



Amtrak Fact Sheet, Fiscal Year 2007

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 FY07 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings + Alightings</u>
Alton	46,717
Bloomington/Normal	151,376
Carbondale	96,981
Carlinville	8,938
Centralia	16,585
Champaign-Urbana	129,959
Chicago*	2,774,651
Du Quoin	7,445

Dwight	7,387
Effingham	20,152
Galesburg	87,004
Gilman	1,815
Glenview	49,663
Homewood	27,389
Joliet	34,749
Kankakee	12,088
Kewanee	10,113
La Grange Road	10,991
Lincoln	19,497
Macomb	58,262
Mattoon	27,336
Mendota	15,510
Naperville	42,986
Plano	3,930
Pontiac	11,219
Princeton	23,050
Quincy	43,315
Rantoul	2,438
Springfield	141,936
Summit	5,095
Total Illinois Station Usage:	3,888,577

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

Procurement/Contracts

Amtrak expended \$69,028,629 for goods and services in Illinois in FY07. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Arlington Heights	\$ 1,317,824
Bellwood	\$ 4,331,848
Chicago	\$ 3,053,736
Hazel Crest	\$ 1,185,753
Frankfort	\$ 7,387,790
Hillside	\$ 1,437,867
Itasca	\$ 7,672,360
Monee	\$ 1,034,063
Naperville	\$ 28,932,200
South Holland	\$ 1,291,758

Employment

At the end of FY07, Amtrak employed 1,423* Illinois residents. Total wages of Amtrak employees living in Illinois were \$73,586,194* during FY07. Near the end of Fiscal 2006, more than 50 employees were added to support state-funded service expansion.

**Due to a change in methodology, FY07 employment and wage figures are not directly comparable to those reported in prior years.*

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 55.8% in Fiscal 2007 over 2006. Ridership increased 67.4% on the Chicago-Carbondale route, was up 41.4% on the Chicago-Quincy route, and grew 2.6% on the *Hiawathas*.

Expansion Planning

Amtrak Corridor Planning delivered the results of one requested route feasibility study 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.

IDOT has also requested Amtrak study the feasibility of establishing rail service between Chicago and the Quad Cities and Chicago and Peoria. Both studies will be completed 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 May 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.