



Amtrak Fact Sheet, Fiscal Year 2017

State of Illinois

Illinois FY17 at a Glance

- 56 Amtrak trains a day
- Over 4.6 million riders at Illinois stations
- Over \$235 million in Amtrak procurement
- 1,356 residents employed by Amtrak
- Total resident employee wages, over \$92 million
- Over 323,000 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 National Network services:

- The *California Zephyr* (daily Chicago-Denver-Salt Lake City-San Francisco 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 State Supported 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 FY17 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings + Alightings</u>
<u>Alton</u>	64,420
<u>Bloomington/Normal</u>	241,844
<u>Carbondale</u>	100,858
<u>Carlinville</u>	10,062
<u>Centralia</u>	20,710
<u>Champaign-Urbana</u>	158,951
<u>Chicago*</u>	3,388,051
<u>Du Quoin</u>	8,717
<u>Dwight</u>	10,058
<u>Effingham</u>	25,907
<u>Galesburg</u>	100,287
<u>Gilman</u>	2,371
<u>Glenview</u>	55,216
<u>Homewood</u>	36,850
<u>Joliet</u>	61,367
<u>Kankakee</u>	19,745
<u>Kewanee</u>	18,012
<u>La Grange Road</u>	12,754
<u>Lincoln</u>	21,896
<u>Macomb</u>	67,011
<u>Mattoon</u>	35,822
<u>Mendota</u>	23,141
<u>Naperville</u>	45,882
<u>Plano</u>	6,187
<u>Pontiac</u>	16,717
<u>Princeton</u>	36,942
<u>Quincy</u>	41,469
<u>Rantoul</u>	4,773
<u>Springfield</u>	177,241
<u>Summit</u>	12,614
Total Illinois Station Usage:	4,825,875
	(up 3.7% from FY16)

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

Procurement

Amtrak spent \$235,605,022 on goods and services in Illinois in FY17. Much of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Bartlett	\$ 2,070,440
Bolingbrook	\$ 3,694,963
Chicago	\$ 104,138,528
Dolton	\$ 25,629,733
Elgin	\$ 2,075,282
La Grange	\$ 2,430,114
Lincolnshire	\$ 38,444,107
Mokena	\$ 9,336,299
Naperville	\$ 17,122,891

Employment

At the end of FY17, Amtrak employed 1,356 Illinois residents. Total wages of Amtrak employees living in Illinois were \$92,369,743 during FY17.

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.

Amtrak MidwestSM services

Amtrak operates state-supported train service, under contract with the State of Illinois, on these three routes:

- 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)



These trains are part of the five-state Amtrak MidwestSM network of services. Other amenities provide additional revenue sources, and these Chicago hub and St. Louis hub services carried 4,704 bicycles and 2,143 pets in FY17.

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.

Charger Locomotives

Illinois, Michigan, Missouri, and Wisconsin partnered with California to procure a new fleet of locomotives for short-distance state-supported services. The Charger locomotive fleet was constructed by Siemens, sourcing parts from businesses large and small from all across the United States. After deliveries are completed, these 33 locomotives will be deployed from Chicago on trains that served more than 2.6 million Amtrak customers in the last year.

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.

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 is in development for 210 miles on the route. In 2017, new stations opened in Dwight, Pontiac, Carlinville, and Alton. Upgrades to the corridor were financed by federal and state capital funds and carried out by the line's owner, Union Pacific Railroad, and are ongoing. The only remaining issue is approval of the Positive Train Control (signal) system for the corridor. Once complete, trip times will be reduced from 5½ to 4.

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 is providing staff resources to support Illinois and its consultant to develop the route, including plan review, and consultation and negotiations with host railroads. 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.

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. The FRA is expected to publish the Final Environmental Impact Statement and Record of Decision for the preferred route in spring 2018.

Additional *Hiawatha* Frequencies: The Wisconsin and Illinois departments of transportation, in coordination with the Federal Railroad Administration, are completing an Environmental Assessment (EA) and Service Development Plan (SDP) to study increasing *Hiawatha Service* from seven to ten round-trips a day. The sponsors are performing additional analysis to further quantify potential impacts of the new service. Once that is complete, a final EA and SDP will be completed, late in 2017.

Additional Chicago-Twin Cities Service: Amtrak conducted an analysis for the Minnesota and Wisconsin Departments of Transportation of potential ridership, revenue, and operating costs for a second,

daily, state-supported round-trip between St. Paul-Minneapolis and Chicago, supplementing the existing *Empire Builder* service. The report also provided a “high-level” examination of capital start-up costs, such as equipment acquisition and infrastructure improvements needed to accommodate the new service.

This report, from May 2015, is available in its entirety at <http://www.dot.state.mn.us/passengerrail/mn-chicago-study.html>. Amtrak will continue to work with both state DOTs to coordinate public outreach, as this prospective project moves into the environmental assessment/impact process.

Major Facilities

Chicago Union Station: Amtrak is owner and operator of historic Chicago Union Station. It is a major transportation asset in Chicago’s central business district. Metra, the Chicago area’s commuter rail operator, is the largest tenant at Union Station and the station is the busiest of the four major downtown terminals it serves. Metra carries in excess of 110,000 commuters on more than 240 trains per day into the station. Combined with nearly 10,000 daily Amtrak passengers that use 58 Amtrak trains there each day, the station is used by 31 million commuter and intercity passengers per year.

Amtrak has prioritized the restoration and reuse of the entirety of Chicago Union Station and surrounding parcels under Amtrak ownership. Ongoing and completed projects include:

- **Master Plan:** Union Station is now at capacity with little opportunity for growth. To address that, the Chicago Department of Transportation released the Chicago Union Station Master Plan in 2012, in collaboration with Amtrak, Metra and the Regional Transportation Authority (RTA). The primary goals of the plan are to increase capacity, improve passenger access and circulation, improve connections with city buses, establish a connection to the CTA subway system, bring the station into compliance with the Americans with Disability Act (ADA), and improve ventilation. In 2015, Amtrak and CDOT moved forward with preliminary engineering and design work on the Master Plan, and that work will be completed in late 2017. Upon completion of 30% design, Amtrak and the regional stakeholders will seek funding to move forward with final design and engineering work on the Master Plan, a process which will take approximately 18 months.
- **Commercial Development Plan:** This will create a master development vision for Amtrak’s portfolio of real-estate assets at and around the station, to create a vibrant district, intermodal transportation center, and passenger rail facility that capitalizes on the unparalleled, transit-oriented development opportunities there. The plan envisions creation of a thriving commercial center and civic asset that welcomes and serves travelers, neighborhood residents, and downtown workers, while further enhancing the economic vitality of the City of Chicago while providing significant ancillary revenue to Amtrak.

In addition to the historic concourse building, the development will use Amtrak-owned air rights on two parcels adjacent to the extant Union Station complex. In FY17, Amtrak selected Riverside Investment & Development, a Chicago firm to manage the massive project. Amtrak and Riverside plan to close on the Development Plan in mid-2018 and construction can start shortly thereafter.

- **Burlington Room:** In November 2017, Amtrak completed a Landmarks Illinois award-winning restoration of the former ladies' waiting lounge. This grand room will be used as rentable event space.
- **Legacy Club:** Amtrak restored the former men's waiting lounge and barber shop for use as a fee-based 'priority boarding' lounge. Substantial revitalization work was completed in FY15.
- **Metropolitan Lounge:** Amtrak opened a new first class lounge for sleeping car, business class and Amtrak Guest Rewards Select passengers in June 2016. Relocated to the Great Hall at Union Station, the state-of-the-art Metropolitan Lounge is multi-tiered and doubles the waiting space of the previous 1991 facility. Medium-term plans call for converting the former Lounge space into additional coach class waiting space, altogether greatly increasing Amtrak's total passenger waiting area to match growing ridership.

Brighton Park: Chicago's Brighton Park Maintenance Facility provides preventive maintenance on trains operating from Chicago on a 92- and 365-day cycle.

Chicago Shops and Yards: South of Union Station, Amtrak operates a switching and maintenance facility that is responsible for upkeep of coaches, sleeping and food service cars, baggage cars and locomotives used on all trains originating/terminating in Chicago. This includes over half of Amtrak's National Network trains as well as those of five state partners. Trains are serviced, cleaned and stocked. Locomotives are fueled and maintained on a regular cycle.

Joseph C. Szabo 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.

National Network Business Line: Amtrak's Long Distance Business Line is headquartered at Chicago Union Station. It has responsibility for Amtrak's 15 cross-country, overnight National Network trains, the majority of which start or end their journey in Chicago.

Station Improvements

Improving ADA Accessibility: In FY18 Amtrak will undertake design & construction work at Illinois stations as part of Amtrak's nationwide Americans with Disabilities Act compliance plan.

Station Projects:

- **Alton:** The new, state-of-the-art Alton Regional Multimodal Transportation Center opened in summer 2017, and Amtrak started using it on September 13, 2017. The \$24-million facility incorporates local transit and intercity bus services and Amtrak's Chicago-St. Louis *Lincoln Service* and Chicago-San Antonio *Texas Eagle* routes. The project was funded through multiple funding streams, and replaced the historic Chicago & Alton Railroad station at a new location.

- **Bloomington-Normal:** Construction continues on expansion at Bloomington-Normal, including construction of a platform on the east side of the double-track mainline to allow great operational flexibility, a pedestrian tunnel connecting the new platform to the recently-completed intermodal station, and restoration of the former Amtrak station as an east waiting room.
- **Carlville:** A new facility has been built, replacing the previous, enclosed shelter. It opened on November 16, 2017, and an opening ceremony is planned for December 11, 2017.
- **Carbondale:** Amtrak entered into a memorandum of understanding with the City of Carbondale in FY15 to begin formal discussions of and planning for a new multimodal transportation center in that community.
- **Dwight:** A new station opened in 2016, as part of the IDOT Chicago-St. Louis High Speed Rail program.
- **Joliet:** The City of Joliet continues work on a redevelopment and expansion project at 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.
- **Lincoln:** The renovated Lincoln depot will reopen on December 5, 2017. It was built in 1911, closed in 1972 (after which Amtrak used a small, adjacent shelter), and was used as a restaurant until 2013.
- **Pontiac:** A new station opened on June 6, 2017, as part of the IDOT Chicago-St. Louis High Speed Rail program.

AMTRAK ROUTES IN ILLINOIS

