



Amtrak Fact Sheet, Fiscal Year 2015

State of Illinois

Illinois FY15 at a Glance

- 56 Amtrak trains a day
- Over 4.8 million riders at Illinois stations
- Over \$103 million in Amtrak procurement
- 1,436 residents employed by Amtrak
- Total resident employee wages, nearly \$107 million
- Over 242,000 Illinois residents are members of the Amtrak Guest Rewards frequent user program
- Amtrak-State partnerships: Chicago-St. Louis *Lincoln Service*, Chicago-Carbondale *Illini/Saluki*, Chicago-Quincy *Illinois Zephyr/Carl Sandburg*, Chicago-Milwaukee *Hiawatha Service*

Amtrak Service & Ridership

Amtrak serves Illinois with 56 daily trains, including the following National Network services:

- The *California Zephyr* (daily Chicago-Denver-Salt Lake City-Bay Area)
- The *Capitol Limited* (daily Chicago-Cleveland-Pittsburgh-Washington, D.C.)
- The *Cardinal* (three-times-weekly Chicago-Indianapolis-Cincinnati-Washington, D.C.)
- The *City of New Orleans* (daily Chicago-Carbondale-Memphis-New Orleans)
- The *Empire Builder* (daily Chicago-St. Paul-Seattle/Portland)
- The *Lake Shore Limited* (daily Chicago-Cleveland-Buffalo-Boston/New York)
- The *Southwest Chief* (daily Chicago-Kansas City-Los Angeles)
- The *Texas Eagle* (daily Chicago-St. Louis-Dallas-San Antonio, tri-weekly through car service to Los Angeles via the *Sunset Limited*)

Amtrak also operates the following State Supported corridor services:

- The *Hiawatha Service* (seven-times-daily, Chicago-Milwaukee)
- The *Illinois Zephyr* and *Carl Sandburg* (twice-daily, Chicago-Galesburg-Quincy)
- The *Lincoln Service* (four-times-daily, Chicago-Springfield-St. Louis)
- The *Illini* and *Saluki* (twice-daily, Chicago-Champaign-Carbondale)

- The *Hoosier State* (four-times-weekly Chicago-Indianapolis)
- The *Wolverines* (three-times-daily, Chicago-Detroit-Pontiac)
- The *Blue Water* (daily, Chicago-East Lansing-Port Huron)
- The *Pere Marquette* (daily, Chicago-Grand Rapids)

During FY15 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings + Alightings</u>
<u>Alton</u>	61,249
<u>Bloomington/Normal</u>	254,317
<u>Carbondale</u>	117,922
<u>Carlinville</u>	9,626
<u>Centralia</u>	24,804
<u>Champaign-Urbana</u>	172,877
<u>Chicago*</u>	3,295,630
<u>Du Quoin</u>	10,197
<u>Dwight</u>	10,191
<u>Effingham</u>	27,195
<u>Galesburg</u>	100,503
<u>Gilman</u>	3,138
<u>Glenview</u>	58,143
<u>Homewood</u>	41,499
<u>Joliet</u>	64,349
<u>Kankakee</u>	21,736
<u>Kewanee</u>	15,849
<u>La Grange Road</u>	13,398
<u>Lincoln</u>	23,333
<u>Macomb</u>	71,231
<u>Mattoon</u>	41,956
<u>Mendota</u>	24,073
<u>Naperville</u>	46,806
<u>Plano</u>	6,771
<u>Pontiac</u>	15,312
<u>Princeton</u>	35,788
<u>Quincy</u>	46,006
<u>Rantoul</u>	6,371
<u>Springfield</u>	184,420
<u>Summit</u>	12,196
Total Illinois Station Usage:	4,816,886

(down 3.1% from FY14)

*Chicago is the 4th busiest station in the Amtrak System.

Procurement/Contracts

Amtrak spent \$180,443,414 on goods and services in Illinois in FY15. Much of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Bartlett	\$ 1,265,487
Bellwood	\$ 3,305,105
Bolingbrook	\$ 2,219,449
Chicago	\$ 81,118,366
Crete	\$ 1,393,279
Downers Grove	\$ 1,004,665
Elk Grove Village	\$ 1,821,581
Itasca	\$ 1,449,786
La Grange	\$ 3,994,605
Lake Forest	\$ 1,880,624
Lincolnshire	\$ 37,511,717
Lisle	\$ 2,844,757
Mokena	\$ 4,556,626
Naperville	\$ 20,956,402
South Holland	\$ 1,642,098

Employment

At the end of FY15, Amtrak employed 1,436 Illinois residents. Total wages of Amtrak employees living in Illinois were \$106,905,416 during FY15.

PRIIA Section 209 and State Supported Services

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including Illinois, by the deadline, and the services continued to run without interruption.

The State of Illinois supports the operation of trains on three routes between Chicago and Downstate Illinois:

- Chicago-Bloomington/Normal-Springfield-St. Louis (*Lincoln Service*, 4 daily round trips)
- Chicago-Champaign-Carbondale (*Saluki* and *Illini*, 2 daily round trips)
- Chicago-Galesburg-Quincy (*Carl Sandburg* and *Illinois Zephyr*, 2 daily round trips)

In addition, the State of Illinois, jointly with the State of Wisconsin, supports seven daily round trip trains, branded *Hiawatha Service*, between Chicago and Milwaukee.

Service Improvements

Illinois Department of Transportation (IDOT) received Federal Railroad Administration (FRA) High Speed and Intercity Passenger Rail (HSIPR) grant program funds for several projects to advance the goal of bringing more frequencies, reduced trip times, more reliable operations and new service on Amtrak routes in the state.

Chicago-St. Louis: The corridor was awarded \$1.102 billion for improvements, including planning for additional, long-range, high-speed enhancements. A running speed of 110 mph has begun on the first 15 miles of a planned 210 miles on the route. Amtrak continues to work with IDOT on review of design plans for improvements to several stations along the corridor, including Dwight, Pontiac, Lincoln, Carlinville, and Alton. Upgrades to the corridor financed by federal and state capital funds and carried out by the line's owner, Union Pacific Railroad, are ongoing. Once complete, trip times will be reduced from 5½ hours to 4.

Chicago-Michigan: The construction of the first phase of the \$126 million Englewood Flyover project was completed in late 2014. The aim of the project is to grade-separate the Chicago-Detroit rail corridor from a busy commuter rail line at Englewood in Chicago. The Englewood flyover will ease traffic flow and improve service reliability at one of the most delay-prone junctions for Amtrak in the Midwest.

Pets-on-Trains: In response to consumer demand and following a successful pilot program on select Illinois corridors, Amtrak announced plans to allow pets to be brought onto short distance trains across the Amtrak system beginning in 2016. Only one cat or dog in a carrier is allowed per passenger, eligible on trips of seven hours or less, and pet and carrier must weigh less than 20 pounds.

Expansion Planning

Chicago-Quad Cities: IDOT was awarded \$177 million in Federal HSIPR grants for development of new passenger rail service between Chicago and Moline (Quad Cities). Amtrak provided staff resources to support the application submitted by the DOT and is handling negotiations with host railroads on the route. The grant, to be matched with state and local funds, will rehabilitate track, establish a new rail to rail connection, install a new signal system, finance the acquisition of rolling stock, and support station development. Design work for the route is ongoing.

Chicago-Dubuque: Amtrak continues to work with IDOT and freight railroads on developing plans for establishing new passenger rail service between Chicago and Dubuque, Iowa, via Rockford, Freeport and Galena. IDOT announced on April 10, 2014, that the route east of Rockford would use Metra and Union Pacific tracks, with intermediate stops at Elgin, Huntley, and Belvidere.

Quad Cities-Danville: Amtrak is studying potential rail service between the Quad Cities and Danville. Intermediate stops would include Galesburg, Peoria, Bloomington-Normal, and Champaign-Urbana. The route could be extended east to Indianapolis. This would serve as a cross-state belt line, connecting all existing State Supported Amtrak services in Illinois. Sometimes referred to as the I-74 Corridor Study, connecting bus service is being looked at as an interim service.

Major Facilities

Chicago Union Station: Union Station is owned by an Amtrak subsidiary, the Chicago Union Station Company (CUSCO). The station was designed by famed Chicago architect Daniel Burnham and opened in 1925 after ten years of construction at a cost of \$75 million dollars. The main physical attraction of Amtrak's Great Hall at Union Station is the 300-foot-long barrel-vaulted skylight that soars 115 feet over the room. Chicago Union Station is a major transportation asset of the West Loop, in Chicago's central business district. Metra, the Chicago area's commuter rail operator, is the largest tenant at Union Station. It is the busiest of the four major downtown stations served by Metra, with more than 240 trains per day serving in excess of 110,000 daily commuters. More than 31 million passengers annually, on 300 daily Amtrak and Metra trains, pass through Chicago Union Station.

Significant progress has been made towards improving the passenger experience at Chicago Union Station. Ongoing projects include:

- **Legacy Club:** Amtrak has restored the former men's waiting lounge and barber shop for use as a fee-based 'priority boarding' lounge with the working name *Legacy Club*. Substantial revitalization work was completed in FY15.
- **Master Development Plan:** As a crucial asset to Amtrak, the City of Chicago, and the Chicago Metropolitan Region, the goal of the Master Development Plan is to create a master development vision for Amtrak's portfolio of real estate assets at and around Chicago Union Station to create a vibrant district, intermodal transportation center, and rail passenger facility that capitalizes on the unparalleled transit-oriented development opportunities that currently exist. The plan envisions creation of a thriving commercial center and civic asset that welcomes and serves travelers, neighborhood residents, and downtown workers alike, while further enhancing the economic vitality of the City of Chicago and the region.
- **Metropolitan Lounge:** Amtrak is in the final design stages of a new first class lounge for sleeping car and business class passengers. Relocated to the Great Hall at Union Station, the state-of-the-art Metropolitan Lounge will be multi-tiered and will have more than double the current waiting space of the current, 1990-era facility. Medium-term plans call for converting the *current* Lounge space into additional coach class waiting area, altogether greatly increasing Amtrak's total passenger waiting area to match growing ridership trends.

Brighton Park: Chicago's Brighton Park Maintenance Facility provides preventive maintenance on trains operating from Chicago on a 92- and 365-day cycle.

Central Region: Chicago is headquarters of Amtrak's Central Region offices. Central Region personnel in over a dozen departments support the operation of Amtrak trains in 18 Midwestern states.

Chicago Yards: South of Chicago Union Station, Amtrak operates a switching yard that is responsible for maintaining coaches, sleeping and food service cars, baggage cars and locomotives used on all trains dispatched from Chicago. Trains are serviced, cleaned and stocked. Locomotives are fueled and maintained on a regular cycle.

Joseph C. Szabo Chicago Control Center: Amtrak’s state-of-the-art control center at Chicago Union Station manages and dispatches Amtrak and other rail traffic in four geographically separate areas, including Chicago Union Station North, Chicago Union Station South, New Orleans Terminal, and the Amtrak Michigan District. Operations at the center involve interconnections with territories owned by the Metra, Norfolk Southern, BNSF, and Canadian National railroads.

Long Distance Business Line: Amtrak’s Long Distance Business Line is headquartered at Chicago Union Station. The Long Distance Business Line has responsibility for Amtrak’s 15 cross-country, overnight National Network trains, the majority of which start or end their journey in Chicago.

Station Improvements

Improving ADA Accessibility: Amtrak will undertake work at multiple stations in Illinois to assess, design, and construct improvements at and around stations as part of Amtrak’s nationwide Americans with Disabilities Act compliance plan. The projected FY16 ADA-related work includes:

- **Assessments:** Galesburg, La Grange Road, Mattoon, Plano
- **Design:** Chicago, Gilman, Homewood, Princeton, Rantoul
- **Passenger Information Display Systems (PIDS, Design):** Chicago
- **Construction:** Macomb
- **Accessible Boarding Technologies:** Chicago

Chicago-St. Louis High Speed Rail Station Projects:

- **Alton:** Construction is underway on the new, state-of-the-art Alton Regional Multimodal Transportation Center. When completed, the \$24 million facility will incorporate local transit and intercity bus services in addition to Amtrak’s Chicago-St. Louis *Lincoln Service* and Chicago-San Antonio *Texas Eagle* routes. The project was funded through multiple funding streams, including the high speed rail project and a US DOT TIGER (Transportation Investment Generating Economic Recovery) grant, and will replace the historic Chicago & Alton Railroad station at a new location.
- **Bloomington-Normal:** Planning continues for expansion at Bloomington-Normal, including construction of a platform on the south side of the tracks, a safe and compliant path of travel across the main tracks, and restoration of the former Amtrak station as a south waiting room.
- **Carlinville:** Work is slated to begin in FY16 for construction of a new station in Carlinville. The new facility will replace the current enclosed shelter waiting area.
- **Dwight:** Construction is underway on a new, \$3.8-million station. It will serve *Lincoln Service* trains, and is being done exclusively as part of the high speed rail project. The new facility will replace the historic Chicago & Alton Railroad station, which is privately-owned.
- **Joliet:** The City of Joliet continues work on a redevelopment and expansion project at Union Station. The \$50-million project will include a 500-space parking garage, new transit bus facility, track and platform realignment to improve train flow, passenger safety and accessibility improvements, and a new Amtrak ticketing and waiting hall. Joliet is served by 52 weekday commuter trains and 10 Amtrak trains on the Chicago-St. Louis *Lincoln Service* and Chicago-San Antonio *Texas Eagle* routes.

- **Pontiac:** Work is slated to begin in FY16 for construction of a new station in Pontiac. As with Dwight, the new facility will replace the current historic station.

Carbondale: Amtrak entered into a memorandum of understanding with the City of Carbondale in FY15 to begin formal discussions of and planning for a new multimodal transportation center in that community.

Galesburg: The city of Galesburg received federal transit grants to pay for expansion of the current station waiting room. This expansion of the 1984 station will match growing ridership demands as well as allow for intercity bus connectivity at the facility. Amtrak has an interline (Amtrak Thruway) agreement with the motor coach operator at Galesburg, providing connecting service to eight communities in Illinois, Iowa, and Indiana. Completion of the expansion project was marked with an open house on November 19, 2015.

AMTRAK ROUTES IN ILLINOIS

