ILLINOIS HIGH-SPEED RAIL COMMISSION

IDOT Headquarters: Springfield & Chicago

March 10, 2025

Illinois Department of Transportation

www.idothsr.org

Agenda

10:30am:	Welcome & Introduction (Chair Derwinski) Roll Call (Morreale Communications)
10:35am:	Minutes Approval from February 10th Commission Meeting (Chair Derwinski)
10:40am:	CalSTA Presentation (Opened by Chair Derwinski)
11:25am:	Technical Assistance and Support Update (Quandel Consultants)
11:50am:	Public Comment
12:00pm:	Commission Meeting Adjourns

Minutes Approval

- Meeting minutes from the **February 10th** Commission meeting were circulated with the agenda prior to today's meeting.
- Are there any requested changes?

CalSTA Presentation, Q&A

Chad Edison, Chief Deputy Secretary for Transit and Rail, CalSTA

Opened by Chair Derwinski

High Speed Rail's Role in a Statewide Rail Network:

Seamless mobility on an integrated rail and transit network

Chad Edison, CalSTA
Chief Deputy Secretary

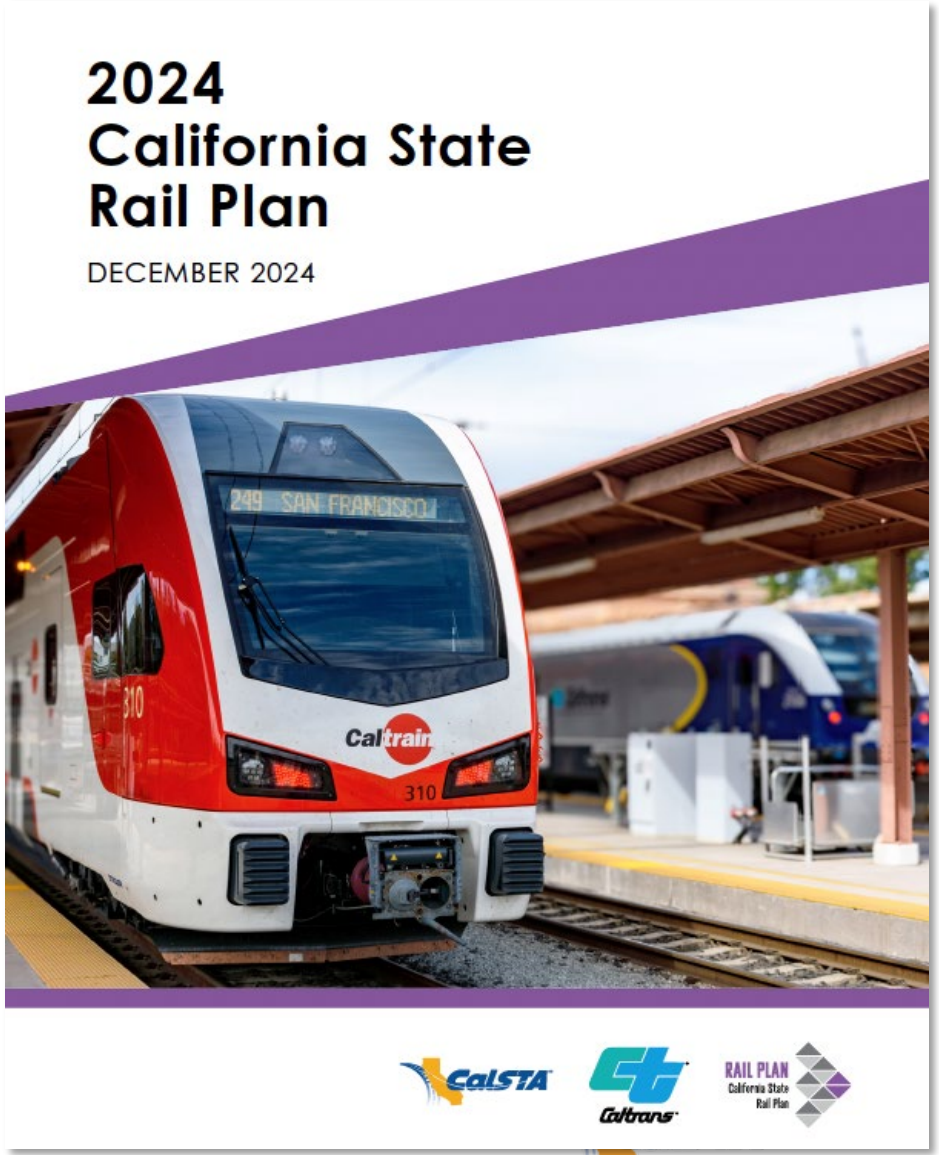
March 10, 2025

California State Rail Plan

- California is committed to an integrated statewide rail and transit network
- Our vision is 1500 miles of integrated fast and frequent electrified rail by 2050, with over 440 miles constructed by 2034
- Battery and fuel cell technologies to bridge gaps and assist in transition
- Mostly funded with state, private and local resources – about $65 billion being completed in the next 10 years

California State Rail Plan

- The 2018 State Rail Plan laid the foundation for statewide integration of service and ticketing
- Importance of connecting markets that are poorly connected today
- Aiming to raise rail and transit mode share to about 20% of passenger miles traveled
- Integration matters because long trips are a key element of transportation system usage in our State



State Rail Plan Principles

Integrated Statewide Network

- High Speed Rail serving long distance trips
- Intercity and regional services providing mobility for local and regional travel
- Integrated express bus services fill lower ridership times in schedules, provide connections to rural communities, and provide for rail network connections using the highway network

Coordinated Schedules

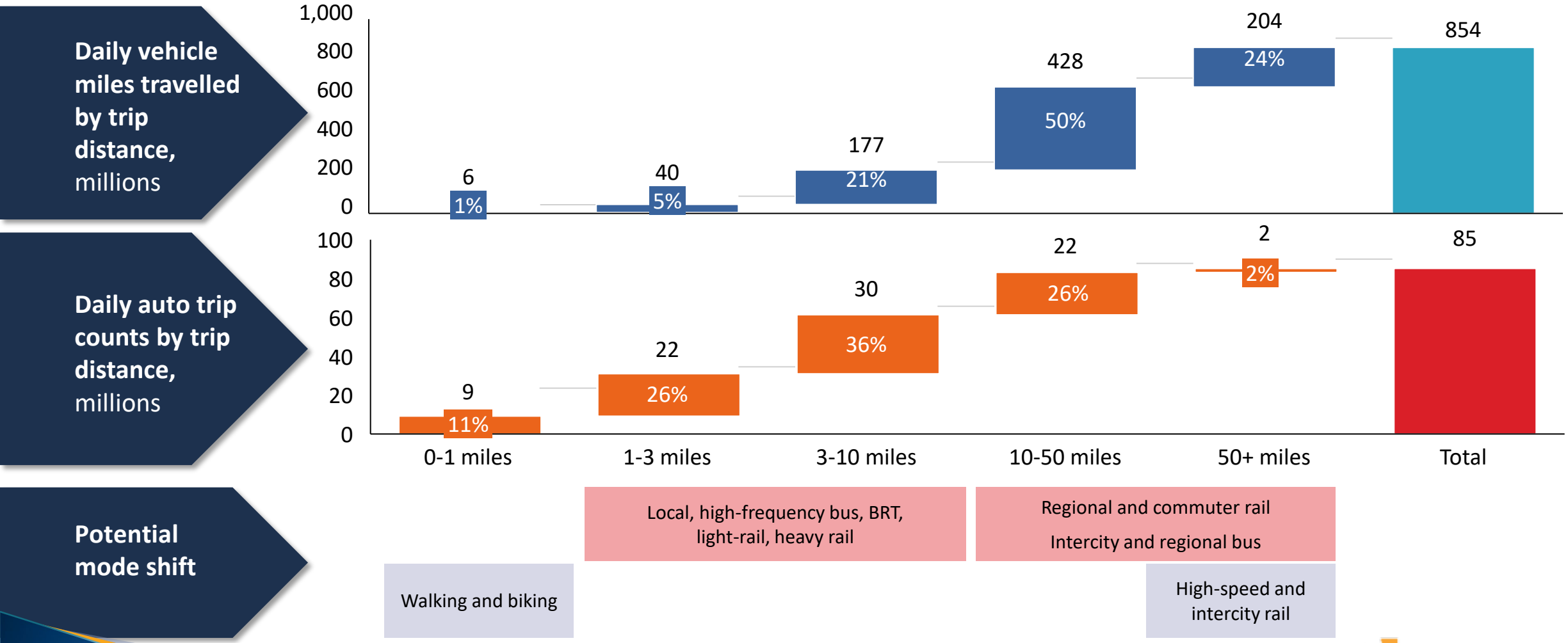
- Regularized pulsed service
- Key transfer hubs
- Seamless transfers between services

Customer Focused

- Seamless first/last mile connections
- California Integrated Travel Project (Cal-ITP)
  - Integrated ticketing and trip planning
  - Contactless/simplified payments
- Competitive to auto and air travel

The greatest ridership increase needed to reduce VMT is from trips greater than 10 miles – which make up 28% of trips but 74% of daily miles traveled

California light vehicle travel patterns in 2023



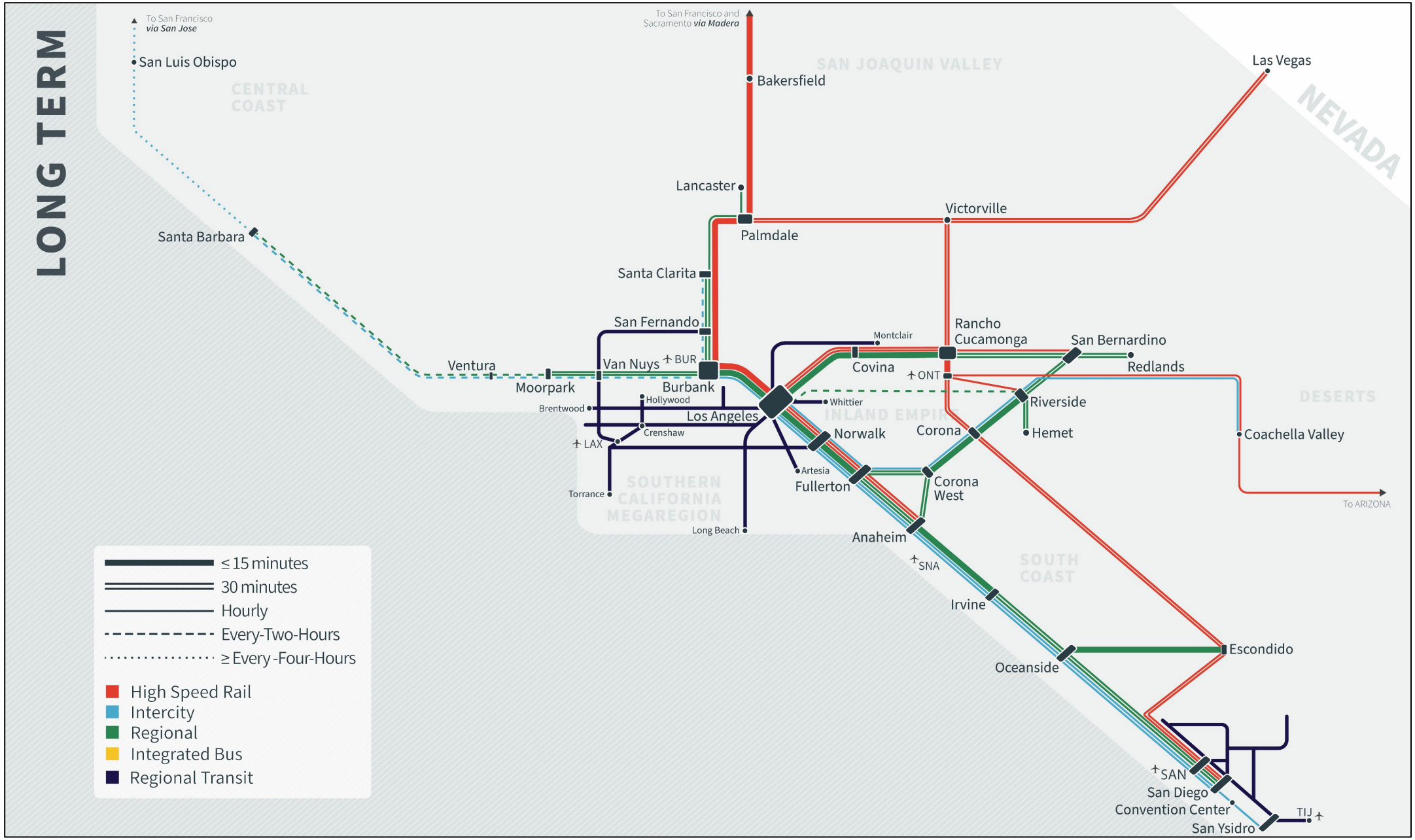
Key State Rail Plan Timeframes

Near Term (4 years – by 2028)
Completing already funded projects
Downpayment towards maximizing use of existing infrastructure
Initial delivery of zero emission trains (hydrogen & battery)

Mid Term (10 years – by 2034)
Complete more than $65 billion in rail investments
Increase electrification to 440 miles
Significant new services
Nearly all funding identified

Long Term (by 2050)
Robust, statewide network with more than 20% VMT reduction
More than 1500 miles electrified
Corridors with frequent service by both express and local trains

LONG TERM


To San Francisco via San Jose
San Luis Obispo
CENTRAL COAST
To San Francisco and Sacramento via Madera
SAN JOAQUIN VALLEY
Bakersfield
Las Vegas
NEVADA
Lancaster
Victorville
Palmdale
Santa Barbara
Santa Clarita
San Fernando
Montclair
Rancho Cucamonga
San Bernardino
Redlands
Ventura
Van Nuys
BUR
Covina
ONT
Moorpark
Burbank
Hollywood
Brentwood
Whittier
Riverside
DESERTS
Los Angeles
INLAND EMPIRE
Crenshaw
Norwalk
Corona
Hemet
Coachella Valley
LAX
Artesia
Fullerton
Corona West
SOUTHERN CALIFORNIA MEGAREGION
Torrance
Long Beach
To ARIZONA
Anaheim
SNA
SOUTH COAST
Irvine
Escondido
Oceanside
SAN
San Diego Convention Center
TIJ
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≤ 15 minutes
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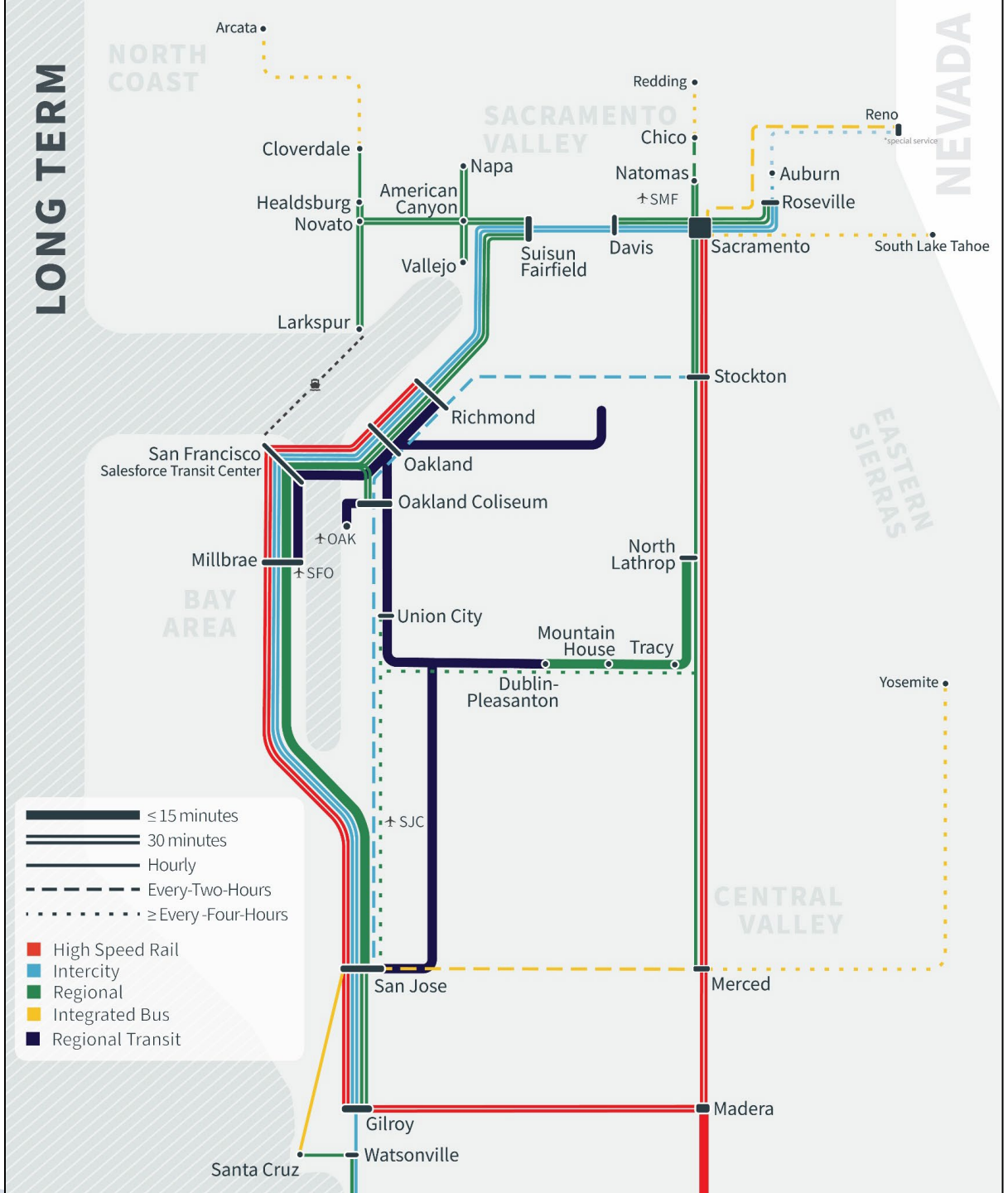
≥ Every -Four-Hours
High Speed Rail
Intercity
Regional
Integrated Bus
Regional Transit


LONG TERM
NORTH COAST
SACRAMENTO VALLEY
NEVADA
EASTERN SIERRAS
BAY AREA
CENTRAL VALLEY
Arcata
Redding
Reno
*special service
Cloverdale
Chico
Napa
Natomas
SMF
Auburn
Healdsburg
American Canyon
Roseville
Novato
Suisun Fairfield
Davis
Sacramento
South Lake Tahoe
Vallejo
Larkspur
Stockton
Richmond
San Francisco
Salesforce Transit Center
Oakland
Oakland Coliseum
OAK
Millbrae
SFO
North Lathrop
Union City
Mountain House
Tracy
Dublin-Pleasanton
Yosemite
SJC
≤ 15 minutes
30 minutes
Hourly
Every-Two-Hours
≥ Every -Four-Hours
High Speed Rail
Intercity
Regional
Integrated Bus
Regional Transit
San Jose
Merced
Madera
Gilroy
Watsonville
Santa Cruz

Role of Corridor Identification and Development Program

The California State Rail Plan sets the vision for the CID Program corridors:

- Provides an additional layer of structure to the state's rail corridor development process
- Prepares projects to qualify for future federal funding
- Remains within the broader network concepts of California's vision – no corridor can realize full success absent its network context

Key Lessons Learned

1. Operating costs are lower on a high-speed and higher-frequency integrated rail system (65% lower cost per seat mile by 2050)
2. Major impacts on ridership and financial performance tied to quality and reliability of connections between services
3. Value of communicating range of outcomes and risks at every stage of network and project development
4. Importance of leaving room for market outcomes and value for money to define performance requirements for the infrastructure and service
5. Value of phased implementation, with clear benefits in each phase
6. Leveraging existing infrastructure corridors is often worth tradeoff in speed

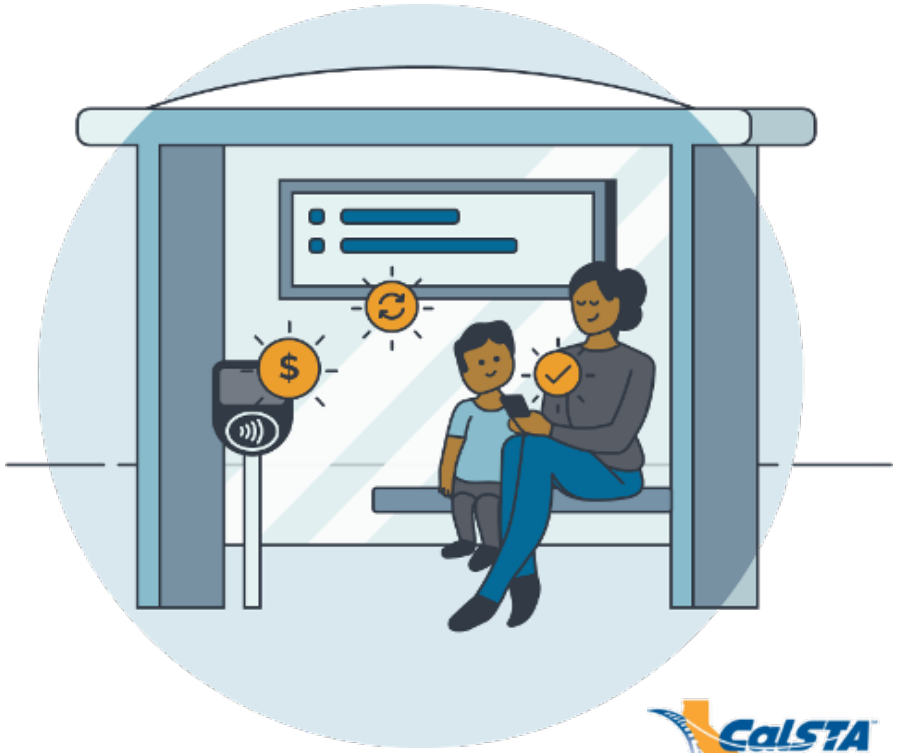
How Did California Commit to HSR?

- Establishment of CA High Speed Rail Authority – 1996 *(Wilson)*
- Proposition 1A Ballot Measure – 2008 *(Schwarzenegger)*, 53% yes
- Federal Funding – 2009
- Allocation of State Match from Prop 1A – 2012 *(Brown)*, 1 vote margin
- Cap and Trade Funding – 2014 *(Brown)*
- Commitment to Central Valley Segment – 2021 *(Newsom)*
- Additional State & Federal Funds – 2022/2023

California Integrated Travel Project

The California Integrated Travel Project (**Cal-ITP**) is a statewide initiative designed to unify transit and rail in California with *interoperable* fare payment systems, real-time data standards, and digital verification of eligibility for transit discounts. Cal-ITP makes travel simpler and more cost-effective by:

- Providing accurate and complete information for trip planning in real time
- Enabling contactless payments
- Automating discounts



Results of Statewide Integration Project

Just last year, through this program:

- 5 more agencies launched contactless payments,
- 227 agencies received technical support, including 238 technical GTFS issues resolved (up 600%!)

By the end of 2025, the majority of Californians will have access to contactless open payment on transit

Visit www.calitp.org to learn more and track our progress

Technical Assistance and Support Update

Technical Assistance and Support Update

Presented by Quandel Consulting Team

Agenda

- Project Timeline
- Alternatives Analysis
- Market Analysis
- Outreach & Engagement
- Questions and Comments

Project Timeline

ILLINOIS HIGH-SPEED RAIL FEASIBILITY STUDY

Illinois Department of Transportation

Strengthening our State. Connecting the Region.

Alternatives Analysis

Review of 02/10/24 Meeting

- Study Development Process
- Network Spine Identification
- Network Spine Evaluation
- Feeder Network Development
- Stakeholder Engagement

01/15/2025 Alternatives Analysis

Today's Topics

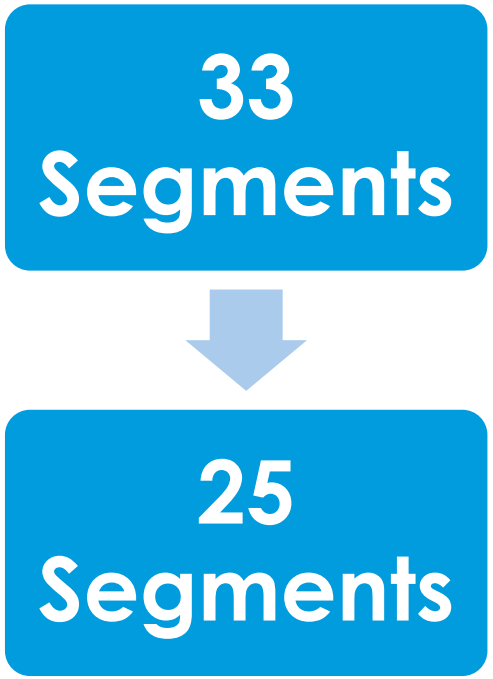
- Stakeholder Engagement
- Route Evaluation
- Intermediate Station Planning

Stakeholder Coordination

- St. Louis Metro (MetroLink) meeting held March 5th
- Discussed expansion
  - Service to MidAmerica Airport
  - Planned STL MetroLink Green Line
- Next step
  - Local stakeholders

Route Evaluation

- Eliminated **infeasible routes** impacting:
  - Historic & Architectural Resources
  - Nature Preserves
  - State Parks
- These routes would **require additional permitting**:
  - Higher costs
  - Extended environmental reviews



Route Evaluation
Construction and Operational Issues

- **Integration into Interstate Right-of-Ways**

Wind Blasts	Geometric Restrictions

• Reduce impacts
  • ROW vegetation
  • Establish Clear Zones between trains and traffic
	• New alignments
	  • Elevate over curves vs minor interstate reconstruction
	  • Cost comparison

Route Evaluation
Construction and Operational Issues

- **State Highways/Railroads**

Population Impacts	Road Traffic Impacts

• Develop alternative routes
  • Travel time savings analysis
• Integrate local benefits
  • Green space
	• Grade separation
	  • Under/overpass cost analysis
	• Crossing closure
	  • Assess impacts
	• Industry spurs and silos

Route Evaluation
Construction and Operational Issues

- **Greenfield Corridors**

Land Bifurcation	Wind Turbines
• Maintain grade separation • Study landowner impacts	• Follow wind energy ordinances • Maintain 1.1 times tower height to right-of-way (max height 500')

Route Evaluation
Construction and Operational Issues

- **County Roads/Township Lines**

Impacts to Buildings	Population Center Connections
• Establish minimal impact clearance zone	• Identify links on disturbed corridors • Understand desired station locations

Intermediate Station Planning

- Developed vs undeveloped areas
- **Locations impact** the routes, services, investments, and ridership
- Ease of station **access is critical** to attracting riders

Intermediate Station Planning

- Developed area **benefits**:
  - Complements existing urban development
  - Minimize multimodal connection times
  - Brings riders closer to local attractions
  - Existing population density
  - Prioritizes reinvestment

Intermediate Station Planning

- Developed area **challenges**:
  - Limited development space
  - Establishing ROW to station areas
  - Space for parking
  - Higher property values
  - More population impacts
  - Roadway traffic congestion

Intermediate Station Planning

- Undeveloped area **benefits**:
  - Drive transit-oriented development
  - Lower property costs
  - Faster on-board travel times
  - Space for parking
  - Less competing roadway traffic
  - Private investment opportunities

Intermediate Station Planning

- Undeveloped area **challenges**:
  - No existing multimodal connections
  - Low existing population density
  - Not centralized
  - Local development support

Intermediate Station Planning

- Commission input
  - Peoria
  - Bloomington
  - Champaign
  - Springfield
  - Decatur

Market Analysis

Market Analysis

- Requesting access to administer stated preference survey
  - O'Hare Airport
  - Rest stops along I-55 and I-57
  - Universities
  - On-board Amtrak trains
  - Illinois Tollway
  - E-Panels

Outreach & Engagement

Progress & Next Steps

- Initiating contact with local elected officials prior to first public meeting
- Finalizing meeting materials for review

Public Comment

We will now open the floor for public comment.

Adjournment

Jim Derwinski, Chair, HSR Commission

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