



Amtrak Fact Sheet Fiscal Year 2022 State of Indiana

Amtrak Service & Ridership

At the end of FY 2022, Amtrak operated almost nine 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 (Chicago-Detroit-Pontiac)

Stations Served

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

City (Code)	Ridership
Connersville (COI)	373
Crawfordsville (CRF)	1,235
Dyer (DYE)	959
Elkhart (EKH)	16,157
Hammond-Whiting (HMI)	3,031
Indianapolis (IND)	10,881
Lafayette (LAF)	4,271
Michigan City (MCI)	817
Rensselaer (REN)	479
South Bend (SOB)	18,848
Waterloo (WTI)	16,945
Total Indiana Station Usage:	73,996

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 2022:

Service	Host Railroad (s)	FY22 OTP
<i>Capitol Limited</i>	CSX, Norfolk Southern	32%
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch Railroad	48%
<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 89,683 members listing an address in Indiana. 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 Indiana, Amtrak spent \$20,542,777, broken down in the following locations:

City	Amount (\$)
Avon	246,857
Beech Grove	1,512,302
Bloomington	1,960,165
Bluffton	234,498
Carmel	1,180,309
East Chicago	174,564
Elkhart	1,874,422
Franklin	130,415
Greenwood	188,094
Highland	1,449,406
Indianapolis	9,402,425
Lafayette	124,202
Michigan City	241,257
Muncie	109,830
Seymour	479,515
South Bend	321,027

Employment & Wages

At the end of FY 2022, Amtrak employed 18,689 people, including 739 Indiana residents. Total FY 2022 wages were \$1.92 billion, of which Indiana residents earned \$61,023,780.

Additional Information

BEECH GROVE MAINTENANCE FACILITY

Amtrak's principal heavy maintenance facility is in Beech Grove, southeast of Indianapolis. Here, approximately 521 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.

Workforce Development

Amtrak has partnered with Ivy Tech's Indianapolis location to post our job opportunities on their website, helping us connect to more students that are graduating and looking for future employment. In addition, Amtrak is working with Lincoln Tech in Indianapolis to build a talent pool of future craft employees by attending future career fairs on their campus.

Station Improvements

Connersville: Amtrak has begun construction for improvements to bring the station into compliance with the Americans with Disabilities Act. Components include 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 ROUTES IN INDIANA

