



Amtrak Fact Sheet Fiscal Year 2022 State of Illinois

Amtrak Service & Ridership

At the end of FY 2022, Amtrak operated almost 55 trains per day in Illinois, as part of the following routes:

- **Long Distance**

California Zephyr (daily San Francisco Bay Area-Reno-Salt Lake City-Denver-Omaha-Chicago)

Capitol Limited (daily Chicago-Toledo-Cleveland-Pittsburgh-Washington)

Cardinal (thrice weekly New York-Washington-Charlottesville-Charleston-Cincinnati-Indianapolis-Chicago)

City of New Orleans (daily Chicago-Carbondale-Memphis-New Orleans)

Empire Builder (daily Chicago-St. Paul-Seattle/Portland)

Lake Shore Limited (daily Chicago-Cleveland-Buffalo-Boston/New York)

Southwest Chief (daily Los Angeles-Flagstaff-Albuquerque-Topeka-Chicago)

Texas Eagle (daily Chicago-St. Louis-Little Rock-Dallas-San Antonio with thrice weekly through car service on the **Sunset Limited** to Los Angeles)

- **State Supported**

Blue Water (daily Chicago-East Lansing-Port Huron)

Carl Sandburg / Illinois Zephyr (two roundtrips daily Chicago-Galesburg-Quincy)

Hiawatha (seven roundtrips daily Chicago-Milwaukee)

Illini / Saluki (daily Chicago-Champaign-Carbondale)

Lincoln (four roundtrips daily Chicago-Springfield-St. Louis)

Pere Marquette (daily Chicago-Grand Rapids)

Wolverine (three roundtrips daily Chicago-Detroit-Pontiac)

Stations Served

During FY 2022, Amtrak trains served the following locations in Illinois.

City (Code)	Ridership
Alton (ALN)	49,368
Bloomington-Normal (BNL)	178,018
Carbondale (CDL)	55,051
Carlinville (CRV)	8,053
Centralia (CEN)	11,025
Champaign-Urbana (CHM)	173,549
Chicago (CHI)	2,359,084
Du Quoin (DQN)	4,196
Dwight (DWT)	4,941
Effingham (EFG)	12,798
Galesburg (GBB)	59,510
Gilman (GLM)	1,373
Glenview (GLN)	38,221

City (Code)	Ridership
Homewood (HMW)	26,722
Joliet (JOL)	54,905
Kankakee (KKI)	11,135
Kewanee (KEE)	12,073
La Grange (LAG)	8,407
Lincoln (LCN)	15,547
Macomb (MAC)	41,675
Mattoon (MAT)	22,004
Mendota (MDT)	14,892
Naperville (NPV)	26,991
Plano (PLO)	4,746
Pontiac (PON)	10,627
Princeton (PCT)	21,887
Quincy (QCY)	25,040
Rantoul (RTL)	3,526
Springfield (SPI)	118,743
Summit (SMT)	15,111
Total Illinois Station Usage:	3,389,218

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. 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 customer on-time performance (OTP) in FY 2022:

Service	Host Railroad (s)	FY22 OTP
<i>California Zephyr</i>	BNSF, Union Pacific	29%
<i>Capitol Limited</i>	CSX, Norfolk Southern	32%
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch Railroad	48%
<i>City of New Orleans</i>	Canadian National	60%
<i>Empire Builder</i>	BNSF, Canadian Pacific, Metra	48%
<i>Lake Shore Limited</i>	CSX, Norfolk Southern, Metro-North	59%
<i>Southwest Chief</i>	BNSF, New Mexico DOT	28%
<i>Texas Eagle</i>	BNSF, Canadian National, Union Pacific, Trinity Railway Express	49%
<i>Blue Water</i>	Canadian National, Norfolk Southern, Amtrak Michigan DOT	66%
<i>Carl Sandburg / Illinois Zephyr</i>	BNSF	80%

Service	Host Railroad (s)	FY22 OTP
<i>Hiawatha</i>	Canadian Pacific, Metra	94%
<i>Illini / Saluki</i>	Canadian National	56%
<i>Lincoln</i>	Canadian National, Union Pacific	72%
<i>Pere Marquette</i>	CSX, Norfolk Southern	73%
<i>Wolverine</i>	Canadian National, Norfolk Southern, Amtrak Michigan DOT	62%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers' experience.

Amtrak Guest Rewards

At the end of FY 2022, there were approximately 14.4 million members of Amtrak Guest Rewards (AGR), with 599,065 members listing an address in Illinois. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2022, Amtrak procured goods and services worth \$2.85 billion, and 99.0% of that figure was sourced from firms headquartered domestically. In Illinois, Amtrak spent \$208,566,211, broken down in the following locations:

City	Amount (\$)
Algonquin	1,919,993
Alsip	500,153
Arcola	4,315,104
Arlington Heights	229,535
Barrington	463,430
Bartlett	1,488,402
Bedford Park	781,383
Bellwood	1,610,070
Bloomington	357,671
Bolingbrook	4,052,667
Bridgeton	3,139,154
Broadview	2,971,000
Buffalo Grove	669,392
Carol Stream	3,598,535
Caseyville	103,624
Chicago	126,926,604
Chicago Ridge	107,684
Cicero	195,161
Crestwood	118,168
Crete	1,371,943
Des Plaines	2,710,329
Downers Grove	190,434
East Dundee	156,598
Elk Grove Village	839,021

Elmhurst	923,409
Evanston	419,304
Frankfort	837,103
Freeport	251,010
Geneva	209,160
Glendale Heights	1,196,851
Granite City	1,027,375
Hodgkins	10,879,639
Huntley	126,931
Itasca	184,632
Jacksonville	415,674
La Grange	5,921,423
Lake Forest	131,171
Lansing	253,289
Libertyville	597,009
Lincolnshire	34,727,366
Mahomet	125,312
Maywood	145,765
McCook	9,512,292
McHenry	467,741
Mokena	18,062,624
Moline	1,451,970
Monee	1,305,371
Mount Vernon	441,521
Naperville	26,025,113
Northbrook	8,165,980
Oakbrook Terrace	112,067
Orland Park	1,669,974
Palatine	142,220
Richmond	204,926
Rosemont	626,678
Schaumburg	327,116
South Holland	1,363,468
Tinley Park	253,541
Urbana	109,238
Wood Dale	3,310,351
Richmond	204,926
Rosemont	626,678
Schaumburg	327,116
South Holland	1,363,468
Tinley Park	253,541
Urbana	109,238
Wood Dale	3,310,351

Employment & Wages

At the end of FY 2022, Amtrak employed 18,689 people, including 1,166 Illinois residents. Total FY 2022 wages were \$1.92 billion, of which Illinois residents earned \$109,913,335.

Additional Information

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 roundtrips)
- Chicago-Champaign-Carbondale (*Saluki* and *Illini*, 1 daily roundtrip)
- Chicago-Galesburg-Quincy (*Carl Sandburg* and *Illinois Zephyr*, 2 daily roundtrips)

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 *Hiawatha* roundtrip trains 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 is in development for 210 miles on the route. 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. Once all projects are 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). The grant, to be matched with funds from the Illinois 2019 Capital Bill, and other funds, 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.

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 roundtrips 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 (TCMC): The TCMC project was awarded a Restoration and Enhancement grant to support the first three years of operating funding and a Consolidated Rail Infrastructure and Safety Improvement grant for \$31.7 million to complete infrastructure improvements on the host railroad. Amtrak and the states of Minnesota and Wisconsin each contributed financially to equate to \$53 million. Service should begin in FY 2023.

Chicago Access Project

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. Daily, Metra operates more than 240 trains into the station. Combined with nearly 10,000 daily Amtrak passengers that use 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:

- **Chicago Hub Improvement Project:** To address planned growth, 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.
To address a full complement of expansion scenarios, Amtrak is advancing the Chicago Hub Improvement Project. In addition to capacity enhancements at Union Station, Amtrak has joined with regional civic leaders to plan and design a new access bridge to speed service to downstate communities and Michigan, acquire additional yard capacity and add double track to portions of the Michigan line.
- **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 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 has been reinvested into the station by Amtrak and was used to renovate the long dormant Fred Harvey Restaurant space. Amtrak is seeking a private operator to build out and operate the food hall space.

Other Major Facilities

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.

Station Improvements

In FY 2022 Amtrak continued design and construction work at Illinois stations as part of Amtrak's nationwide Americans with Disabilities Act compliance plan.

Bloomington-Normal: The Town of Normal completed construction of a new second platform on the east side of the double-track mainline to allow greater 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 trains to stop on either track while passengers and Amtrak baggage can safely pass between there and the station building.

Carbondale: Amtrak is planning on modifying the station in accordance with ADA compliance. Designs are set to wrap up in 2027, and construction is set to begin in 2028.

Effingham: Amtrak modified the station to ensure ADA compliance. The completed project included an accessible route from the public right of way to the platform, constructing new platforms with associated ramps, stairs, railings, and signage, and providing platform city identifier signs. The project was completed in October 2022.

Homewood: Amtrak modified the station to ensure ADA compliance. The completed project included an accessible route from the public right of way to the platform, constructing new platforms with associated ramps, stairs, railings, and signage, and providing platform city identifier signs. The project was completed in November 2022.

Macomb: Amtrak modified the station to ensure ADA compliance. The project was completed in September 2022.

Mattoon: Amtrak modified the station to ensure ADA compliance. The project was completed in June 2021.

AMTRAK ROUTES IN ILLINOIS

