



## Amtrak Fact Sheet, Fiscal Year 2014

# State of Illinois

### Illinois FY14 at a Glance

- 56 Amtrak trains a day
- Nearly 5 million riders at Illinois stations
- Over \$91 million in Amtrak procurement
- 1,430 residents employed by Amtrak
- Total resident employee wages, over \$103 million
- Nearly 218,000 Illinois residents are members of the Amtrak Guest Rewards frequent user program
- 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 FY14 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings + Alightings</u>
<a href="#">Alton</a>	68,584
<a href="#">Bloomington/Normal</a>	261,631
<a href="#">Carbondale</a>	129,446
<a href="#">Carlinville</a>	11,295
<a href="#">Centralia</a>	26,674
<a href="#">Champaign-Urbana</a>	178,487
<a href="#">Chicago*</a>	3,377,259
<a href="#">Du Quoin</a>	11,362
<a href="#">Dwight</a>	10,995
<a href="#">Effingham</a>	29,330
<a href="#">Galesburg</a>	100,871
<a href="#">Gilman</a>	3,333
<a href="#">Glenview</a>	58,882
<a href="#">Homewood</a>	44,624
<a href="#">Joliet</a>	70,148
<a href="#">Kankakee</a>	22,898
<a href="#">Kewanee</a>	17,152
<a href="#">La Grange Road</a>	14,076
<a href="#">Lincoln</a>	25,587
<a href="#">Macomb</a>	72,550
<a href="#">Mattoon</a>	42,872
<a href="#">Mendota</a>	24,019
<a href="#">Naperville</a>	49,915
<a href="#">Plano</a>	7,193
<a href="#">Pontiac</a>	16,474
<a href="#">Princeton</a>	35,786
<a href="#">Quincy</a>	47,185
<a href="#">Rantoul</a>	5,908
<a href="#">Springfield</a>	194,762
<a href="#">Summit</a>	12,528
<b>Total Illinois Station Usage:</b>	<b>4,971,826</b>
	(down 4.0% from FY13)

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

## **Procurement/Contracts**

Amtrak spent \$91,475,711 on goods and services in Illinois in FY14. Much of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Addison	\$ 1,073,765
Bellwood	\$ 2,958,065
Bolingbrook	\$ 2,066,639
Carol Stream	\$ 2,154,209
Chicago	\$ 34,929,942
Crete	\$ 2,518,223
Downers Grove	\$ 1,310,138
Elk Grove Village	\$ 1,868,848
Itasca	\$ 1,552,623
La Grange	\$ 3,353,005
Lincolnshire	\$ 6,291,252
Naperville	\$ 17,660,265
South Elgin	\$ 1,404,126
South Holland	\$ 1,341,285

## Employment

At the end of FY14, Amtrak employed 1,430 Illinois residents. Total wages of Amtrak employees living in Illinois were \$103,824,251 during FY14.

## PRIIA Section 209 and State-Supported Services

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

The State of Illinois 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.

## Service Improvements

Illinois Department of Transportation (IDOT) 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, more reliable operations and new service on Amtrak routes in the state.

Amtrak worked with the several Midwest state partners, Illinois, Michigan, Missouri, and Wisconsin, to bring complimentary AmtrakConnect Wi-Fi service to customers on all short-distance corridors in those states, in 2014.

**Chicago-St. Louis:** The corridor was awarded \$1.102 billion for improvements, including planning for additional, long-range, high-speed enhancements. A running speed of 110 mph has begun on the first 15 miles of a planned 210 miles on the route. Amtrak continues to work with IDOT on review of design plans for improvements to several stations along the corridor, including Dwight, Pontiac, Lincoln, Carlinville, and Alton. Upgrades to the corridor financed by federal and state capital funds and carried out by the line's owner, Union Pacific Railroad, are ongoing. Once complete, trip times will be reduced from 5½ hours to 4.

**Chicago-Michigan:** Construction continues on the \$126 million project 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 2015. The Englewood flyover will ease traffic flow and improve service reliability at one of the most delay-prone junctions for Amtrak in the Midwest.

**New passenger cars:** Rochelle-based Nippon Sharyo/Sumitomo was awarded a \$352-million, multi-state contract for construction of 130 bi-level passenger cars. These cars will be used on passenger rail corridors in California, Michigan, Missouri, and on all Amtrak, Illinois state-supported routes. Illinois transportation bond funds are combined with a Federal HSIPR grants to acquire these new rail cars.

## **Expansion Planning**

**Chicago-Quad Cities:** IDOT was awarded \$177 million in Federal HSIPR grants for development of new passenger rail service between Chicago and Moline (Quad Cities). Amtrak provided staff resources to support the application submitted by the DOT and is handling negotiations with host railroads on the route. The grant, to be matched with state and local funds, will rehabilitate track, establish a new rail to rail connection, install a new signal system, finance the acquisition of rolling stock, and support station development. Design work for the route is ongoing.

**Chicago-Dubuque:** Amtrak continues to work with IDOT and freight railroads on developing plans for establishing new passenger rail service between Chicago and Dubuque, Iowa, via Rockford, Freeport and Galena. IDOT announced on April 10, 2014, that the route east of Rockford would use Metra and Union Pacific tracks, with intermediate stops at Elgin, Huntley, and Belvidere. IDOT has projected that Chicago-Rockford service will begin in 2015.

**Quad Cities-Danville:** Amtrak is studying potential rail service between the Quad Cities and Danville. Intermediate stops would include Galesburg, Peoria, Bloomington-Normal, and Champaign-Urbana. The route could be extended east to Indianapolis. This would serve as a cross-state belt line, connecting all existing state-supported Amtrak services in Illinois. Sometimes referred to as the I-74 Corridor Study, connecting bus service is being looked at as an interim service.

## **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 Capital, Mechanical Operations, Passenger Services, Police, and Safety departments support the operation of Amtrak trains in 18 Midwestern states.

**Chicago Control Center:** Amtrak's state-of-the-art control center at Chicago Union Station manages and dispatches 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.

## **Station Improvements**

**Alton:** A new Alton Regional Multimodal Transportation Center is planned, at a different location than the current station on College Avenue. That station, built in 1928 by the Chicago & Alton Railroad after relocating its main line away from the Mississippi River front downtown, is owned by the Union Pacific Railroad.

**Chicago:** During Fiscal 2013, Amtrak contracted with U.S. Equities Realty to determine the range of market possibilities for unused space in the Union Station 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.

**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. Work began in November 2014.

**Joliet:** The City of Joliet continues work on a redevelopment and expansion project at Joliet Union Station. The \$50-million project will include a 500-space parking garage, new transit bus facility, track and platform realignment to improve train flow, passenger safety and accessibility improvements, and a new Amtrak ticketing and waiting hall. Joliet is served by 52 weekday commuter trains and 10 Amtrak trains on the Chicago-St. Louis *Lincoln Service* and Chicago-San Antonio *Texas Eagle* routes.

# AMTRAK ROUTES IN ILLINOIS

