



## Amtrak Fact Sheet, Fiscal Year 2011

# State of Illinois

### Illinois FY11 at a Glance

- 56 Amtrak trains a day
- Nearly 4.9 million riders at Illinois stations
- Over \$139 million in Amtrak procurement
- 1,501 residents employed by Amtrak
- Total resident employee wages, nearly \$104 million
- Amtrak-State partnerships: Chicago-St. Louis *Lincoln Service*, Chicago-Carbondale *Illini/Saluki*, Chicago-Quincy *Illinois Zephyr/Carl Sandburg*, Chicago-Milwaukee *Hiawatha Service*

### Amtrak Service & Ridership

Amtrak serves Illinois with 56 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* (four-times-daily, Chicago-Springfield-St. Louis)
- 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 FY11 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings + Alightings</u>
<a href="#">Alton</a>	50,220
<a href="#">Bloomington/Normal</a>	244,566
<a href="#">Carbondale</a>	136,920
<a href="#">Carlinville</a>	7,831
<a href="#">Centralia</a>	25,275
<a href="#">Champaign-Urbana</a>	164,404
<a href="#">Chicago*</a>	3,393,695
<a href="#">Du Quoin</a>	10,241
<a href="#">Dwight</a>	8,937
<a href="#">Effingham</a>	25,641
<a href="#">Galesburg</a>	104,208
<a href="#">Gilman</a>	2,758
<a href="#">Glenview</a>	70,494
<a href="#">Homewood</a>	39,443
<a href="#">Joliet</a>	54,668
<a href="#">Kankakee</a>	19,732
<a href="#">Kewanee</a>	13,936
<a href="#">La Grange Road</a>	14,868
<a href="#">Lincoln</a>	17,541
<a href="#">Macomb</a>	78,129
<a href="#">Mattoon</a>	38,328
<a href="#">Mendota</a>	23,768
<a href="#">Naperville</a>	53,918
<a href="#">Plano</a>	6,188
<a href="#">Pontiac</a>	13,824
<a href="#">Princeton</a>	33,678
<a href="#">Quincy</a>	50,842
<a href="#">Rantoul</a>	4,808
<a href="#">Springfield</a>	159,444
<a href="#">Summit</a>	7,914
<b>Total Illinois Station Usage:</b>	<b>4,876,219</b>
	(up 3.7% from FY10)

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

### Procurement/Contracts

Amtrak placed orders valued at \$139,309,520 for goods and services in Illinois in FY11. Much of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Bartlett	\$ 6,306,242
Bellwood	\$ 4,821,658
Chicago	\$ 24,454,243
Downers Grove	\$ 3,167,001
Itasca	\$ 2,756,690
Libertyville	\$ 2,036,900

Mark	\$ 61,250,000
Naperville	\$ 16,567,722

## Employment

At the end of FY11, Amtrak employed 1,501 Illinois residents. Total wages of Amtrak employees living in Illinois were \$103,815,775 during FY11.

## State-Assisted Services

The State of Illinois partially supports the operation of trains on three routes between Chicago and Downstate Illinois:

- Chicago-Bloomington/Normal-Springfield-St. Louis (*Lincoln Service*, 4 daily round trips)
- Chicago-Champaign-Carbondale (*Saluki* and *Illini*, 2 daily round trips)
- Chicago-Galesburg-Quincy (*Carl Sandburg* and *Illinois Zephyr*, 2 daily round trips)

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

Ridership on trains on the Chicago-St. Louis corridor was up 13.1% in Fiscal 2010 over 2009. Ridership increased 2.0% on the Chicago-Carbondale route, was up 3.4% on the Chicago-Quincy route, and increased 6.1% on Chicago-Milwaukee trains.

## Expansion Planning

Illinois received Federal Railroad Administration (FRA) High Speed and Intercity Passenger Rail (HSIPR) grant program funds for several projects to advance the goal of bringing more frequencies, reduced trip times, reliable operations and new service on Amtrak routes in the state.

- \$1.102 billion for improvements to the Chicago-St. Louis corridor, including planning for additional service enhancements. Construction began in September 2010 on upgrading 210 miles of track to allow passenger train speeds of 110 mph.
- \$126 million to grade-separate the Chicago-Detroit corridor from a busy commuter rail line at Englewood in Chicago. Construction began in October 2011, with expected completion in 2013. The Englewood flyover will ease traffic flow at one of the most delay-prone junctions for Amtrak in the Midwest.
- \$268.2 million toward a multi-state equipment acquisition to re-equip passenger trains in Illinois with 48 new bi-level passenger cars and 7 high-efficiency diesel locomotives.

The FRA grant award represents the culmination of cooperative work between Amtrak and the Illinois Department of Transportation (IDOT) on a vision for passenger rail development across the state. Three route expansion studies have been delivered by Amtrak to IDOT in the past four years.

IDOT has found that the best route for new passenger rail service between Chicago and Dubuque, Iowa, is one that runs through Rockford, Freeport, and Galena. The Canadian National Railway, owner of that corridor, will provide IDOT with a cost for necessary capital upgrades needed to accommodate new passenger service. In 2007, Amtrak delivered the results of a route feasibility study requested by IDOT.

IDOT is working with Iowa DOT to start new passenger rail service between Chicago and Moline (Quad Cities). Iowa DOT was awarded a \$230-million HSIPR grant for development of this service west from Moline to Iowa City. Iowa DOT has requested that FRA allow the funding to be split between the two states, so that Illinois can proceed with service east of Moline and so that Iowa can further refine its needs for service west to Iowa City, Des Moines, and Council Bluffs (across from Omaha, Nebraska). Amtrak provided staff resources to support the application submitted by the Iowa and Illinois Departments of Transportation. The grant, to be matched with state and local funds, would rehabilitate track, establish a new rail to rail connection, install a new signal system, finance the acquisition of rolling stock, and support station development. Pending the necessary successful completion of service outcomes agreements between the states, host railroads, and Amtrak, construction can begin with a goal of service over the complete route by 2015.

## **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. Chicago Union Station is a major transportation asset of the West Loop, in Chicago's central business district. 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. More than 31 million passengers annually, on 300 daily Amtrak and Metra trains, pass through Chicago Union Station.

**Brighton Park:** Chicago's Brighton Park Maintenance Facility provides preventive maintenance on trains operating from Chicago on a 92- and 365-day cycle.

**Chicago Coach Yard:** South of Chicago Union Station, Amtrak operates a switching yard that is responsible for maintaining coaches, sleeping and food service cars, baggage cars and locomotives used on all trains dispatched from Chicago. Trains are serviced, cleaned and stocked. Locomotives are fueled and maintained on a regular cycle.

**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, and Safety departments support the operation of Amtrak trains in 18 Midwestern states.

## **Major Facilities Upgrade and Expansion**

Amtrak is using \$115 million in funds from the American Recovery and Reinvestment Act to improve tracks, buildings and control systems in the Chicago Coach Yard. Improvements include \$106.2 million to replace or renew approximately five miles of track and to renovate or repair buildings used to inspect and maintain trains at Chicago Union Station. Water, air, lighting, natural gas and heated track switching systems will be replaced or upgraded to improve service reliability in winter and to meet the demands of growing ridership.

A new \$9-million control center has opened at Chicago Union Station to manage and dispatch Amtrak and other rail traffic in four geographically separate areas, including Chicago Union Station North, Chicago Union Station South, New Orleans Terminal, and the Amtrak Michigan District. Operations at the center involve interconnections with territories owned by the Metra, Norfolk Southern, BNSF, and Canadian National railroads. The Chicago Control Center has improved Amtrak's ability to manage daily train operations and extraordinary circumstances, with back-up capabilities elsewhere in the Chicago Terminal and at the Consolidated National Operations Center (CNOC) in Delaware.

## **Station Improvements**

**Chicago:** Amtrak has begun a passenger facilities expansion project at Chicago Union Station, to expand seating areas and restrooms. The projects will help relieve overcrowding during peak periods by nearly doubling seating capacity in the waiting lounge. The waiting room expansion is being made possible by relocating the first class Metropolitan Lounge to the historic headhouse building. The Metropolitan Lounge will feature upgraded furnishings and natural light in the two-story, atrium design. Air conditioning will be restored to the headhouse building for the first time in since the early 1960s. The \$40 million project included relocation of Amtrak Transportation management and headquarters field offices (Payroll, Claims, Real Estate, Procurement, Inspector General, Government Affairs and Corporate Communications) into restored and upgraded space in the headhouse office tower. This project prepares Chicago Union Station for higher frequency and higher speed rail as it is developed in the Midwest.

Amtrak has retained the services of Jones Lang LaSalle to determine the range of market possibilities for unused space in the larger headhouse building. The eight-story office building above the station and retail spaces around the Great Hall are vacant. Realizing a vision that encompasses more commercial revenue for these spaces would contribute to Amtrak income and help underwrite passenger train operations and maintenance.

**Alton:** The city and the Madison County Transit District received a \$13.85 million Transportation Investments Generating Economic Recovery (TIGER) grant, available from federal stimulus funds, for development of a new intermodal hub adjacent to the current Amtrak station.

**Bloomington-Normal:** A groundbreaking ceremony for a new Normal Multimodal Transportation Center was held August 7, 2010. The Town of Normal received a \$22 million TIGER grant in February 2010. That grant, along with funding from the Federal Transit Administration, Illinois Department of Commerce and Economic Opportunity, and town bonds, will cover the estimated \$47 million cost of the project. The 68,000-foot center will replace the current structure, built across the tracks in 1990 and now too small for current rail and bus traffic.

**Galesburg:** Amtrak is working with the city to expand the size of the station, built in 1984, to accommodate growing ridership and the city's desire to better accommodate intercity motor coach passengers. Galesburg received federal transit grants to pay for the waiting room expansion. Amtrak has an interline (Amtrak Thruway) agreement with the motor coach operator at Galesburg, providing connecting service to eight communities in Illinois, Iowa, and Indiana.

**Kewanee:** The City using \$500,000 of local resources to build a new, fully-ADA compliant, passenger station of unique design, to be complete late in December 2011. It will be served by Chicago-Quincy trains and replaces a smaller shelter built in 1986.

**Mattoon:** The station in Mattoon was rededicated on October 15, 2010, after a four-year project to stabilize and improve the structure, which was opened in 1918 by the Illinois Central Railroad. The Coles County Historical Society raised \$400,000 locally and secured other grants for the \$3 million project, including \$70,000 from the City of Mattoon, \$130,000 from the Illinois DOT and other state agencies, and \$2.6 million in federal transportation funds. The station now has a new clay-tile roof, a new passenger elevator, accessible restrooms, and restored historical elements. The City assumed ownership of the building in 2001 and transferred it to the historical society to manage and renovate.

**Springfield:** A ribbon-cutting for the renovated station in Springfield was held September 27, 2011. The \$714,000 project was paid for with funds from the city and from Amtrak. Work included ADA-accessible ramps and improvements to the roof, restrooms, entrances, and mechanical systems. The station was built by the Chicago and Alton Railroad in 1895.