

# Congress of the United States

Washington, DC 20515

December 13, 2024

Stephen Gardner  
Chief Executive Officer  
Amtrak  
1 Massachusetts Ave., NW  
Washington, DC 20001

Tracy Robinson  
President and Chief Executive Officer  
Canadian National Railway  
935 de La Gauchetière Street West  
Montreal, Quebec, Canada, H3B 2M9

James Derwinski  
Chief Executive Officer  
Metra Metropolitan Rail  
547 W. Jackson Boulevard  
Chicago, IL 60661

Jim Vena  
Chief Executive Officer  
Union Pacific Railroad  
1400 Douglas Street  
Omaha, NE 68179

Dear Mr. Gardner, Ms. Robinson, Mr. Derwinski, and Mr. Vena:

We are writing to urge a swift, mutually acceptable agreement on all outstanding aspects of Amtrak and the Illinois Department of Transportation's upcoming federal grant application to advance the Chicago Hub Improvement Project (CHIP) for Chicago Union Station (CUS). As you are aware, applications for the Federal-State Partnerships for Intercity Passenger Rail (Fed-State) grant are due imminently, on December 16, 2024.

There is much at stake—not only for Chicago, but the entire Midwest—that hinges upon successful submission of a robust application for one of the few remaining rounds of Bipartisan Infrastructure Law funding. The City of Chicago is the nation's passenger, commuter, and freight rail hub, with more trackage radiating in more directions than any other city in North America. CUS serves 3.3 million Amtrak riders annually, along 16 Amtrak intercity rail lines, and has more than 30 million riders across all rail services. Further, Chicago is at the center of Amtrak's Midwestern 15-year expansion plan to connect dozens of cities in roughly 160 communities with Amtrak service.

If all parties fail to submit and support a coordinated application, the entire region will be at a disadvantage to plan for the future. Aside from the much-needed upgrades that CHIP would make to the internal station, upgrading and enhancing the infrastructure around the station is desperately needed to more safely and efficiently move passenger trains in and out of the station.

We can make these meaningful changes, which will benefit all of the people and goods that move through Chicago, but only with the steadfast dedication and support of all stakeholders.

We strongly encourage all parties to come to an agreement so that Chicago, and the future of Midwest passenger rail, do not suffer as a result.

Sincerely,



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Richard J. Durbin  
United States Senator



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Tammy Duckworth  
United States Senator



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Mike Quigley  
Member of Congress

cc: Secretary Omer Osman, Illinois Department of Transportation