



# Amtrak Fact Sheet Fiscal Year 2018 *State of Illinois*

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## Amtrak Service & Ridership

Amtrak operates eight National Network trains through Illinois:

- The **California Zephyr** (daily Chicago-Omaha-Denver-Salt Lake City-Reno-San Francisco Bay Area)
- The **Capitol Limited** (daily Chicago-Cleveland-Pittsburgh-Washington)
- The **Cardinal** (three-times-weekly Chicago-Indianapolis-Cincinnati-Charleston-Charlottesville-Washington)
- The **City of New Orleans** (daily Chicago-Carbondale-Memphis-Jackson-New Orleans)
- The **Empire Builder** (daily Chicago-Milwaukee-St. Paul-Fargo-White Fish-Spokane-Seattle/Portland)
- The **Lake Shore Limited** (daily Chicago-Cleveland-Buffalo-Albany-Boston/New York)
- The **Southwest Chief** (daily Chicago-Kansas City-Albuquerque-Flagstaff-Los Angeles)
- The **Texas Eagle** (daily Chicago-St. Louis-Little Rock-Dallas-San Antonio, tri-weekly through car service to Los Angeles via the **Sunset Limited**)

Amtrak also operates eight State Supported corridor services:

- The **Hiawatha Service** (seven round trips Chicago-Milwaukee)
- The **Illinois Zephyr** and **Carl Sandburg** (two trips Chicago-Galesburg-Quincy)
- The **Lincoln Service** (four round trips Chicago-Springfield-St. Louis)
- The **Illini** and **Saluki** (two round trips Chicago-Champaign-Carbondale)
- The **Hoosier State** (four round trips per week Chicago-Indianapolis)
- The **Wolverine** (three round trips, Chicago-Detroit-Pontiac)
- The **Blue Water** (one round trip Chicago-East Lansing-Port Huron)
- The **Pere Marquette** (one round trip Chicago-Grand Rapids)

During FY18 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings &amp; Alightings</u>
<a href="#">Alton</a>	67,225
<a href="#">Bloomington/Normal</a>	238,626
<a href="#">Carbondale</a>	91,264
<a href="#">Carlinville</a>	12,089
<a href="#">Centralia</a>	20,783

<a href="#">Champaign-Urbana</a>	155,614
<a href="#">Chicago</a>	3,388,307
<a href="#">Du Quoin</a>	8,309
<a href="#">Dwight</a>	9,913
<a href="#">Effingham</a>	24,384
<a href="#">Galesburg</a>	94,267
<a href="#">Gilman</a>	2,317
<a href="#">Glenview</a>	55,496
<a href="#">Homewood</a>	36,151
<a href="#">Joliet</a>	61,182
<a href="#">Kankakee</a>	19,201
<a href="#">Kewanee</a>	17,354
<a href="#">La Grange Road</a>	11,003
<a href="#">Lincoln</a>	23,581
<a href="#">Macomb</a>	61,002
<a href="#">Mattoon</a>	34,279
<a href="#">Mendota</a>	22,276
<a href="#">Naperville</a>	42,104
<a href="#">Plano</a>	6,442
<a href="#">Pontiac</a>	17,731
<a href="#">Princeton</a>	38,244
<a href="#">Quincy</a>	37,282
<a href="#">Rantoul</a>	4,999
<a href="#">Springfield</a>	168,969
<a href="#">Summit</a>	15,816
<b>Total Illinois Station Usage:</b>	<b>4,786,210</b>

### **Host Railroads & On Time Performance**

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains "preference" over freight transportation. However, on time performance 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 Illinois with each service's host railroads and on-time performance (OTP) in FY18:

<b>Service</b>	<b>Host Railroads</b>	<b>FY18 OTP</b>
<b><i>California Zephyr</i></b>	BNSF and Union Pacific	<b>48.8%</b>
<b><i>Capitol Limited</i></b>	CSX and Norfolk Southern	<b>40.1%</b>
<b><i>Cardinal</i></b>	CSX, Norfolk Southern, Buckingham Branch	<b>53.5%</b>
<b><i>City of New Orleans</i></b>	Canadian National	<b>45.8%</b>
<b><i>Empire Builder</i></b>	BNSF, Canadian Pacific, Metra	<b>46.1%</b>
<b><i>Lake Shore Limited</i></b>	CSX, Norfolk Southern, Metro North	<b>40.0%</b>
<b><i>Southwest Chief</i></b>	BNSF and New Mexico Department of Transportation	<b>47.0%</b>
<b><i>Texas Eagle</i></b>	BNSF, Canadian National, Union Pacific, Trinity Railway Express	<b>39.7%</b>
<b><i>Hiawatha</i></b>	Canadian Pacific and Metra	<b>96.7%</b>
<b><i>Illinois Zephyr/Carl Sandberg</i></b>	BNSF	<b>88.6%</b>
<b><i>Lincoln Service</i></b>	Canadian National and Union Pacific	<b>75.7%</b>
<b><i>Illini/Saluki</i></b>	Canadian National	<b>34.7%</b>
<b><i>Hoosier State</i></b>	CSX	<b>78.8%</b>
<b><i>Wolverine</i></b>	Canadian National, Norfolk Southern, Amtrak, Michigan Department of Transportation	<b>64.0%</b>
<b><i>Blue Water</i></b>	Canadian National, Norfolk Southern, Amtrak, Michigan Department of Transportation	<b>75.6%</b>
<b><i>Pere Marquette</i></b>	CSX and Norfolk Southern	<b>85.9%</b>

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

### **Amtrak Guest Rewards**

The Passenger At the end of FY18, there were **361,073** members of the Amtrak Guest Rewards Program in Illinois. This is a 12% increase from FY17.

### **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.

## Amtrak Midwest<sup>SM</sup> Services

Amtrak operates state-supported train service, under contract with the State of Illinois, on these three routes:

- 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)



These trains are part of the five-state Amtrak Midwest<sup>SM</sup> network of services. 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.

## Charger Locomotives

Illinois, Michigan, Missouri, and Wisconsin partnered with California to procure a new fleet of locomotives for short-distance state-supported services. The Charger locomotive fleet was constructed by Siemens, sourcing parts from businesses large and small from all over the United States. After deliveries are completed, these 33 locomotives will be deployed from Chicago on trains that served more than 2.6 million Amtrak customers in the last year.

## 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 is in development for 210 miles on the route. In 2017, new stations opened in Dwight, Pontiac, Carlinville, and Alton. Upgrades to the corridor were financed by federal and state capital funds and carried out by the line's owner, Union Pacific Railroad, and are ongoing. The only remaining issue is approval of the Positive Train Control (signal) system for the corridor. Once complete, trip times will be reduced from 5½ hours to 4 hours.

## 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 is providing staff resources to support Illinois and its consultant to develop the route, including plan review, and consultation and negotiations with host railroads. 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.

**South of the Lake Route Alternatives Analysis Report:** Amtrak and the states of Illinois, Indiana, and Michigan are participating in an alternatives analysis to determine the best route for passenger trains running east from Chicago toward Michigan and the East Coast. This FRA-managed analysis will choose from one of four routes to establish a passenger-centered corridor. The FRA is expected to publish the Final Environmental Impact Statement and Record of Decision for the preferred route in spring 2018.

**Additional *Hiawatha* Frequencies:** The Wisconsin and Illinois departments of transportation, in coordination with the Federal Railroad Administration, are completing an Environmental Assessment (EA) and Service Development Plan (SDP) to study increasing ***Hiawatha Service*** from seven to ten round-trips a day. The sponsors are performing additional analysis to further quantify potential impacts of the new service. Once that is complete, a final EA and SDP will be completed, late in 2017.

**Additional Chicago-Twin Cities Service:** Amtrak conducted an analysis for the Minnesota and Wisconsin Departments of Transportation of potential ridership, revenue, and operating costs for a second, daily, state-supported round-trip between St. Paul-Minneapolis and Chicago, supplementing the existing ***Empire Builder*** service. The report also provided a “high-level” examination of capital start-up costs, such as equipment acquisition and infrastructure improvements needed to accommodate the new service.

The 2015 report is available in its entirety at <http://www.dot.state.mn.us/passengerrail/mn-chicago-study.html>. Amtrak will continue to work with both state DOTs to coordinate public outreach, as this prospective project moves into the environmental assessment/impact process.

## Major Facilities

**Chicago Union Station:** Amtrak is owner and operator of historic Chicago Union Station. It is a major transportation asset in Chicago’s central business district. Metra, the Chicago area’s commuter rail operator, is the largest tenant at Union Station and the station is the busiest of the four major downtown terminals it serves. Metra carries in excess of 110,000 commuters on more than 240 trains per day into the station. Combined with nearly 10,000 daily Amtrak passengers that use 58 Amtrak trains there each day, the station is used by 31 million commuter and intercity passengers per year.

Amtrak has prioritized the restoration and reuse of the entirety of Chicago Union Station and surrounding parcels under Amtrak ownership. Ongoing and completed projects include:

- **Master Plan:** Union Station is now at capacity with little opportunity for growth. To address that, the Chicago Department of Transportation released the Chicago Union Station Master Plan in 2012, in collaboration with Amtrak, Metra and the Regional Transportation Authority (RTA). The primary goals of the plan are to increase capacity, improve passenger access and circulation, improve connections with city buses, establish a connection to the CTA subway system, bring the station into compliance with the

Americans with Disability Act (ADA), and improve ventilation. In 2015, Amtrak and CDOT moved forward with preliminary engineering and design work on the Master Plan, and that work will be completed in late 2017. Upon completion of 30% design, Amtrak and the regional stakeholders will seek funding to move forward with final design and engineering work on the Master Plan, a process which will take approximately 18 months.

- **Commercial Development Plan:** This will create a master development vision for Amtrak's portfolio of real-estate assets at and around the station, to create a vibrant district, intermodal transportation center, and passenger rail facility that capitalizes on the unparalleled, transit-oriented development opportunities there.

In addition to the historic concourse building, the development will use Amtrak-owned air rights on two parcels adjacent to the extant Union Station complex. In FY17, Amtrak selected Riverside Investment & Development, a Chicago firm to manage the massive project. Amtrak and Riverside plan to close on the Development Plan in mid-2018 and construction can start shortly thereafter.

- **Burlington Room:** In November 2017, Amtrak completed a Landmarks Illinois award-winning restoration of the former ladies' waiting lounge. This grand room will be used as rentable event space.
- **Metropolitan Lounge:** Amtrak opened a new first class lounge for sleeping car, business class and Amtrak Guest Rewards Select passengers in June 2016. Relocated to the Great Hall at Union Station, the state-of-the-art Metropolitan Lounge is multi-tiered and doubles the waiting space of the previous 1991 facility. Medium-term plans call for converting the former Lounge space into additional coach class waiting space, altogether greatly increasing Amtrak's total passenger waiting area to match growing ridership.

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

**Chicago Shops and Yards:** South the station, Amtrak operates a switching and maintenance facility that is responsible for upkeep of coaches, sleeping and food service cars, baggage cars and locomotives used on all trains originating/terminating in Chicago. This includes over half of Amtrak's National Network trains as well as those of five state partners. 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 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.

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

## **Station Improvements**

**Improving ADA Accessibility:** In FY18 Amtrak will undertake design & construction work at Illinois stations as part of Amtrak's nationwide Americans with Disabilities Act compliance plan.

### **Station Projects:**

- **Alton:** The new, state-of-the-art Alton Regional Multimodal Transportation Center opened in 2017. The \$24-million facility incorporates local transit and intercity bus services and Amtrak's Chicago-St. Louis ***Lincoln Service*** and Chicago-San Antonio ***Texas Eagle*** routes. The project was funded through multiple funding streams, and replaced the historic Chicago & Alton Railroad station at a new location.
- **Bloomington-Normal:** Construction continues on expansion at Bloomington-Normal, including construction of a platform on the east side of the double-track mainline to allow great operational flexibility, a pedestrian tunnel connecting the new platform to the recently-completed intermodal station, and restoration of the former Amtrak station as an east waiting room.
- **Carlinville:** A new facility was completed in 2017.
- **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.
- **Dwight:** A new station opened in 2016, as part of the IDOT Chicago-St. Louis High Speed Rail program.
- **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. The new station opened April 11, 2018.
- **Lincoln:** The renovated Lincoln depot reopened on December 5, 2017. It was built in 1911, closed in 1972 (after which Amtrak used a small, adjacent shelter), and was used as a restaurant until 2013.
- **Pontiac:** A new station opened on June 6, 2017, as part of the IDOT Chicago-St. Louis High Speed Rail program.

## AMTRAK ROUTES IN ILLINOIS

