



Amtrak Fact Sheet, Fiscal Year 2010

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 FY10 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings + Alightings</u>
Alton	64,674
Bloomington/Normal	209,629
Carbondale	116,094
Carlinville	11,364
Centralia	22,009
Champaign-Urbana	142,406
Chicago*	3,288,054
Du Quoin	9,250
Dwight	9,911

Effingham	22,394
Galesburg	102,851
Gilman	2,172
Glenview	66,629
Homewood	34,233
Joliet	53,322
Kankakee	17,519
Kewanee	13,635
La Grange Road	14,252
Lincoln	23,723
Macomb	72,717
Mattoon	32,818
Mendota	21,082
Naperville	50,733
Plano	5,481
Pontiac	15,478
Princeton	31,644
Quincy	46,279
Rantoul	4,085
Springfield	190,172
Summit	7,912
Total Illinois Station Usage:	4,702,522

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

Procurement/Contracts

Amtrak placed orders valued at \$61,181,301 for goods and services in Illinois in FY10. Much of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Arcola	\$ 1,448,094
Bellwood	\$ 6,671,231
Chicago	\$ 8,901,189
Crete	\$ 2,738,866
Elk Grove Village	\$ 1,024,928
Lisle	\$ 1,505,418
Manteno	\$ 1,119,375
Monee	\$ 1,452,806
Naperville	\$ 13,598,430
South Elgin	\$ 1,910,171
South Holland	\$ 1,401,618
Vernon Hills	\$ 1,447,505

Employment

At the end of FY10, Amtrak employed 1,479 Illinois residents. Total wages of Amtrak employees living in Illinois were \$89,177,268 during FY10.

State-Assisted Services

The State of Illinois partially 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.

Ridership on trains on the Chicago-St. Louis corridor was up 13.1% in Fiscal 2010 over 2009. Ridership increased 2.0% on the Chicago-Carbondale route, was up 3.4% on the Chicago-Quincy route, and increased 6.1% on Chicago-Milwaukee trains.

Expansion Planning

Illinois received \$1.2 billion in Federal Railroad Administration High Speed and Intercity Passenger Rail grant program funds for several projects to advance the goal of bringing more frequencies, reduced trip times, reliable operations and new service on Amtrak routes in the state.

- \$1.102 billion for improvements to the Chicago-St. Louis corridor, including planning for additional service enhancements.
- \$133 million to grade-separate the Chicago-Detroit corridor from a busy commuter rail line at Englewood in Chicago.

The FRA grant award represents the culmination of cooperative work between Amtrak and the Illinois Department of Transportation (IDOT) on a vision for passenger rail development across the state. Two route expansion studies have been delivered by Amtrak to IDOT in the past three years, and another is in development.

Illinois Department of Transportation (IDOT) has undertaken further study to define the best route for new passenger rail service between Chicago, Rockford, Freeport, Galena and Dubuque, Iowa. In 2007, Amtrak delivered the results of a route feasibility study requested by IDOT. Capital construction costs were estimated at between \$32 million and \$55 million, depending on the route, to resume passenger rail service between Chicago and Dubuque.

Iowa Department of Transportation was awarded a \$230 million grant from the Federal Railroad Administration's (FRA) High Speed and Intercity Passenger Rail grant program for development of new passenger rail service connecting Iowa City and the Quad Cities (Iowa and Illinois) with Chicago. Amtrak provided staff resources to support the application submitted by the Iowa and Illinois Departments of Transportation. 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. Pending the necessary successful completion of a service outcomes agreement

between the states, host railroads, and Amtrak, construction can begin with a goal of service over the complete route by 2015.

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 almost 300 daily Amtrak and Metra trains, pass through Chicago Union Station.

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.

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 Resources, Mechanical Operations, Passenger Services, Police, Planning, and Safety departments support the operation of Amtrak trains in 18 Midwestern states.

Major Facilities Upgrade and Expansion

Amtrak is using \$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 is being built 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.

When finished, the Chicago Control Center will improve the ability of Amtrak to manage daily train operations and extraordinary circumstances, with back-up capabilities elsewhere in the Chicago Terminal and at the Central National Operations Center in Delaware. Work on these projects is being completed by a consortium of private general and sub- contractors.

Station Improvements

Chicago: Amtrak has begun a passenger facilities expansion project at Chicago Union Station, to expand seating areas and restrooms. The projects will help relieve overcrowding during peak periods by nearly doubling seating capacity in the waiting lounge. The waiting room expansion is being made possible by relocating the first class Metropolitan Lounge to the historic headhouse building. The Metropolitan Lounge will feature upgraded furnishings and natural light in the two- story, atrium design. Air conditioning will be restored to the headhouse building for the first time in since the early 1960s. The \$40 million project is expected to be completed by the end of 2012. This project is seen as a way to prepare Chicago Union Station for higher frequency and higher speed rail as it is developed in the Midwest.

Amtrak has retained the services of Jones Lang LaSalle to determine the range of market possibilities for unused space in the larger 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.

Bloomington-Normal: A groundbreaking ceremony for a new Normal Multimodal Transportation Center was held August 7, 2010. The Town of Normal received a \$22 million Transportation Investments Generating Economic Recovery (TIGER) grant, available from federal stimulus funds, in February 2010. That grant, along with funding from the Federal Transit Administration, Illinois Department of Commerce and Economic Opportunity, and town bonds, will cover the estimated \$47 million cost of the project. The 68,000-foot center will replace the current structure, built across the tracks in 1990 and now too small for current rail and bus traffic.

Mattoon: The station in Mattoon was rededicated on October 15, 2010, after a four-year project to stabilize and improve the structure, which was opened in 1918 by the Illinois Central Railroad. The Coles County Historical Society raised \$400,000 locally and got other grants for the \$3 million project, including \$70, 00 from the City of Mattoon, \$130,000 from the Illinois DOT and other state agencies, and \$2.6 million in federal transportation funds. The station now has a new clay-tile roof, a new passenger elevator, accessible restrooms, and restored historical elements. The City took over the building in 2001 and turned it over to the historical society for them to manage and renovate. There also is space for historical displays and commercial tenants. The elevator is needed because the platform is below street level.