



Amtrak Fact Sheet Fiscal Year 2018 *State of Indiana*

Amtrak Service & Ridership

Amtrak operates three National Network trains through Indiana:

- The **Capitol Limited** (daily Chicago-South Bend-Cleveland-Pittsburgh-Washington)
- The **Cardinal** (tri-weekly Chicago-Indianapolis-Cincinnati-Charleston-Charlottesville-Washington-New York)
- The **Lake Shore Limited** (daily Chicago-South Bend-Cleveland-Buffalo-Albany Boston/New York)

Amtrak also operates two State Supported trains through Indiana

- The **Hoosier State** (Chicago-Indianapolis, discontinued in 2019)
- The **Wolverine** (Chicago-Hammond/Whiting-Michigan City-Kalamazoo-Grand Rapids-Detroit-Pontiac)

During FY18 Amtrak served the following Indiana locations:

<u>City</u>	<u>Boardings & Alightings</u>
Connersville	607
Crawfordsville	5,716
Dyer	3,198
Elkhart	21,875
Hammond-Whiting	5,848
Indianapolis	29,431
Lafayette	16,997
Michigan City	2,720
Rensselaer	1,816
South Bend	21,260
Waterloo	21,866
Total Indiana Station Usage:	131,334

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. 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 on-time performance (OTP) in FY18:

Service	Host Railroads	FY18 OTP
Capitol Limited	CSX and Norfolk Southern	40.1%
Cardinal	CSX, Norfolk Southern, and Buckingham Branch	53.5%
Lake Shore Limited	CSX, Norfolk Southern, and Metro North	40.0%
Hoosier State	CSX	78.8%
Wolverine	Canadian National, Norfolk Southern, Amtrak, Michigan Department of Transportation	64.0%

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY18, there were **57,430** members of the Amtrak Guest Rewards program in Indiana. This is a 12% increase from FY17.

PRIIA Section 209

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

Amtrak MidwestSM Services

During Fiscal 2018, Amtrak operated the state-supported **Hoosier State**, under contract for the State of Indiana. The **Hoosier State** operates four days each week (alternating with the three times per week **Cardinal** to provide daily Indianapolis-Chicago service). State funding for this train was discontinued in 2019.



Beech Grove Shops

Amtrak's largest heavy maintenance facility is located in Beech Grove, southeast of Indianapolis. Here, 485 employees rebuild and overhaul Amtrak's Superliner, Viewliner, Surfliner, Heritage, and Horizon car fleets. Additionally, skilled staff overhauls and paints P42, P32 and F59 locomotives as well as Non Powered Control Units (NPCU) for use across the Amtrak system, including for Amtrak's state partners and other passenger railroads. Beech Grove performed heavy overhaul, periodic maintenance, repainting, and other upkeep on 194 major/capital pieces of equipment in FY18.

The Beech Grove Shops supply components to other Amtrak facilities constituting nearly 67% of the shop's overall component production. Component production includes wheel sets, combos, car and locomotive trucks, couplers, air conditioners, air brake valves, plus nearly 300 other components with total component production exceeding 7,900 units in FY 18.

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 innate 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 24 full- and part-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

The Americans with Disabilities Act of 1990 (ADA) requires that stations in the intercity rail transportation system be made readily accessible to and usable by individuals with disabilities. In response, Amtrak developed an ADA Stations Program to bring the stations it serves (and for which it has ADA responsibility) into compliance with ADA requirements and to provide the best possible service to passengers with disabilities in the shortest timeframe and most integrated and efficient way possible.

Crawfordsville: Amtrak is advancing the design for improvements to achieve ADA compliance at Crawfordsville. Modifications include revised parking lot arrangement with accessible spaces, path of travel to platform, a new passenger boarding platform, upgraded lighting and signage. Construction of these improvements is scheduled for 2019.

Hammond-Whiting: Amtrak is advancing the design for improvements to achieve ADA compliance at the station located on Hammond's north side. Accessibility modifications include new parking curb cuts and accessible walkways, restroom upgrades, new entrance doorways, compliant fire alarms, a new passenger boarding platform, upgraded platform lighting, signage and storm water management. Construction of these improvements will begin in 2019.

Waterloo: In 2016, the historic Waterloo train station (1884) reopened for Amtrak services. The station was relocated and refurbished by the Town of Waterloo using a TIGER grant. The station has been modernized to meet contemporary code and replaces a bus shelter-type station.

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 on the Amtrak line included installation of high-speed crossover tracks and related signal improvements.

South of the Lake Route Alternatives Analysis Report: Amtrak and the states of Illinois, Indiana, and Michigan are participating in an alternatives analysis to determine the best route for passenger trains running east from Chicago toward Michigan and the East Coast. This FRA-managed analysis will choose from one of four routes to establish a passenger-centered corridor. Commencement of the next phase of this project awaits FRA issuance of the Final Environmental Impact Statement and Record of Decision for the preferred route.

AMTRAK ROUTES IN INDIANA

