saved (Annually)	11,079,934
Gallons of Gasoline Saved (Annually)	852,302
Nitrogen Oxide (NOx) Not Emitted (Annually)	17.58 Tons
Volatile Organic Compounds (nVOC) Not Emitted (Annually)	17.46 Tons

Source: MDOT, Bureau of Urban and Public Transportation, Transportation Services Section

## **RIDESHARING OFFICES**

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Ann Arbor Transportation Authority  
2700 South Industrial Hwy.  
Ann Arbor, MI 48104  
(877) 971-POOL

Capital Area Transportation Authority  
4615 Tranter Avenue  
Lansing, MI 48910  
(877) 921-POOL

CUPPAD Regional Commission  
2415 14<sup>th</sup> Avenue South  
Escanaba, MI 49829  
(877) 956-POOL

East Central Michigan Planning and  
Development Region  
3144 Davenport Avenue, Suite 200  
Saginaw, MI 48602-3494  
(877) 931-POOL

Genesee County Metropolitan Planning  
Commission  
1101 Beach Street  
Flint, MI 48502  
(877) 936-POOL

ITP - The Rapid  
333 Wealth St., SW  
Grand Rapids, MI 49503  
(877) 966-POOL

Jackson Transportation Authority  
Jackson/Hilldale Rideshare  
2350 East High Street  
Jackson, MI 49203-3490  
(877) 943-POOL

Kalamazoo Area Transportation Study  
Kalamazoo Ridesharing  
3801 E. Kilgore  
Kalamazoo, MI 49001  
(877) 951-POOL

Southeastern Michigan Council of  
Governments  
660 Plaza Drive  
1900 Edison Plaza  
Detroit, MI 48226  
(866) 510-POOL

Southwestern Michigan Commission  
185 E. Main Street, Suite 701  
Benton Harbor, MI 49022-4440  
(877) 959-POOL

West Michigan Shoreline Regional  
Development Commission  
P.O. Box 387  
Muskegon, MI 49443-0387  
(877) 952-POOL

Western U.P. Planning and  
Development Regional Commission  
326 Sheldon Avenue  
Houghton, MI 49931  
(877) 953-POOL

Michivan Contractor  
VPSI, Inc.  
31500 W. 13 Mile Road, Suite 215  
Farmington Hills, MI 48334-2172  
(800) VAN-RIDE

Source: MDOT, Bureau of Urban and Public Transportation, Transportation Services Section