



## Amtrak in Illinois Fiscal Year 2025



*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 2025, the company's 21,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 34.5 million passengers. Amtrak's network includes 526 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Amtrak Connections offer connecting service to additional communities, typically via bus.*

### Service & Ridership

In FY 2025, Amtrak operated an average of **around 55 intercity trains per day** on 16 permanent routes serving Illinois, with **4,578,910 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** — 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>3</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)
- **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)

<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> One round trip daily extends to/from Kansas City, Missouri, operating as a *Missouri River Runner* frequency west of St. Louis.



- **Empire Builder** — Chicago - Glenview - Milwaukee - Wisconsin Dells - La Crosse - Winona - St. Paul-Minneapolis - Fargo - Spokane - Portland / Seattle (1 round trip daily)
- **Floridian** — Chicago - South Bend - Toledo - Cleveland - Pittsburgh - Washington, DC - Richmond - Raleigh - Columbia - Savannah - Orlando - Tampa - Miami (1 round trip daily)<sup>4</sup>
- **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 2025, sponsoring partners funded a total of \$86.2 million in operating payments for the State-Supported routes serving Illinois, helping support a combined total ridership on those routes<sup>5</sup> of 2,616,101.

## **Amtrak Connections**

Some Amtrak routes offer partner-operated **Amtrak Connections** 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.

<sup>4</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.

<sup>5</sup> Unlike state- / station-specific ridership, total *route* ridership equals sum of all boardings and alightings divided by two.

## Stations

During FY 2025, Amtrak intercity trains made scheduled stops at 30 locations in Illinois:

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment <sup>6</sup>
Alton (ALN)	75,548	None	N/A	—
Bloomington-Normal (BNL)	230,448	Partial	Complete*	—
Carbondale (CDL)	82,122	Partial	FY 29	\$5,965,281
Carlinville (CRV)	9,349	None	N/A	—
Centralia (CEN)	17,638	Partial	FY 27	\$3,733,919
Champaign-Urbana (CHM)	254,996	None	N/A	—
Chicago ( <i>Union Station</i> ) (CHI)	3,175,856	Sole	FY 28	\$2,708,667
Du Quoin (DQN)	6,909	Partial	FY 26	\$2,152,727
Dwight (DWT)	4,964	None	N/A	—
Effingham (EFG)	22,775	Sole	Complete	\$3,497,721
Galesburg (GBB)	71,850	Partial	FY 28	\$8,974,317
Gilman (GLM)	2,172	Sole	Complete	\$1,642,948
Glenview (GLN)	57,752	None	N/A	—
Homewood (HMW)	46,211	Partial	Complete	\$22,420,509
Joliet (JOL)	69,420	None	N/A	—
Kankakee (KKI)	18,244	Partial	FY 26	\$3,644,313
Kewanee (KEE)	13,172	Partial	FY 27	\$4,192,483
La Grange (LAG)	9,129	Partial	FY 28	\$1,714,687
Lincoln (LCN)	18,239	None	N/A	—
Macomb (MAC)	40,454	Partial	Complete	\$2,722,549
Mattoon (MAT)	34,319	Partial	Complete	\$6,210,021
Mendota (MDT)	18,178	Sole	FY 27	\$3,291,847
Naperville (NPV)	34,737	None	N/A	—
Plano (PLO)	5,725	Partial	FY 27	\$4,499,535
Pontiac (PON)	14,840	None	N/A	—
Princeton (PCT)	29,018	Sole	FY29	\$5,407,390
Quincy (QCY)	29,252	Partial	Complete	\$1,653,084
Rantoul (RTL)	5,865	Sole	Complete	\$1,675,459
Springfield (SPI)	159,999	Sole	FY 27	\$1,727,004
Summit (SMT)	19,729	Partial	FY 29	\$1,825,874
<b>Total:</b>	<b>4,578,910</b>	<b>21/30</b>	<b>In Progress</b>	<b>\$89,660,334</b>

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

<sup>6</sup> "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.

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 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 382 communities nationwide, including an **\$89.7 million investment in Illinois**. All Amtrak-responsible work is targeted for completion by the end of CY 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 2025. Chicago Union Station is also the busiest station on Metra, the Chicago area commuter railroad, whose trains operate over Amtrak-owned tracks to access the station.

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 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.

The **Chicago Hub Improvement Program (CHIP)** is Amtrak's comprehensive effort to modernize Chicago Union Station and upgrade key rail infrastructure that supports the entire Midwest network. Amtrak is advancing Preliminary Engineering and NEPA work for elements of the program. To learn more about CHIP, please visit: [AmtrakNewEra.com/CHIP](https://AmtrakNewEra.com/CHIP).

### **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 they own. By law, Amtrak trains are required 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>7</sup> in FY 2025:

Route	In-State Host(s)	C-OTP
<b>State-Supported</b>		
<i>Blue Water</i>	Norfolk Southern	68.8%
<i>Borealis</i>	CPKC, METRA	56.9%
<i>Carl Sandburg / Illinois Zephyr</i>	BNSF	83.9%
<i>Hiawatha</i>	CPKC, METRA	86.4%
<i>Illini / Saluki</i>	Canadian National	85.7%
<i>Lincoln Service</i>	Canadian National, Union Pacific	65.1%
<i>Père Marquette</i>	Norfolk Southern	85.9%
<i>Wolverine</i>	Norfolk Southern	66.8%
<b>Long-Distance</b>		
<i>California Zephyr</i>	BNSF	53.2%
<i>Cardinal</i>	CSX, Norfolk Southern, additional minor	51.6%
<i>City of New Orleans</i>	Canadian National	69.2%
<i>Empire Builder</i>	CPKC, METRA	53.1%
<i>Floridian</i> <sup>8</sup>	BNSF	27.4%
<i>Lake Shore Limited</i>	Norfolk Southern	71.7%
<i>Southwest Chief</i>	BNSF	33.4%
<i>Texas Eagle</i>	Canadian National, Union Pacific	46.7%

## Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 878,765 members listing an address in Illinois. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

## 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 \$5.7 billion for goods and services in FY 2025; 99% of that amount was spent domestically, and **\$410.9 million** went to vendors in Illinois:

Community	Amount Spent
Chicago	\$209,915,507

<sup>7</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%.

<sup>8</sup> Amtrak is temporarily combining the Capitol Limited and Silver Star trains to create the Floridian service. The C-OTP listed for the Floridian is from November 10, 2024 – September 30, 2025.

Community	Amount Spent
Naperville	\$38,402,922
Mokena	\$32,087,302
McCook	\$16,303,084
Lagrange	\$14,400,769
Lincolnshire	\$10,252,329
Hodgkins	\$9,795,125
Westmont	\$7,858,763
Carol Stream	\$6,587,648
Wheeling	\$5,926,867
Libertyville	\$4,914,971
Bolingbrook	\$4,573,919
Broadview	\$4,469,423
Des Plaines	\$4,034,845
Bedford Park	\$3,934,987
Downers Grove	\$3,311,293
Crete	\$3,194,616
Crystal Lake	\$2,585,532
Bellwood	\$1,884,768
Bartlett	\$1,755,319
Elmhurst	\$1,646,322
Glendale Heights	\$1,597,722
Northbrook	\$1,515,798
Peoria	\$1,373,716
Moline	\$1,370,168
Granite City	\$1,348,330
Wood Dale	\$1,289,247
Franklin Park	\$1,088,810
Bridgeton	\$1,005,390
Burr Ridge	\$770,226
Jacksonville	\$625,334
Oak Brook	\$589,882
Aurora	\$586,893
Monee	\$556,740
South Holland	\$554,867
Tinley Park	\$550,397
All Others <\$500k	\$8,212,595
<b>Total Payments</b>	<b>\$410,872,426</b>

The single largest in-state payment category was **supplies for various maintenance, repair, or operations (MRO) needs**.

### Employment & Compensation

At the end of FY 2025, **1,265 Amtrak employees** lived in Illinois, and the company had paid out a total of **\$119,494,334 in base wages and salary** in-state. Nationwide, Amtrak employed more than 21,000 active workers; total base wages and salaries for the year were approximately \$2.2 billion.



