

SB2284 & HB3166 - Creating an intercity bus program within IDOT's rail division

Buses are the more expedient way to build stronger connections across the state

Illinois has scores of valuable assets widely scattered across the state—major employers, tourism sites, popular parks, and colleges and universities. Making them more accessible is critical to the state's health.

Broadly, planning for passenger rail and intercity bus service should be guided by a vision for connecting Illinois with quality, affordable travel options that allow people to travel to any part of the state without driving.

The quickest way to improve access would be to expand Illinois's modest intercity bus program and integrate it into the intercity rail program. (Intercity buses are currently part of the transit division.)

IDOT Could

- A) Put individual routes out to bid by private bus lines or public transit agencies.
- B) Work through Amtrak's thruway bus program

Three Key Goals

- 1) Add missing frequencies to existing passenger rail routes.
- 2) Begin frequent departures throughout the day in advance of Amtrak service
- 3) Add smaller towns into the network.

Core Requirements

- Bus schedules should be coordinated with Amtrak and Metra, so that passengers can conveniently connect between buses and trains.
- Passengers should be able to complete their journey on a single ticket
- It should be possible to buy bus-only tickets at Amtrak.com

The most effective way to achieve this level of integration would be through a unified intercity rail and intercity bus division within the Illinois Department of Transportation.

See map of potential routes on page 2.

Learn more at HSRail.org/IDOT-Bus

Potential Bus Network

