



Amtrak Fact Sheet Fiscal Year 2019 *State of Illinois*

Amtrak Service & Ridership

Amtrak operates eight National Network trains through Illinois:

- The **California Zephyr** (daily Chicago-Denver-Salt Lake City-San Francisco 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) **discontinued per end of State of Indiana contract June 30, 2019**
- 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 FY19 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings & Alightings</u>
Alton	63,310
Bloomington/Normal	229,894
Carbondale	84,495
Carlinville	11,172
Centralia	20,606
Champaign-Urbana	180,427
Chicago	3,331,513
Du Quoin	7,949
Dwight	10,073
Effingham	23,619
Galesburg	90,796
Gilman	2,128

Glenview	62,347
Homewood	36,588
Joliet	64,752
Kankakee	18,845
Kewanee	17,880
La Grange Road	10,773
Lincoln	22,869
Macomb	56,878
Mattoon	34,023
Mendota	22,688
Naperville	40,902
Plano	6,269
Pontiac	16,634
Princeton	37,118
Quincy	37,527
Rantoul	4,943
Springfield	161,319
Summit	14,516
Total Illinois Station Usage:	4,722,853

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 FY19:

Service	Host Railroads	FY19 OTP
<i>California Zephyr</i>	BNSF and Union Pacific	33.3%
<i>Capitol Limited</i>	CSX and Norfolk Southern	36.5%
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch	50.0%
<i>City of New Orleans</i>	Canadian National	54.1%
<i>Empire Builder</i>	BNSF, Canadian Pacific, Metra	46.1%
<i>Lake Shore Limited</i>	CSX, Norfolk Southern, Metro-North	48.6%
<i>Southwest Chief</i>	BNSF and New Mexico Department of Transportation	37.5%
<i>Texas Eagle</i>	BNSF, Canadian National, Union Pacific, Trinity Railway Express	28.5%

Service	Host Railroads	FY19 OTP
Hiawatha	Canadian Pacific and Metra	93.7%
Illinois Zephyr/Carl Sandberg	BNSF	82.0%
Lincoln Service	Canadian National and Union Pacific	74.9%
Illini/Saluki	Canadian National	37.9%
Wolverine	Canadian National, Norfolk Southern, Amtrak, Michigan Department of Transportation	51.8%
Blue Water	Canadian National, Norfolk Southern, Amtrak, Michigan Department of Transportation	63.8%
Pere Marquette	CSX and Norfolk Southern	75.0%

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

Amtrak Guest Rewards

At the end of FY19, there were **394,969** members of the Amtrak Guest Rewards program in Illinois. This is a 9% increase from FY18.

Procurement

Amtrak spent \$150,827,484 on goods and services in Illinois in FY19, including at:

City	Amount
Chicago	\$ 22,692,918
Dolton	\$ 13,555,034
Hodgkins	\$ 3,357,730
Lake Forest	\$ 3,593,959
Lincolnshire	\$ 34,827,778
Mokena	\$ 14,383,952
Naperville	\$ 16,612,653
Naperville	\$ 16,612,653
Northbrook	\$ 3,026,846
Wood Dale	\$ 3,649,788

Employment

At the end of FY19, Amtrak employed 1,284 Illinois residents. Total wages during FY19 of Amtrak employees living in Illinois were \$101,885,672.

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 MidwestSM 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 MidwestSM network of services. The states of Illinois, Michigan, Missouri, and Wisconsin have been coordinating marketing efforts with each other and with Amtrak to bolster ridership and revenue performance of all services. The States and Amtrak have adjusted train schedule arrivals and departures at the St. Louis and Chicago hubs to provide more routing options and convenience for travelers.

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 \$225 million in funds from the Illinois 2019 Capital Bill, will build and 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 on adjacent communities of required capital projects needed on host railroads. Once that is complete, a final EA and SDP will be completed, and necessary grant requests and appropriations pursued from the Federal and state governments. Wisconsin has been successful at securing Federal capital grants to support construction of discrete projects in that state that will be necessary to accommodate additional planned trains. Amtrak has committed almost \$10 million in matching contributions to these projects.

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.

This 2015 report is available at <http://www.dot.state.mn.us/passengerrail/tc-mil-chi/>. Amtrak continues to work with both state DOTs to further refine development plans, and coordinate public and policymaker outreach, as this prospective project finishes the environmental assessment/design phase and makes the required move to the funding and construction phase.

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 55 Amtrak trains 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. Amtrak and CDOT have moved forward with preliminary engineering and design work on the Master Plan. Amtrak and the regional stakeholders continue to seek funding to move forward with final design and engineering work on the Master Plan.
- **Commercial Development Plan:** In late 2019, Amtrak took a major step toward realizing the corporation's vision to transform Union Station into a vibrant intermodal transportation center and passenger rail facility when the company executed a sale agreement of the parking garage parcel south of the main headhouse building. The sale to Riverside Development, LLC., allowed demolition of the large parking garage and the subsequent start of construction for a 50-story office tower and public plaza to be anchored by the American headquarters of a global banking entity. A significant portion of the proceeds from the sale of the garage is being reinvested into the station by Amtrak and will be used to renovate and reopen the long dormant Fred Harvey Restaurant space, since 1980. Once complete, Amtrak will turn the space over to a food hall operator for final build-out and leasing to a mix of distinct food vendors.
- **Burlington Room:** In November 2017, Amtrak completed a Landmarks Illinois award-winning restoration of the former ladies' waiting lounge. This grand room is 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. The former Lounge space has been innovatively repurposed as the *Hiawatha Lounge* for use by multi-ride ticket holders on the popular State-Supported service to Milwaukee.

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 of Union 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 serving Chicago. This includes over half of Amtrak's National Network trains as well as those of four 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 Chicago Union Station manages and dispatches Amtrak and other rail traffic in four geographically separate areas; Chicago Union Station North, Chicago Union Station South, New Orleans Terminal, and the Michigan District. Operations at the center involve interconnections with territories owned by the Metra, Norfolk Southern, BNSF, and Canadian National railroads.

Station Improvements

Improving ADA Accessibility: In FY19 Amtrak continued design and 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 summer 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:** The Town of Normal completed construction of a new second platform on the east side of the double-track mainline to allow great operational flexibility. The Town was awarded a Federal grant to be used toward construction of a pedestrian tunnel connecting the new platform to the recently-completed intermodal station. The new tunnel will allow greater railroad operating flexibility with trains being able to stop on either track while passengers and Amtrak baggage can safely pass between there and the station building.
- **Carlinville:** A new, \$3.7-million facility opened on November 16, 2017, replacing the previous, enclosed shelter.
- **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. The City continues to apply for Federal grants to cover a portion of the planning and construction cost for the planned facility and was successful with a \$14 million award in November 2019.

- **Dwight:** A new station opened in 2016, as part of the IDOT Chicago-St. Louis High Speed Rail program.
- **Joliet:** The City of Joliet completed work in 2018 on a redevelopment and expansion project at Union Station. The \$50-million project includes track and platform realignment to improve train flow, passenger safety and accessibility, a new Amtrak ticketing and waiting hall, and a new transit bus facility, 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.
- **Lincoln:** The renovated Lincoln depot re-opened in 2017. The original building, built by the Chicago & Alton Railroad 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

