



Amtrak Fact Sheet, Fiscal Year 2006

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 FY06 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings + Alightings</u>
Alton	35,614
Bloomington/Normal	102,733
Carbondale	76,840
Carlinville	5,950
Centralia	11,860
Champaign-Urbana	85,967
Chicago*	2,531,836
Du Quoin	5,328

Dwight	5,612
Effingham	11,580
Galesburg	76,464
Gilman	1,063
Glenview	47,058
Homewood	22,314
Joliet	24,792
Kankakee	8,644
Kewanee	7,370
La Grange Road	6,435
Lincoln	15,249
Macomb	39,896
Mattoon	18,241
Mendota	12,652
Naperville	33,250
Plano	2,366
Pontiac	8,167
Princeton	19,728
Quincy	30,218
Rantoul	1,189
Springfield	110,276
Summit	3,638
Total Illinois Station Usage:	3,362,330

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

Amtrak is upgrading equipment and amenities on selected long-distance trains, and the first train to be re-launched with these upgrades was the *Empire Builder*, in August 2005.

Procurement/Contracts

Amtrak expended \$80,926,285 for goods and services in Illinois in FY06. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Alsip	\$ 1,280,820
Arlington Heights	\$ 1,000,890
Bellwood	\$ 7,522,443
Chicago	\$ 10,408,446
Frankfort	\$ 24,554,030
Itasca	\$ 1,470,122
Naperville	\$ 18,716,674
Schaumburg	\$ 4,076,962

Employment

During fiscal year 2006, Amtrak employed 1,739 Illinois residents. Total wages of Amtrak employees living in Illinois were \$80,469,952 during this period. Near the end of Fiscal 2006, more than 50 employees were added to support state-funded service expansion.

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 has 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 the Chicago-St. Louis service was up 8.3% in Fiscal 2006 over 2005. It was up 6.9% on the Chicago-Carbondale route, up 1.0% on the Chicago-Quincy route, and up 10.5% on the *Hiawathas*.

Major Facilities

Chicago Union Station: Chicago 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 May 1925 after ten years of construction at a cost of \$75 million dollars. The main physical attraction of Amtrak's Great Hall at Chicago 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 waiting areas, new ticket windows, baggage handling system and the removal of the blackout paint from the Great Hall's skylight. Also included are plans for the completion of 26-story office towers envisioned by the original station Headhouse Building design in 1918, but never built. The current office space and station façade rise eight stories and occupy a full city block on Canal, Adams and Clinton Streets, with Jackson Boulevard to the south.

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. It is responsible for the operation of all Amtrak trains in 18 Midwestern states.