



Amtrak Fact Sheet, Fiscal Year 2008

State of Illinois

Amtrak Service & Ridership

Amtrak serves Illinois with 58 daily trains, including the following long-distance services:

- The *California Zephyr* (daily Chicago-Denver-Salt Lake City-Bay Area)
- The *Capitol Limited* (daily Chicago-Cleveland-Pittsburgh-Washington, D.C.)
- The *Cardinal* (three-times-weekly Chicago-Indianapolis-Cincinnati-Washington, D.C.)
- The *City of New Orleans* (daily Chicago-Carbondale-Memphis-New Orleans)
- The *Empire Builder* (daily Chicago-St. Paul-Seattle/Portland)
- The *Lake Shore Limited* (daily Chicago-Cleveland-Buffalo-Boston/New York)
- The *Southwest Chief* (daily Chicago-Kansas City-Los Angeles)
- The *Texas Eagle* (daily Chicago-St. Louis-Dallas-San Antonio, tri-weekly through car service to Los Angeles via the *Sunset Limited*)

Amtrak also operates the following corridor services:

- The *Hiawatha Service* (seven-times-daily, Chicago-Milwaukee)
- The *Illinois Zephyr* and *Carl Sandburg* (twice-daily, Chicago-Galesburg-Quincy)
- The *Lincoln Service* (three-times-daily, Chicago-Springfield-St. Louis)
- The *Ann Rutledge* (daily Chicago-Springfield-St. Louis-Kansas City)
- The *Illini* and *Saluki* (twice-daily, Chicago-Champaign-Carbondale)
- The *Hoosier State* (four-times-weekly Chicago-Indianapolis)
- The *Wolverines* (three-times-daily, Chicago-Detroit-Pontiac)
- The *Blue Water* (daily, Chicago-East Lansing-Port Huron)
- The *Pere Marquette* (daily, Chicago-Grand Rapids)

During FY08 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings + Alightings</u>
Alton	53,741
Bloomington/Normal	180,589
Carbondale	112,096
Carlinville	10,261
Centralia	18,822
Champaign-Urbana	151,732
Chicago*	3,104,151
Du Quoin	8,331

Dwight	7,768
Effingham	22,367
Galesburg	98,419
Gilman	2,016
Glenview	65,769
Homewood	31,123
Joliet	43,087
Kankakee	15,669
Kewanee	11,430
La Grange Road	14,304
Lincoln	20,703
Macomb	69,193
Mattoon	31,078
Mendota	20,677
Naperville	49,389
Plano	4,605
Pontiac	12,642
Princeton	28,042
Quincy	50,298
Rantoul	2,978
Springfield	157,540
Summit	5,661
Total Illinois Station Usage:	4,404,461

**Chicago is the 4th busiest station in the Amtrak System.*

Procurement/Contracts

Amtrak expended \$159,726,391 for goods and services in Illinois in FY08. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Aurora	\$ 1,508,650
Bellwood	\$ 1,452,773
Broadview	\$ 1,272,235
Chicago	\$ 8,789,477
Elgin	\$ 1,659,032
Elk Grove Village	\$ 1,001,529
Frankfort	\$ 78,640,013
Naperville	\$ 30,121,743
Palatine	\$ 18,993,431
Schaumburg	\$ 1,024,090
South Holland	\$ 1,155,037
Vernon Hills	\$ 4,784,063

Employment

At the end of FY08, Amtrak employed 1,442 Illinois residents. Total wages of Amtrak employees living in Illinois were \$87,002,543 during FY08.

State-Assisted Services

The State of Illinois supports the operation of trains on three routes between Chicago and Downstate Illinois: Chicago-Springfield-St. Louis; Chicago-Champaign-Carbondale; and Chicago-Galesburg-Quincy. Through Fiscal 2006, the Illinois Department of Transportation supported one round-trip on each route.

Effective in Fiscal 2007, Illinois tripled the number of state-supported trains on the Chicago-St. Louis route (now with three *Lincoln Service* trains) and doubled state-supported train service on the Chicago-Carbondale (*Illini* and *Saluki*) and Chicago-Quincy (*Illinois Zephyr* and *Carl Sandburg*) routes.

In addition, the State of Illinois, jointly with the State of Wisconsin, supports seven daily *Hiawatha Service* trains operating between Chicago and Milwaukee.

Ridership on trains on the Chicago-St. Louis corridor was up 16.5% in Fiscal 2008 over 2007. Ridership increased 18.5% on the Chicago-Carbondale route, was up 19.8% on the Chicago-Quincy route, and grew 25.9% on the *Hiawathas*.

Expansion Planning

Amtrak Corridor Planning has delivered the results of two requested route feasibility studies to the Illinois Department of Transportation (IDOT). Capital construction costs were estimated at between \$32 million and \$55 million, depending on the route, to resume passenger rail service between Chicago, Rockford, Freeport, Galena, and Dubuque, Iowa. Ridership was estimated at 74,500 annually for the best route option, providing \$1.5 million in revenue at a \$4.4 million annual cost.

Capitol construction costs were estimated at between \$94.1 million and \$22.7 million, depending on the route and level of track upgrading completed, to resume passenger rail service between Chicago and the Quad Cities metro area (Rock Island and Moline). Ridership was estimated at 110,800 annually for the best route option, providing \$2.6 million in revenue at a \$8.5 million annual cost.

The success of service expansions in Illinois has helped to increase interest in the potential of passenger rail service in Iowa, including within the Iowa Department of Transportation. Iowa requested a study of the feasibility of service between Chicago and Iowa City to be conducted in conjunction with the Illinois-requested Chicago-Quad Cities study. The study results were delivered in 2008 and project infrastructure development costs along the Iowa route segment at \$32.5 million, with 76,100 additional annual riders.

Amtrak is a participant in the IDOT Intercity Bus Program. The IDOT Bus Program brings together intercity, ground common carriers operating within the State to facilitate coordination between modes for improved connectivity for Illinois residents. This collaborative effort between the carriers and the State led to an allocation of \$662,500 in Federal Grant funds for several projects affecting Amtrak stations. IDOT provided for architecture and engineering services that are aimed at developing the Carbondale, Galesburg, and Normal stations as intermodal rail and bus terminals in 2008.

Major Facilities

Chicago Union Station: Union Station is owned by an Amtrak subsidiary, the Chicago Union Station Company (CUSCO). The station was designed by famed Chicago architect Daniel Burnham and opened in 1925 after ten years of construction at a cost of \$75 million dollars. The main physical attraction of Amtrak's Great Hall at Union Station is the 300-foot-long barrel-vaulted skylight that soars 115 feet over the room. In 1991, work was completed on a \$32-million passenger facilities improvement project that included renewal of the station's public areas and baggage handling system.

Union Station is the focal point of the resurgent West Loop and the linchpin driving speculative office developments that have seen the relocation of several high profile tenants to the neighborhood. The station's importance to the state economy is poised to grow as Amtrak embarks on a development partnership that will result in construction of a new mixed-use tower above the station headhouse. The development will feature 610,000 square feet of rentable office space, a 320-room business-class hotel, and residential condos. An 80,000 square foot expansion in retail space will also be included.

Metra, the Chicago area's commuter rail operator, is the largest tenant at Union Station. It is the busiest of the four major downtown stations served by Metra, with more than 240 trains per day serving in excess of 110,000 daily commuters.

Brighton Park: Chicago's Brighton Park Maintenance Facility was revived in late September 2003 as part of Amtrak's plan to restore equipment to a state of good repair. The facility, which had been closed in 2001, provides preventive maintenance on trains operating from Chicago on a 92- and 365-day cycle.

Switching Yard: South of Amtrak's Chicago Union Station, Amtrak operates a switching yard that is responsible for maintaining Amfleet, Superliner, Horizon, Heritage, and Viewliner cars, as well as P42 locomotives that are in use throughout the Amtrak system.

Central Division: Chicago is the headquarters of Amtrak's Central Division. Central Division personnel in the Claims, Diversity, Engineering, Environmental, Government Affairs and Corporate Communications, Human Resources, Mechanical Operations, Passenger Services, Police, Planning, and Safety departments support the operation of Amtrak trains in 18 Midwestern states.