



ILLINOIS
HIGH-SPEED RAIL
COMMISSION



IL HSR Commission Meeting

Monday, August 26, 2024

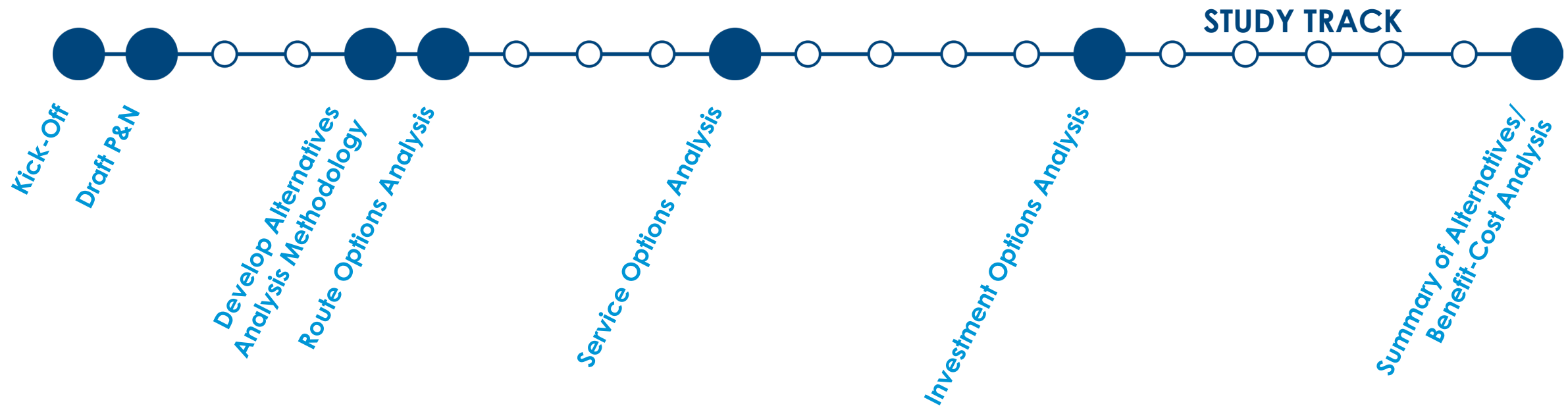
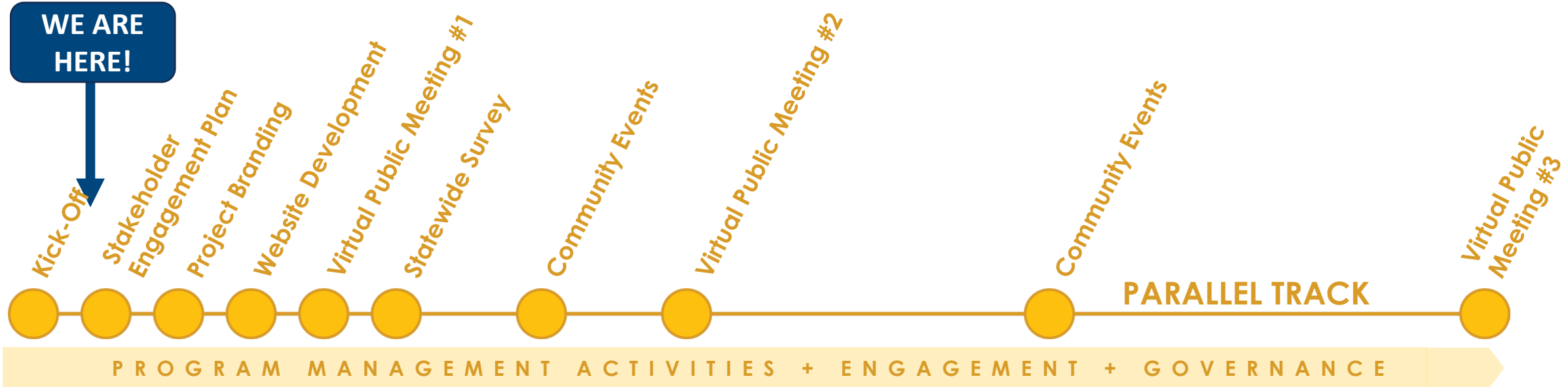
Agenda

- Project Timeline
- Purpose and Need Refresher and Need Statement
- Market Analysis Update
- Route Alternatives Update
- Outreach & Engagement
- Next Steps

Project Timeline



**WE ARE
HERE!**



Purpose and Need Update



Purpose and Need Development Update

Draft Purpose & Need

- What is a Purpose & Need (P&N) Statement?
- Why do we care about the P&N?
- What do we use to inform the P&N?
- DRAFT Need Areas
- DRAFT Purpose Statement
- DRAFT Performance Measures
- Additional Evaluation Factors





Purpose & Need Refresher

What is a Purpose & Need Statement?

- In simple terms, the P&N defines the transportation **outcomes and objectives** of the project and the **transportation problems** that exist today and in the future that the project will address.

Why do we care about the Purpose & Need?

- Helps us identify the range of reasonable alternatives
- Establishes the foundation for evaluation criteria
- Will be used throughout the project development process



Draft Purpose & Need

What do we use to inform the P&N?

- Statewide transportation planning documents (e.g., Illinois State Rail Plan)
- Legislation ((20 ILCS 4102/) High-Speed Railway Commission Act)
- Agency input
- Public input



Draft Purpose & Need

Illinois Long-Range Transportation Plan vision and performance goals:

“Transportation in Illinois is to provide innovative, sustainable and multimodal transportation solutions that support local goals and grow Illinois’ economy. Illinois transportation goals focus in the areas of economy, livability, mobility, resilience, and stewardship.”



Draft Purpose & Need

Workshop results that inform Purpose & Need Statement

	NEED	AVG
Transportation Issues	Provide Safe, Consistent, Reliable Service	4.79
	Provide Efficient and Reliable Service	4.71
	Provide a Safe, Comfortable Customer Experience	4.64
	Ensure ADA Accessibility	4.43
	Allow for Connection to Local Transit	4.36
	Minimize Trip Travel Time	4.36
	Maximize Frequency of Service Consistent with Population Served	4.29
	Serve as Many People as Possible	4.21
Transportation Issues	Locate Stations to Optimize Ridership	4.21
	Facilitate Public Input	4.21
Transportation Issues	Ensure that Coverage Area Includes Disadvantaged Populations	4.14
Transportation Issues	Allow for Connection to Intercity Bus	4.07
	Maximize Economic Development	4.07
	Allow for Connection to Airports	4.00



Draft Needs

Needs: Transportation problems today and in the future and the underlying causes of those problems

- Limited travel options throughout Illinois
- Existing rail service with a competitive travel time is infrequent
- Unreliable travel times for travelers on rail, air, highway
- Limited passenger access to rail

Market Analysis Update

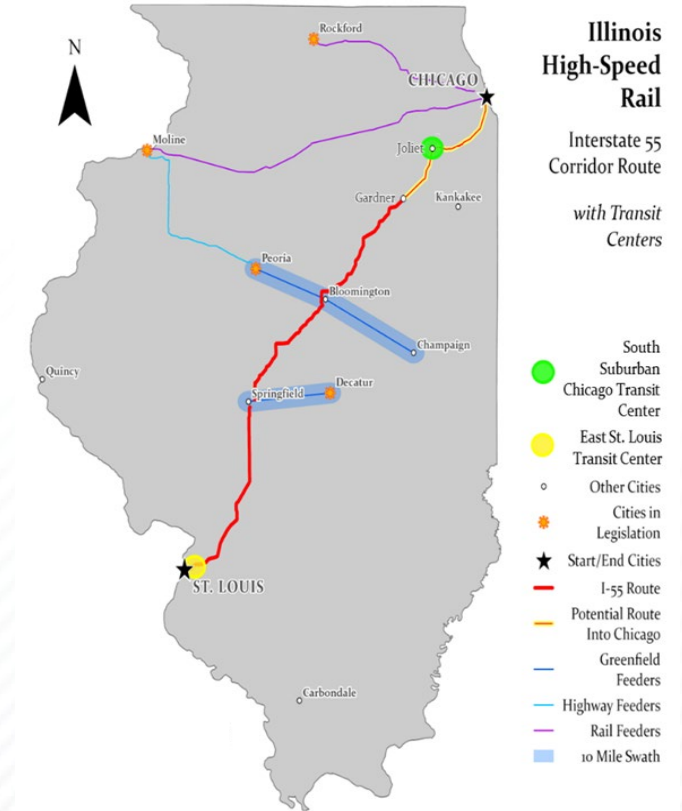


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Establish Demand: City Pairs

Passenger Travel between Chicago and St. Louis

	St. Louis	Springfield	Decatur	Peoria	Moline	Champaign	Bloomington	Gardner	Joliet	Chicago
St. Louis										
Springfield										
Decatur										
Peoria										
Moline										
Champaign										
Bloomington										
Gardner										
Joliet										
Chicago										
		no HSR based on I-55 Corridor Route								
		intra-city								
		HSR								



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Establish Demand: Base Year Total Demand

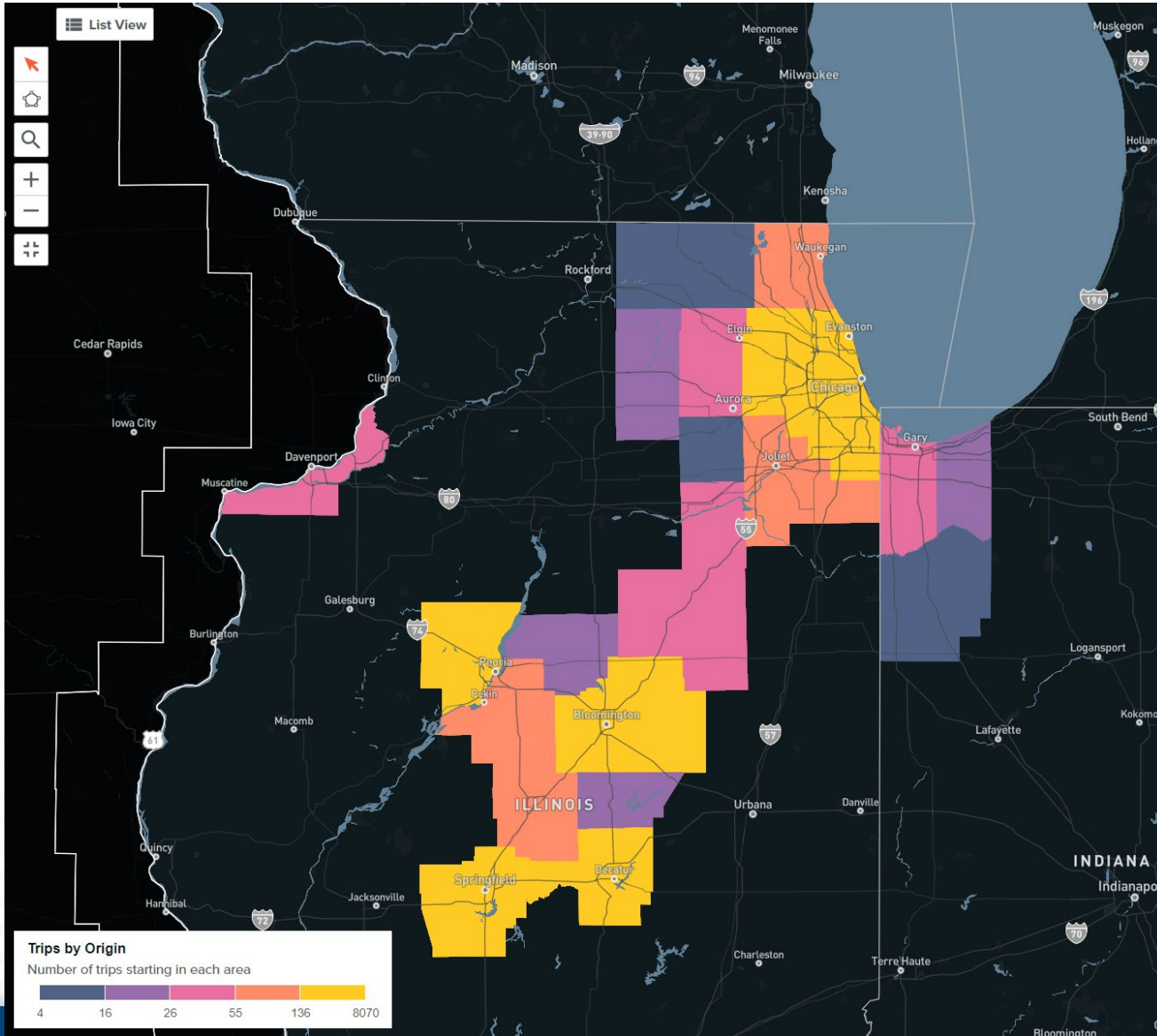
- Overall demand
 - Replica origin and destination data between city pairs
 - Statewide model
- Demand by mode
 - AADT and hourly traffic counts along I-55, I-57
 - Amtrak ridership
 - Air passenger volumes
 - Intercity bus ridership
- Segment Demand
 - By Trip Purpose (Business, Non-Business, Commute)
 - By Time of Day

Modes	Source
Auto	IDOT AADT IDOT hourly traffic counts
Rail	AMTRAK ridership data
Air	FAA origin-destination data
Intercity bus	Ridership or estimate based on service frequency

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Establish Demand: Assess Growth Potential

- Review and compare population and employment projections and forecasts from existing sources
 - MPOs
 - Statewide model
 - Private data sources (Woods and Poole)
- Model relationship between base year total travel demand and base year socioeconomic characteristics
- Apply model to future year socioeconomics characteristics
 - Select one source or blend multiple sources
 - Option to use different source as part of the sensitivity testing



Daily Trips to Greater St Louis by County of Origin

- Average Thursday in Fall 2023
- Source: Replica

Route Alternatives Update



Review of Route Alternatives in Previous Studies

- Only the Union Pacific route, over which the Lincoln Service operates, has been studied in detail
- Barriers to passenger rail in Illinois include:
 - Frequent at-grade crossings
 - Impacts to freight traffic
 - Insufficient rail capacity
 - Capital cost
 - Environmental impacts

Route Alternatives Categories



Existing Railroad Rights-of-Way



Existing Highway Rights-of-Way

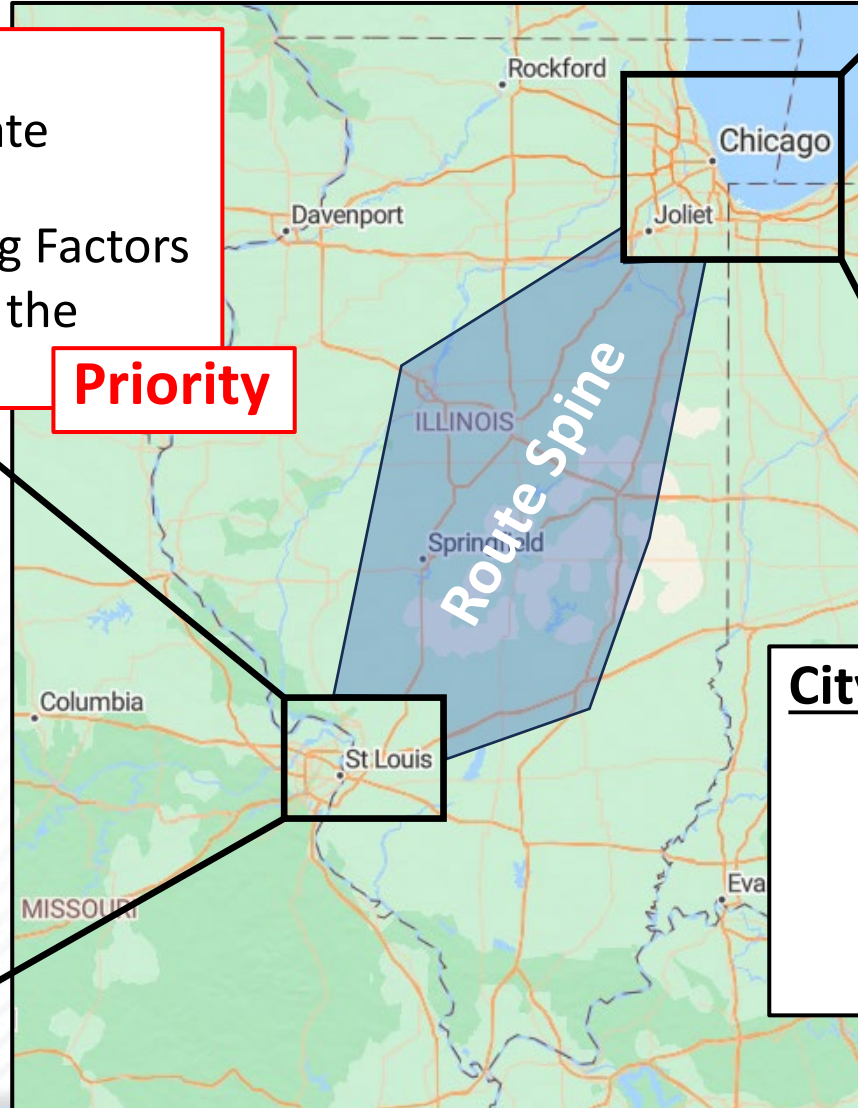


Greenfield Alignments

Route Spine:

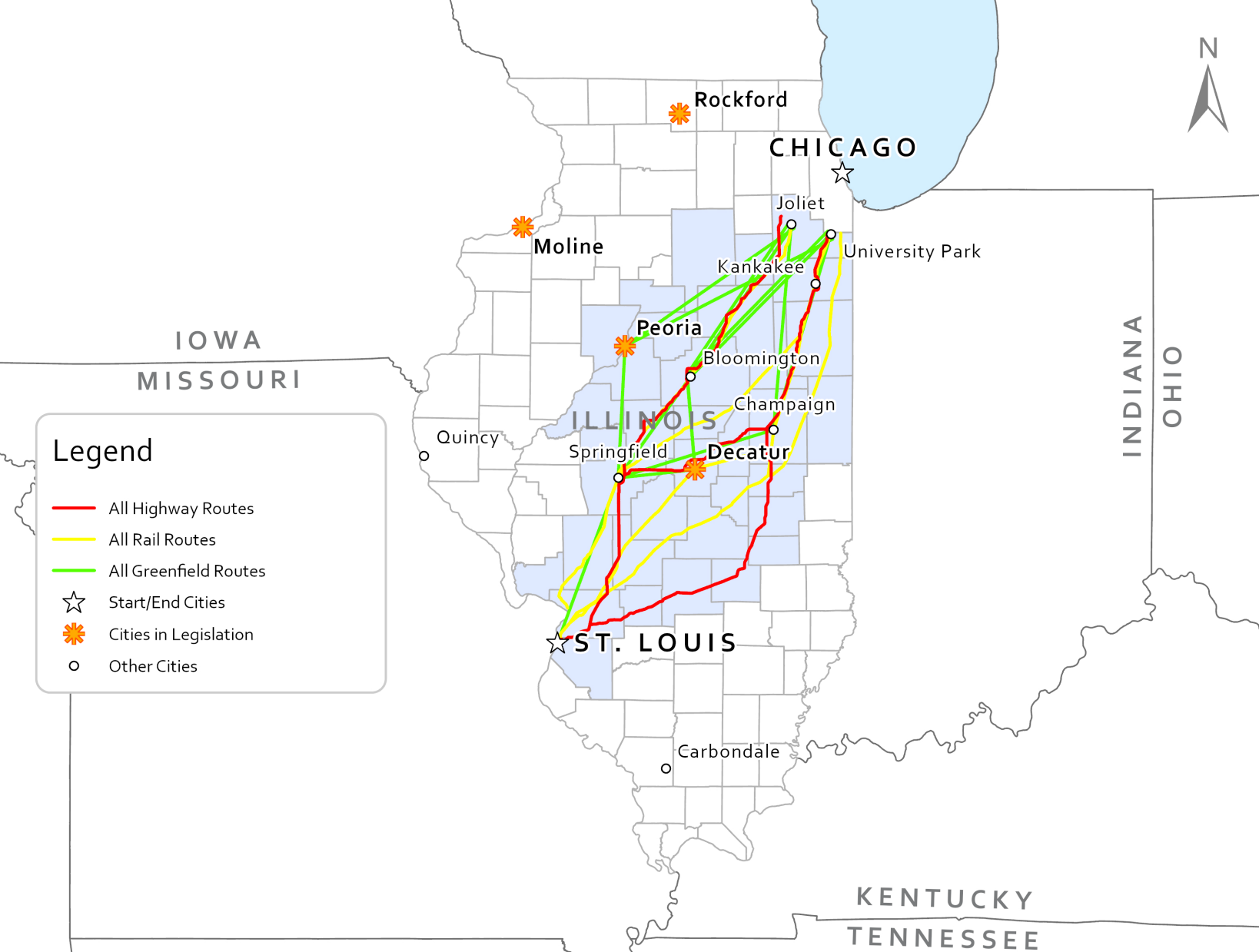
- Determines Intermediate Stations
- Contains Speed Limiting Factors
- Is the Building Block of the Future Network

Priority



City Access:

- Builds off the Spine
- Must Integrate with Chicago's Busy Rail Network
- Needs Right-of-Way



HSR Spine Maps

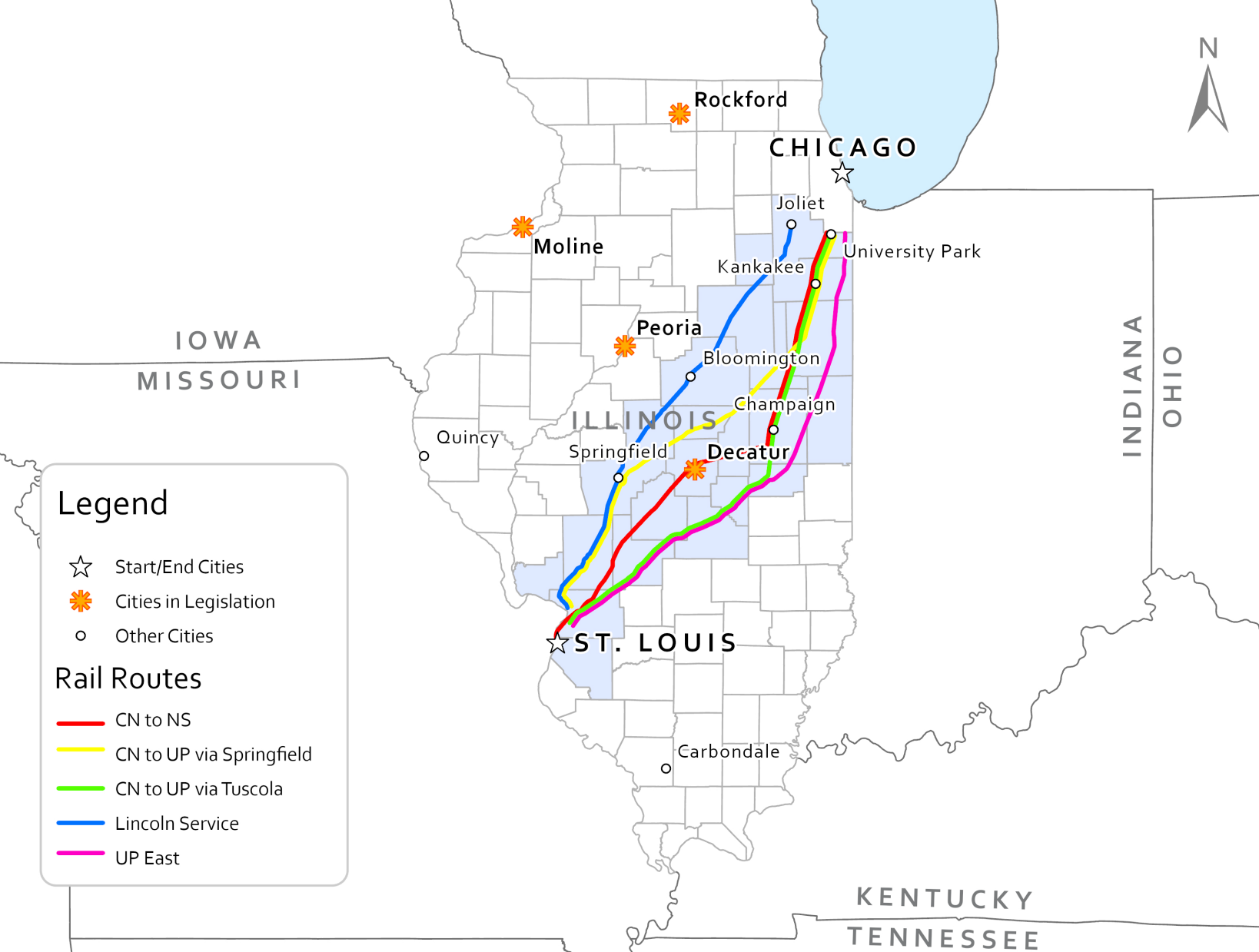
All HSR Spines

HSR Spines on Existing Rail

HSR Spines on Highway ROW

Greenfield HSR Spines

HSR Spine Maps



Legend

- ☆ Start/End Cities
- ✱ Cities in Legislation
- Other Cities

Rail Routes

- CN to NS
- CN to UP via Springfield
- CN to UP via Tuscola
- Lincoln Service
- UP East

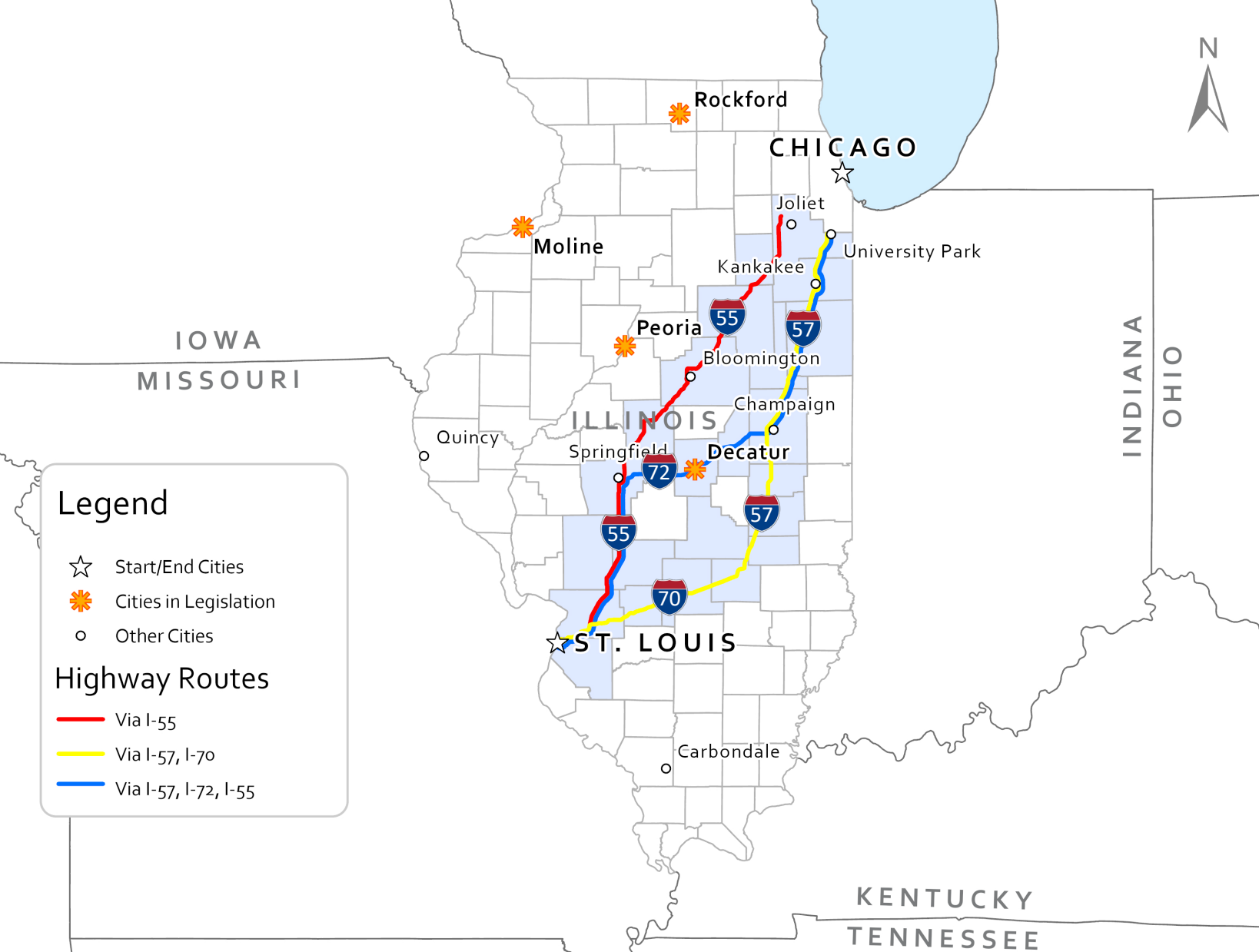
All HSR Spines

HSR Spines on Existing Rail

HSR Spines on Highway ROW

Greenfield HSR Spines

HSR Spine Maps



Legend

- ☆ Start/End Cities
- ✿ Cities in Legislation
- Other Cities

Highway Routes

- Red line: Via I-55
- Yellow line: Via I-57, I-70
- Blue line: Via I-57, I-72, I-55

All HSR Spines

HSR Spines on Existing Rail

HSR Spines on Highway ROW

Greenfield HSR Spines

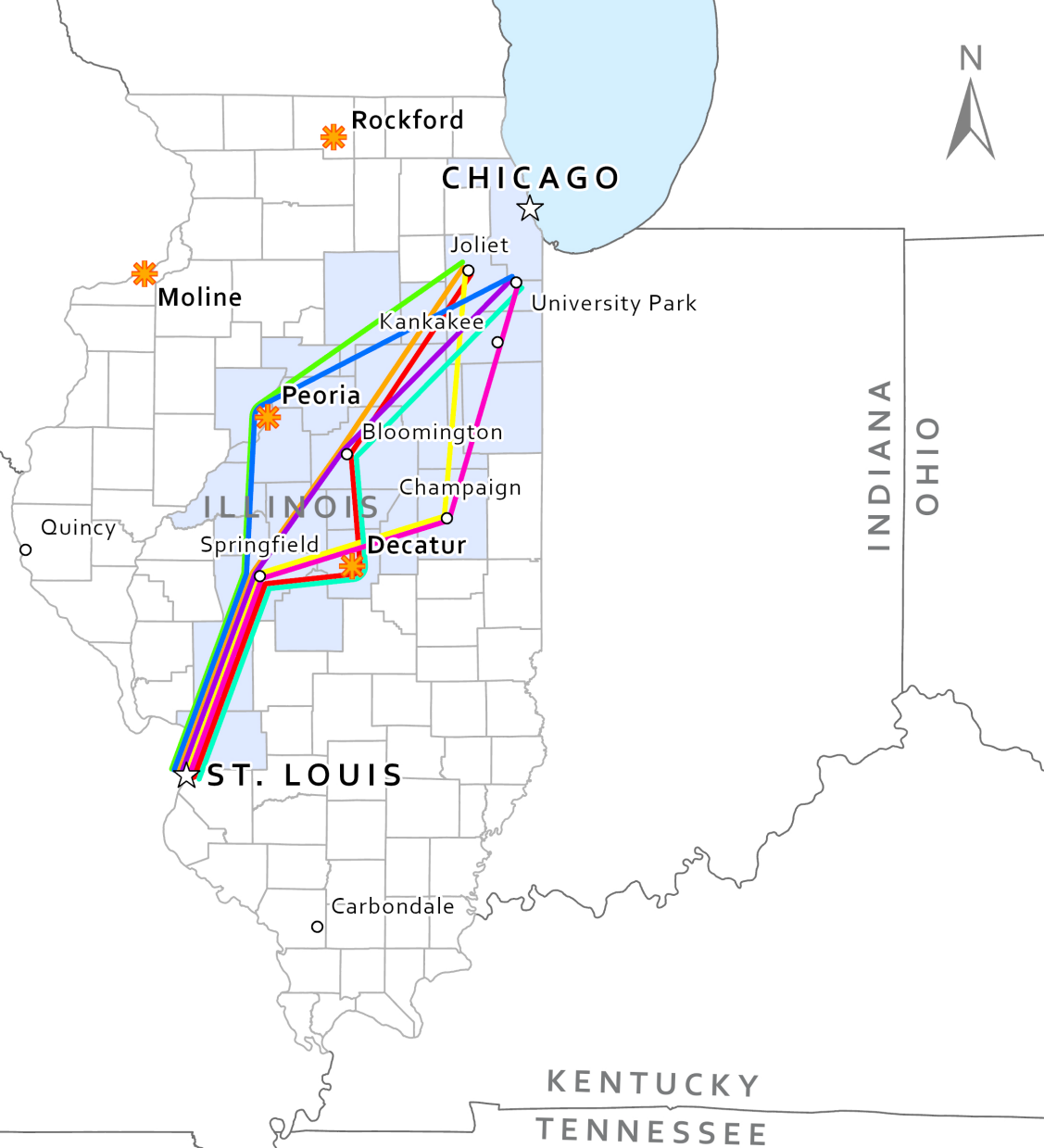
HSR Spine Maps

Legend

- ☆ Start/End Cities
- ✱ Cities in Legislation
- Other Cities

Greenfield Routes

- Red: Via Joliet, Bloomington, Decatur
- Orange: Via Joliet, Bloomington
- Yellow: Via Joliet, Champaign
- Light Green: Via Joliet, Peoria
- Cyan: Via University Park, Bloomington, Decatur
- Purple: Via University Park, Bloomington
- Pink: Via University Park, Champaign
- Blue: Via University Park, Peoria



All HSR Spines

HSR Spines on Existing Rail

HSR Spines on Highway ROW

Greenfield HSR Spines

Outreach & Engagement



Feasibility Study Name

Mission Express

Illinois High-Speed Rail Feasibility Study

Transportation for Tomorrow

Illinois Express Rail Feasibility Study

Illinois Express Rail Feasibility Study

Strengthening our State. Connecting the Region.



Three ways to select your favorite:

Go to: PollEv.com/hsrc532

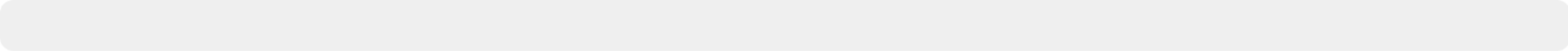
Text **hsrc532** to **22333**

Scan the QR code



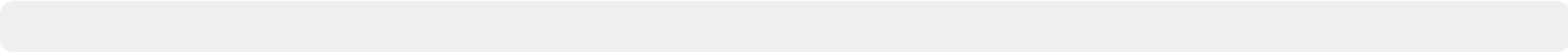
Feasibility Study Name

Mission Express Illinois High-Speed Rail Feasibility Study



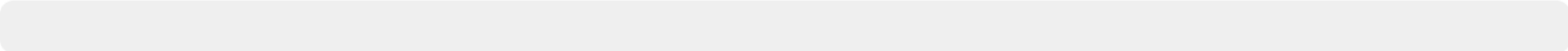
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Transportation for Tomorrow Illinois Express Rail Feasibility Study



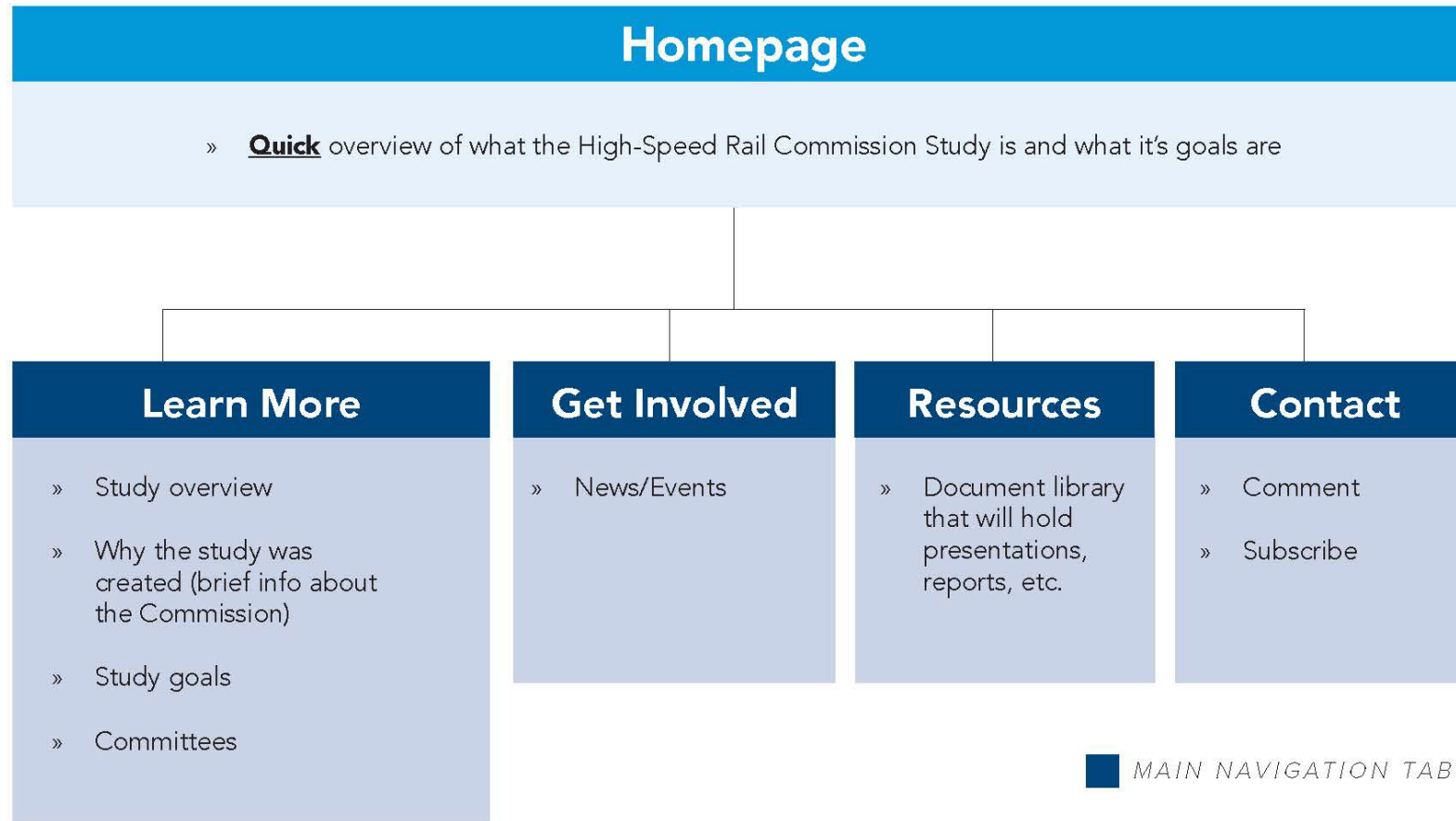
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Illinois Express Rail Feasibility Study Strengthening our State. Connecting the Region



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Website Wireframe



Stakeholder Identification

- List under development
 - Federal/State/Local Elected Officials
 - Transportation Agencies & Organizations
 - Community
 - Interest Groups
 - Emergency Services
 - Media
- Share your contacts:
 - Janet.Henderson@ImagesInc.net



Stakeholder Engagement Plan

- Study Overview
- Study Goals
- Communication Protocols
- Committees
- Stakeholder Activities

Next Steps





Next Steps

- Continue developing P&N
- Begin developing evaluation criteria
- Begin Market Analysis
- Continue Route Alternatives identification and analysis
- Continue Stakeholder Engagement Plan
- Continue website and branding development



**ILLINOIS
HIGH-SPEED RAIL**
COMMISSION



Thank You!