



Investing in the Future of
Chicago Union Station

October 2016



Operations

- 4th busiest station in the Amtrak network; 3.3M passengers in FY15
- Serving more than 300 trains per weekday (Amtrak and Metra)
- Serves six of Metra's eleven routes

Planning Goals

- Improve circulation and safety
- Increase capacity
- Enhance customer experience
- Improve connectivity

Planning Status

- Advance near-term improvements from City-led Master Plan
- Initiate Master Development Plan

Planning Partners

- City of Chicago (CDOT), Metra, RTA, IDOT and other stakeholders



Headhouse Building on Corner of Jackson Blvd. and Canal St.



Great Hall in the Headhouse Building



Boarding Lounge in Concourse Building



CDOT Report Released in May, 2012

Chicago Union Station Master Plan: Released by the Chicago Department of Transportation (CDOT) in May, 2012, in collaboration with Amtrak, Metra, RTA and other local and regional stakeholders. Goals of the study included:

- Provision of sufficient capacity for current and future ridership demand.
- Improved station access, passenger circulation and customer experience.
- Improved connections with local and regional buses, transit, taxis and shuttles.
- Creation of a catalyst for growth in Chicago and the region, while attracting nearby private development. Restoration of a prominent civic landmark.

Recommended near, mid and long-term improvement projects with an estimated program cost of approx. \$500M.

Phase 1A, the preliminary engineering work for Phase 1 improvement projects, at a cost of \$6 million, consists of planning, historic review and preliminary engineering tasks, up to 30% design. In addition, the projects envisioned for Phase 1, in its entirety, is projected to cost in excess of \$200 million. The stakeholders recognize that Phase 1 will not meet all of our future needs and that we need to reach consensus on what Phase 2 will entail and how it will be paid for.

Phase 1A Project Tasks and Deliverables include:

- Existing Conditions Assessment and Analysis
- State-of-Good Repair Assessment and Analysis
- Train shed Ventilation Preliminary Design
- Historic Preservation Plan
- Operations Plan Assessment and Analysis
- Program Analysis and Alternative Concept Development
- Visioning Analysis and Workshop
- Conceptual and Preliminary Engineering Design Plans
- Preliminary Cost Estimates, Schedules and Phasing Plans

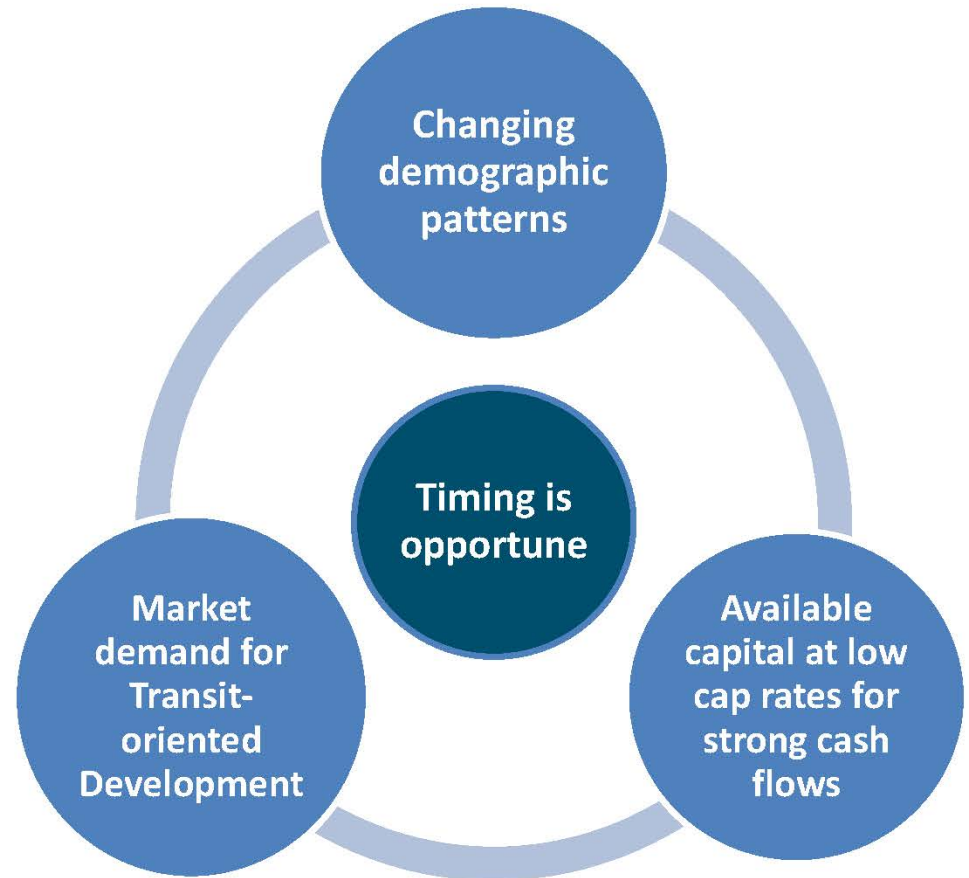


Phase 1 consists of the following 14 improvement projects:

1. Renovate and Expand Canal Street Lobby, Renovate and Expand Concourse, Overhaul HVAC System
2. Renovate and Expand Adams Street Entrance (ADA)
3. Renovate and Expand Jackson Boulevard Entrance (ADA)
4. Install New Canal Street Headhouse Entrance Elevator (ADA)
5. Create New Vertical Access from Platforms to Canal Street
6. Widen Platforms 6/8 and 10/12 (for Metra BNSF Service), and Create New Vertical Access to Street Level (ADA)
7. Create New Access from Platform 2/4 to Jackson Street (ADA)
8. Create New Access from Platform 1/3 to Madison Street (ADA)
9. Convert High-Level Mail Platform to Active Passenger Platform
10. Improve Interlockings and Signals within Terminal Limits
11. Create New Pedestrian Passageway to Olgilvie Station
12. Create New Pedestrian Passageway to Clinton Blue Line Station
13. Evaluate Train Shed Ventilation and Advance Preliminary Design
14. Prepare Conceptual Design for Existing Retail prior to MDP

In 2014, Amtrak completed a comprehensive study to identify and execute innovative concepts to:

- ✓ Realize significant latent value from assets Amtrak controls
- ✓ Create opportunities to attract private capital to fund an important piece of our long-term plan for the assets
- ✓ Generate new and potentially substantial sources of revenues
- ✓ Increase private sector interest in and support for Amtrak, its projects and its goals



Since 2015, Amtrak has advanced a Master Development Program at three of its major stations- Chicago Union Station, Baltimore Penn Station and New York Penn Station.



Goals of the Master Development Program:

Attract a master developer team made up of world-class architects, engineers and developers to maximize the value of Amtrak's portfolio of real estate assets at and around its largest stations. In order to realize the vision of a bold, fully integrated mixed-use urban district, with a vibrant transportation hub situated at its core, it must create the ability to:

- Self-fund improvements
- Drive value for Amtrak
- Design a great project
- Provide significant customer amenities
- Create strong partnerships

The goal of the Master Developer procurement is to attract world-class developers, investors, architects and engineers to maximize the value of Amtrak's portfolio of real estate assets at and around Chicago Union Station and to realize the vision of a bold, fully integrated mixed-use urban district, with a vibrant transportation hub situated at its core. The selected Master Developer will work with Amtrak and its stakeholders to create a master development vision, and implement an integrated development plan, that will drive benefit to Amtrak, its customers, partners and stakeholders.

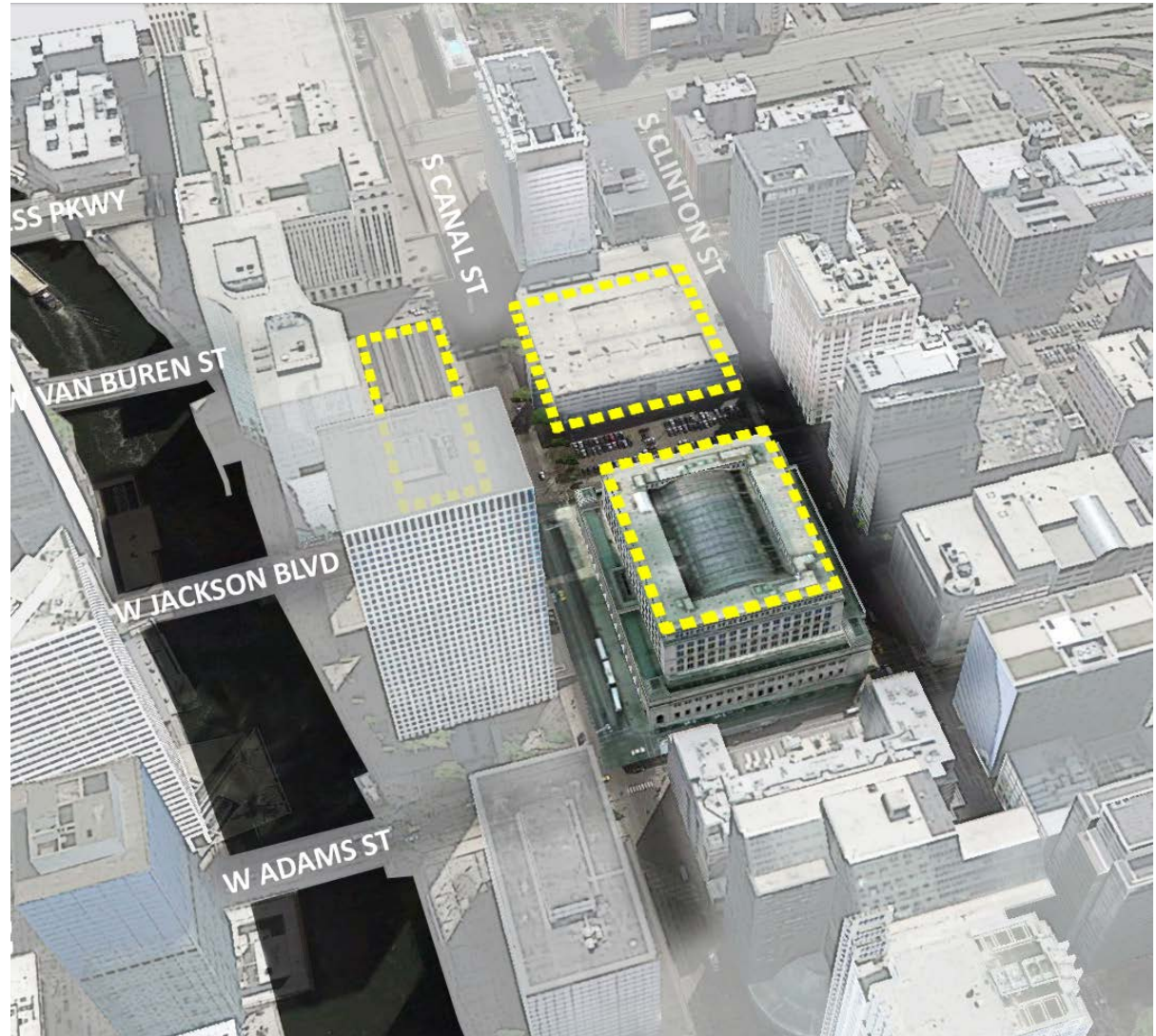


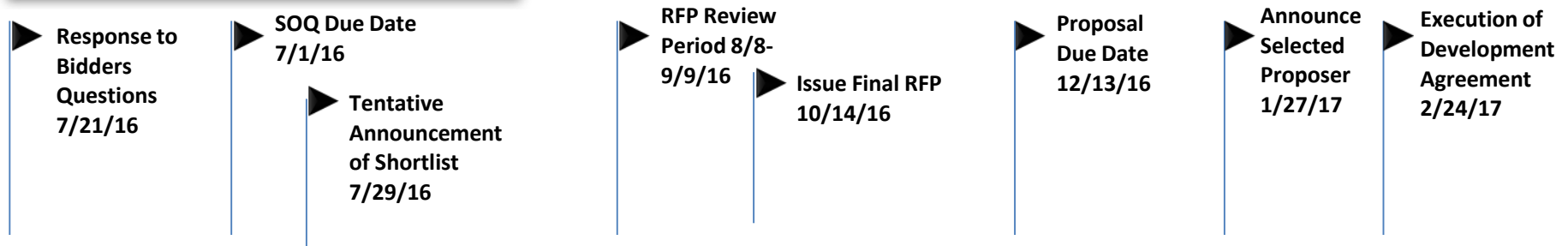
Anticipated Master Development Scope:

- May include certain Phase 1 elements
- Potential redevelopment and expansion of station retail and amenities
- Potential redevelopment of the Headhouse, including the Great Hall and upper floors
- Potential development of the Amtrak-owned parking garage and air rights properties

Air rights parcels:

- The historic Headhouse (houses the Great Hall)
- The parking garage and in-construction CTA bus facility
- The train shed sky lights at the SE corner of Canal St and Jackson Blvd





Next Step Timeline

Q2 2016

Q3 2016

Q4 2016

Q1 2017

- June 9, 2016 – Mandatory pre-bid meeting for potential respondents (97 attendees)
 - Number of developers present (9)



Capital Project Highlights

Since 2010, Amtrak has primarily used its own funds from customer ticket revenue and federal capital grants to make nearly \$60 million in investments in the station.

Projects Recently Completed

- Legacy Club
- Metropolitan Lounge
- Szabo Control Center (Operations Center)
- Restoration of Grand Staircases in Headhouse
- Air Conditioning in Great Hall and Surrounding Areas
- Relocation of the General Bulletin Office (Crew area)

Projects Currently Underway

- Façade restoration
- Great Hall Skylight and dome structure rehab
- Concourse Automatic Door Installation
- CUS Phase 1A improvements
- CUS Master Development Program

Metropolitan Lounge





Thank you for your attention