



Amtrak Fact Sheet Fiscal Year 2019 *State of Indiana*

Amtrak Service & Ridership

Amtrak operates three National Network trains through Indiana:

- The **Capitol Limited** (daily Chicago-South Bend-Cleveland-Pittsburgh-Washington, D.C.)
- The **Cardinal** (tri-weekly Chicago-Indianapolis-Cincinnati-New York)
- The **Lake Shore Limited** (daily Chicago-South Bend-Cleveland-Buffalo-Boston/New York)

Until June 30, Amtrak also operated, under contract for the Indiana Department of Transportation, one state supported corridor train, the **Hoosier State** (see below). Amtrak provides service to Hammond-Whiting and Michigan City in the northwest part of the state with Chicago-Detroit region **Wolverine** service trains, operated under contract for the Michigan Department of Transportation.

During FY19 Amtrak served the following Indiana locations:

City	Boardings & Alightings
Connersville	448
Crawfordsville	4,988
Dyer	2,991
Elkhart	20,631
Hammond-Whiting	5,167
Indianapolis	24,937
Lafayette	13,307
Michigan City	2,662
Rensselaer	1,754
South Bend	19,931
Waterloo	20,995
Total Indiana Station Usage:	117,811

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 Indiana with each service’s host railroads and on-time performance (OTP) in FY19:

Service	Host Railroads	FY19 OTP
Capitol Limited	CSX and Norfolk Southern	36.5%
Cardinal	CSX, Norfolk Southern, and Buckingham Branch	50.0%
Lake Shore Limited	CSX, Norfolk Southern, and Metro-North	48.6%
Wolverine	Canadian National, Norfolk Southern, Amtrak, Michigan Department of Transportation	51.8%

“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 **63,352** members of the Amtrak Guest Rewards program in Indiana. This is a 10% increase from FY18.

Procurement

Amtrak spent \$17,961,634 on goods and services in Indiana in FY19, including at:

City	Amount
Bloomington	\$ 1,433,365
Elkhart	\$ 2,903,843
Highland	\$ 1,122,720
Indianapolis	\$ 8,903,370

Employment

At the end of FY19, Amtrak employed 747 Indiana residents. Total wages during FY19 of Amtrak employees living in Indiana were \$55,965,284.

PRIIA Section 209

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 Indiana, by the deadline, and the services continued to run without interruption.

Amtrak MidwestSM Services

Amtrak operated the state-supported *Hoosier State*, under contract with the State of Indiana. It ran four days a week (the days the Cardinal does not run), Indianapolis-Lafayette-Chicago. This train was part of a multi-state Amtrak MidwestSM network of services. Indiana decided not to renew its contract with Amtrak and *Hoosier State* service ceased operation June 30, 2019. Communities along the route continue to be served thrice weekly in each direction by the *Cardinal* National Network train serving the Chicago-Indianapolis-Washington-New York route.



Beech Grove Shops

Amtrak's principal heavy maintenance facility is located in Beech Grove, southeast of Indianapolis. Here, 484 employees rebuild and overhaul Amtrak's bi-level Superliner, and single level Viewliner, Surfliner, and Horizon car fleets. Beech Grove shop forces conduct preventative maintenance on P32 and P42 locomotives for use across the Amtrak system. Amtrak performed heavy overhaul, periodic maintenance, repainting, and other upkeep on 113 bi-level coaches, sleepers and food service cars, 58 single level coaches, food cars, sleepers and baggage cars, and 30 locomotives in FY2019.

The Beech Grove Shops supply components to other Amtrak facilities, including couplers, overhauled air conditioners, overhauled air brake valves, and about 300 other types of components unavailable elsewhere. More than 11,000 such components were produced in FY19.

Indianapolis Distribution Center

The Indianapolis Distribution Center (IDC) is Amtrak's largest material and supply facility. Clean and modern, the IDC boasts 180,000 square feet of inside storage space. Using state-of-the-art technology, 16,000 stock-keeping-units (SKUs) are inventoried electronically to prevent issues innate to manual cataloging and to keep the stock instantaneously updated. The IDC is conveniently located less than a mile from the Beech Grove shops. It employs approximately 30 full- and part-time personnel. Material for all purposes, from coach seats to toilet paper and locomotive parts, are distributed from the IDC to 31 Amtrak terminals nationwide.

Station Improvements

Connersville: Amtrak is finalizing design in advance of construction for improvements to bring the station into compliance with the Americans with Disabilities Act. Components included will be an accessible path from the public right-of-way to the platform and a new train boarding platform with new lighting and city identifier signs.

Hammond-Whiting: Amtrak started construction on improvements to bring the station into compliance with the Americans with Disabilities Act. ADA features, once complete, will include

an accessible path from the public right-of-way; appropriate striping, signage and bollards in the parking lot; modified doorways at station entrances; restroom upgrades and a new train boarding platform with upgraded lighting and signage.

Waterloo: In June 2016, the historic Waterloo train station (1884) reopened for Amtrak services. The station was relocated and refurbished by the Town of Waterloo using a Federal TIGER grant. The station has been modernized to meet contemporary code and replaces a bus-shelter type station.

Chicago-Detroit Improvements and Capital Projects

Indiana Gateway: As part of the High-Speed Intercity Passenger Rail Program (HSIPR), the State of Indiana was the recipient of a \$71.4-million grant to alleviate congestion at the major rail junction at Porter. Multiple railroads meet here, including three Amtrak routes to Michigan and two Amtrak National Network routes from Chicago to the East Coast. This is one of the most congested stretches of railroad in the world. In 2016, final construction was completed on eight separate improvements from Porter west to the Illinois state line. Seven of the improvements are on track owned by Norfolk Southern and the eighth on Amtrak's Michigan Line east of Porter. The work included installation of high-speed crossover tracks and related signal improvements.

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 has yet to conclude which of four routes to establish as a passenger-centered corridor. Amtrak is independently looking at several alternative routes to access Chicago for its trains from the east, including potential use of other railroads.

AMTRAK ROUTES IN INDIANA

