

Peoria to Chicago Passenger Rail



IDOT FALL PLANNING CONFERENCE
SEPTEMBER 3, 2026



A Little History...

The Chicago, Rock Island and Pacific Railroad

- ▶ First train Chicago to Joliet - 1852
- ▶ Reached Rock Island - 1854
- ▶ Rock Island Filed Bankruptcy - 1975
- ▶ CSX control Joliet to Bureau Jct - 1982
- ▶ Iowa Interstate control Bureau to Omaha - 1984

The Peoria Rocket

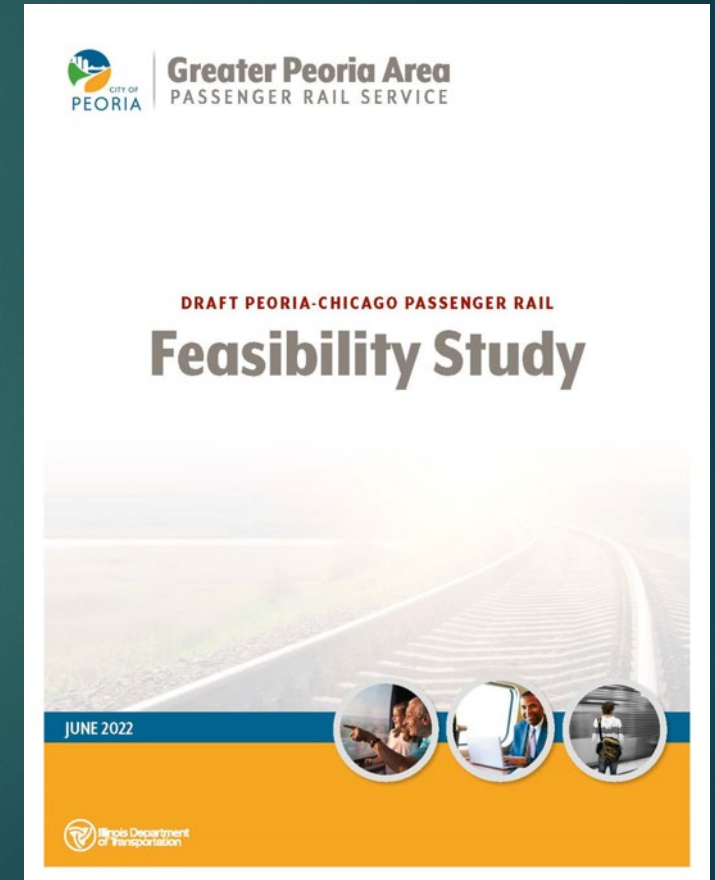
- ▶ Began operation September 19, 1937
- ▶ Departed LaSalle St Station at 7:00 am
- ▶ Arrived Peoria at 9:40 am
- ▶ Last Train March 31, 1978
- ▶ Prairie Marksman (Amtrak) 8/80 – 10/81

Peoria Rekindles Interest

- ▶ Co-Chair – Mayor Rita Ali
- ▶ Co-Chair: Former USDOT Secretary Ray LaHood
- ▶ 18th District US Representative Darin LaHood
- ▶ 46th District Illinois State Senator Dave Koehler
- ▶ 92nd District Illinois State Representative Jehan Gordon-Booth
- ▶ 73rd District Illinois State Representative Ryan Spain
- ▶ City of Peoria Councilman At-Large Sid Ruck Riegel
- ▶ North Central Illinois Council of Governments Executive Director Kevin Lindeman
- ▶ Tri-County Regional Planning Commission Executive Director Eric Miller
- ▶ City of LaSalle Mayor Jeff Grove
- ▶ City of Morris Mayor Chris Brown
- ▶ Village of North Utica President David Stewart
- ▶ City of Ottawa Mayor Dan Aussem
- ▶ City of Peru Mayor Ken Kolowski
- ▶ LaSalle County Chairman Don Jensen
- ▶ Peoria County Board Chairman Andrew Rand
- ▶ Bradley University Executive Director Brad McMillan
- ▶ West Central Illinois Building and Construction Trades Council Representative Matt Bartolo
- ▶ Greater Peoria Economic Development Council CEO Chris Setti
- ▶ Discover Peoria CEO J.D. Dalfonso
- ▶ Illinois Valley Chamber of Commerce CEO Bill Zens
- ▶ Peoria Area Chamber of Commerce CEO Joshua Gunn
- ▶ Peoria County Administrator Scott Sorrell
- ▶ City of Peoria City Manager Patrick Urich
- ▶ City of Ottawa Economic Development Director David Noble
- ▶ City of Ottawa Tami Koppen

Peoria Rekindles Interest

- ▶ Engaged IDOT
 - ▶ Feasibility Study
- ▶ Commissioned Multiple Studies
 - ▶ Peoria Station Location and Layover Facility Study
 - ▶ NCICG – Station Locations



SPR Grant Scope

- ENHANCE LOCAL SUPPORT FOR THE PROJECT
- AID IN THE SITE SELECTION FOR A RAIL STOP THAT WOULD ACCOMMODATE MULTIMODAL USES.
- ANALYSIS OF HOW PUBLIC TRANSPORTATION SERVICES AND OTHER MULTIMODAL INFRASTRUCTURE WOULD INTERACT WITH THE PROSPECTIVE STATION LOCATIONS
- ANALYZE BOTH ECONOMIC AND COMMUNITY DEVELOPMENT IMPACTS OPPORTUNITIES AROUND THE PROSPECTIVE STATION LOCATIONS.



Typical Station

Minimum Station Elements and Passenger Amenities to be Provided

- ➔ Boarding Platform
- ➔ Passenger Waiting Shelter
- ➔ Daily and Overnight Parking
- ➔ Bicycle Parking
- ➔ Passenger Drop-Off and Pick-Up Lane
- ➔ Connections to Local Bike Networks
- ➔ Passenger Information Displays
- ➔ Platform, Site, and Waiting Area Lighting
- ➔ Safety Fencing
- ➔ Landscaping
- ➔ Pedestrian Connections
- ➔ Signage and Wayfinding

Additional features and amenities will be provided. A detailed list of station amenities will be further developed in the future phases of the project.



Typical Station

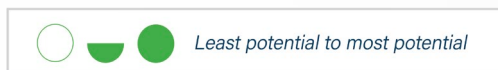
Example Station Images



Morris

Proposed Station Sites

Location Evaluation Summary



STATION SITE 1 –
Historic Depot
(located on the south
side of the track)

STATION SITE 2 –
North of Historic Sta-
tion (located on the
north side of the track)

Site Name	Rail Station Fit (Amtrak Guidelines)	Multimodal Hub Potential	TOD Potential	Parking	Key Challenge	Cost
Site 1 - Historic Depot Site				Capacity on site for short- and long-term (passenger)		\$
Site 2 - New station north of Historic Depot				Capacity on site for short- and long-term (passenger)	Acquisition of private property. Pedestrian must cross tracks to go downtown	\$\$



TOD Readiness Assessment

	Location Considerations	Unlocks Near-Term Development Potential	Unlocks Longer-Term Development Potential	Overall TOD Readiness
Site #1				
Site #2				

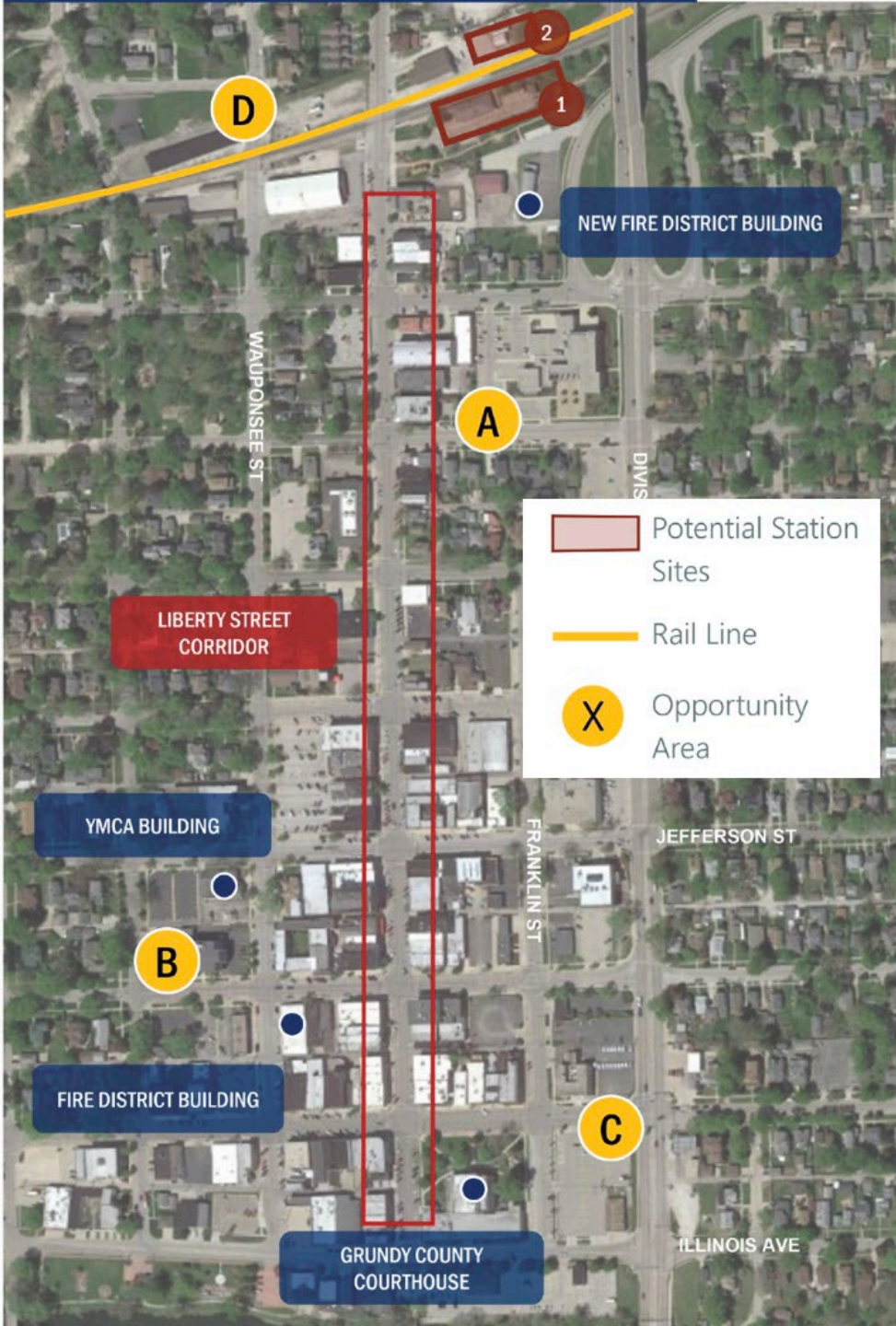
Access, Visibility and Adjacencies – Market Considerations

#1

- Site offers minimal direct visibility to downtown, but additional signage and wayfinding could help direct visitors into downtown and/or to other nearby amenities, such as Goold Park.
- The redeveloped station building on the site would incorporate the historic depot. There may be the potential to co-locate the station with the existing Grundy County Chamber of Commerce that currently occupies the old depot building.
- Nearby parcels may be required to provide additional parking solution due to minimal existing parking on site.

#2

- Site offers minimal direct visibility to downtown and would require additional signage, wayfinding, and pedestrian infrastructure improvements to connect passengers.
- Adjacent industrial uses are not conducive to increased foot traffic.
- Nearby parcels may be required to provide additional parking solution due to minimal existing parking on site.

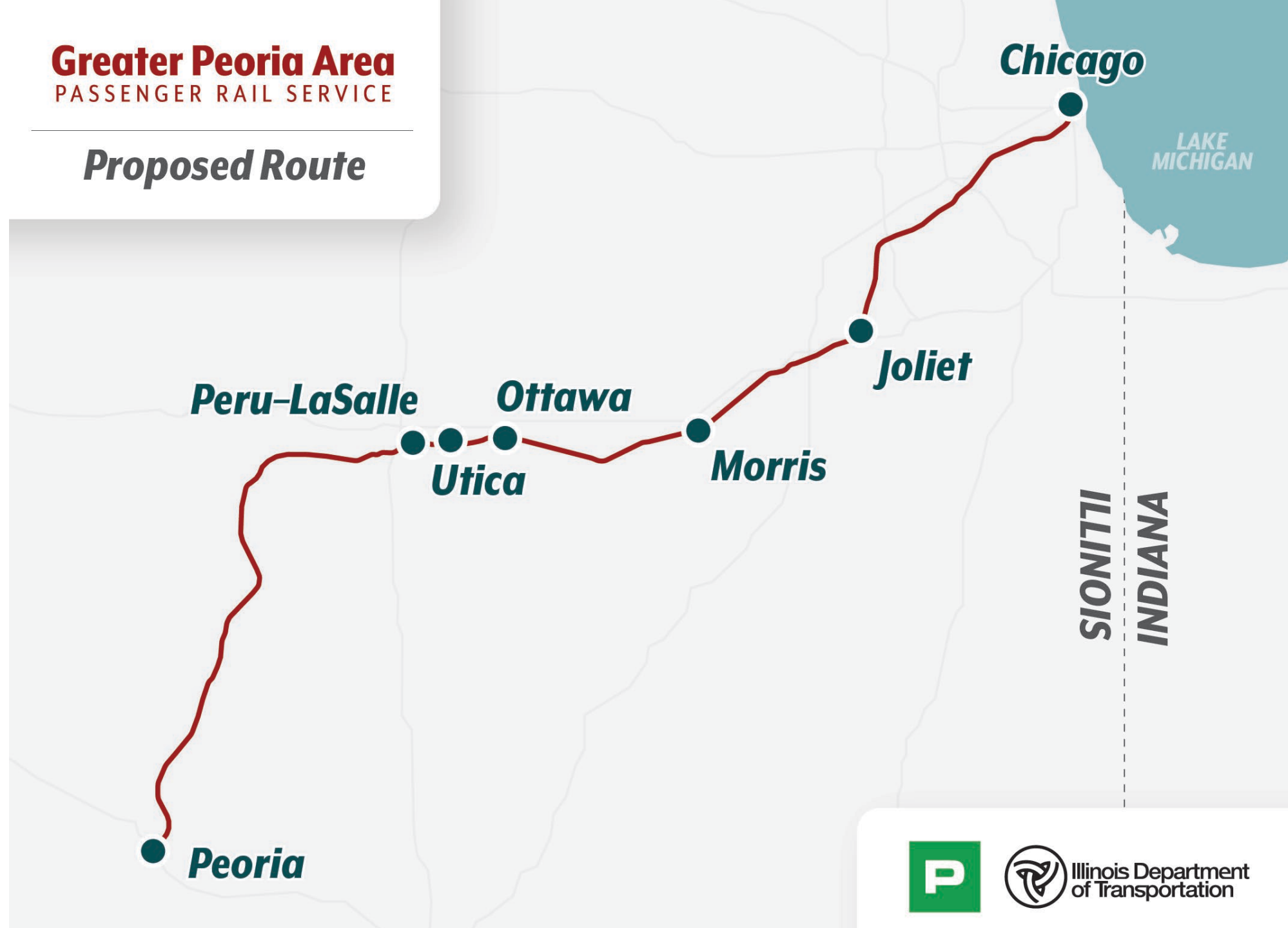


Morris Opportunity Areas

- A** Liberty Street Corridor | Ongoing Public and Private Investment
- B** YMCA and Fire District Buildings | Near-term Private Reuse
- C** Large Parking Lots | Longer-term Redevelopment
- D** TOD Near Station Site | Longer-term Public and Private Investment

Greater Peoria Area PASSENGER RAIL SERVICE

Proposed Route



Illinois Department
of Transportation

IDOT Feasibility Study

Daily Ridership

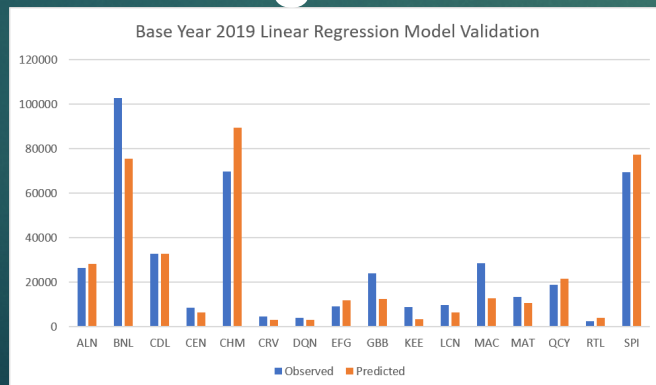
Ridership study using STOPS

Station	2019 (Synthetic Mode)	2019 (Incremental Mode)	2040 (Synthetic Mode)	2040 (Incremental Mode)
Chicago	124	82	143	97
Juliet	223	148	250	170
Morris	2	2	3	4
Ottawa	37	13	41	14
Utica	90	21	97	23
Peru-LaSalle	59	15	63	15
Peoria	2	0	3	0
Total	537	281	600	323

Simple Ratio by Population

Station	2019 Population	2019 Daily Boardings	2040 Population	2040 Daily Boardings
Bloomington-Normal (Reference Station)	146,269	baseline	-	baseline
Morris	47,697	92	66,859	129
Ottawa	35,483	68	35,558	68
Utica	53,816	104	53,215	102
Peru-LaSalle	44,398	85	43,769	84
Peoria	246,148	474	249,457	480
Total	-	823	-	864

Linear Regression Model



Conclusion:

2019 – 280-820

2040 – 320-860

800 average

Peoria to Chicago Stats

- ▶ 79 MPH Design Speed (Peoria to Joliet)
- ▶ 5 Daily Round Trips
- ▶ 161.4 Miles
- ▶ 83 Bridges, 31 Culverts
- ▶ 3 – 3 Mile Sidings to accommodate meets
- ▶ Additional Capacity Needs of Hosts TBD



Establishment of the Corridor Identification and Development Program

A Notice by the [Federal Railroad Administration](#) on 05/13/2022



PUBLISHED DOCUMENT



AGENCY:

Federal Railroad Administration (FRA), Department of Transportation (DOT).



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ACTION:

Notice of establishment; request for expressions of interest.



SUMMARY:

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL), which requires the Secretary of Transportation (Secretary) to establish a Corridor Identification and Development program to facilitate the development of intercity passenger rail corridors within 180 days of enactment. In compliance with this directive, by this Notice, FRA is establishing the Corridor Identification and Development program.



DOCUMENT DETAILS

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[PDF](#)

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FRA Corridor ID Program

- ▶ Develop a Pipeline of Passenger Rail Projects
- ▶ Peoria, Tri-County Regional Planning Commission & North Central Illinois Council of Governments
- ▶ Submitted/Awarded a CID Grant application in 2023

FRA Corridor ID Program

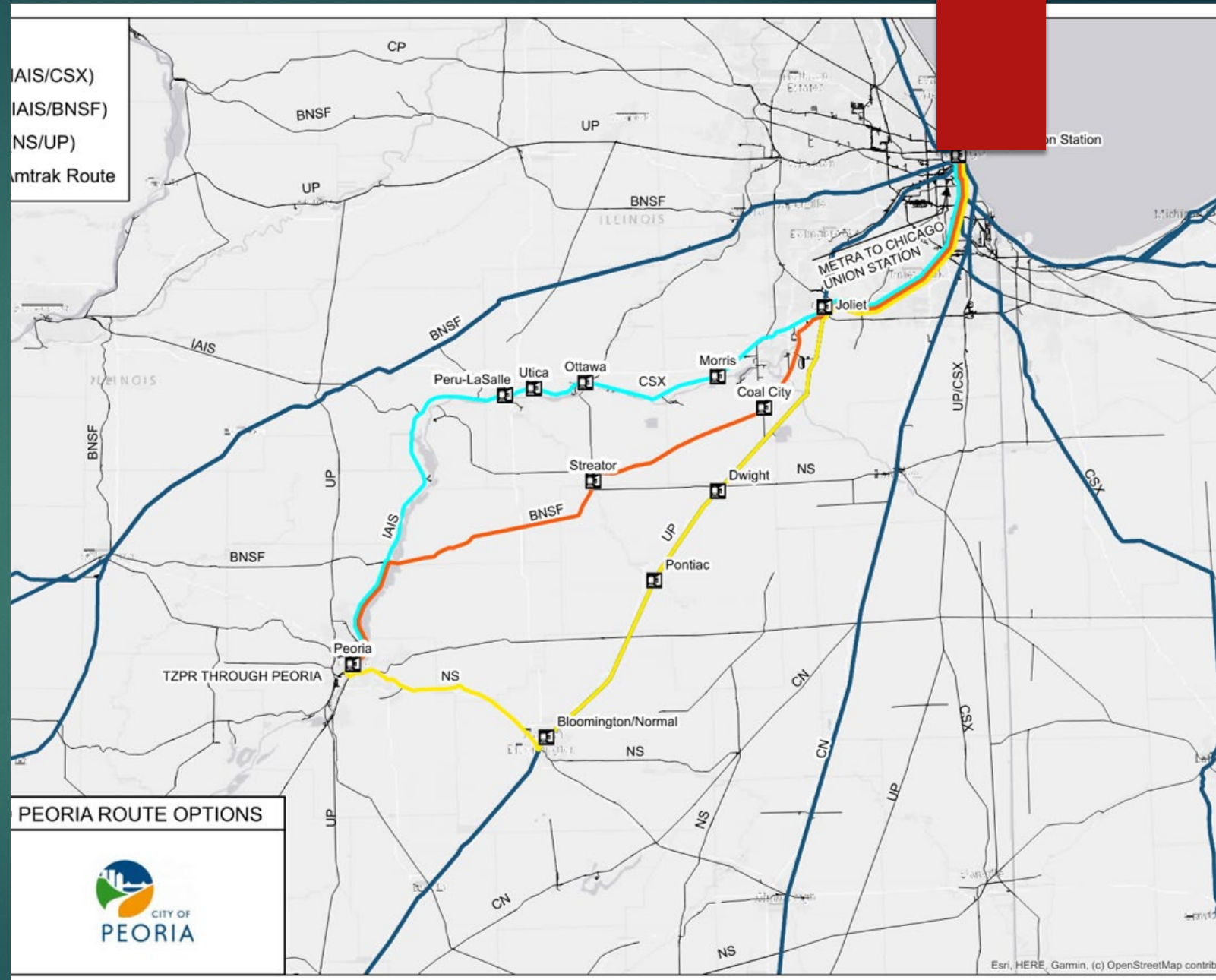
- ▶ 70+ Projects, Four in Illinois
- ▶ Step 1 - \$500k, 0% Match, Scoping
- ▶ Step 2 - SDP Planning, 10% Match
- ▶ Step 3 – Project Development, 20% Match

Peoria – Step 1 Status

- ▶ SOW, Schedule & Budget Submitted
 - ▶ 25 Months; \$1.63M for Step 2a
- ▶ FRA Reviewing Submittal
- ▶ CID Step 1 Grant to be extended
- ▶ Different CID looking at Joliet to Chicago

Peoria – Step 2 SOW

- ▶ Purpose & Need
- ▶ Alternatives Analysis
- ▶ Transportation Planning
- ▶ Contextual Planning
 - ▶ Environmental
 - ▶ Financial
 - ▶ Economics
 - ▶ Governance
 - ▶ Implementation
- ▶ Service Development Plan



Questions?

▶ Thank you

▶ Kevin Lindeman

▶ Executive Director NCICG

▶ NCICG

▶ Earl Wacker

▶ Director Rail & Transit

▶ RINA

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