



**ILLINOIS
HIGH-SPEED
RAIL**

COMMISSION

IDOT Headquarters: Springfield & Chicago

Wednesday, September 16, 2026



AGENDA

10:30am:



Welcome & Introduction (Chair Derwinski)
Roll Call (Morreale Communications)

11:40am:



New Business

10:35am:



Minutes Approval from Prior Commission
Meeting (Chair Derwinski)

12:00pm:



Public Comment

10:40am:



Technical Assistance & Support Update
(Quandel Consultants)

12:15pm:



Adjournment

ROLL CALL



Chairman
Jim Derwinski



Vice-Chairman
Tim Butler



Commissioner
Erin Aleman



Senator
Don DeWitte



Commissioner
Michael Dunn



Commissioner
Karl Gnadt



Commissioner
Bob Guy



Representative
Matt Hanson



Commissioner
Rick Harnish



Commissioner
Ray Lai



Commissioner
Jason Osborn



Commissioner
Cassandra Rouse



Commissioner
Bria Scudder



Commissioner
Brian Shanahan



Commissioner
P.S. Sriraj



Senator
Steve Stadelman



Mayor
Katrina Thompson



Commissioner
Brian Vercruysse



Commissioner
Bob Vitas



Commissioner
Jim Wild

REVIEW OF MEETING MINUTES



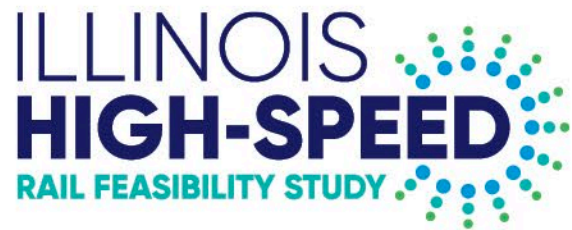
- Meeting minutes from the **July 15th** commission meeting were circulated prior to today's meeting.
- Are there any requested changes?

TECHNICAL ASSISTANCE AND SUPPORT UPDATE



Technical Assistance and Support Update

Presented by the Quandel Consulting Team



Strengthening our State. Connecting the Region.

Illinois High-Speed Rail Commission

September 16, 2026

Meeting Agenda

- TM3 – Service Plan Development
- TM4 – Operations Assumptions and Service Modeling Framework
- TM9 – Station Access Development
- TM10 – Governance Strategies
- TM 11 – Environmental Compliance

Technical Memoranda

- TM 1 – Alternatives Development
- TM 2 – Route Options Development
- TM 3 - Service Plan Development Technical Memorandum
- TM 4 - Operations Assumptions and Service Modeling Framework Technical Memorandum
- TM 5 - Demand Forecasting Technical Memorandum
- TM 6 - Planning-Level Cost Estimating Methodology Technical Memorandum
- TM 7 – Investment Options Development
- TM 8 – Operations and Maintenance Cost Methodology Technical Memorandum
- TM 9 – Station Access Development Technical Memorandum
- TM 10 – Governance Technical Memorandum
- TM 11 – Environmental Compliance Technical Memorandum

TM3 – Service Plan Development

Modeled Service Assumptions



16 round trips
each day



Approximately
1 hourly service
in each direction



Approximately
18-hour
operating day



Speeds up to
220 mph where
safely supported



Two-minute
station stops

Train Equipment and Fleet Needs

A large light gray circle containing a dark blue silhouette of a high-speed train. A yellow arc is positioned behind the train, and three horizontal white lines are to the left of the train's front.

**ELECTRIC
TRAINSETS**

Spare trains
support
**RELIABILITY +
MAINTENANCE**

Up to about
500 SEATS
per trainset

12
trainsets
for initial
service

**1 POWER UNIT
+ 8 PASSENGER
COACHES**

Layover and Maintenance Facilities



Layover facilities near Chicago and East St. Louis



Overnight storage, inspections, cleaning and light maintenance



Heavy maintenance facility assumed in East St. Louis region



Final facility locations would be studied later

What the 12 Service Plans Showed

Ranged from
approximately 2:22
3:10

2-3
HOURS



Average operating
speeds ranged from
approximately 100 to
131 mph

More direct alignments
generally produced
shorter trips

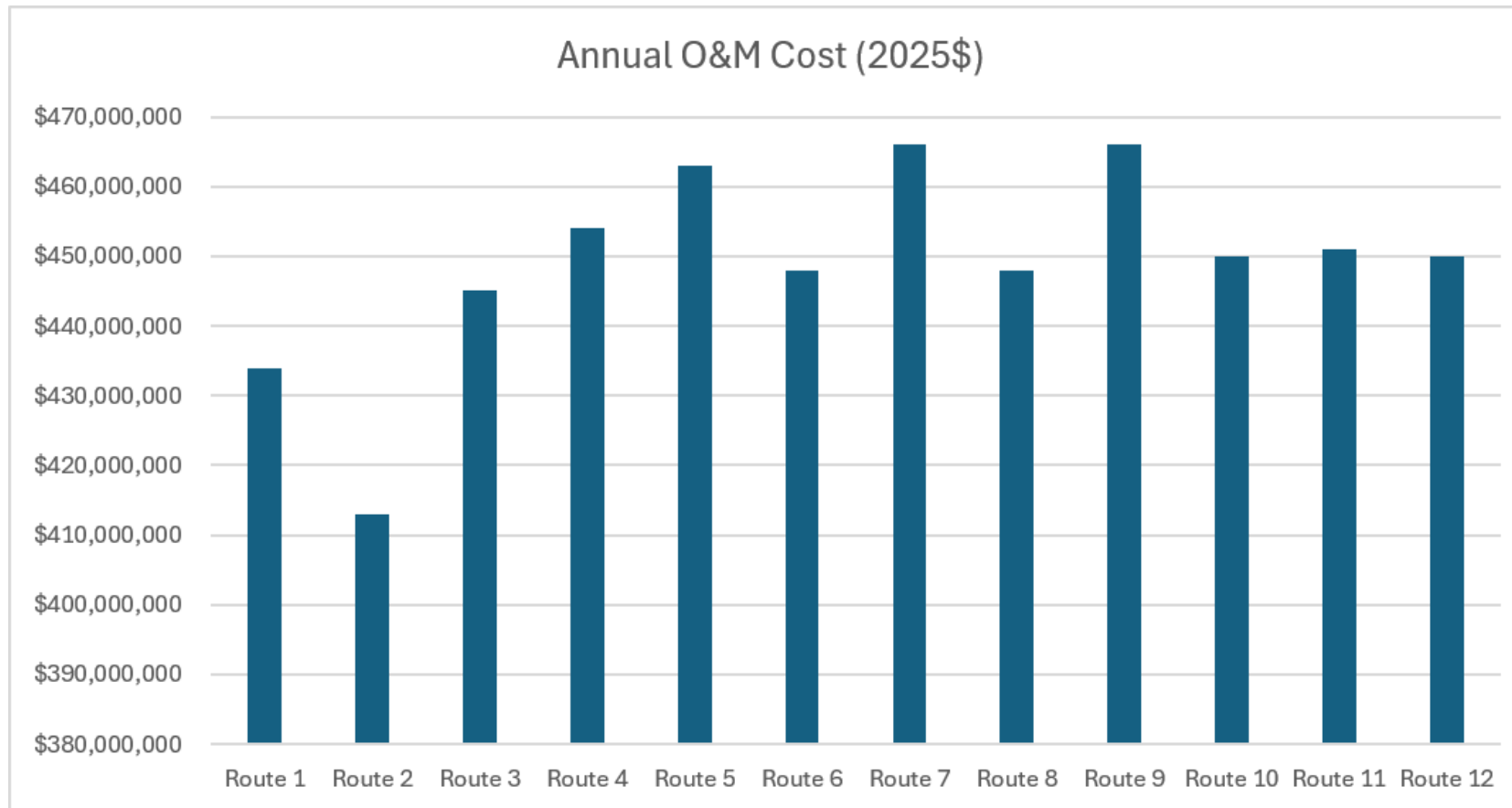


Longer alignments generally
produced
longer travel times

Ridership Forecasting

Route Option	Range of Ridership, Year 4 of Operations
1 – I-55 Corridor	1.96 – 2.32 million
2 – Greenfield via Bloomington and Joliet	2.07 – 2.59 million
3 – I-57/I-72/I-55 Corridor	2.22 – 2.62 million
4 – Greenfield via Champaign/Urbana and University Park	2.29 – 2.78 million
5 – Greenfield and County Road via Champaign/Urbana and Joliet	2.24 – 2.74 million
6 – Interstate Adjacent and County Road via Champaign/Urbana and Joliet	2.22 – 2.65 million
7 – I-55/I-155/I-74 Corridor	2.31 – 2.61 million
8 – Greenfield via Peoria and Joliet	2.43 – 2.87 million
9 – Interstate Median and County Road via Champaign/Urbana and Joliet	2.17 – 2.55 million
10 - Interstate Median and Greenfield via Champaign/Urbana and University Park	2.21 – 2.59 million
11 - Interstate Median and Greenfield/County Road via Champaign/Urbana and Joliet	2.23 – 2.68 million
12 - Interstate Median and Greenfield via Champaign/Urbana and University Park	2.28 – 2.73 million

O&M Costs



Revenue

Route Option	Total Annual Revenue, Year 4 of Operations (2025\$, millions)
1 – I-55 Corridor	\$174 - \$207
2 – Greenfield via Bloomington and Joliet	\$177 - \$225
3 – I-57/I-72/I-55 Corridor	\$180 - \$211
4 – Greenfield via Champaign/Urbana and University Park	\$195 - \$236
5 – Greenfield and County Road via Champaign/Urbana and Joliet	\$188 - \$231
6 – Interstate Adjacent and County Road via Champaign/Urbana and Joliet	\$191 - \$227
7 – I-55/I-155/I-74 Corridor	\$199 - \$225
8 – Greenfield via Peoria and Joliet	\$204 - \$244
9 – Interstate Median and County Road via Champaign/Urbana and Joliet	\$187 - \$227
10 - Interstate Median and Greenfield via Champaign/Urbana and University Park	\$192 - \$223
11 - Interstate Median and Greenfield/County Road via Champaign/Urbana and Joliet	\$188 - \$226
12 - Interstate Median and Greenfield via Champaign/Urbana and University Park	\$193 - \$232

Operating Ratio/Subsidy

Route Option	Operating Ratio, Year 4 of Operations	Subsidy, Year 4 of Operations (2025\$, millions)
1 – I-55 Corridor	40% - 48%	\$226 - \$259
2 – Greenfield via Bloomington and Joliet	43% - 55%	\$187 - \$236
3 – I-57/I-72/I-55 Corridor	40% - 48%	\$234 - \$265
4 – Greenfield via Champaign/Urbana and University Park	43% - 52%	\$217 - \$259
5 – Greenfield and County Road via Champaign/Urbana and Joliet	41% - 50%	\$232 - \$274
6 – Interstate Adjacent and County Road via Champaign/Urbana and Joliet	43% - 51%	\$220 - \$257
7 – I-55/I-155/I-74 Corridor	43% - 48%	\$241 - \$266
8 – Greenfield via Peoria and Joliet	45% - 54%	\$204 - \$244
9 – Interstate Median and County Road via Champaign/Urbana and Joliet	40% - 49%	\$238 - \$279
10 - Interstate Median and Greenfield via Champaign/Urbana and University Park	43% - 50%	\$227 - \$257
11 - Interstate Median and Greenfield/County Road via Champaign/Urbana and Joliet	42% - 50%	\$225 - \$263
12 - Interstate Median and Greenfield via Champaign/Urbana and University Park	43% - 52%	\$218 - \$256

TM4 – Operations Assumptions and Service Modeling Framework

Schedule Components

- Pure runtime – the fastest achievable travel time between stations
- Schedule pad – additional time applied as a percentage of pure runtime to account for operating variability, meets, and infrastructure constraints
- Station dwell time – a standardized dwell time reflecting passenger boarding and alighting

Pure Runtimes

- Developed using Rail Traffic Controller software, incorporating Train Performance Calculator
- Developed using:
 - Acceleration and deceleration characteristics representative of high-speed trainsets
 - Maximum operating speeds of 220 MPH where geometry permits
 - Speed restrictions associated with horizontal curvature
 - Scheduled station stops

Operating Assumptions

- Key operating assumptions include:
 - Operating window: approximately 4:30 AM to 10:30 PM
 - Headways: hourly service in each direction
 - Daily frequency: 32 trains per day (16 round trips)
- Turnaround times at terminals were not explicitly modeled at this stage

Schedule Pad

- Engineer operating variability
- Passing movements and turnout delays
- Corridor geometry and design uncertainty

Differentiated Pad by Corridor Type

- Interstate and Adjacent Alignments
 - 4% locomotive engineering operating variability allowance
 - 4% allowance for scheduled meets and turnout-related delays
- Greenfield Alignments
 - 4% locomotive engineer allowance
 - 4% scheduled meet allowance
 - 12% contingency for future geometric constraints

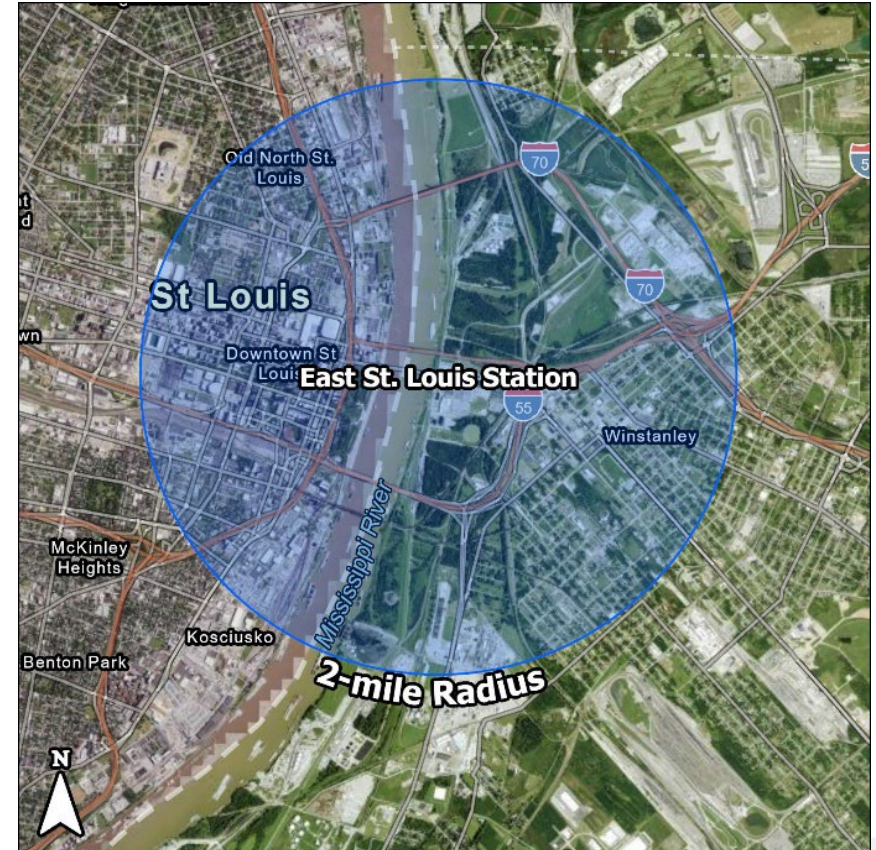
TM9 – Station Access Development

Approach

- Potential station areas were defined at a planning level
 - Strong highway accessibility for regional catchment markets
 - Existing or potential transit connectivity
 - Adequate space to accommodate station infrastructure at a conceptual level
 - Compatibility with anticipated HSR alignment geometry

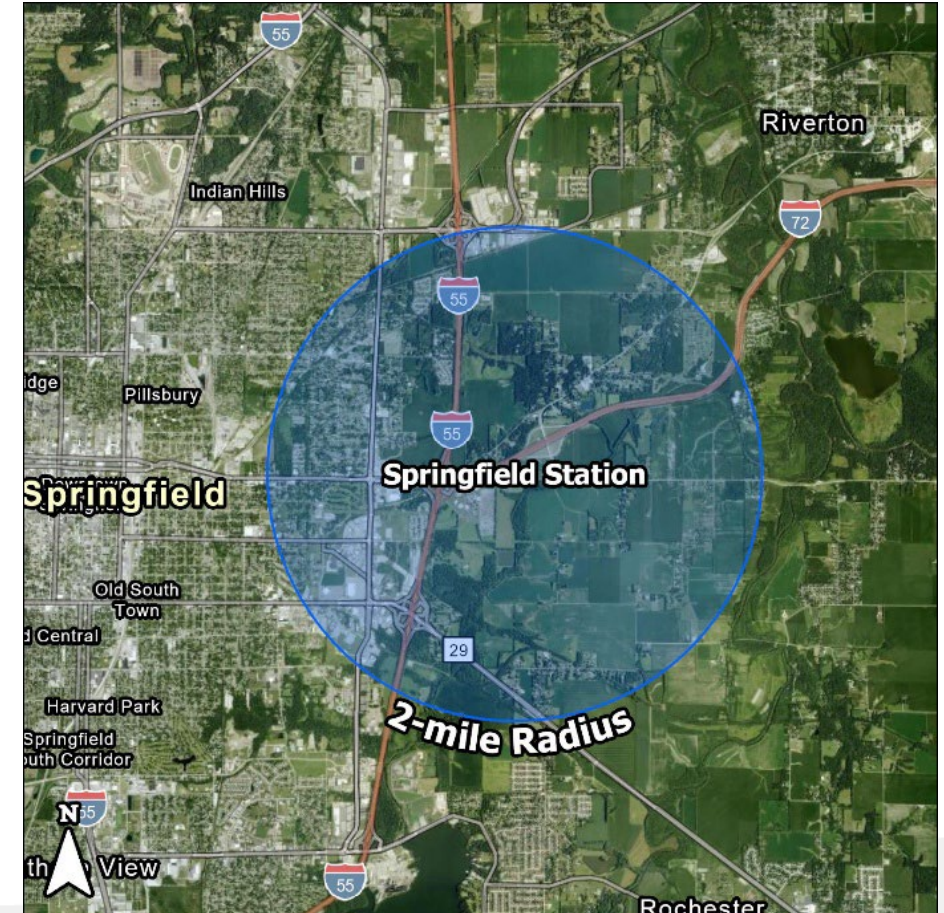
East St. Louis Station Area

- In proximity to the existing MetroLink East Riverfront station
- Enables rail-to-rail connectivity to MetroLink Red and Blue lines
- Metro Transit bus service
- Proximity to interstates



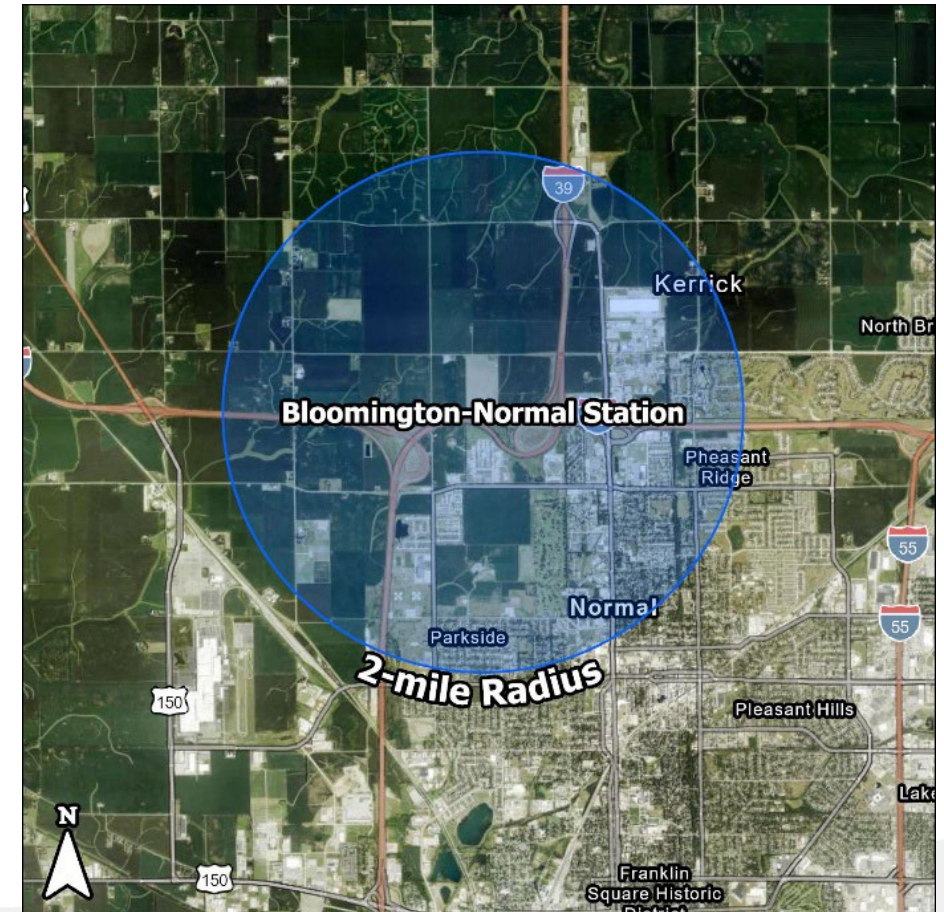
Springfield Station Area

- Near the I-55/I-72 interchange
- Highway access
- Connection to downtown via East Clear Lake Avenue
- Sangamon Mass Transit District bus service could expand to serve new station
- Refers to new Springfield Amtrak station under construction on 10th Street



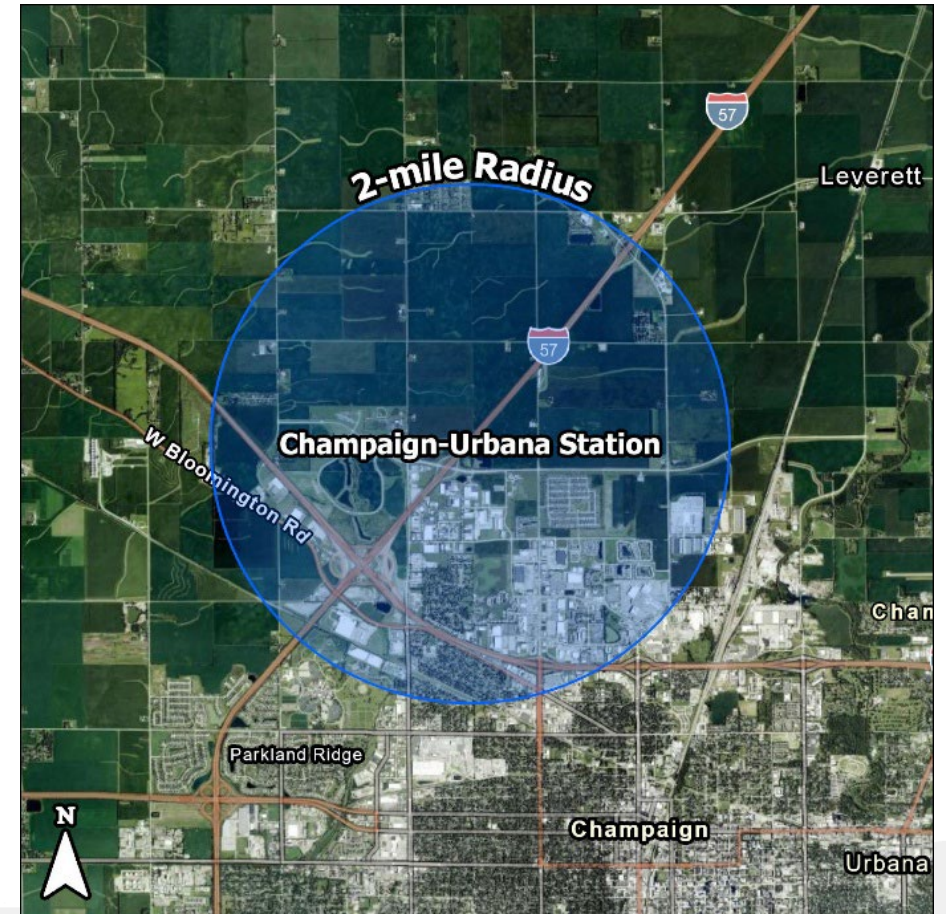
Bloomington/Normal Station Area

- I-55/I-39 interchange
- Highway access
- Connect Transit bus service could expand to serve new station
- Refers to existing Amtrak station in downtown Normal



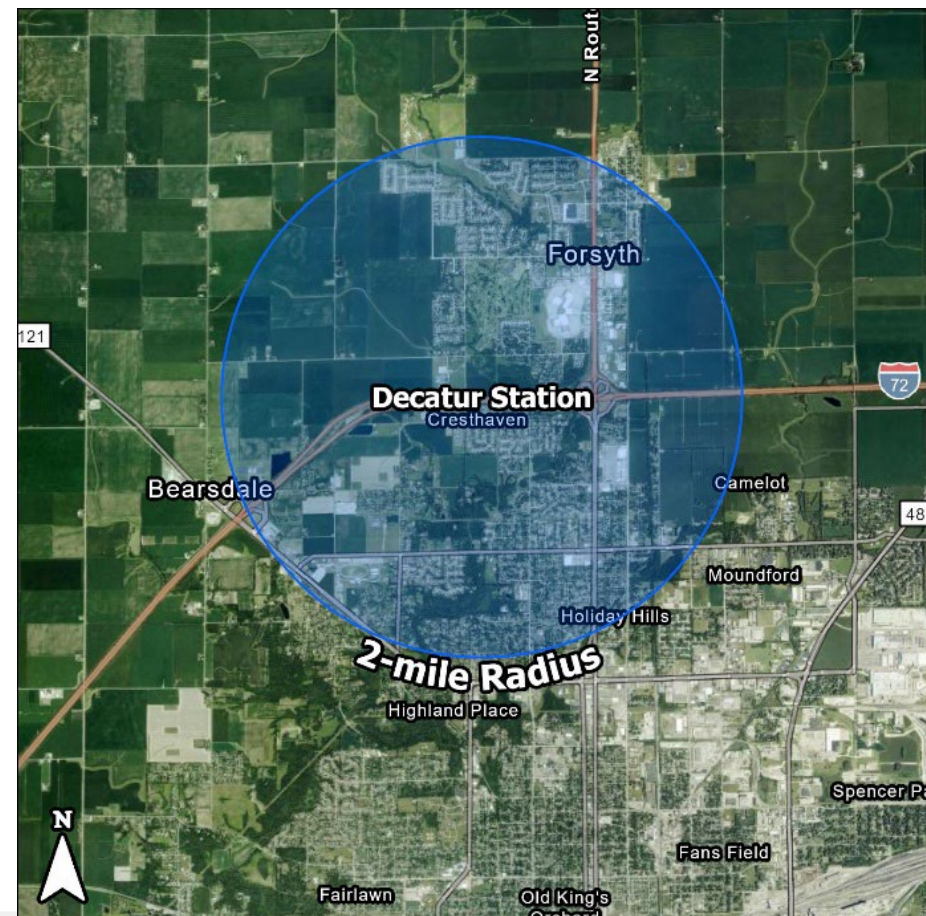
Champaign/Urbana Station Area

- Adjacent to I-57 corridor
- Highway access
- Access to downtown Champaign and Urbana
- Champaign-Urbana Mass Transit District bus service could expand to serve new station
- Refers to existing station in downtown Champaign



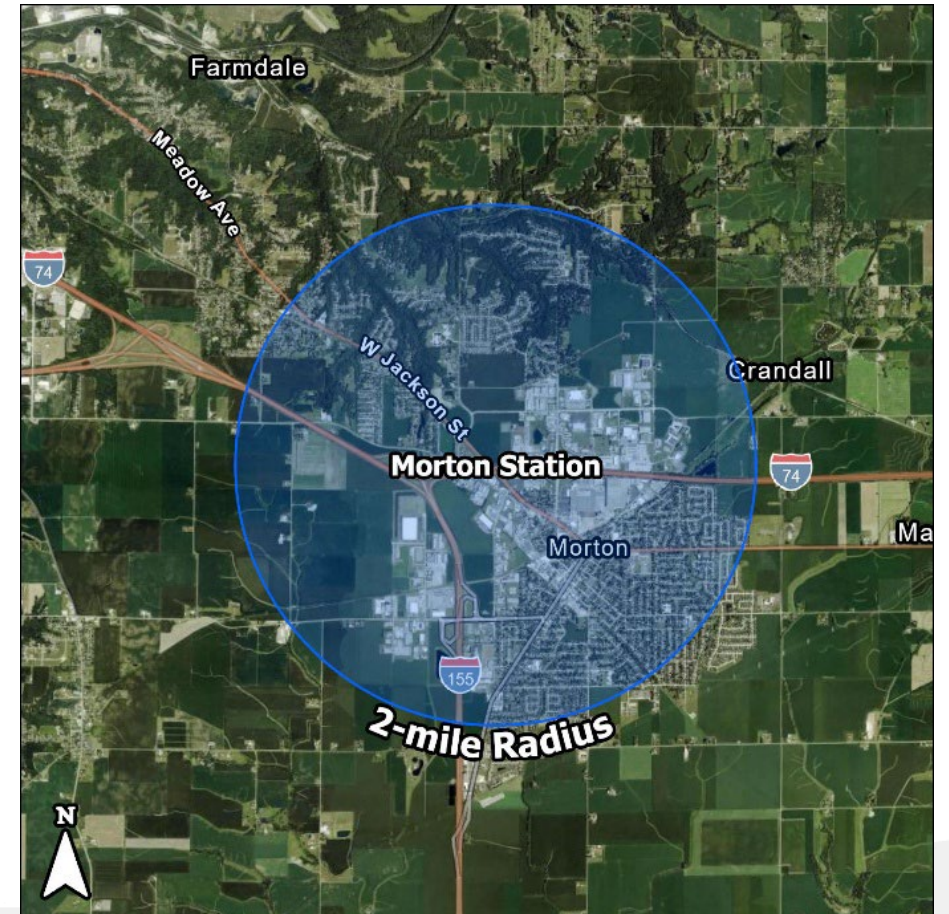
Decatur Station Area

- Adjacent to I-72 corridor
- Highway access
- Access to downtown Decatur
- Decatur Public Transit System bus service could expand to serve new station



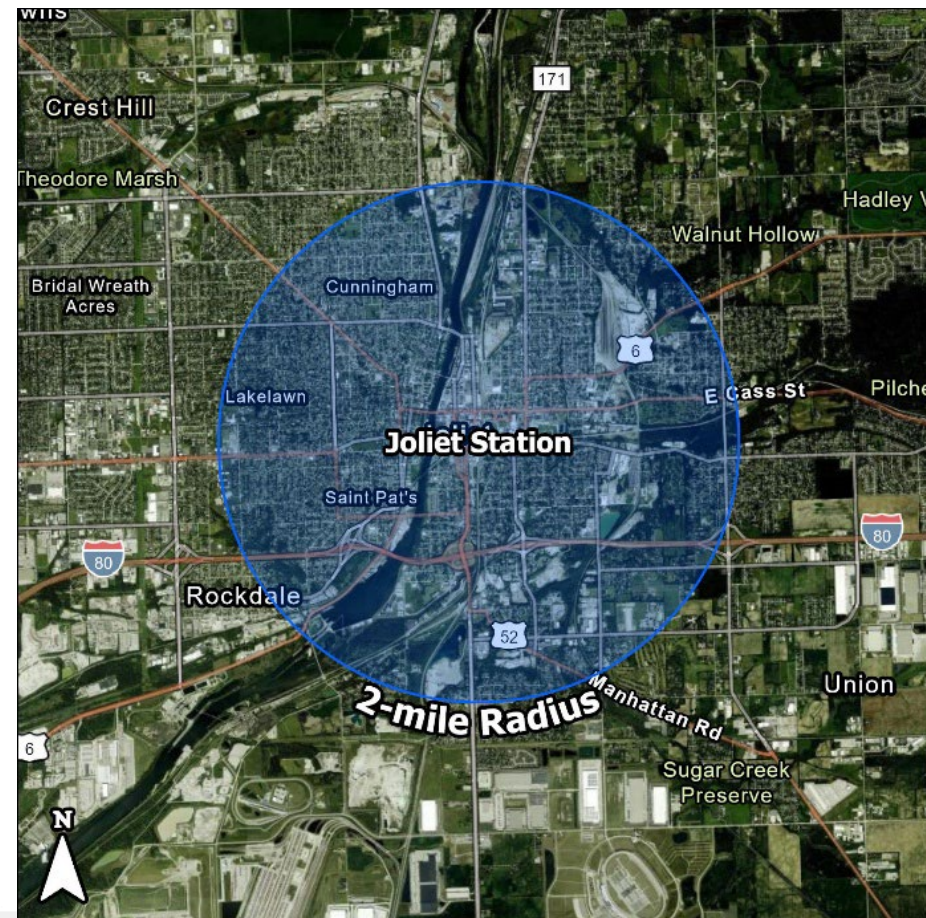
Morton Station Area

- Adjacent to I-74 corridor
- Access to Peoria 10 miles away
- Greater Peoria Mass Transit District bus service could expand to serve new station



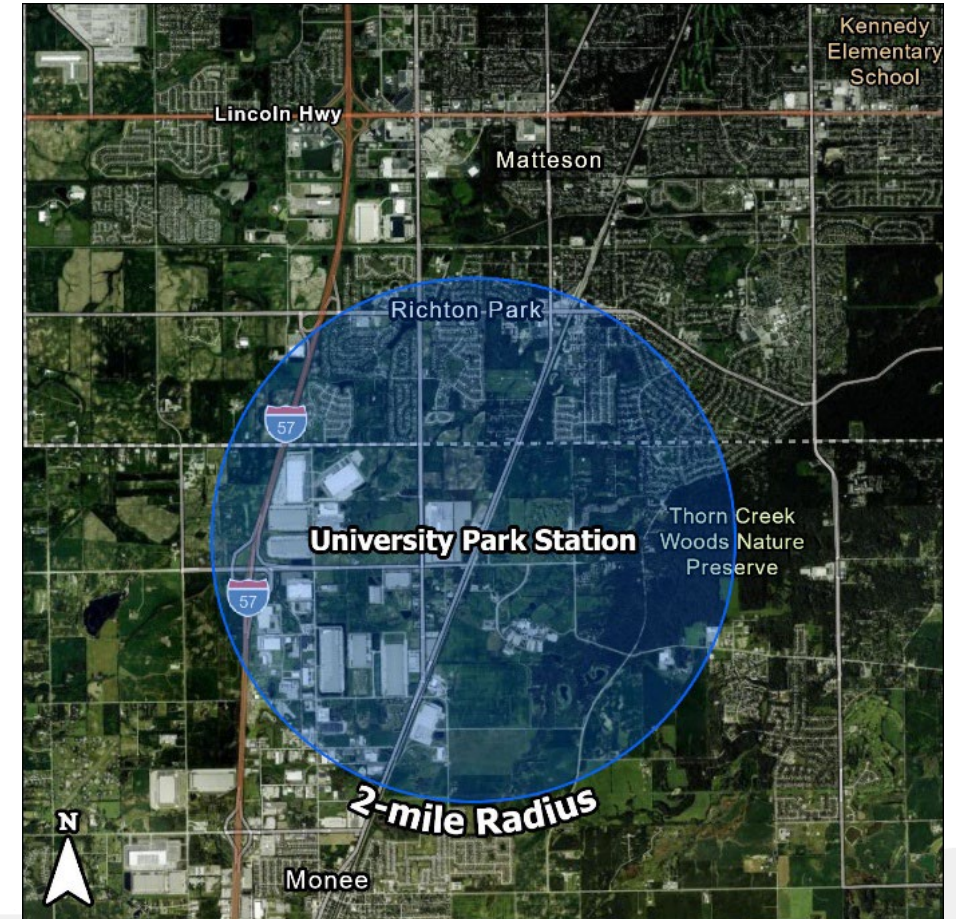
Joliet Station Area

- Could be an expansion of the existing Joliet Central Station
- Rail-to-rail connections with Metra and Amtrak
- Pace bus service at Joliet Central Station
- Highway access to I-55 and I-80



University Park Station Area

- Adjacent to Metra Electric District commuter rail station in University Park
- Established transportation corridor and site
- Rail-to-rail connection with Metra
- Pace bus service established
- Village-planned TOD strategies



TM10 – Governance Strategies

Why Governance Matters

A governance structure helps answer:



Existing Illinois Governance Structures



**Public
Authorities**



**Transit
Governance**



**State Rail
Administration**



**Intergovernmental
Agreements**

Core Governance Responsibilities



Governance Models Reviewed

Each model has different strengths and trade-offs



No preferred model has been selected at this feasibility stage.

Models with Central Oversight

Dedicated State Authority

- Single point of responsibility
- Planning, funding coordination, delivery
- System oversight
- Requires legislative approval and startup effort

Existing Oversight Agencies

- Builds on current agency structures
- Can support transit and fare-system integration
- Requires clearly defined HSR roles and priorities

Models that Separate or Share Roles

State controlled infrastructure corporation



Infrastructure
ownership



Operator
Agreement

Joint Governance Model



State
leadership



Local/regional
partners

Governance Structure Review

Key decision factors



**Policy
objectives**



**Funding
strategy**



**Implementation
phasing**



**Long-term
operating vision**

TM11 – Environmental Compliance

Purpose of Tech Memo

- Describes potential environmental review requirements following the feasibility study
- Summarizes applicable federal and state environmental laws
- Identifies permitting requirements
- Discusses anticipated timing of compliance activities

Federal Environmental Compliance

Primary Review	Supporting Compliance
NEPA	Endangered Species Act
	National Historic Preservation Act
	Section 4(f)
	Clean Air Act
	Clean Water Act
	Farmland Protection Policy Act
	Other applicable federal requirements

Illinois Environmental Requirements

- Illinois Endangered Species Protection Act
- Illinois State Agency Historic Resources Preservation Act
- Illinois Interagency Wetland Policy Act
- Illinois Rivers, Lakes, and Streams Act
- Illinois Natural Areas Preservation Act
- Illinois Open Space Lands Acquisition and Development Act
- Illinois Environmental Protection Act

Anticipated Review Schedule

Typical Environmental Review Timeframes

Activity	Approximate Duration
NEPA	1 – 4+ years
ESA/NHPA	6 months – 1+ year
Other federal reviews	3 months – 1 year
State reviews	3 months – 1 year
Construction permits	1 month – 1 year

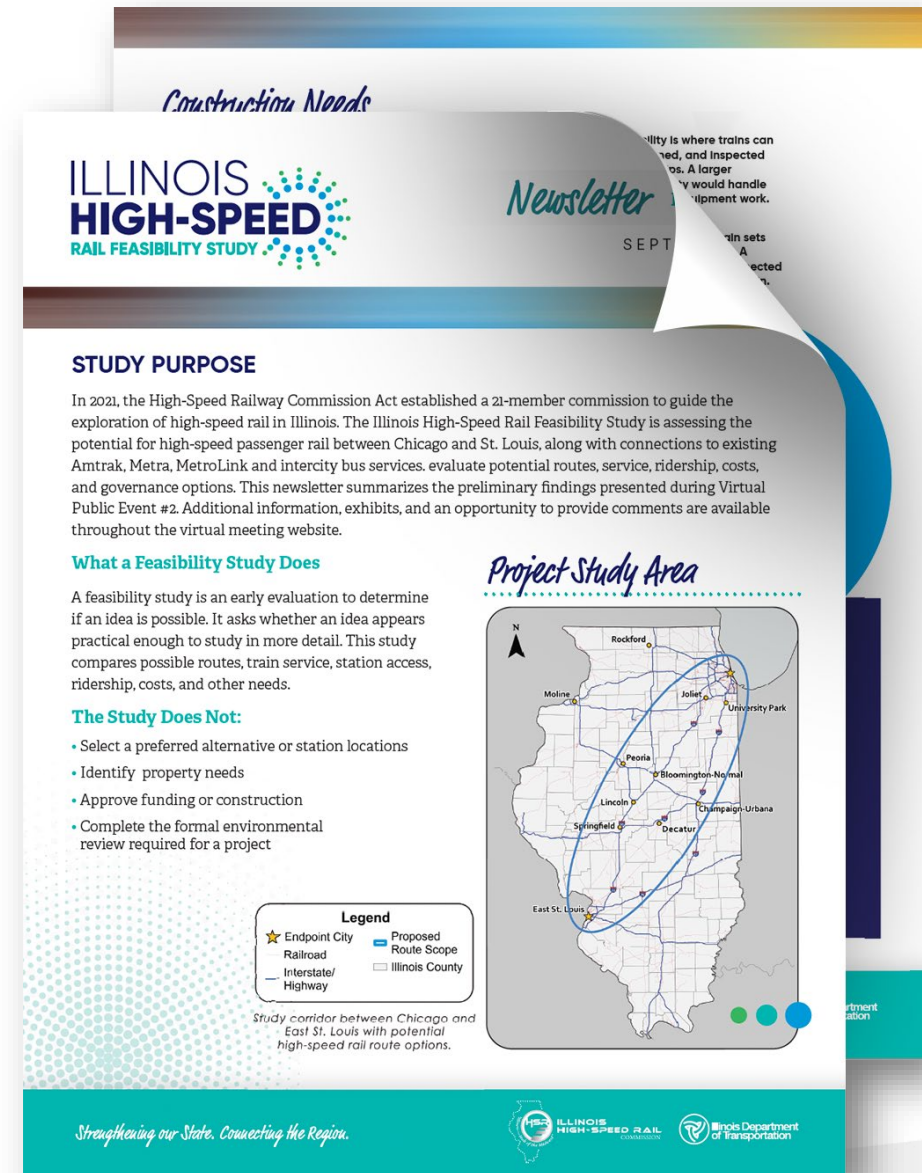
Next Steps

- Send Ridership and Revenue Technical Memorandum to Commission
- Continue developing draft Final Report
- Present draft Final Report to Commission

Virtual Outreach

Open October 23
through November 6

- Optional registration
- 8 modules – video & displays
- Newsletter
- Comment form



Virtual Outreach Preview

- Illinois Department of Transportation
- Public Involvement TAC
- Commissioners



Virtual Outreach Advertising

- Press Release
- Newspapers
- Posters
- Social Media
- 3rd Party Outreach



Next Steps

- Advertise event
- Monitor Site - www.ILHighSpeedRail.com
- Draft Event Summary
- Respond to Comments
- Finalize Public Involvement Tech Memo

Thank you!

NEW BUSINESS



Discussion of New Business

PUBLIC COMMENT



Open Floor for Public Comment

ADJOURNMENT

Jim Derwinski, Chair, HSR Commission



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