



Amtrak Fact Sheet Fiscal Year 2021 State of Indiana

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated over five trains per day in Indiana, as part of the following routes:

- **Long Distance**
Capitol Limited (daily Chicago-Toledo-Cleveland-Pittsburgh-Washington)
Cardinal (thrice weekly New York-Washington-Charlottesville-Charleston-Cincinnati-Indianapolis-Chicago)
- **State Supported**
Wolverine (three-times-daily Chicago-Detroit-Pontiac)

Stations Served

During FY 2021, Amtrak served the following locations in Indiana.

City (Code)	Ridership
Connersville (COI)	419
Crawfordsville (CRF)	1,071
Dyer (DYE)	1,092
Elkhart (EKH)	10,427
Hammond-Whiting (HMI)	445
Indianapolis (IND)	9,847
Lafayette (LAF)	3,482
Michigan City (MCI)	338
Rensselaer (REN)	521
South Bend (SOB)	9,292
Waterloo (WTI)	9,287
Total Indiana Station Usage:	46,221

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 Indiana with each service’s host railroads and customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Capitol Limited</i>	CSX, Norfolk Southern	28.7%
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch Railroad	54.1%
<i>Wolverine</i>	Canadian National, Norfolk Southern, Amtrak Michigan DOT	59.7%

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 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 72,680 members listing an address in Indiana. This is a 4.8% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In Indiana, Amtrak spent \$17,737,867, broken down in the following locations:

City	Amount (\$)
Beech Grove	1,016,657
Bloomington	2,659,888
Carmel	344,104
Columbus	135,860
Elkhart	1,669,284
Gary	112,078
Greenwood	262,362
Highland	485,674
Hobart	312,400
Indianapolis	8,119,628
Michigan City	268,357
Muncie	204,391
Seymour	435,133
South Bend	178,014
West Lafayette	419,949

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 685 Indiana residents. Total FY 2021 wages were \$1.54 billion, of which Indiana residents earned \$54,150,675.

Additional Information

Bipartisan Infrastructure Law

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or “Bipartisan Infrastructure Law,” provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair

work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

Amtrak Connects US

In 2021, Amtrak released the Amtrak Connects US vision for growing America’s passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

Beech Grove Maintenance Facility

Amtrak’s principal heavy maintenance facility is in Beech Grove, southeast of Indianapolis. Here, approximately 450 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. The site also acts as a storage location for some Siemens Charger locomotive components. Amtrak performs heavy overhaul, periodic maintenance, repainting, and other upkeep on bi-level coaches, sleepers, food service cars, single level coaches, dining cars, baggage cars, and locomotives at this facility. Typically, the shop completes 165 car overhauls, 25 locomotive LCPM’s, and five repaired locomotive wrecks on an annual basis.

The Beech Grove Shops supply components to other Amtrak facilities, including couplers, overhauled air conditioners, overhauled air brake valves, and over 225 other types of components unavailable elsewhere. More than 18,000 such components were produced in FY 2021.

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 inherent 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 25 full-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 completed construction on improvements to bring the station into compliance with the Americans with Disabilities Act. ADA features 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.

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.

Amtrak is independently looking at several alternative routes to access Chicago for its trains from the east, including potential use of other railroads, to improve on time performance of trains along the route.

Amtrak discontinued service at Michigan City, a low ridership station, to reduce trip time on the Detroit-Chicago high speed rail corridor.

AMTRAK ROUTES IN INDIANA

