



Amtrak Fact Sheet, Fiscal Year 2013

State of Illinois

Illinois FY13 at a Glance

- 56 Amtrak trains a day
- Over 5 million riders at Illinois stations
- Over \$108 million in Amtrak procurement
- 1,482 residents employed by Amtrak
- Total resident employee wages, over \$100 million
- Over 191,000 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 FY13 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings + Alightings</u>
Alton	73,043
Bloomington/Normal	263,235
Carbondale	135,891
Carlinville	13,418
Centralia	27,618
Champaign-Urbana	190,851
Chicago*	3,522,388
Du Quoin	11,481
Dwight	10,763
Effingham	29,359
Galesburg	103,717
Gilman	3,257
Glenview	65,849
Homewood	46,552
Joliet	70,142
Kankakee	24,067
Kewanee	16,510
La Grange Road	15,365
Lincoln	25,393
Macomb	77,082
Mattoon	44,598
Mendota	25,410
Naperville	53,135
Plano	6,901
Pontiac	17,077
Princeton	36,118
Quincy	50,378
Rantoul	5,823
Springfield	202,095
Summit	11,084
Total Illinois Station Usage:	5,178,600
	(up 2.1% from FY12)

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

Procurement/Contracts

Amtrak spent \$108,326,586 on goods and services in Illinois in FY13. Much of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Arlington Heights	\$ 1,144,800
Bellwood	\$ 4,639,063
Bolingbrook	\$ 2,111,162
Carol Stream	\$ 8,487,043
Chicago	\$ 24,166,385
Crete	\$ 1,907,868
Downers Grove	\$ 1,462,153
Elk Grove Village	\$ 1,186,728
Itasca	\$ 1,826,150
La Grange	\$ 4,076,177
Mark	\$ 18,692,770
Naperville	\$ 26,728,911
South Elgin	\$ 1,563,190
South Holland	\$ 1,460,437

Employment

At the end of FY13, Amtrak employed 1,482 Illinois residents. Total wages of Amtrak employees living in Illinois were \$100,310,353 during FY13.

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.

Expansion Planning

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.

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. 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.

Route expansion studies delivered by Amtrak to IDOT in the past five years include:

Chicago-Quad Cities: IDOT has begun required public outreach and preliminary engineering for planned new passenger rail service between Chicago and Moline (Quad Cities). IDOT was awarded \$177 million in Federal HSIPR grants for development of this route. Amtrak provided staff resources to support the application submitted by the DOT. 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. Design work for the route is ongoing.

Chicago-Dubuque: 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. Amtrak continues to work with IDOT and freight railroads on developing plans for establishing this 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.

Major Facilities Upgrade and Expansion

Amtrak used \$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 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: 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. Amtrak is realizing \$2 million in annual savings after moving Central Division and Chicago-based headquarters staff into renovated Union Station office space from commercial offices elsewhere in Chicago.

Bloomington-Normal: On July 15, 2012, the Town of Normal celebrated completion of a new, \$45.9-million Multimodal Transportation Center to serve Amtrak, local transit, and intercity buses. 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, covered the cost of the project. The 68,000-foot center replaced a much smaller passenger station built across the tracks in 1990 that will be retained as overflow waiting space, once a planned pedestrian bridge and platform upgrades are in place.

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.

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.

Kewanee: The City spent \$500,000 from local resources to build a new, fully-ADA compliant, passenger station of unique design, which opened on April 13, 2012. The new station and visitor center serves Chicago-Quincy trains and replaces a smaller shelter built in 1986.

Additionally, Amtrak continues to work with IDOT on review of design plans for improvements to several stations along the Chicago-St. Louis corridor, including Dwight, Pontiac, Lincoln, Carlinville, and Alton.

AMTRAK ROUTES IN ILLINOIS

