



Rep. Rita Mayfield

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10400HB4279ham003

LRB104 16936 TRT 35528 a

1 AMENDMENT TO HOUSE BILL 4279

2 AMENDMENT NO. _____. Amend House Bill 4279, AS AMENDED,
3 with reference to page and line numbers of House Amendment No.
4 2, as follows:

5 on page 1, line 6, after "finds", by inserting "and declares";
6 and

7 on page 2, by replacing line 17 with "(6) Many existing"; and

8 on page 3, by replacing line 4 with "(7) Train"; and

9 by replacing line 26 on page 3, through line 1, on page 4 with
10 the following:

11 "(9) The railroads are essential in supporting the
12 State's economy, supply"; and

13 on page 4, by replacing line 9 with "(10) The"; and

1 on page 4, by replacing line 18 with "(11) Intercity"; and

2 on page 5, immediately below line 8, by inserting the
3 following:

4 "(13) Federal law, including 49 U.S.C. 24308, provides
5 Amtrak with rights and remedies relating to the use of
6 railroad facilities and services, including preference
7 over freight transportation in the use of rail lines,
8 junctions, and crossings except as otherwise provided by
9 federal law. Nothing in this Act is intended to limit,
10 alter, waive, impair, or otherwise affect any existing
11 obligation of a railroad to Amtrak or any other intercity
12 passenger rail service operated by or for Amtrak under
13 federal law, or to diminish the public interest in safe,
14 efficient, reliable, and reasonably prioritized passenger
15 rail transportation."; and

16 on page 7, immediately below line 1, by inserting the
17 following:

18 "(b-5) On and after January 1, 2038, the Department of
19 Transportation may, through updates to the Illinois state rail
20 plan prepared under 49 U.S.C. 22705 and the long-range
21 statewide transportation plan required under 23 U.S.C. 135,
22 revise the aspirational service frequencies and corridor
23 designations set forth in subsection (b) to reflect current

1 conditions, including ridership demand, operating experience,
2 host railroad capacity, infrastructure constraints, service
3 development planning, technological changes, and coordination
4 with neighboring states and passenger rail service providers.
5 On and after that date, the applicable planning processes
6 shall determine the appropriate aspirational frequencies going
7 forward."; and

8 on page 8, immediately below line 26, by inserting the
9 following:

10 "(f-5) The Department of Transportation shall not be
11 responsible under this Act for planning, designing, funding,
12 or implementing capital projects or infrastructure
13 improvements located outside this State. For interstate
14 corridors identified in subsection (b), the Department shall
15 collaborate and coordinate to the maximum extent practicable
16 with neighboring states, Amtrak or any other passenger rail
17 service provider, host railroads, and relevant public agencies
18 regarding projects or improvements outside this State. For
19 projects, improvements, and service planning activities within
20 this State, the Department shall ensure that the Illinois
21 state rail plan, the long-range statewide transportation plan,
22 and related project development processes incorporate and
23 consider the aspirational service frequencies established
24 under this Section."; and

1 on page 10, line 14, after "mobility.", by inserting "Such
2 collaborative solutions may include improved technology,
3 dispatching practices, operational coordination, and other
4 measures intended to reduce delays and improve performance for
5 passenger and freight transportation. Nothing in this Act may
6 be construed to diminish, impair, or restrict the public
7 interest or any otherwise applicable right, remedy, or
8 obligation under federal or State law."; and

9 on page 10, immediately below line 14, by inserting the
10 following:

11 "(k-5) Nothing in this Act may be construed to limit,
12 restrict, supersede, waive, or otherwise affect any duty,
13 obligation, right, remedy, or standard existing under federal
14 law with respect to passenger rail transportation, including
15 Amtrak's statutory preference and access rights under 49
16 U.S.C. 24308, nor may anything in this Act be construed to
17 diminish, impair, or restrict the public interest in safe,
18 efficient, and reliable passenger rail service.".