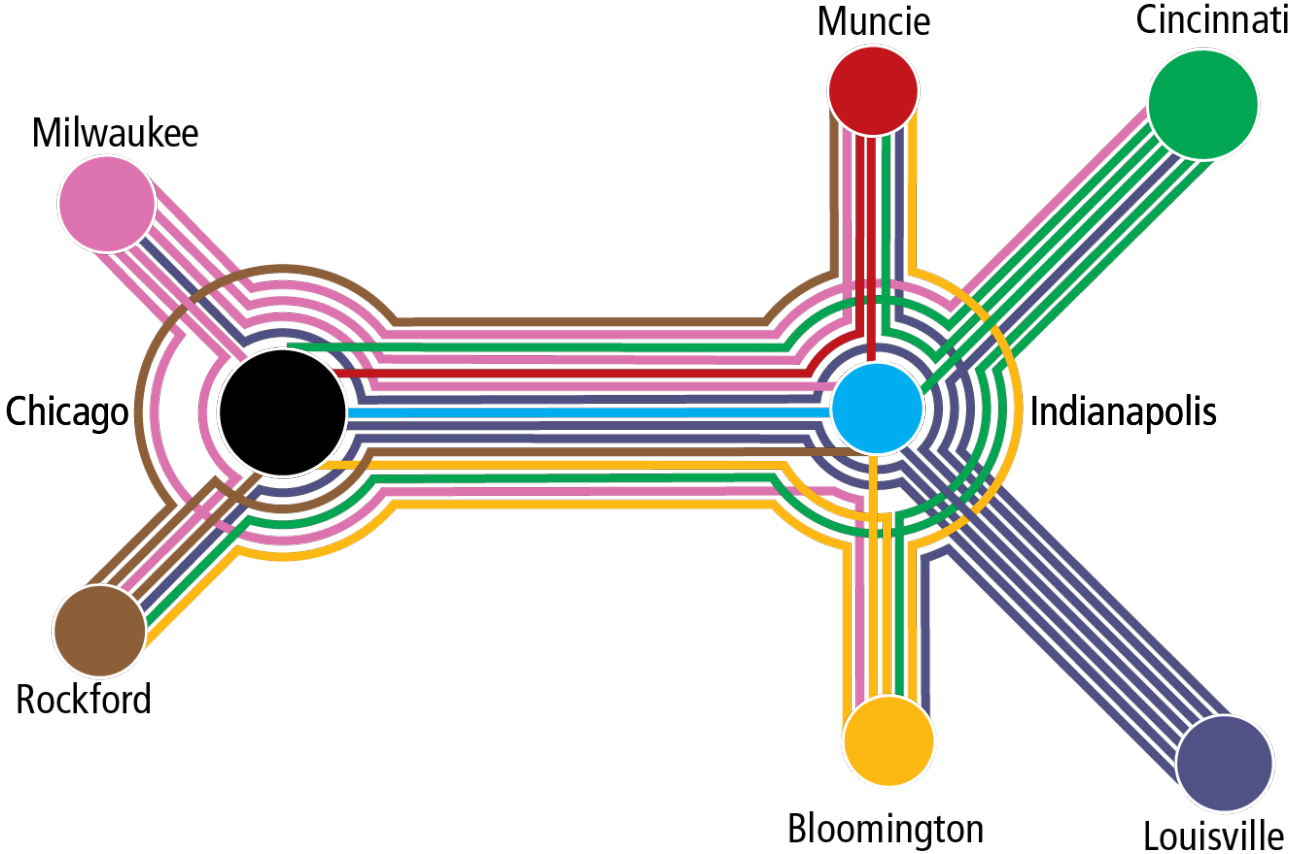


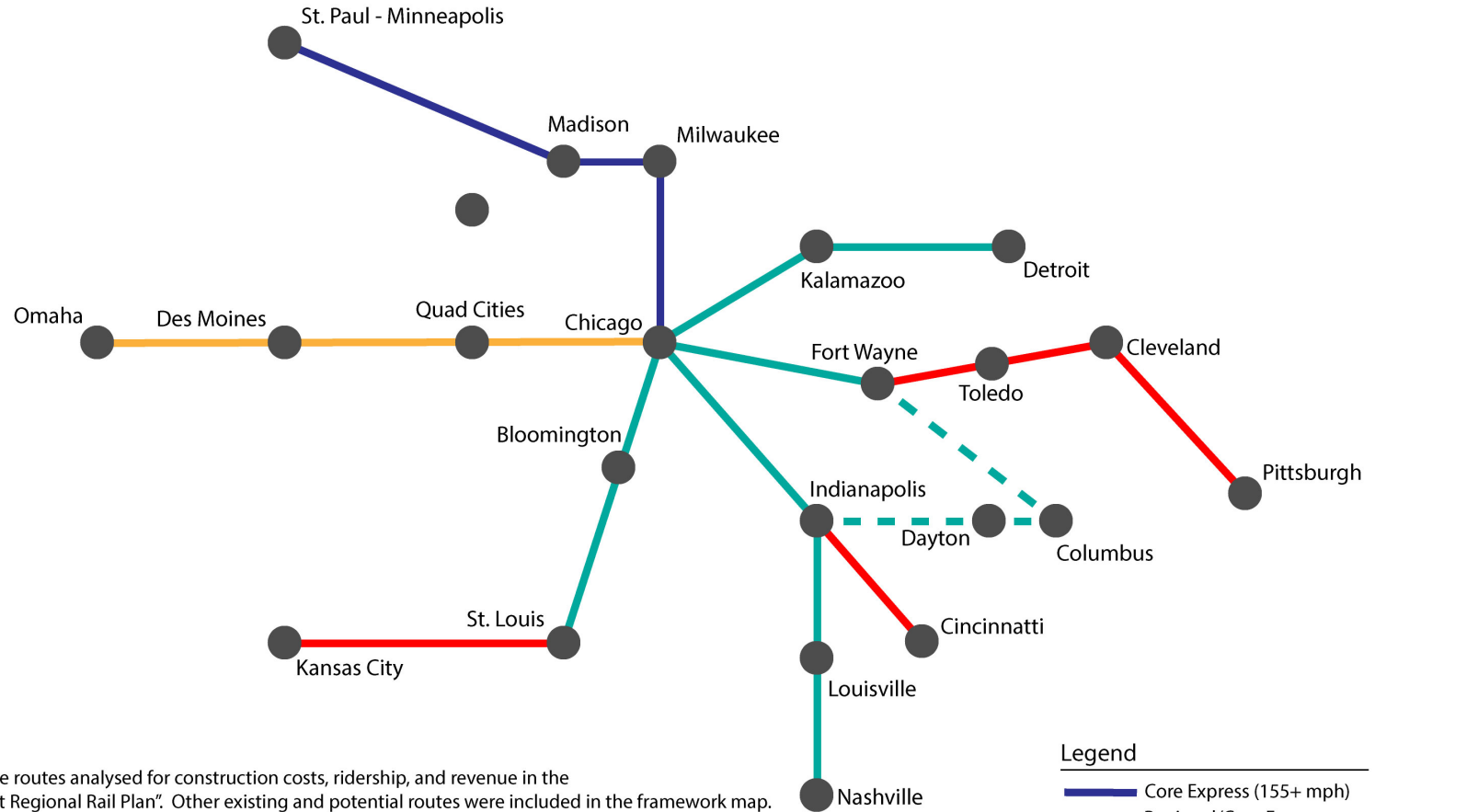
(20 ILCS 4102/10)

Sec. 10. Duties of Commission. The High-Speed Railway Commission shall create a statewide plan for a high-speed rail line and feeder network connecting St. Louis, Missouri and Chicago, Illinois that includes current existing Amtrak and Metra services, connects the cities of Rockford, Moline, Peoria, and Decatur, and uses inter-city bus service to coordinate with the rail line. The Commission shall conduct a ridership study and shall make findings and recommendations concerning a governance structure, the frequency of service, and implementation of the plan. The Commission shall report to the General Assembly and the Governor no later than December 31 of each year.

Network planning is critical



Network Analysed by the Federal Railroad Administration



Notes:

- 1) These were the routes analysed for construction costs, ridership, and revenue in the 2021 "Midwest Regional Rail Plan". Other existing and potential routes were included in the framework map.
- 2) Though called a "plan", it should be considered a discussion framework. The FRA did not consider constructability of the proposal routes, nor did they do detailed ridership analysis. They used the "Connects" model, which is a tool for testing scenarios, not planning specific routes.
- 3) The FRA used Acela performance as model parameters for "Regional", which requires electrification and few highway crossings.

Legend

- Core Express (155+ mph)
- Regional/Core Express
- Regional (Two electrified tracks)
- Emerging (Shared-Use)
- Alternative Corridor Alignment Options

FRA Rail Plan demonstrates the power of networks

Table 13. Benefits to Connectivity of Network Compared to Standalone Corridors¹

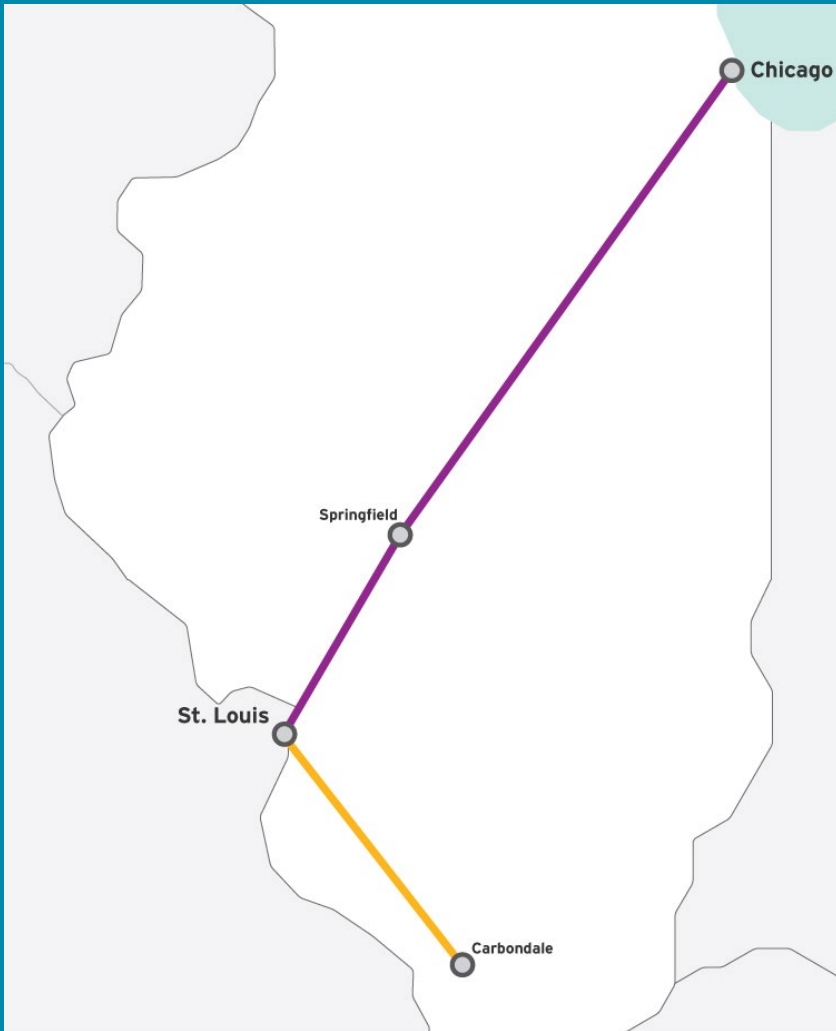
	MARKETS SERVED ²	INTERCITY RIDERSHIP ³	REVENUE	O&M COST	CAPITAL COST
Sum of Standalone	189	12 M	\$0.9 B	\$1.6 B	\$120 B
Network	1,088	17 M	\$1.5 B	\$1.5 B	\$116 B
Percentage Difference	476%	41%	59%	-2.5%	-3.3%

¹ Performance outputs for the primarily Regional version of the network

² Total number of market pairs on network with maximum of one transfer

³ Year 2055 intercity demand

Carbondale is just one example of how HSR will benefit offline cities.



<u>Carbondale - Chicago</u>				<u>Total</u>
Amtrak				5:30
Auto				4:50 - 6:00
Amtrak + HSR	1:00	0:15	2:00	3:15
<u>Carbondale - Springfield</u>				
Bus + Amtrak	1:00	1:35	1:55	5:30
Auto				2:40 - 3:20
Bus + HSR	1:00	0:15	0:30	2:45

County-to-County Ridership Demand

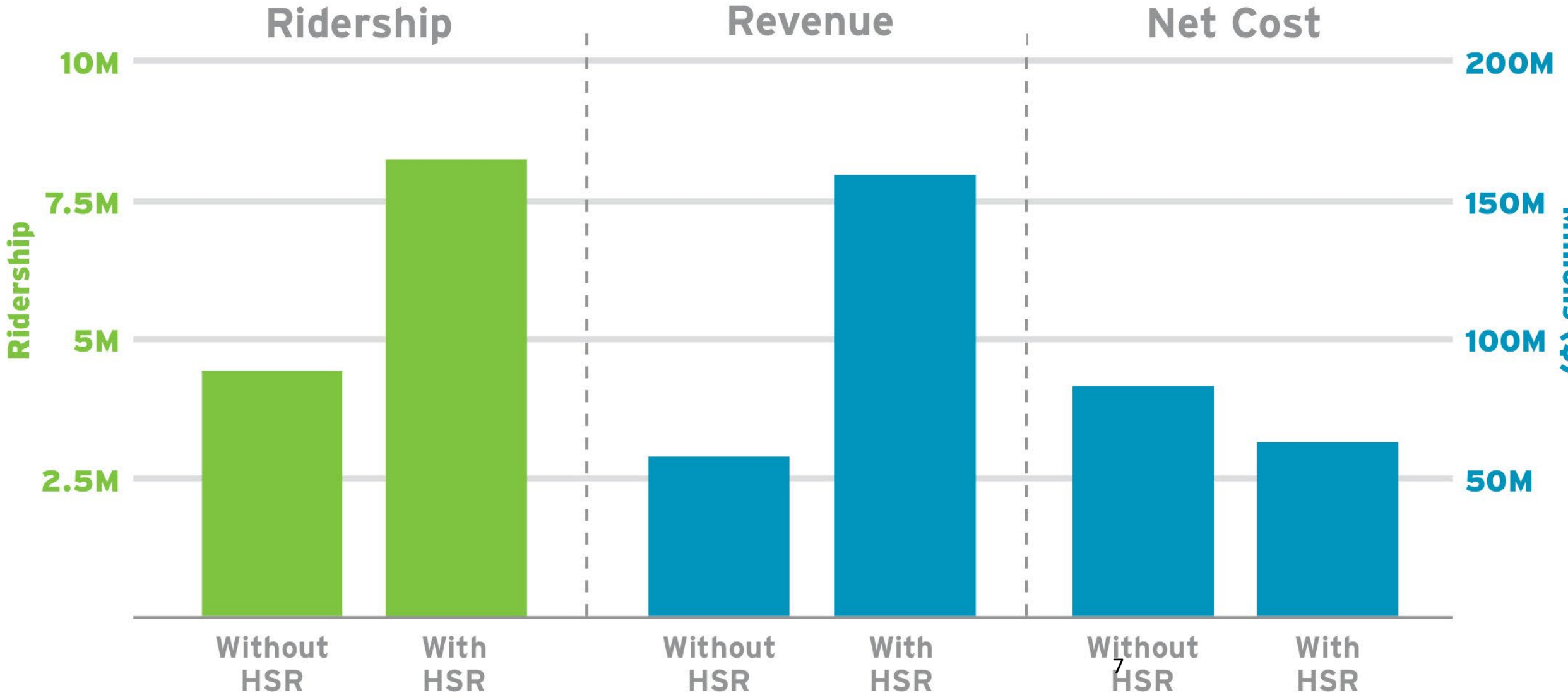
California State integrated plan drives huge boost in usage

Note: Fresno is a busy station by current standards but doesn't show up at this scale

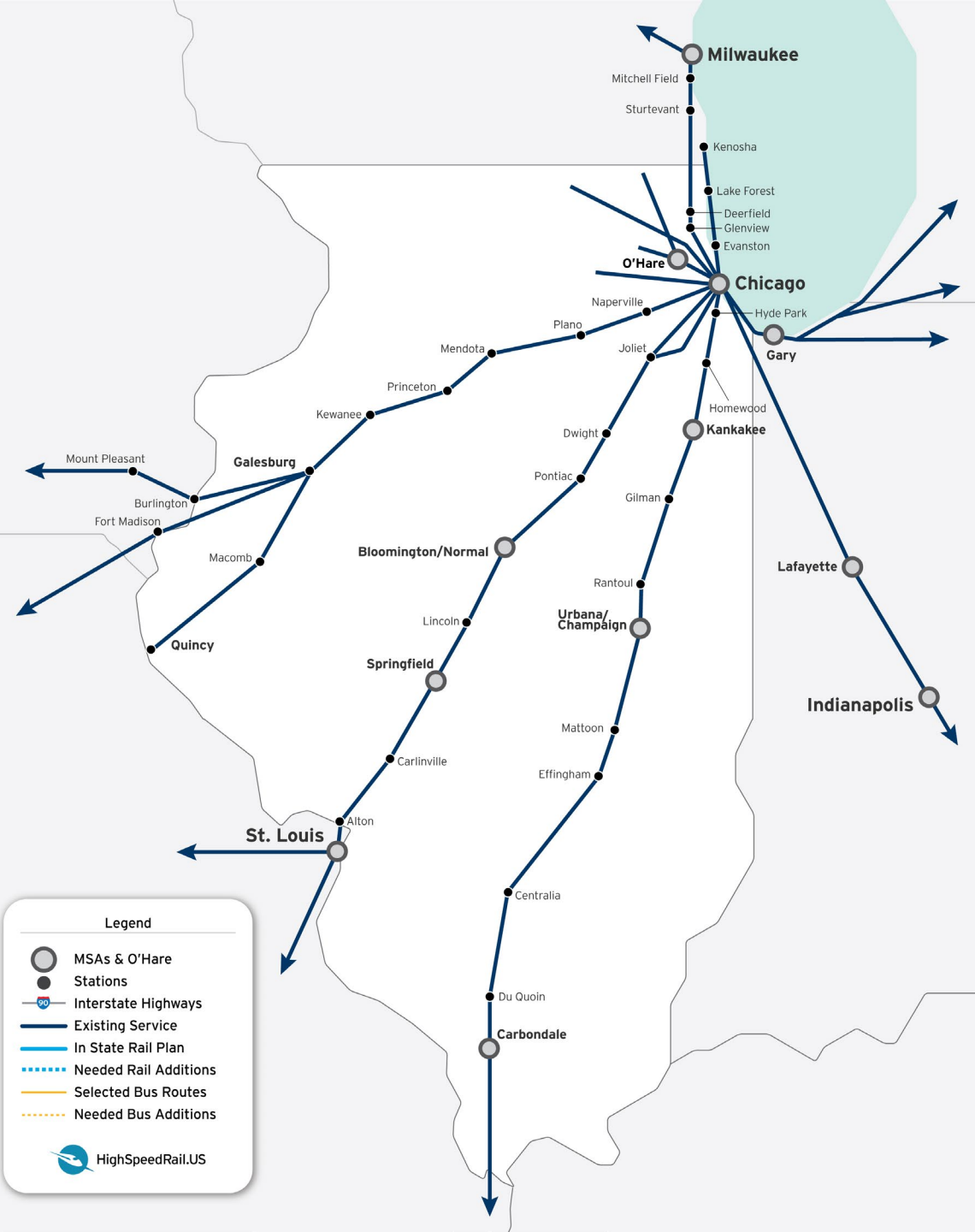
2010 Existing 2040 Stand-Alone Projects 2040 Coordinated Network



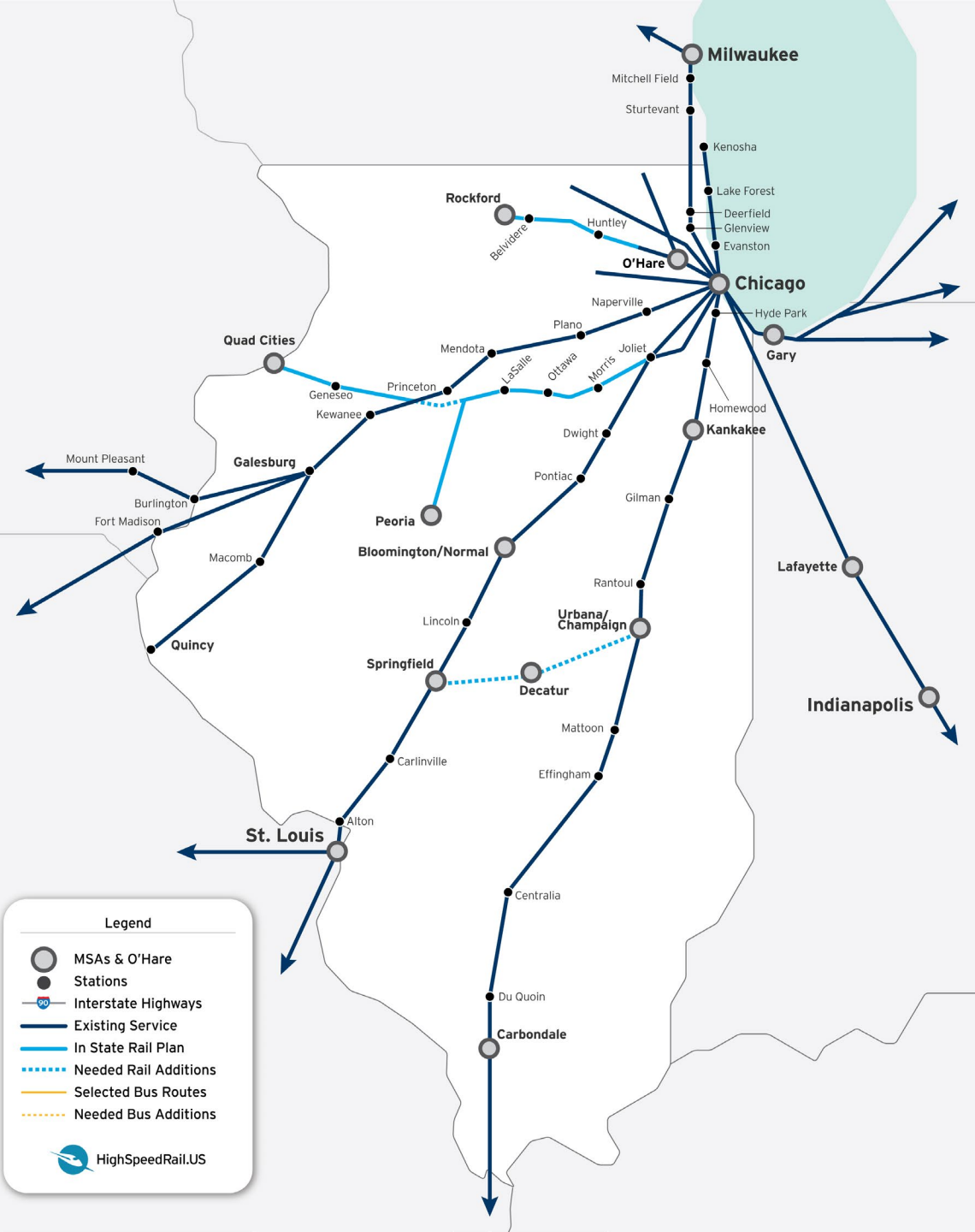
Improvements to San Joaquin and connecting routes with Central Valley High-Speed Line



“includes current existing Amtrak and Metra services,”



“connects the cities of Rockford, Moline, Peoria, and Decatur,”



“uses inter-city bus service to coordinate with the rail line.”

