



# ILLINOIS HIGH-SPEED RAIL

COMMISSION

# IDOT Headquarters: Springfield & Chicago

November 19, 2025



# Agenda



**10:30am:**



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

**11:20am:**



Discuss Next Steps for 2026  
Commission Meeting Scheduling (Chair  
Derwinski)

**10:35am:**



Minutes Approval from July 14th  
September 10<sup>th</sup> Commission Meeting  
(Chair Derwinski)

**11:25am:**



Public Comment

**10:40am:**



Technical Assistance & Support Update  
(Quandel Consultants)

**11:30am:**



Commission Meeting Adjourns



**ILLINOIS  
HIGH-SPEED RAIL**  
COMMISSION



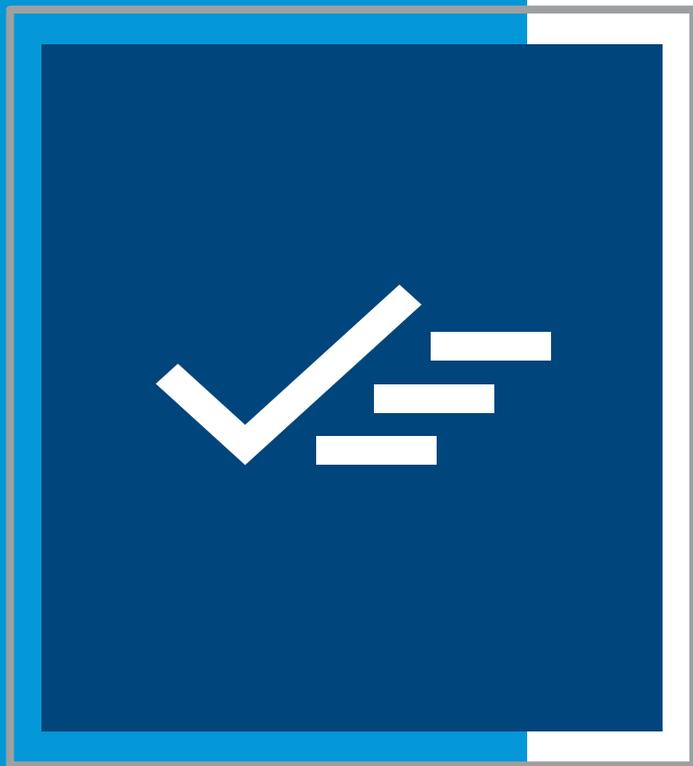
[www.idothesr.org](http://www.idothesr.org)

# Minutes Approval



- Meeting minutes from the **July 14th and September 10<sup>th</sup>** Commission meetings 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 Meeting

Wednesday, November 19, 2025

# Agenda

- Update on Feasibility Study
- Governance Strategies
- Market Analysis
- Outreach & Engagement

# Update on Feasibility Study

# Working Group Engagement Summary

- Conducted three working group meetings
- Objective: provide Commissioners with a clear understanding of the study's progress and key decision points
- Topics covered:
  - Route Development
  - Route Overview
  - Service and Investment Options
  - Ridership Forecasting
  - Summary of Alternatives

# Feasibility Study Update



Completed:

Route development  
Service plans



In Progress:

Planning-level cost estimates  
Operations & Maintenance  
(O&M) cost development  
Route exhibits

\*\*A special thank you to Rick Harnish for inviting us to present on the Feasibility Study at the High-Speed Rail Alliance's event Averting the Cliff: the Road to Regional and High-Speed Rail

# Governance Strategies

# Governance Issues to Consider

- What entity owns the underlying property?
- What entity implements (plans, designs, and constructs) the service?
- Who will operate and maintain the service?
- What are funding mechanisms?

The governance structure chosen needs to answer the basic question of who assumes the **regulatory responsibility** and **liability** for the buildout of the HSR system

# State Authority Model



Establish Authority to  
develop and  
implement HSR service



Contract out design,  
construction, operation,  
and maintenance



State can own ROW  
and infrastructure



Receives funding from  
federal, state, and local  
sources, and bonding  
authority

# Joint Powers Authority Model



Established by local transportation agencies to administer and manage service



Governed by a Board



Administration needs to be housed in an agency



State can own ROW and infrastructure



State grants dollars to JPA (no taxing authority)



Contract with private company to operate and maintain the service

# North Carolina Railroad Company Model



State creates a private company that owns ROW and infrastructure



Governed by a Board of Directors



Leases to an entity to operate and maintain the service



Opportunities for private investment in state corporation-owned property

# Next Steps

# Next Steps

- Continue preparing planning-level costs
- Continue O&M costs
- Schedule meetings with communities
- Coordinate with ridership team
- Hold TAC meeting for governance strategies

# Market Analysis

# Methodology to Forecast High Speed Rail Ridership (HSR)

1

Establish total demand between city pairs

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2

Estimate high speed rail's market share

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Preferences of current travelers (ILHSR survey)

3

Estimate high speed rail demand

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3

Current Status

- Model development
- Forecasting

# Alternatives to be Tested

- 8 HSR routes
  - Suburban stations
  - Downtown stations
  - > 16 alternatives
- Feeder service



# Mode Choice Model

Predicts the mode split:

Existing Condition: Car, Air, Amtrak, Bus

Build: Car, Air, Amtrak, Bus, HSR

Market Segmentation:

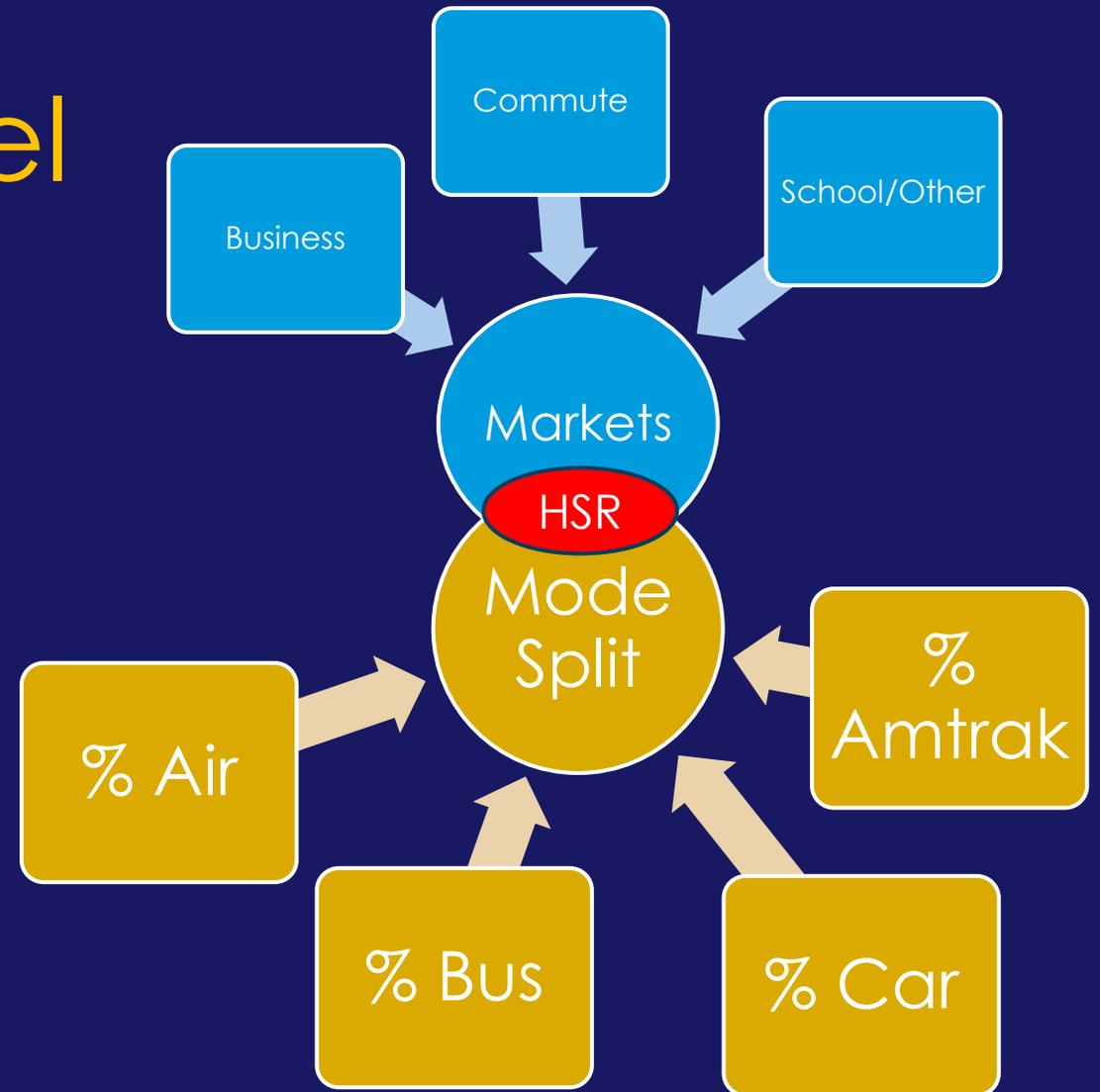
Business

Commuter

School

Other from Replica  
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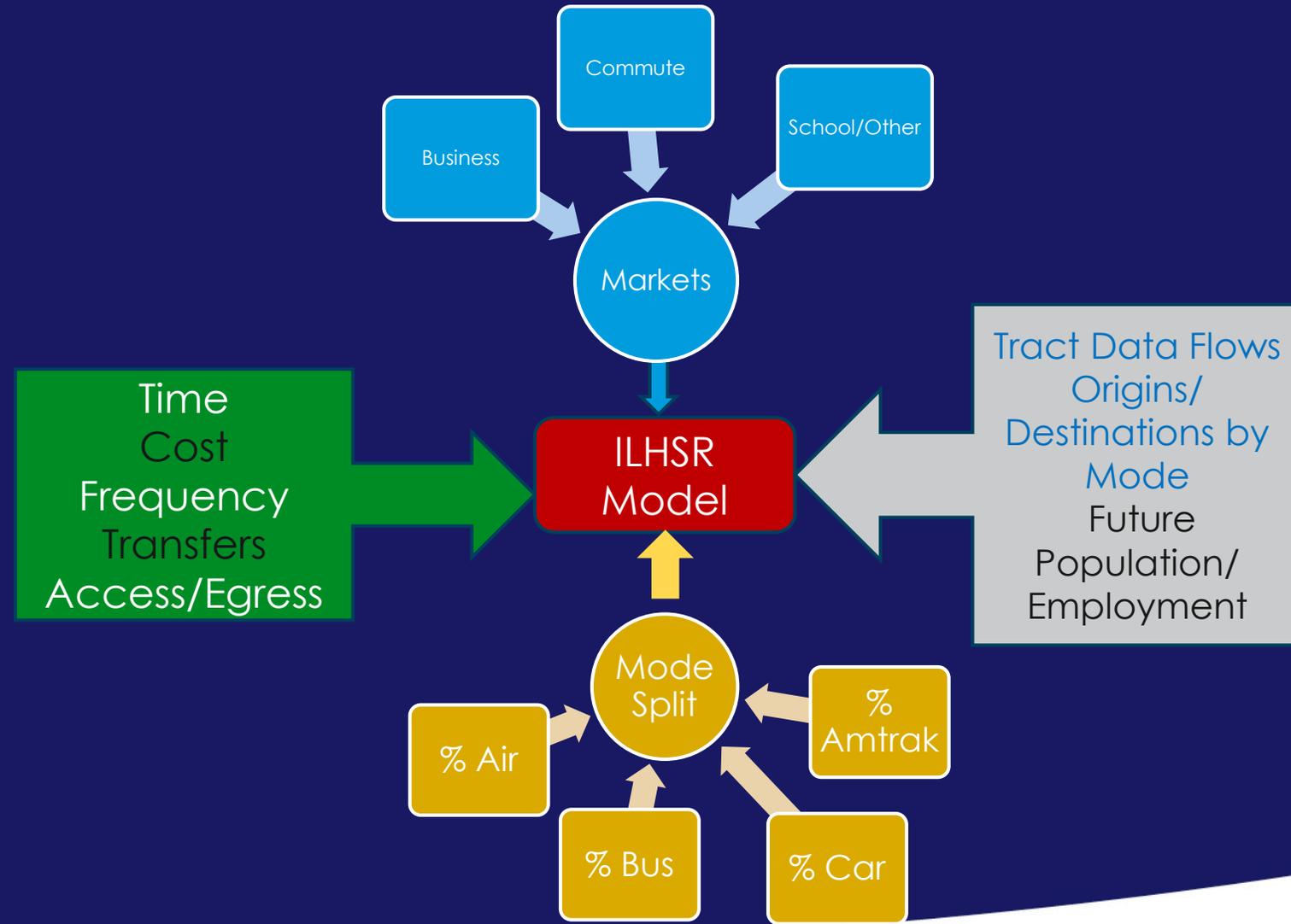
*Estimated with the ILHSR survey data collected  
this year based on current traveler preferences*



# Model Inputs

## Travel Conditions

- Base year existing conditions
- Options for the route alternatives
- Future year changes in travel

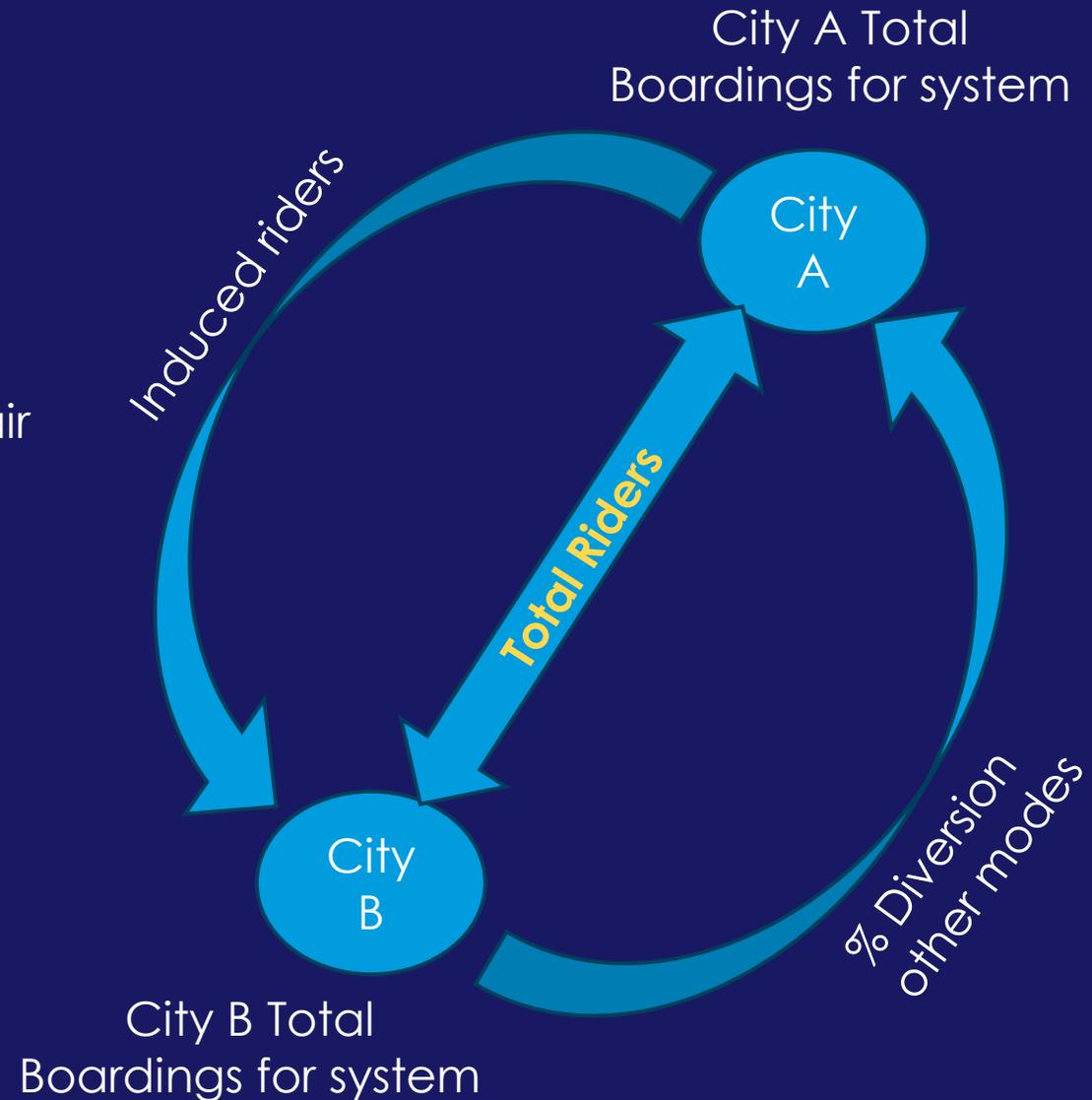


# Model Outputs

## For each alternative:

- Daily number of riders by station pair
  - Number of diversions by current mode by station pair
  - Number of induced trips by station pair
- Daily number of riders by boarding and alighting station

Total Riders = Induced Riders + % Diverted Riders



# Model Outputs

Output Metric	Route A	Route B	Route C
VMT Saved			
Travel Time saved			
Total Riders			
Total Estimate Revenue			
Other			

- Are you expecting something else?
- Measures to help you decide the best route?

# Forecasting Results

Annual ridership and revenue forecast by station pair, starting in the opening year to 2045

Sensitivity testing

- **Fare**
  - how does fare change ridership potential
- **Headways**
  - how much does frequency improve ridership by corridor?

# Outreach & Engagement

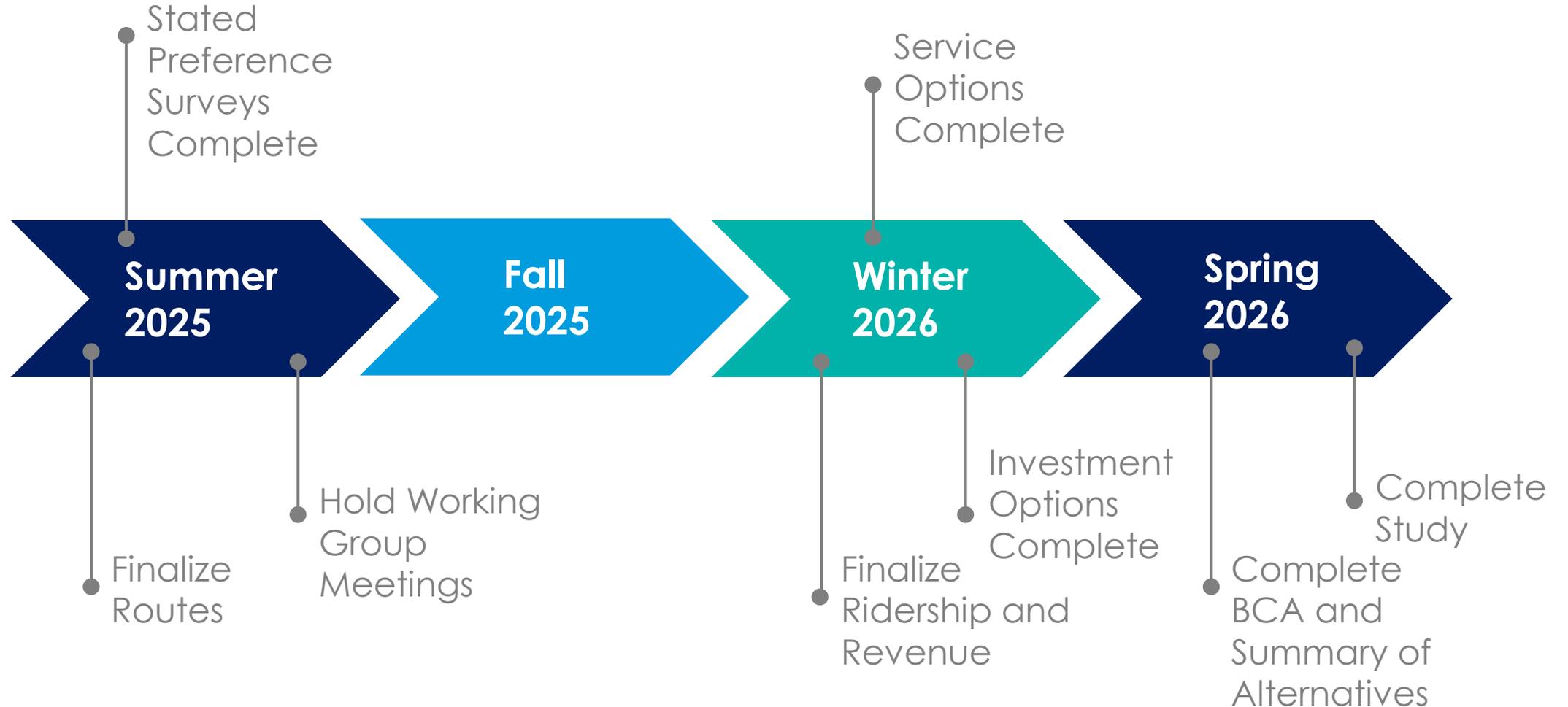
# Annual Report

- *Commission Meeting Summary*
- *Study Milestones*
- *Study Next Steps*

- ***Finalize 2025 Annual Report***
- ***Host PI TAC #2***
- ***Virtual Public Meeting #2***

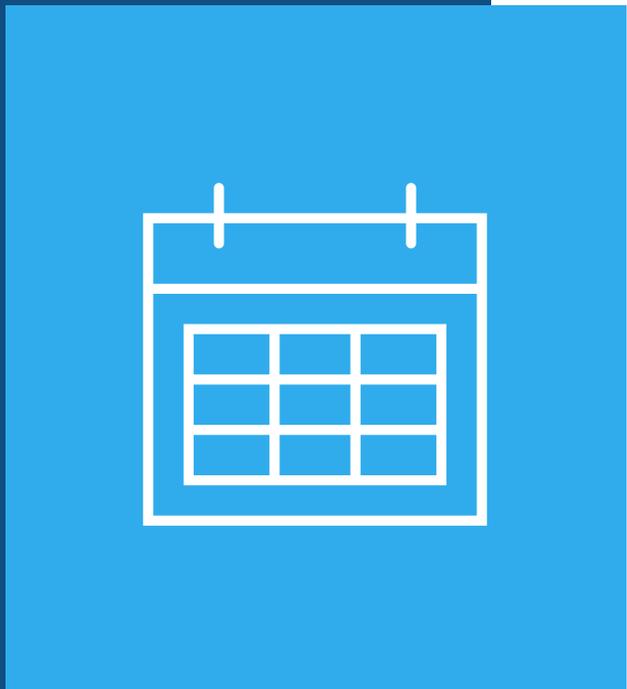
# Schedule

# Schedule



# Thank you!

# 2026 Commission Meeting Schedule



## Discuss Next Steps for 2026 Commission Meeting Scheduling

# Public Comment



**We will now open the floor  
for public comment.**

# Adjournment

**Jim Derwinski, Chair, HSR Commission**

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