



## Amtrak in Illinois Fiscal Year 2024



*Amtrak is America's Railroad,<sup>®</sup> created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.*

### Service & Ridership

In FY 2024, Amtrak operated an average of **around 55 intercity trains per day** on 16 permanent routes serving Illinois, with **4,355,853 total passengers** boarding or alighting in the state.<sup>1</sup> Service was provided via the following routes:<sup>2</sup>

#### ▪ State-Supported Trains

- **Blue Water** — Chicago - New Buffalo - Kalamazoo - Battle Creek - East Lansing - Flint - Port Huron (1 round trip daily)
- **Borealis**<sup>3</sup> — Chicago - Glenview - Sturtevant - Milwaukee - Wisconsin Dells - La Crosse - Winona - St. Paul-Minneapolis (1 round trip daily)
- **Carl Sandburg / Illinois Zephyr** — Chicago - Naperville - Galesburg - Macomb - Quincy (2 round trips daily)
- **Hiawatha** — Chicago - Glenview - Sturtevant - Milwaukee (6 round trips daily)
- **Illini / Saluki** — Chicago - Champaign-Urbana - Carbondale (2 round trips daily)
- **Lincoln Service** — Chicago - Joliet - Bloomington-Normal - Springfield - St. Louis (4 round trips daily)<sup>4</sup>
- **Père Marquette** — Chicago - Holland - Grand Rapids (1 round trip daily)
- **Wolverine** — Chicago - New Buffalo - Kalamazoo - Battle Creek - Ann Arbor - Dearborn - Detroit - Pontiac (3 round trips daily)

#### ▪ Long-Distance Trains

- **California Zephyr** — Chicago - Naperville - Galesburg - Omaha - Lincoln - Denver - Salt Lake City - Emeryville (San Francisco Bay Area) (1 round trip daily)
- **Capitol Limited** — Chicago - South Bend - Toledo - Cleveland - Pittsburgh - Washington, DC (1 round trip daily)<sup>5</sup>

<sup>1</sup> Total equals sum of all boardings and alightings at in-state stations.

<sup>2</sup> Not all stops shown. Note that certain frequencies may not serve every station listed.

<sup>3</sup> Borealis service was new in FY 2024, and began operating on May 21.

<sup>4</sup> One round trip daily extends to/from Kansas City, Missouri, technically operating as a *Missouri River Runner* frequency west of St. Louis but providing single-seat service between Kansas City and Chicago.

<sup>5</sup> Effective Nov. 10, 2024, the *Capitol Limited* (Chicago - Washington, DC) and *Silver Star* (New York - Miami) are being temporarily combined into a new route, the *Floridian* (Chicago - DC - Miami), to accommodate regional capacity constraints created by a capital project in New York. The *Floridian* offers a single-seat connection between the Midwest and Florida, but does not serve *Silver Star* station stops north of Washington.



- **Cardinal** — Chicago - Indianapolis - Cincinnati - Charleston - Charlottesville - Washington, DC - Baltimore - Philadelphia - New York (3 round trips weekly)
- **City of New Orleans** — Chicago - Champaign-Urbana - Carbondale - Memphis - Jackson - New Orleans (1 round trip daily)
- **Empire Builder** — Chicago - Glenview - Milwaukee - Wisconsin Dells - La Crosse - Winona - St. Paul-Minneapolis - Fargo - Spokane - Portland / Seattle (1 round trip daily)
- **Lake Shore Limited** — Chicago - South Bend - Toledo - Cleveland - Buffalo - Albany - New York / Boston (1 round trip daily)
- **Southwest Chief** — Chicago - Naperville - Galesburg - Kansas City - Lawrence - Topeka - Albuquerque - Flagstaff - Los Angeles (1 round trip daily)
- **Texas Eagle** — Chicago - Joliet - Bloomington-Normal - Springfield - St. Louis - Little Rock - Dallas - Ft. Worth - Austin - San Antonio (1 round trip daily, with thrice-weekly through-service to/from Los Angeles; cars detach from / attach to separate Sunset Limited trains)

As **State-Supported routes**, the *Blue Water*, *Borealis*, *Carl Sandburg* / *Illinois Zephyr*, *Hiawatha*, *Illini* / *Saluki*, *Lincoln Service*, *Père Marquette* and *Wolverine* are operated in partnership with the **Illinois Department of Transportation** (IDOT; *Borealis*, *Carl Sandburg* / *Illinois Zephyr*, *Hiawatha*, *Illini* / *Saluki*, and *Lincoln Service*), the Michigan Department of Transportation (MDOT; *Blue Water*, *Père Marquette*, and *Wolverine*), the Minnesota Department of Transportation (MnDOT; *Borealis*), and the Wisconsin Department of Transportation (WisDOT; *Borealis* and *Hiawatha*), in part using partner-owned train equipment. Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service. In FY 2024, sponsoring partners funded a total of \$71.7 million in operating payments for the State-Supported routes serving Illinois, helping support a combined total ridership on those routes<sup>6</sup> of 2,473,306.

## **Thruway Connections**

Some Amtrak routes offer partner-operated **Thruway connecting service** and/or other interline connections to additional communities (including in Illinois), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners, or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

## **Stations**

During FY 2024, Amtrak intercity trains made scheduled stops at 30 locations in Illinois:

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<sup>6</sup> Unlike state- / station-specific ridership, total *route* ridership equals sum of all boardings and alightings divided by two.

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment <sup>7</sup>
Alton (ALN)	68,538	None	N/A	—
Bloomington-Normal (BNL)	232,762	Partial	Complete*	—
Carbondale (CDL)	77,240	Partial	FY 28	\$2,816,808
Carlinville (CRV)	9,756	None	N/A	—
Centralia (CEN)	15,989	Partial	FY 26	\$4,895,729
Champaign-Urbana (CHM)	236,153	Partial	FY 27	\$3,267,106
Chicago (Union Station) (CHI)	3,011,972	Sole	FY 27	\$6,705,218
Du Quoin (DQN)	5,773	Partial	FY 26	\$507,874
Dwight (DWT)	5,511	None	N/A	—
Effingham (EFG)	21,069	Sole	Complete	\$3,497,867
Galesburg (GBB)	65,549	Partial	FY 27	\$8,455,885
Gilman (GLM)	2,161	Sole	Complete	\$1,642,948
Glenview (GLN)	56,587	None	N/A	—
Homewood (HMW)	40,820	Partial	Complete	\$22,436,580
Joliet (JOL)	70,113	None	N/A	—
Kankakee (KKI)	17,459	Partial	FY 26	\$2,603,421
Kewanee (KEE)	11,050	Partial	FY 27	\$884,258
La Grange (LAG)	8,892	Partial	FY 28	\$1,612,569
Lincoln (LCN)	18,240	None	N/A	—
Macomb (MAC)	44,122	Partial	Complete	\$2,721,669
Mattoon (MAT)	31,865	Partial	Complete	\$6,210,021
Mendota (MDT)	15,963	Partial	FY 28	\$2,805,172
Naperville (NPV)	30,704	None	N/A	—
Plano (PLO)	5,289	Partial	FY 28	\$5,400,268
Pontiac (PON)	15,310	None	N/A	—
Princeton (PCT)	26,481	Sole	FY26	\$5,468,132
Quincy (QCY)	28,226	Partial	Complete	\$1,653,047
Rantoul (RTL)	5,014	Sole	Complete	\$1,675,459
Springfield (SPI)	157,496	Sole	FY 27	\$3,713,475
Summit (SMT)	19,749	Partial	FY 29	\$3,865,606
<b>Total:</b>	<b>4,355,853</b>	<b>22/30</b>	<b>In Progress</b>	<b>\$92,839,111</b>

\* Status reflects third-party investments in Amtrak-responsible station components.

Importantly, Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring

<sup>7</sup> "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.

station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 385 communities nationwide, including a **\$92.8 million investment in Illinois**. All Amtrak-responsible work is targeted for completion by the end of FY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

### **Additional Footprint**

Chicago is the central hub of Amtrak's National Network, and the company has a sizable presence in the city. Notably, **Chicago Union Station** is Amtrak's fourth-busiest station, and the busiest outside the NEC; more than 3 million intercity passengers boarded or alighted there during FY 2024. Chicago also hosts the state-of-the-art **Joseph Szabo Control Center**, which handles train dispatching for Amtrak-operated rail lines both in the Chicago area and elsewhere outside the NEC. Amtrak employees perform periodic maintenance work on train equipment at Chicago's **16<sup>th</sup> Street Yard** (locomotives) and **Brighton Park** facilities (passenger cars), and the company maintains a **maintenance-of-way facility, commissary, and corporate offices** in the city.

Additionally, Amtrak trains are supported by **turnaround maintenance locations** in each of Chicago (**14<sup>th</sup> Street Yard**; Amtrak-staffed), Carbondale (contractor-staffed), and Quincy (contractor-staffed); the company also maintains **crew bases** in all three cities.

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

Outside the NEC, most Amtrak trains must travel over other "host" railroads' tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in Illinois, along with each route's major in-state host railroad(s) and full-route customer on-time performance (C-OTP)<sup>8</sup> in FY 2024:

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<sup>8</sup> C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop, but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Route	In-State Host(s)	C-OTP
<b>State-Supported</b>		
<i>Blue Water</i>	Norfolk Southern	75.0%
<i>Borealis</i>	CPKC, METRA	51.6%
<i>Carl Sandburg / Illinois Zephyr</i>	BNSF	82.7%
<i>Hiawatha</i>	CPKC, METRA	86.1%
<i>Illini / Saluki</i>	Canadian National	83.1%
<i>Lincoln Service</i>	Canadian National, Union Pacific	71.5%
<i>Père Marquette</i>	Norfolk Southern	84.5%
<i>Wolverine</i>	Norfolk Southern	69.6%
<b>Long-Distance</b>		
<i>California Zephyr</i>	BNSF	48.5%
<i>Capitol Limited</i>	Norfolk Southern	71.3%
<i>Cardinal</i>	CSX, Norfolk Southern, additional minor	57.5%
<i>City of New Orleans</i>	Canadian National	77.2%
<i>Empire Builder</i>	CPKC, METRA	55.5%
<i>Lake Shore Limited</i>	Norfolk Southern	76.3%
<i>Southwest Chief</i>	BNSF	34.0%
<i>Texas Eagle</i>	Canadian National, Union Pacific	62.5%

## Procurement

Amtrak's procurements are subject to "Buy America"-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$402.5 million** went to vendors in Illinois:

Community	Amount
Chicago	\$192,967,791
Naperville	\$34,322,800
Lincolnshire	\$25,079,795
Lagrange	\$23,443,477
Mokena	\$19,302,356
McCook	\$15,367,326
Hodgkins	\$11,996,222
Carol Stream	\$8,011,924
Wheeling	\$5,948,692
Westmont	\$5,935,702
Broadview	\$4,828,505
Algonquin	\$4,618,139

Community	Amount
Franklin Park	\$4,152,272
Bolingbrook	\$3,620,381
Crete	\$3,225,138
Moline	\$2,947,790
Des Plaines	\$2,814,604
Arcola	\$2,501,776
Bellwood	\$2,344,656
Bedford Park	\$2,157,113
Peoria	\$2,132,260
Libertyville	\$1,957,184
Bartlett	\$1,934,825
Northbrook	\$1,403,329
Glendale Heights	\$1,360,295
Elmhurst	\$1,236,015
Wood Dale	\$1,114,501
Granite City	\$1,104,617
Elburn	\$927,107
Arlington Heights	\$807,443
Streator	\$723,767
Monee	\$718,352
South Holland	\$713,345
Bloomington	\$571,616
Frankfort	\$543,070
Jacksonville	\$533,602
All Others < \$500K	\$9,108,742
<b>Total IL Payments:</b>	<b>\$402,476,530</b>

The single largest in-state payment category was **transportation and host railroad agreements**.

### **Employment & Compensation**

At the end of FY 2024, **1,639 Amtrak employees** worked in Illinois, and the company had paid out a total of **\$136,418,688 in base wages and salary** in-state. Nationwide, Amtrak employed more than 22,000 active workers; total base wages and salaries for the year exceeded \$2.1 billion.

## Current Amtrak Routes in Illinois

