



Rep. Rita Mayfield

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1 AMENDMENT TO HOUSE BILL 4279

2 AMENDMENT NO. _____. Amend House Bill 4279 by replacing
3 everything after the enacting clause with the following:

4 "Section 1. Short title. This Act may be cited as the
5 Passenger Rail Planning Act.

6 Section 5. Findings. The General Assembly finds that:

7 (1) Illinois is the historic and operational hub of
8 the nation's passenger rail network, serving as the
9 national terminal for multiple passenger rail routes
10 providing vital interstate and regional connections.

11 (2) The Federal Railroad Administration's Midwest
12 Regional Rail Plan (2021) identifies Illinois as the
13 center of a high-frequency intercity rail system
14 connecting major Midwestern cities and states. The Plan
15 identifies service levels on 4 routes radiating from
16 Chicago with 16 hourly departures, plus half-hourly peaks,

1 in each direction per day.

2 (3) The Midwest Regional Rail Plan also identifies
3 other routes radiating from Chicago without specifying
4 service levels.

5 (4) Increasing passenger rail service frequencies
6 across all corridors and long-distance routes will
7 strengthen Illinois' economy, reduce congestion, improve
8 sustainability, and enhance access to federal and private
9 investment.

10 (5) It is, therefore, the policy of the State to
11 define and pursue an integrated high-speed and intercity
12 passenger rail network as part of the Illinois State Rail
13 Plan and to ensure that the criteria described in this Act
14 are incorporated into all metropolitan, regional, and
15 statewide transportation planning processes in a manner
16 consistent with federal law and planning cycles.

17 (6) The General Assembly recognizes that many existing
18 intercity and long-distance passenger rail services within
19 the State operate over infrastructure that is privately
20 owned and controlled by railroads. These railroads operate
21 complex, capital-intensive networks with operating
22 practices designed to meet the needs of their customers,
23 including the efficient movement of long trains whose
24 schedules may be less time-sensitive than frequent
25 passenger rail service. High-frequency, time-sensitive
26 passenger rail operations may be operationally

1 inconsistent with certain railroad business models,
2 particularly where network capacity is constrained or
3 dispatching priorities differ.

4 (7) The General Assembly further recognizes that train
5 paths, operating slots, dispatching priority, and network
6 capacity on privately owned railroad infrastructure are
7 valuable commercial assets. Sustainable and scalable
8 passenger rail service requires fair, transparent, and
9 mutually beneficial compensation arrangements that reflect
10 the value of these assets, the opportunity costs of their
11 use, and the capital and operating impacts borne by
12 railroads.

13 (8) The aspirational passenger rail frequencies
14 established in this Act are intended to guide long-term
15 planning and investment prioritization and shall not be
16 construed to require that future passenger rail services
17 operate on the same rail lines, alignments, or
18 infrastructure currently in use. In planning to achieve
19 these frequencies, the Department of Transportation and
20 Metropolitan Planning Organizations shall consider all
21 reasonable infrastructure and operational options,
22 including capacity expansions, grade separations, advanced
23 dispatching systems, shared-use agreements, and the
24 construction of new or improved publicly owned rail
25 infrastructure where appropriate.

26 (9) The General Assembly affirms the essential role of

1 railroads in supporting the State's economy, supply
2 chains, and industrial competitiveness. Railroads
3 operating within the State have distinct network
4 configurations, customer mixes, investment strategies, and
5 long-term growth plans. Passenger rail planning under this
6 Act shall consider these differences and seek solutions
7 that respect railroad operational needs while advancing
8 statewide passenger mobility goals.

9 (10) The General Assembly further recognizes that
10 implementation of expanded passenger rail service on
11 corridors that utilize privately owned railroad
12 infrastructure will require negotiated agreements and
13 operational cooperation with the applicable railroad
14 infrastructure owners. The State's aspirational frequency
15 goals are intended to guide planning and investment
16 decisions and do not supersede the need for mutually
17 agreed operational arrangements.

18 (11) The General Assembly further finds that intercity
19 passenger rail planning is closely linked to airport
20 planning and aviation system performance. Planning under
21 this Act shall consider how expanded passenger rail
22 service can improve access to commercial service airports,
23 reduce roadway congestion, and expand nonautomobile travel
24 options for passengers, employees, and visitors traveling
25 to and from airports.

26 (12) Passenger rail planning shall also consider

1 airside capacity constraints at airports, including gate
2 utilization, runway capacity, and airline slot usage, and
3 how improved rail connectivity may allow certain
4 short-haul air markets to be supplemented or replaced by
5 passenger rail service where appropriate. Such planning
6 may identify opportunities to reallocate limited aviation
7 capacity toward longer-distance or higher-value air
8 service when comparable rail alternatives exist.

9 Section 10. Establishment of target rail frequencies.

10 (a) The following criteria are established for intercity
11 passenger rail routes serving or originating in the State.
12 These criteria shall serve as official benchmarks for
13 statewide rail planning, investment prioritization, and
14 coordination with neighboring states, Amtrak or any other
15 passenger rail service provider, and other railroads.

16 (b) The following corridors shall be designated as:

17 (1) Hourly service routes, with trains operating on
18 pulse schedules at least once per hour, in each direction,
19 throughout the day (5 a.m. to 10 p.m.):

20 (A) Chicago to Milwaukee.

21 (B) Chicago to Janesville to Madison to St. Paul.

22 (C) Chicago to Rockford.

23 (D) Chicago to Normal to Springfield.

24 (E) Chicago to Detroit to Toronto.

25 (F) Chicago to Cleveland to Pittsburgh to

1 Philadelphia.

2 (G) Chicago to Fort Wayne to Columbus.

3 (H) Chicago to Indianapolis to Cincinnati.

4 (I) Chicago to Indianapolis to Louisville to
5 Nashville to Atlanta.

6 (J) Chicago to Champaign to Decatur to
7 Springfield.

8 (K) Springfield to East St. Louis to St. Louis to
9 Kansas City.

10 (2) Every-2-hour service routes, with trains operating
11 at least once every 2 hours, in each direction, throughout
12 the day (5 a.m. to 10 p.m.):

13 (A) Chicago to Moline.

14 (B) Chicago to Peoria.

15 (C) Milwaukee to Green Bay (by extension of
16 Chicago to Milwaukee).

17 (3) Every-4-hour service routes, with trains operating
18 at least once every 4 hours, in each direction, throughout
19 the day (5 a.m. to 10 p.m.):

20 (A) Champaign to Carbondale to Memphis (by
21 extension of Chicago to Champaign).

22 (B) Rockford to East Dubuque (by extension of
23 Chicago to Rockford).

24 (C) Quad Cities to Des Moines to Omaha to Denver
25 (by extension of Chicago to Moline).

26 (D) Chicago to Galesburg to Quincy to Hannibal.

1 (E) Carbondale to East St. Louis.

2 (c) The Department of Transportation shall incorporate
3 these aspirational service frequencies into the Illinois State
4 Rail Plan prepared under 49 U.S.C. 22705 and into the
5 Long-Range Statewide Transportation Plan required under 23
6 U.S.C. 135. Prior to advancing a corridor toward
7 implementation, the Department of Transportation shall
8 evaluate operational feasibility, host railroad capacity,
9 infrastructure requirements, and market demand consistent with
10 applicable federal Service Development Plan guidance.

11 (d) For each interstate corridor identified in subsection
12 (b), the Department of Transportation is authorized and
13 encouraged to:

14 (1) nominate such corridors for inclusion in the
15 Federal Railroad Administration's Corridor Identification
16 and Development Program under 49 U.S.C. 25101; and

17 (2) enter into memoranda of understanding or other
18 cooperative agreements with neighboring states under 23
19 U.S.C. 135(b)(1) and 135(c), and consistent with 23 U.S.C.
20 135(e)(3), to provide for shared data, joint investment
21 prioritization, and aligned performance measures and
22 planning schedules. Such agreements may include
23 cost-sharing arrangements, capital partnerships, or other
24 jointly beneficial infrastructure investments intended to
25 increase network capacity, improve reliability, and
26 support both passenger and freight transportation.

1 (e) The Department of Transportation shall evaluate
2 opportunities to designate and advance one or more of the
3 corridors identified in subsection (b) as components of the
4 National Multimodal Freight Network under 49 U.S.C. 70103,
5 consistent with the national multimodal freight policy under
6 49 U.S.C. 70101, where such designations would enhance
7 eligibility for federal discretionary or formula funding.

8 (f) The Department of Transportation shall include a
9 recurring section titled "Progress Toward High-Speed and
10 Intercity Passenger Rail" within each update of the Illinois
11 State Rail Plan and Statewide Transportation Improvement
12 Program. That section shall summarize:

13 (1) the current level of service frequency in each
14 corridor;

15 (2) the gap between existing and aspirational service
16 levels;

17 (3) investments, capital improvements, or service
18 agreements made toward achieving the target frequencies;

19 (4) coordination with neighboring states, Amtrak or
20 any other passenger rail service provider, and federal
21 agencies to advance these targets; and

22 (5) an analysis of projected ridership demand, market
23 potential, and travel behavior for each corridor,
24 including surveys or other demand validation tools as
25 appropriate, to inform service development planning and
26 investment prioritization.

1 (g) The Department of Transportation shall transmit each
2 updated Progress Toward High-Speed and Intercity Passenger
3 Rail section to the Governor and the General Assembly
4 concurrently with the Illinois State Rail Plan submission to
5 the Federal Railroad Administration.

6 (h) The Department of Transportation shall align
7 submissions and project proposals with applicable federal
8 selection preferences in intercity passenger rail and
9 multimodal grant programs, including 49 U.S.C. 24911
10 (Federal-State Partnership for Intercity Passenger Rail),
11 where consistency with the Corridor Identification and
12 Development Program (49 U.S.C. 25101) is favored.

13 (i) In carrying out the requirements of this Act, the
14 Department of Transportation shall coordinate passenger rail
15 planning with airport sponsors, aviation authorities, and
16 relevant planning agencies. Such coordination shall address
17 both landside access to airports, including passenger rail
18 connections, and airside capacity considerations, including
19 potential implications for gate usage, airline scheduling, and
20 regional aviation demand where passenger rail alternatives are
21 planned or proposed.

22 (j) To the extent a State rail plan or related statewide
23 rail planning document is in effect or subsequently adopted,
24 the Department of Transportation shall ensure reciprocal
25 integration between passenger rail planning under this Act and
26 other statewide rail planning efforts. Such integration shall

1 include consideration of railroad capacity needs and expansion
2 plans in passenger rail planning, and consideration of
3 aspirational passenger rail service levels when evaluating
4 infrastructure investments, including new or replacement
5 bridges, grade separations, terminal improvements, and
6 dispatching protocols intended to reduce operational
7 conflicts.

8 (k) In carrying out passenger rail planning and
9 implementation under this Act, the Department of
10 Transportation shall consult with and seek the cooperation of
11 host railroads and rail infrastructure owners whose facilities
12 may be affected by proposed passenger rail service and shall
13 pursue collaborative solutions intended to support both
14 passenger and freight mobility.

15 Section 15. Metropolitan Planning Organization
16 coordination.

17 (a) Each Metropolitan Planning Organization established
18 under 23 U.S.C. 134 within this State shall, during each
19 federally required update of its metropolitan long-range
20 transportation plan or Transportation Improvement Program:

21 (1) recognize the target intercity and long-distance
22 passenger rail frequencies established in Section 10;

23 (2) identify relevant rail corridors within or
24 adjacent to the Metropolitan Planning Organization
25 planning area; and

1 (3) include a narrative discussion of how regional
2 transportation investments can support achievement of
3 those frequency targets.

4 (b) The Department of Transportation shall provide
5 technical assistance, data, modeling tools, and mapping
6 resources to Metropolitan Planning Organizations and regional
7 councils to facilitate integration of passenger rail
8 frequencies into multimodal planning. The Department of
9 Transportation may enter into memoranda of understanding with
10 Amtrak or any other passenger rail service provider,
11 neighboring state departments of transportation, or regional
12 rail authorities to share data and coordinate planning
13 consistent with this Act.

14 (c) The Department of Transportation shall, at least once
15 every 4 years and consistent with the federal planning update
16 cycle, convene consultations with each Metropolitan Planning
17 Organization to review passenger rail investments, identify
18 opportunities to advance frequency targets, and coordinate
19 applications for federal or multistate funding that support
20 those goals.

21 Section 20. Investment prioritization. The Department of
22 Transportation and each Metropolitan Planning Organization
23 shall, to the maximum extent practicable, consider progress
24 toward the target passenger rail frequencies established in
25 Section 10 when developing project prioritization criteria for

1 multimodal investments, particularly those affecting rail
2 capacity, terminal access, or multimodal connectivity.

3 Section 99. Effective date. This Act takes effect upon
4 becoming law.".