



Amtrak Fact Sheet, Fiscal Year 2009

State of Illinois

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 FY09 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings + Alightings</u>
Alton	57,974
Bloomington/Normal	192,682
Carbondale	107,929
Carlinville	10,200
Centralia	18,738
Champaign-Urbana	141,745
Chicago*	3,080,564
Du Quoin	8,097
Dwight	7,897

Effingham	23,138
Galesburg	97,013
Gilman	2,026
Glenview	66,962
Homewood	30,865
Joliet	45,749
Kankakee	14,962
Kewanee	12,335
La Grange Road	13,813
Lincoln	21,431
Macomb	69,795
Mattoon	29,587
Mendota	21,108
Naperville	47,532
Plano	5,168
Pontiac	13,462
Princeton	30,787
Quincy	46,515
Rantoul	3,177
Springfield	170,550
Summit	6,634
Total Illinois Station Usage:	4,398,435

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

Procurement/Contracts

Amtrak expended \$88,796,005 for goods and services in Illinois in FY09. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Bellwood	\$ 4,859,078
Bolingbrook	\$ 10,986,021
Chicago	\$ 9,880,120
Crete	\$ 1,058,983
Elgin	\$ 2,524,909
Elk Grove Village	\$ 1,176,114
Granite City	\$ 1,055,922
Mossville	\$ 1,435,547
Naperville	\$ 40,562,755
South Holland	\$ 1,614,949
Vernon Hills	\$ 1,592,473

Employment

At the end of FY09, Amtrak employed 1,487 Illinois residents. Total wages of Amtrak employees living in Illinois were \$98,062,905 during FY09.

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 6.3% in Fiscal 2009 over 2008. Ridership decreased 4.2% on the Chicago-Carbondale route, was down 0.1% on the Chicago-Quincy route, and declined 1.5% on the *Hiawathas*.

Expansion Planning

Amtrak's Policy and Development staff has worked with the Illinois Department of Transportation (IDOT) on a vision for corridor development across the state. Two route expansion studies have been delivered by Amtrak to IDOT in the past two years, and one more is in development. Capital construction costs were estimated at between \$32 million and \$55 million, depending on the route, to restore track and make certain infrastructure improvements to begin 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.

Capital construction costs to upgrade track, build connections, and make signal improvements were estimated at between \$94.1 million and \$22.7 million, depending on the route, to resume passenger rail service between Chicago and the Quad Cities metro area (Rock Island and Moline). Ridership was estimated at 110,800 annually for the best route option, providing \$2.6 million in revenue at a \$8.5 million annual cost.

Amtrak's Policy and Development staff assisted IDOT with applications for \$1.65 billion in High Speed and Intercity Passenger Rail grants made available through the American Recovery and Reinvestment Act (ARRA), to finance planning, engineering, environmental assessments, and capital improvement projects required to deliver more frequent train services and significantly reduced travel times for passengers on the Chicago-Normal-Springfield-St Louis corridor, for necessary capital upgrades and rolling stock for establishment of new passenger rail service along the Chicago-Rockford-Dubuque route, for construction of grade separations to reduce delays and improve freight and passenger flows in the Chicago Terminal area, and for new passenger train sidings and capacity improvements at Galesburg.

In a landmark cooperative agreement between the Illinois and Iowa Departments of Transportation, Iowa DOT submitted, on behalf of both states, an Intercity Passenger Rail Grant application to the Federal Railroad Administration for \$257 million in ARRA funds to complete the necessary track rehabilitation,

connections, signal upgrades, rolling stock acquisition and station development for establishment of passenger rail service between Chicago, Moline, and Iowa City.

In 2008, Illinois was awarded \$2.4 million from the Federal Railroad Administration's Capital Assistance to State-Intercity Passenger Rail Program for signal upgrades on the Union Pacific Railroad to allow for 110 mph operation on the Joliet-Springfield segment of the Chicago-St. Louis corridor.

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. 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.

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.

Stimulus Funding, Fiscal 2009

The American Recovery and Reinvestment Act of 2009 (ARRA) provided Amtrak with \$1.3 billion for capital investments, including \$446 million for security and life safety improvements and \$842 million for rebuilding and modernizing infrastructure and equipment. Included in the latter category is a Mobility First program, designed as an immediate-action program to reduce as many accessibility barriers as possible prior to Amtrak's deadline of July 26, 2010, to bring stations into compliance with the Americans with Disabilities Act. Mobility First investments can include wheelchair lifts, connecting walkways, and designated parking spaces. Investments planned for Illinois include:

Alton	Information kiosk	\$ 11,000
Brighton Park	Maintenance facility supply machines	\$ 29,000
Carlinsville	Information kiosk	\$ 11,000
Chicago	bridge security and life safety	\$ 1,125,000
Chicago	Commissary tractors	\$ 90,000
Chicago	Locomotive communications, cameras	\$ 1,400,000
Chicago	locomotive shop new roof	\$ 1,000,000
Chicago	maintenance facility air compressor upgrades	\$ 1,000,000
Chicago	maintenance facility power upgrades	\$ 1,650,000
Chicago	maintenance facility security	\$ 1,430,000
Chicago	Maintenance facility supply machines	\$ 46,000
Chicago	maintenance facility upgrades	\$ 3,813,807
Chicago	new maintenance building	\$ 20,000,000
Chicago	replace car wash	\$ 6,000,000
Chicago	replace train dispatch system	\$ 3,000,000
Chicago	station security and life safety	\$ 1,550,000
Chicago	switch heater rehabilitation	\$ 10,000,000
Chicago	waste facility upgrades	\$ 1,500,000
Chicago, Brighton Park	wireless access, field operations	\$ 235,000
Du Quoin	Information kiosk	\$ 11,000
Dwight	Information kiosk	\$ 11,000
Effingham	Information kiosk	\$ 11,000
Galesburg	Mobility First	\$ 2,000
Galesburg	platform tactile edge	\$ 75,000
Gilman	Information kiosk	\$ 11,000
Gilman	Mobility First	\$ 14,000
Gilman	platform tactile edge	\$ 65,000
Kankakee	Information kiosk	\$ 11,000
Kankakee	Mobility First	\$ 2,000
Kankakee	platform tactile edge	\$ 50,000
Kewanee	Information kiosk	\$ 11,000
La Grange	Mobility First	\$ 48,000
Lincoln	Information kiosk	\$ 11,000
Mattoon	Information kiosk	\$ 11,000
Mattoon	Mobility First	\$ 611,000
Mendota	Information kiosk	\$ 11,000
Plano	Information kiosk	\$ 11,000
Plano	Mobility First	\$ 161,000
Pontiac	Information kiosk	\$ 11,000
Quincy	Information kiosk	\$ 11,000
Rantoul	Information kiosk	\$ 11,000
Rantoul	Mobility First	\$ 55,000
Summit	Mobility First	\$ 53,000
Total Illinois ARRA funds:		\$ 55,169,807