Southern Illinois Multi-Modal Station (SIMMS)

Location: Carbondale, Illinois

Project Type: Urban – Transit – Multimodal Center

Applicant: City of Carbondale

Type of Applicant: City Government

TIGER Funding Requested: $14.64 Million

DUNS Number: 096712948

Website: multimodal.explorecarbondale.com

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(Online: http://explorecarbondale.com/carbondale-station-multimodal-transportation-center)

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1.0 Executive Summary

The City of Carbondale, Illinois respectfully submits this application for TIGER Discretionary Grant funding in the amount of $14.64 million for the construction of a new multimodal transportation center, hereinafter referred to as the Southern Illinois Multi-Modal Station (SIMMS). The proposed station is located along the existing Amtrak route which includes daily passenger trains that connect Carbondale with Chicago, and Carbondale with New Orleans as well as stations in between.

Safe, reliable, and affordable transportation drives economic development and enhances the quality of life for communities and residents. A well-planned and well-connected multimodal transportation network offers multiple transportation options to accommodate all users and meet their transportation needs. By providing a central hub, such as SIMMS, where all transportation modes connect, transportation users not only have access to various modes of transportation but they also have flexibility for their trips, improved connectivity, accessibility, and reliability in one convenient location. The SIMMS will connect people from all walks of life – students, business professionals, tourists, elderly, economically disadvantaged, and disabled persons – to local, regional, and national destinations. Carbondale, and southern Illinois, has a need to improve residents’ access to transportation, spur revitalization and economic development, create jobs, and improve the quality of life for residents of the region.

The proposed SIMMS project will replace an aging, deteriorating, and functionally obsolete station in downtown Carbondale and will create a true regional multimodal center. The new station will bring together multiple modes of transportation into one safe, efficient, and convenient location. Jackson County Mass Transit (JCMTD), RIDES Mass Transit (RMT), South Central Illinois Transit (SCT), Shawnee Mass Transit, Amtrak passenger trains, Greyhound buses, Saluki Express Mass Transit, taxis, pedestrians, bicycles, and inter-city buses will be located within the transportation center and patrons will be able to seamlessly connect to these various modes of transportation. The mass transit districts will connect riders with educational, employment, medical, retail, and recreational opportunities throughout Carbondale, Jackson County, and the greater southern Illinois region, including the Southern Illinois Airport. The various public transit agencies that will service the SIMMS project daily will allow residents within the region to transfer between the systems more efficiently, providing opportunities for residents to travel within a 29 county area affordably. The consolidation of multiple public transit services under one roof will improve the quality of life of the passengers utilizing the various routes and services by reducing travel times and eliminating barriers to connect riders to their transportation needs.

SOUTHERN ILLINOIS MULTI-MODAL STATION BENEFITS

- Creates a true Multimodal Station in downtown Carbondale
- Creates new jobs in an Economically Distressed Area
- Spurs Revitalization in Downtown
- Includes Innovative and Diverse project Partners to address transportation concerns for all users
- Reduces: vehicle congestion, emissions, and dependence on oil

ANTICIPATED PROJECT USERS

- Public Transit Services
- Passenger Vehicles
- Pedestrians
- Buses
- Bicyclists
- AMTRAK
- Taxis/Transportation Network Companies
The proposed SIMMS project will create temporary high paying jobs through its construction for contractors, small businesses, and minority contractors in an economically disadvantaged region. SIMMS is one of the key catalysts to the further revitalization of downtown Carbondale and is included in the City of Carbondale’s Comprehensive Plan, the recently adopted Downtown Master Plan, the Southern Illinois Metropolitan Planning Organization’s (SIMPO) long range transportation plan, and SIMPO’s 2017 Transit Study.

2.1 Project Description

SIMMS is much more than the replacement of an existing Amtrak passenger rail station in downtown Carbondale. SIMMS will connect multiple modes of transportation – JCMTD service, RMTD service, SCT service, Shawnee Mass Transit service, Saluki Express service, Amtrak passenger rail, Greyhound Bus service, passenger vehicles, taxis, pedestrians, and bicyclists in a single, convenient location where transfers and connections can easily be made by patrons. SIMMS will include space for retail services such as a café and market to support travelers arriving and departing from the station as well as the region’s first bike sharing system which will not only reinforce Carbondale’s Bicycle Friendly Community designation but will also appeal to students, tourists, and other guests and residents of the Carbondale area.

Carbondale is the 20th most-populated city outside the Chicago metropolitan area and the most populous city in southern Illinois outside the St. Louis Metro-East region. The City of Carbondale leads the project partnership composed of representatives from Southern Illinois University Carbondale (SIUC), Downtown Carbondale business owners, residents, and local transit services. The SIMMS project will increase job opportunities, foster economic development, strengthen the community and region, and serve as a gateway to downtown Carbondale and the southern Illinois region.
SIMMS will be a key component of the continued redevelopment and revitalization of downtown Carbondale. Leveraging the nearly 50-year commitment that the City of Carbondale has made to ensuring that the community is wheelchair accessible, the City completed a $2 million sidewalk/streetscape project in the Summer of 2017 with all funding provided by local revenue sources. This project resulted in the reconstruction of public sidewalks from the edge of the proposed SIMMS project site to the SIU campus making the downtown corridor fully ADA compliant. The City of Carbondale has approved a Phase 2 project that will occur in Summer, 2018 and will include the remainder of the primary downtown corridor. The SIMMS project will close the accessibility gap that will remain when Phase 2 is complete and will upgrade the current station to include a rail platform, making SIMMS, and the busiest downtown corridor, fully ADA compliant.

SIMMS will help anchor downtown Carbondale and will be designed to encourage a reduction in automobile usage. The vision of the Downtown Master Plan is to provide a resource, like SIMMS, that City leaders and business owners can utilize to create a revitalized neighborhood via a mixed-use or transit-oriented development (i.e. combination of retail, office, hotels, and residential units). A direct result of the Downtown Master Plan is a new hotel, scheduled to open in January, 2018, located directly across the street from the SIMMS project site. SIMMS will transform the existing downtown area into a modern, Leadership in Energy and Environmental Design (LEED) certified multi-modal facility.

SIMMS is a project that has local and regional significance and will provide a much needed resource that will respond to, and satisfy, a need which is greater than the Carbondale population as a whole. SIMMS will provide an improved and efficient equitable distribution of transportation opportunities and improved access to resources at the proposed central location. Equally important, development of SIMMS will allow transit riders to connect to points as far as 120 miles away in a more direct manner, and will be the fundamental conduit to improve regional connectivity.
Carbondale, Illinois is located in Jackson County, approximately 96 miles southeast of St. Louis, Missouri. Carbondale is located at the junction of Illinois Route 13 and US Route 51. It is also on the northern edge of the 270,000 acre Shawnee National Forest and is home to the main campus of the Southern Illinois University system. SIUC is a comprehensive teaching and research institution with approximately 61 graduate programs and professional schools of Law, Medicine, and Engineering. SIUC employs approximately 6,200 employees and is the area’s largest employer. SIUC enrollment includes approximately 14,500 undergraduate and graduate students. Southern Illinois Healthcare (SIH) employs over 3,300 employees regionally for their system headquarters in Carbondale. SIH’s flagship hospital, Memorial Hospital of Carbondale (MHC), employs 1,300 people and is located just west of downtown. MHC has over forty specialty practices, the leading cardiac care program in southern Illinois, the only pediatric unit in the region, and is the largest birthing center in southern Illinois. The array of healthcare options that exist at SIH make it one of the largest regional demand generators and draws people to Carbondale from throughout southern Illinois daily to access its services.

The proposed SIMMS is located at the site of the existing Amtrak passenger station in downtown Carbondale. The site is located between the existing Canadian National (CN) railroad tracks on the east and Illinois Avenue on the west. Illinois Avenue is the northbound travel lanes for the US Route 51 coupler through Carbondale. Figure 2.1 includes the project area map for the SIMMS project.
Illinois Avenue is a two-lane, urban roadway that underwent major reconstruction in 2017. Traffic calming elements were incorporated into the design to slow vehicle traffic along Illinois Avenue, enhancing the pedestrian experience of the corridor. The public sidewalks and ramps downtown are now fully ADA compliant as are the public parking areas that are located adjacent to these walkways. The new design also incorporated modern LED street lighting which has increased lighting levels downtown, as well as numerous plantings, public art, and other landscaping. In 2014, the City of Carbondale adopted a “complete streets” policy and being mindful of that designation worked with IDOT to add bike lanes along Illinois Avenue, further improving access to downtown amenities.

Figure 2.1 SIMMS Project Area Map
2.3 Current Downtown Carbondale and Existing Facility  Carbondale was founded as a railroad community in the 1850s. Due to its location approximately halfway between two proposed railroad stations along the Illinois Central (now CN) railroad, Carbondale grew around the original railroad square as did the number of trains that travelled to the City daily. During the early 1900s, Carbondale became the site of the Illinois Central Railroad’s division office and the existing depot was replaced with a new structure. By 1929, the railroad was the largest employer in Carbondale and a total of 40 passenger trains served the city daily. During the second half of the 20th Century, the population of Carbondale grew due to the presence of SIUC south of downtown. As a result, downtown Carbondale was once again the center of commerce and community activity. After World War II, and with the reliance on personal automobiles, suburban residential areas developed and commercial establishments relocated to areas outside of downtown. Downtown Carbondale was significantly impacted by the creation of the US Route 51 coupler system and intersection signalization which resulted in more traffic capacity and higher traffic speeds through downtown.

The existing Amtrak passenger station was built in 1981, just south of the original Illinois Central railroad passenger depot. The proposed SIMMS is the southern terminus of the Amtrak Illini and Saluki routes which provide daily service from Carbondale to Chicago. SIMMS is also the northern terminus for the City of New Orleans route which provides daily service to New Orleans, Memphis, and other cities in the Mississippi Delta region. The Carbondale Amtrak Station is the fifth busiest station in Illinois and the third busiest along the CN Chicago to Carbondale line, behind Chicago Union Station and the Champaign-Urbana station.

In addition to train service, Amtrak offers Thruway Motorcoach service between Carbondale and St. Louis, MO via Greyhound Bus service. A Local bus service, Saluki Express, is also provided at the station. The city’s 2010 Comprehensive Plan included identifying the need “to pursue alternative transportation modes, including bicycles, public transportation, and paratransit to reduce traffic volumes”.

Carbondale was founded in 1852 as a railroad town. The town developed around the railroad square near present-day Downtown.

Existing Amtrak Station in Downtown Carbondale, Illinois, Built in 1981.
2.4 Future Development

SIMMS is not simply a new transit station; it is much more. It will be one of the key anchors in the continued revitalization of downtown Carbondale and will help spur economic development, bringing multiple modes of transportation together at one single point for users. In addition to the existing transportation alternatives, SIMMS will include three new mass transit services – JCMTD, RMT, and Shawnee Transit District, as well as a bike-share system. These mass transit providers connect people in southern Illinois daily with jobs, medical services, educational services, and other services to support their needs. These transit services focus on providing safe, affordable, and accessible transportation to the elderly, economically disadvantaged, and disabled populations in some of the most remote and poorest areas of Illinois.

The City of Carbondale recently adopted a new Downtown Master Plan which will serve as a policy document and official plan guiding growth and development in downtown Carbondale through 2030. A direct result of the Plan is a long-awaited downtown hotel that is set to open in January, 2018. The new hotel is located directly across Illinois Avenue from the proposed SIMMS site. Locating a new hotel directly adjacent to multiple transit services, as well as Amtrak, will greatly enhance local and regional tourism and ease travel for visitors that are seeking access to the abundance of natural amenities that exist in the Shawnee National Forest. Likewise, cultural amenities in Carbondale including Varsity Center of the Arts, Carbondale Community Arts, the SIU University Museum, and the Carbondale Civic Center will benefit from the SIMMS project and the resulting additional downtown traffic, further enhancing local and regional economic development.

Carbondale has become labeled as the “eclipse crossroads” due to its unique location at the intersection of two total solar eclipses; one that occurred in 2017 and one that will occur in 2024. In August, 2017 Carbondale hosted over 50,000 visitors who migrated to the city to experience the period of longest duration of the eclipse. Leveraging the success of the eclipse event, Carbondale is developing plans to host other annual festivals that will inspire visitors to visit Carbondale and experience what the southern Illinois region has to offer. The SIMMS project will be a key component in realizing future Tourism potential by aggregating transit services into one location, making travel to the Carbondale area more efficient, reliable, and affordable.
3.1 Grant Funds, Sources & Use of Project Funds

The total cost for the SIMMS project is estimated to be $18,300,000 as detailed in Table 3.1 below. Costs incurred by the city to date, for preliminary design work and property acquisition ($165,680) are not included in Table 3.1.

Table 3.1 Project Cost

<table>
<thead>
<tr>
<th>Task</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Acquisition</td>
<td>569,719</td>
</tr>
<tr>
<td>Final Design &amp; Engineering</td>
<td>1,023,808</td>
</tr>
<tr>
<td>Construction</td>
<td>16,681,500</td>
</tr>
<tr>
<td>Construction Testing &amp; Inspection</td>
<td>24,973</td>
</tr>
<tr>
<td>Total Engineering, Property &amp; Construction Costs</td>
<td>$18,300,000</td>
</tr>
</tbody>
</table>

The city of Carbondale has committed to fund 20% of the remaining costs ($3,660,000) and the remaining 80% ($14,640,000) would be funded with the federal TIGER grant. The 20/80 cost share will be applied to each task category in Table 3.1. A resolution by the city of Carbondale committing the city’s cost share is included in the Appendix.

4.1 Primary Selection Criteria

The SIMMS project will have local and regional significant positive impacts. Locally, downtown Carbondale, SIH, and SIUC will benefit from improved accessibility and enhanced livability. Regionally, tourists visiting the southern Illinois area, as well as residents of southern Illinois will benefit from enhanced connectivity and transportation choices. The success of the project can be established and measured by the following criteria.

4.2 Safety

A fundamental objective of SIMMS is to enhance safety for all modes of transportation. This entails removing barriers to achieve access, such as creating ADA compliant sidewalks where none currently exist and improving bicycle infrastructure to highlight the presence of bicycles in the roadway. Additionally, improved safety includes separating modes, reducing congestion conflicts, and potentially saving lives. The project design criteria include separate facilities for bicycles and grade-separated crossings to enhance non-motorized connections.

The safety features and benefits proposed for the design of Southern Illinois Multi-Modal Station include the following:

**Protected indoor waiting areas** for rail patrons and transit users.
Covered platforms with enhanced access and safer boarding conditions for rail patrons. This ADA compliant design eliminates the risk of trip-and-fall injuries and from walking on or next to the rail tracks.

Direct transfer access between modes and access to all platforms, waiting areas, and sidewalks without having to cross vehicular rights-of-way (streets or rails) or busy parking lots.

Unobstructed visibility at the rail platform and the passenger concourse for increased security.

Active building frontage at street level, increasing personal safety by attracting more people to the area during the daytime and nighttime.

Reduced exposure to auto crashes on the existing roadway system.

Secure, weather-protected bike parking facilities to be located adjacent to the station entrance to complement the established regional bike system.

Provide accessibility within the multimodal center, parking garage, parking lot, and sidewalks surrounding the center in compliance with the Americans with Disability Act (ADA) standards – continuing the improvements completed by the City of Carbondale in 2017.

Lighting, to provide a safe and secure environment will be installed within parking areas and along pathways to the center, enhancing visibility, safety, and the multi-modal experience. While levels of lighting may vary, uniform lighting levels will be used to avoid areas of glare.

Pedestrian safety improvements to include, but not limited to, refurbished high-visibility crosswalks, median extensions, curb extensions, and other related enhancements.

Overall, the safety component of this project enhances mobility and provides active transportation options for residents, students, and visitors to downtown Carbondale by providing safety features within the design of the center, improving accessibility to public ways connected to the project, and by also creating an active development in downtown Carbondale.

4.3 State of Good Repair

SIMMS will be a newly constructed facility to replace the aging and functionally obsolete passenger rail station that opened in 1981; as such this existing passenger rail station does not need to be brought into a state of good repair. The existing station is a one-story, modular brick building that is aging and showing significant signs of deterioration and disrepair. The existing station has
The Southern Illinois Multi-Modal Station highlights a project that embraces the sustainability triple bottom line – environmental, economic, and social conditions – thereby, enhancing quality of life.

The long-term operations and maintenance of the facility have been carefully planned and will be diligently managed by the City of Carbondale. The City will work closely with Amtrak, Greyhound Bus, Saluki Express, RMTD, SCT, Shawnee Mass Transit service, and the JCMTD officials to coordinate maintenance and operational needs for all transportation service providers at the station.

The conceptual design of SIMMS was done in accordance with the Amtrak Station Programming Guidelines. The City of Carbondale is currently working with Amtrak to finalize a Memorandum of Understanding for the design and operation of the station. The design of SIMMS will be completed so that the station will be LEED certified and will incorporate the relative tenant of green building design elements utilized by the American Society of Civil Engineers (ASCE) EnvisionTM rating system as a guidance tool for sustainable infrastructure design. Studies by the United States Green Building Council conclude that an upfront investment of 2% in green building design, on average results in a life cycle savings of 20%-30% of the total construction costs.

4.4 Economic Competitiveness

America’s transportation system is the lifeblood of the economy. Providing a robust rail network can help serve the needs of national and regional commerce in a cost-effective, resource-efficient manner, by offering travelers convenient access to economic centers. This is evidenced by Carbondale’s growth with the establishment of the IC depot during the 1800s and early 1900s. However, the transportation system must be maintained to continue to meet the future needs of the users of the system.

Carbondale is the economic center of the southern Illinois region and must respond to future workforce needs. As home to SIUC and the region’s largest healthcare organization, it’s vitally important that community leaders adopt transportation policies that appeal to younger workers.
Young professionals and “knowledge workers” prefer walkable, bikeable communities connected by transit to minimize travel times and make commutes more productive. Often burdened by substantial college debt, millennials need transportation to be affordable. SIMMS will provide an important resource to attract and retain future workers which will make Carbondale and the region more appealing to employers and more economically competitive.

The SIMMS project benefits an economically distressed area. According to the StatsAmerica website (www.statsamerica.org), the 24-month average unemployment rate for Jackson County was 5.23% compared to the United States rate of 4.75% for the period ending August, 2017.

Furthermore, the 2015 Per Capita Money Income and the 2015 Per Capita Personal Income for Jackson County are lower than the Illinois averages; whereby, the 2015 Poverty Rate for Jackson County is the third highest in the State of Illinois.

<table>
<thead>
<tr>
<th>2015 Statistic</th>
<th>Jackson County</th>
<th>Illinois</th>
</tr>
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<tbody>
<tr>
<td>Per Capita Money Income</td>
<td>$21,147</td>
<td>$30,494</td>
</tr>
<tr>
<td>Per Capita Personal Income</td>
<td>$33,363</td>
<td>$50,295</td>
</tr>
<tr>
<td>Poverty Rate</td>
<td>23.5%</td>
<td>15.1%</td>
</tr>
</tbody>
</table>

Source: Stats America

The nation fully recognizes the need for an efficient and balanced transportation infrastructure. Implementation of SIMMS will serve as a catalyst for continued growth and revitalization in downtown Carbondale, promote local and regional tourism, and enhance mobility by providing a single location for multiple transportation modes. Locating multiple transportation modes in a single location will reduce dependence on crude oil, reduce emissions, and foster more livable communities.
Economic competitiveness of a neighborhood is directly connected to the ability of the local transportation infrastructure to link residents to essential functions, such as employment, medical care, and educational institutions. Alternatively, improving transportation options for these functions not only increases the local economic competitiveness, but the economic competitiveness of the region as a whole. The proposed SIMMS project will provide reliable, safe, clean, and varied transportation options for residents who currently use a myriad of transit providers to reach employment and medical destinations. Currently, the transit providers utilized by residents to reach the majority of employment and medical opportunities include RIDES, SCT, and the Shawnee Mass Transit District. The mission for each of these providers is to serve the citizens of the local community with an emphasis on service to the economically disadvantaged. However, significant impediments exist for residents using the service, such as limited service hours and a lack of adequate passenger facilities. In addition, although the current competing transit systems work together, the overall system is disconnected which creates impediments for the passengers that rely on public transit to connect them to their daily needs. The SIMMS project will provide better coordination capabilities among these overextended existing transit providers, will reduce barriers to usage, and provide greater opportunities to with connect to residents that are currently underserved.

The economic competitiveness and viability of the City of Carbondale is dependent upon its ability to connect with the surrounding region. To that end, primary economic benefits of the Southern Illinois Multi-Modal Station are as follows:

The project will **provide jobs and activities** in close proximity to the station. In addition, permanent, part-time, and construction jobs will be created due to the SIMMS project.

The project will **connect multiple modes of transportation at one, central location.** Regional and national passenger rail service will connect with regional and local bus service, taxi, and bicycle facilities, enabling people to reach healthcare services, major employment, education centers, retail services, and residential areas more efficiently.

The project will **facilitate employee mobility** throughout the region, resulting in travel time savings and travel cost savings for train and transit riders.

The project will **spur economic revitalization of downtown Carbondale** due to the increased flow of commuters and visitors through the station.

The project will **enhance and support future redevelopment** of currently vacant and underutilized land in downtown Carbondale.
SIMMS will facilitate access to the southern Illinois region’s recreational and entertainment facilities including SIUC, Giant City State Park, Shawnee National Forest, the Shawnee Hills Wine Trail, and many other tourist venues that will bring additional visitors to the region and will promote economic development.

The project will reduce vehicle congestion and promote increased public transit usage, walking, and biking; making the area more attractive to businesses, students, tourists, employees, and residents.

4.5 Environmental Sustainability

Rail is already among the cleanest and most energy-efficient of the passenger transportation modes and Southern Illinois Multi-Modal Station will be one of the most energy efficient buildings in Carbondale and Southern Illinois. Decisions that support environmental sustainability, including criteria from LEED and ENVISION programs, will be incorporated into the design, construction, and operation of the multimodal center. The significant long-term benefits in sustainability provided by the project include:

The project design incorporates reduced reliance of both commuters and residents of the City of Carbondale, and students at SIUC, on single-occupancy vehicle transportation by providing enhanced transportation mode choices, ease of use, and improved connectivity to other modes of transportation in a convenient location.

The multimodal center will connect all transportation modes at a single location resulting in site sustainability.

Appropriate green street design and Low Impact Development best management practices are intended to be standard components of the station’s building and surrounding parking and streetscape design. This will yield significant benefits of reducing environmental impacts through more permeable surfaces, context-sensitive stormwater capture, retention and distribution methods, and enhanced landscaping elements. While difficult to quantify and monetize these potential benefits at the planning stage of the proposed project, the fact that such benefits will ultimately be realized should be considered in the benefit-cost analysis.

The project will be designed to be LEED certified and will incorporate the ASCE Envision™ rating system as a guidance tool for sustainable infrastructure design.

The project design improves utilization of public transit by reducing the number of modes of transportation necessary to access regional and local transit thereby helping to reduce the region’s reliance on the automobile and crude oil and reduce fuel consumption and carbon dioxide emissions.
Streetscaping and connectivity improvements throughout the project encourage bike and pedestrian usage through enhanced accessibility while promoting new business opportunities.

The project design encourages the redevelopment and reuse of deteriorated and underutilized land parcels, rather than the development of open land. The multimodal center will serve as a catalyst for redevelopment of surrounding properties to support the passengers utilizing the center.

The project is located in an area that can be served by the existing infrastructure (roads, utilities, rail tracks); therefore, major infrastructure construction will not be required as additional road or transit infrastructure is not necessary.

Water and energy efficiencies will be incorporated into the design of the center. Water-efficient landscaping and facility water systems will reduce the amount of water needed. Energy-efficient HVAC systems will be installed as well as other sources of green power.

Design features will be incorporated into the center to enhance lighting controls, thermal comfort, and interior daylight access which results in indoor environmental quality.

Construction of the multimodal center will include low construction waste, use of recycled materials, and locally-sourced materials.

Design of outdoor spaces to include plazas and green spaces that are landscaped with trees and plants to enhance the urban downtown setting. The design will utilize plans that help remove harmful compounds from the air and include plants and features that are water efficient.

4.6 Quality of Life

SIMMS will greatly enhance the quality of life of Downtown Carbondale, the City of Carbondale, Jackson County, and the greater southern Illinois region. The multimodal center will serve as the hub to connect personal automobiles, buses, taxis, mass transit services, bicycles, pedestrians, and passenger trains. The population within a 60-minute drive of downtown Carbondale is over 450,000 people. This diverse population will greatly benefit from a centralized location for multiple transportation modes and will help to foster livable communities.

SIMMS will also address several interrelated transportation deficiencies, which area leaders anticipate will generate economic development through improved transportation choices and downtown revitalization. One major deficiency addressed is the lack of employment and medical care opportunities available to the economically disadvantaged residents of the region. Quality of life for residents with poor health opportunities – in terms of healthy food options and lack of quality health care – and high unemployment rates will only improve with intelligently planned and timely transportation options throughout the region.
SIMMS will benefit a diverse group of people including:

**Economically Disadvantaged Citizens** – According to the Bureau of Labor Statics released in August, 2017, transportation costs are the second most significant expenditure, outranked only by housing costs, for the average US citizen. The multimodal center will connect multiple modes of transportation at one centralized location for access to other locations within the city, county, or other metropolitan areas.

**Disabled Citizens** – Access to transportation that will enhance mobility and independence. The multimodal center will provide an ADA compliant facility to ease access to services for disabled residents.

**Senior Citizens** – Transportation choices, including low cost alternatives, for the driving averse.

**Tourists** – Transportation choices for weekend trips to destinations in the region including microbreweries, distilleries, wineries, golf courses, and outdoor recreational areas including Giant City State Park, Little Grand Canyon, Garden of the Gods, and Trail of Tears State Park. A new hotel will open in February, 2018 in downtown Carbondale, directly across from the multimodal center which will provide overnight and extended stay accommodations for travelers. Residents of the greater southern Illinois region can more easily visit other metropolitan areas including Chicago, Memphis, and New Orleans via Amtrak.

**Non-Drivers** – Create a centralized location for transportation modes to local, regional, and national destinations for work, support services, educational, and recreational activities.

**Students** – SIMMS will be located approximately one (1) mile from Southern Illinois University Carbondale (SIUC). Both SIMMS and SIU will have multiple stops and routes from SIUC’s mass transit system (Saluki Express) serving them. Bicycle and pedestrian facilities are also planned to connect the multimodal center to campus and student housing areas as well. Other universities, such as the University of Illinois Urbana-Champaign and Eastern Illinois University are located along the Amtrak Illini and Saluki routes in Illinois. Students at SIUC not only travel between home and school via Amtrak but students also visit friends and attend events at other universities via train. Shuttles, ride services, family, and friends transport students to the station that are traveling to other universities outside the Carbondale area, including St. Louis, MO; Cape Girardeau, MO; Evansville, IN; and Paducah, KY.
Business Community – SIMMS will provide convenient access to various medical, educational, and other business establishments via the transportation services available at the center. Business meetings/conferences in Carbondale and the surrounding area can be accessed without dependence on private passenger vehicles. The multimodal center will also provide ample parking for residents of the greater southern Illinois region who are taking Amtrak to Chicago, Memphis, or other metropolitan areas for meetings and conferences.

Patrons of the arts, sporting events, etc. – Can more easily access their interests due to the multimodal center. In addition to the quality of life benefits achieved through strengthening transportation interconnectivity, SIMMS will contribute to the surrounding area residents’ quality of life as the station will serve as a catalyst for further revitalization of downtown Carbondale. The Downtown Carbondale Master Plan includes strategies and goals for creating a sustainable community that includes a mixture of housing, office, retail, and other amenities integrated into a walkable downtown neighborhood proximate to high quality public transportation. Revitalized downtown areas have significant benefits to individuals, communities, regions, states, the economy, and the natural environment.

5.1 Secondary Selection Criteria

5.2 Innovation

Sustainability – SIMMS boasts innovation in the areas of facility siting, use, and design, as well as its expected impact on the transportation network and user travel habits for the residents and students in the City of Carbondale, the greater southern Illinois region, Illinois and neighboring states. The City of Carbondale has partnered with the private sector, SIUC, non-profits, Amtrak, CN, and several mass transit districts to develop a center that includes innovative, environmentally sustainable features. Some of these innovative features include:

- Site Sustainability
- Energy Efficiency
- Water Efficiency
- Construction Materials
- Indoor Environmental Quality
- Outdoor Plazas and Green Space

Transportation Interconnectivity – SIMMS will be the only true multimodal station in the southern Illinois region and will serve patrons from Chicago, Memphis, New Orleans, and from all parts of the world. The transportation center will bring together various modes of transportation including passenger vehicles, bikes, taxis, buses, and shuttles. The Saluki Express Mass Transit System provides service to the SIUC campus, the Southern Illinois Airport, University Mall, and residential areas throughout Carbondale. By connecting the SIUC campus, dorms, and various residential areas with the transportation center, SIUC students, faculty and staff have access to grocery stores, retail stores, entertainment venues, recreational activities, medical services, Greyhound Bus, and Amtrak passenger services so that a personal passenger vehicle is not needed.
The transportation center is located in downtown Carbondale which is being transformed into a high-density, mixed-use area connected by sidewalks, on-street bike lanes and multi-use paths. The City is currently expanding their network of sidewalks and bike trails as well as upgrading existing facilities to meet current ADA policies within the existing network. The City’s existing mass transit, bus, shuttle, bike, and pedestrian transportation networks will all be connected at a common point in downtown — the SIMMS — and this will result in an efficient and easy-to-use transportation network for visitors to Carbondale and the southern Illinois region.

**Mixed-Use Development** – SIMMS will not only serve as a multimodal station but also includes a space to serve as a gateway to the region to welcome travelers from other cities, states, and countries to the Carbondale area and southern Illinois. The transportation center is located in downtown Carbondale and will serve as one of the key developments in revitalizing the downtown area. The Carbondale Downtown Master Plan includes strategies and plans for the revitalization of the downtown area to include retail shops, restaurants, sidewalk cafes, bike trails and accommodations, ADA accessibility, and streetscape improvements. It is anticipated that new businesses to support the multimodal transportation center will develop as plans and construction begin.

**Partnership** – SIMMS will be an exemplary example of various governmental agencies, community organizations, and private businesses partnering together and working toward a common goal. Leaders from local, state, and federal government share the vision and are working with the City of Carbondale to develop long-range plans to redevelop and revitalize downtown Carbondale, expand transportation alternatives, and improve the quality of life through the creation of jobs, the retention of jobs, and expansion of tourism to the southern Illinois region.

**Operation During Construction** – Construction plans for SIMMS have been developed to allow continuous and seamless operation of Amtrak services throughout all phases of construction. Therefore, the necessity and cost of a temporary station and/or bussing from a nearby Amtrak station is not warranted.

### 5.3 Partnership

SIMMS truly embodies a model of collaboration, partnership, and teamwork among local, state, and federal stakeholders. Beginning with the conceptual stages, the City of Carbondale has reached out to, engaged, and worked with various public and private project partners to make certain that this project will meet the needs of the regional transportation network, promote sustainable travel, create a more livable community, and spur economic development.

The Southern Illinois Multi-Modal Station project brings together a diverse group of project partners for the successful development, construction, and operation of the station.
Project Partners Include:

**City of Carbondale, Illinois**
- TIGER IX Grant Applicant
- Previously expended $165,680 for design & property acquisition for the project
- Committed $3,660,000 of design & construction

**Illinois Department of Transportation**
- Project Partner – Jurisdictional agency responsible for University Avenue and Illinois Avenue (US Route 51) through downtown Carbondale.

**RIDES Mass Transit District**
- Project Partner
- Serves 18 county area in Southern Illinois
- Provides affordable, safe & accessible transportation
- Promotes independence, self-sufficiency & economic opportunity

**South Central Illinois Mass Transit District**
- Project Partner
- Provides safe, reliable & cost-effective public transportation to six southern Illinois counties (Marion, Jefferson, Clinton, Franklin, Perry, and Washington)
- Committed to enhancing economic development & quality of life through affordable and accessible transportation services

**Shawnee Mass Transit District**
- Project Partner
- Services the 5 southern-most counties in Illinois
- Provides safe, affordable & effective transportation
- Currently provides over 10,000 trips per month
- Emphasis on service to seniors, the disabled & economically disadvantaged
- Makes communities more livable by increasing the availability of necessary services & maximizing employment opportunities

**Southern Illinois University Carbondale**
- Project Partner.
- Largest employer in the City of Carbondale.
**Canadian National Railroad**
- Project Partner
- Owner and maintenance responsibilities for railroad track.
- Owns station platform.

**Amtrak**
- Project Partner
- Provides passenger train service, including daily trips to Chicago and New Orleans
- Anchor of new multimodal transportation center

**Greyhound**
- Project Partner
- Provides intercity bus service.

**Saluki Express**
- Project Partner
- SIUC’s mass transit system
- Provides transportation to SIUC students, faculty, and staff as well as the Carbondale community.
- Connects SIUC with retail shopping areas.

**Jackson County Mass Transit District**
- Project Partner
- Provides on-demand and fixed route transportation services

### 6.1 Project Readiness & Technical Feasibility

This project was conceived in May 2013 when the City of Carbondale contacted Amtrak to express their interest in pursuing the development of a multimodal facility in Carbondale. Shortly thereafter in July 2013 the City engaged an Architect to review the Amtrak *Station Programming and Planning Guidelines* and begin vetting the feasibility of this project. In the fall of 2013 the design team was assembled and work began on preliminary design of the project. Over the next 24 months the design team and City staff met with numerous entities to discuss their interest and partnership in the project, these are listed in Section 5.3. Preliminary design and final cost estimates were completed in the early spring of 2016. The preliminary design process followed the Memorandum of Understanding from Amtrak for a new Multimodal Facility and is summarized below:
I. Preliminary SIMMS Design Criteria: The Amtrak Station Program and Planning Guidelines was reviewed in its entirety for design compliance including but not limited to the following:

- By Amtrak definition based on ridership and train frequency, the new Carbondale Multimodal will be a Category 2 - Medium Station.
- Internal layouts comply with Category 2 Station performance for pedestrian traffic flow, access to boarding, off-loading and baggage.
- Additional services are required within the facility such as public toilets, access to food service and similar customer support venues.
- Determination in coordination with Amtrak of Station Platform side configuration and ATR (Above Top Rail) relationships of the existing tracks to the new Station have been addressed.
- Design goals such as “Transparency”, the trains being visible to the public especially upon arrival to the station, as well as “Layers” to add visual interest to the station. Visual ‘sight lines’ have been reviewed to correspond with arrival axes, street views and related.
- Architectural features calling attention to the Category 2 Station is outlined in the Amtrak Guide and accomplished with a taller building centerpiece tower housing the elevator shaft. Two additional and smaller flanking towers on each end of the site create a tripartite design. The South Tower provides shelter to the stairs in the open parking garage while also prominently displaying a large clock for traveler’s convenience. The north tower with drop-off canopy providing an important view to heavily travelled State Route 13 East – designating bus pick-up and waiting.
- A colonnade/esplanade provides full access for various traffic modes – walking, driving and bicycle – incorporating a pleasant repeating rhythm into the design.
- Preliminary Designs were forwarded for initial review from various engineers including Structural, Mechanical, and Civil disciplines.
- Design considerations must also be in coordination with Canadian National (CN) Rail; noting that Amtrak design considerations are to be coordinated by Amtrak direct with CN.

II. Schematic Design/Design Development has been reviewed in multiple meetings, conference calls and written correspondence. Preliminary approvals by numerous institutions including Amtrak, IDOT, Area Transit Organizations, Greyhound, SIU-C Transit as well as Public Meeting(s) are in place.

- Pedestrian, Bicycle and vehicular access to a ‘tight’ downtown urban site have been reviewed and approved by the above entities.
- Parking design loads have been evaluated and a Parking Garage has been preliminarily designed and incorporated into the site.
- Possible Construction Phasing has been discussed.

III. Schematic Design/Design Development Documents consisting of Floor Plans (both levels); a Site Plan and a principal view of the street side West Elevation have been completed.

- Preliminary design was created under the following codes: IBC 2003 (City of Carbondale), NFPA 101 (2000) – State of Illinois, Illinois Accessibility Code and
the American with Disabilities Act (ADA) as well as the Amtrak Station Program and Planning Guidelines previously mentioned. Additional code criteria will apply including IDPH Plumbing Code, Food Service and Sanitation Code, etc.

The City has already secured, or has under contract, all of the property needed for this project except for one small parcel at the north end of the project site. This parcel was previously under contract which has since lapsed, though the City is working to renew this contract and expects to have all property secured for the project by January 2018. All property acquisition has been done in accordance with CFR part 24 and CFR part 710.

### 6.2 Project Schedule

Significant progress has already been made on the SIMMS project with both conceptual and preliminary design being completed in spring 2016. Additionally, preliminary environmental and cultural resource approvals were secured (please see section 6.3). This due diligence will allow SIMMS to quickly move through the final project design phase to the bidding phase in six to eight months from award of TIGER funds. This will easily allow the project obligate funding well in advance of the September 30, 2020 requirement. Construction is expected to take 18 to 24 months; a more detailed project schedule is included in Table 6.2 below.

#### Table 6.1: Southern Illinois Multi-Modal Station Project Schedule

<table>
<thead>
<tr>
<th>Southern Illinois Multi-Modal Station Project Schedule</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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<td>Q2</td>
<td>Q3</td>
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<td>TIGER Grant Application</td>
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<td>TIGER Grant Funding Awarded</td>
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<td>Design Team Contract Approval</td>
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<tr>
<td>Final Property Acquisition</td>
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<tr>
<td>SIMMS Design</td>
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<td>75% Project Design Review</td>
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<td>Environmental Assessment</td>
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<tr>
<td>99% Project Design Review</td>
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<tr>
<td>SIMMS Bidding &amp; Project Award</td>
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<tr>
<td>Phase I – Main Building &amp; Platform</td>
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<tr>
<td>Demolition of Existing Station</td>
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<td>Phase II – South Wing &amp; Parking</td>
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<td>SIMMS Grand Opening</td>
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<tr>
<td>Project and TIGER Closeout</td>
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### 6.3 Required Approvals

The project will be constructed in accordance with NEPA guidelines. The project site is located fully within previously disturbed areas so no biological concerns are anticipated. The Illinois State Historic Preservation Office has determined that no historic or cultural resources will be impacted (August 2016). In addition, a Preliminary Environmental Site Assessment
(PESA) was completed in February 2016 resulting with no significant environmental issues (the complete PESA is available here on the project website). A final Environmental Site Assessment (ESA) of the project site will begin shortly after the award of the TIGER grant. A public meeting for the project was held on September 3, 2014. There were 39 attendees at the public meeting and 8 comments in favor of the project were submitted.

Due to the previously disturbed nature of the project site no environmental permits are anticipated.

The project will require approval/cooperation with Amtrak and the Canadian National Railroad. Accordingly, a Memorandum of Understanding between the city of Carbondale, Amtrak and the CN Railroad is currently being finalized.

6.4 Assessment of Risk

No significant project risks have been identified. A Category 2 – Medium Station involves only typical building and foundation construction. Due to the previously disturbed nature of the site, no biological resources are present. Historic and cultural resource clearance has been received and no significant issues were identified in the PESA. The project will require the acquisition of two parcels; one is currently under contract to purchase with the second anticipated to be under contract by January 2018.

7.1 Results of Benefit-Cost Analysis

SIMMS requires a significant capital investment; however, the benefits of the investment are significant as well. In conformance with the TIGER Discretionary Grant application, a benefit-cost (B/C) analysis (BCA) has been prepared for this project. The resulting B/C ratio is 1.25 (discounted 7%). The summary of the benefits and costs included for the BCA is included in the Appendix. The sensitivity analysis for the B/C ratio was also prepared with a discount rate of 3% and this resulted in a B/C ratio of 2.19. The B/C ratio was prepared for a 40-year period after the construction of the transportation center is completed. Table 7.1 and Table 7.2 depict the summary of the benefits and costs included for the BCA. Appendix A includes the BCA for the transportation center.

The costs for the SIMMS project include engineering design and analysis, property acquisition, construction, and station operation and maintenance. The engineering costs include both preliminary and final design for construction plans, specifications, and estimates. The preliminary station design has been completed. Per the TIGER BCA guidelines, previous costs already expended by the City for the project have not been included as a cost in the BCA.

The costs for the SIMMS project include engineering design and analysis, property acquisition, construction, and station operation and maintenance. The engineering costs include both preliminary and final design for construction plans, specifications, and estimates. The preliminary station design has been completed. Per the TIGER BCA guidelines, previous costs already expended by the City for the project have not been included as a cost in the BCA.

<table>
<thead>
<tr>
<th>Table 7.1: Summary of Benefit-Cost Analysis – SIMMS</th>
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<tbody>
<tr>
<td>Benefits</td>
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<tr>
<td>Total ($)</td>
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<tr>
<td>Discounted 3% (%)</td>
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<tr>
<td>Discounted 7% (%)</td>
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<tr>
<td>Costs</td>
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<tr>
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<tr>
<td>Discounted 3% (%)</td>
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<tr>
<td>Discounted 7% (%)</td>
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<td>3.5556</td>
</tr>
<tr>
<td>2.1898</td>
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<tr>
<td>1.2531</td>
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</tbody>
</table>
Table 7.2: Summary of Benefit-Cost Analysis – Southern Illinois Multi-Modal Station

<table>
<thead>
<tr>
<th>Analysis Item</th>
<th>Outcome</th>
</tr>
</thead>
</table>
| Current Status/Baseline & Problem to be addressed | • Existing, aging Amtrak Station  
• Station and facilities need ADA upgrades  
• Current ridership exceeds capacity of station  
• Does not provide central location for multiple modes of transportation  
• No connectivity between transportation modes  
• Inefficient and unsafe transfers between transportation modes  
• Does not include office space for other transportation services or organizations  
• Does not enhance and encourage revitalization and economic growth of Downtown |
| Change to Baseline/Alternatives | • Construction of a new Southern Illinois Multi-Modal Station (SIMMS) to provide access for modes of transportation including: Amtrak, Greyhound, Commuter Busses, Transit Buses, Pedestrians, and Bicyclists  
• No-Build |
| Type of Impacts | • Revitalize Downtown Carbondale  
• Meet future Amtrak ridership demands  
• Create a true Multi-Modal facility  
• Create new jobs  
• Improve transportation connectivity  
• Expand transportation alternatives in Downtown Carbondale  
• Meet ADA design standards to provide transportation access to all users |
| Population Affected by Impacts | • Amtrak passengers (local, regional & national)  
• SIUC students, faculty, and staff  
• Tourists to Carbondale & Southern Illinois region  
• Business travelers  
• Disabled and economically disadvantaged populations  
• Residents of Carbondale, Jackson County, and Southern Illinois  
• Downtown businesses |
| Economic Benefit | Monetized value of:  
• Vehicle operations & maintenance  
• Reduced fuel consumption  
• Reduced emissions  
• Reduced travel time (due to congestion)  
• Reduced accident costs  
• Increases tourism |
| Summary of Results | Estimated dollar value of:  
• Time savings  
• Reduced pollution  
• Reduced fuel consumption  
• Reduced vehicle operations & maintenance  
• Reduced accident costs |
| B/C Ratio | The results of the BCA are:  
• No Discount: 3.56:1  
• 3% Discount: 2.19:1  
• 7% Discount: 1.25:1 |
8.0 Cost Share

The City of Carbondale has developed an independent financial plan for the SIMMS project. Due to the Illinois Budget Crisis and general economic climate in the State of Illinois, the City of Carbondale has been fiscally responsible and innovative in pooling its resources to commit the matching funds required for the project should the project be successfully funded by the TIGER IX program.

Figure 8.1: Southern Illinois Multi-Modal Station Project Funding

The total future costs for design and construction of the Southern Illinois Multi-Modal Station project is $18,300,000. The City of Carbondale has committed a 20% match ($3,660,000) to the project. The City is requesting $14,640,000 in TIGER IX grant funds to complete the financial package for the project, as shown in Figure 8.1. The future operation and maintenance costs of the facility will be fully funded by the City of Carbondale.
9.0 Federal Wage Rate Certification

Written certification is below that the City of Carbondale will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (federal wage requirements), as required by the FY 2017 Continuing Appropriations Act.

FEDERAL WAGE RATE CERTIFICATION

I, Gary Williams, City Manager of the City of Carbondale, Illinois, hereby certify that the City of Carbondale, Illinois, the sponsoring agency for the Southern Illinois Multi-Modal Station, will comply with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (Federal Wage Rate Requirements), as required by the American Recovery and Reinvestment Act or other federal regulations, if awarded TIGER Discretionary Grant funds for this project.

Gary Williams, City Manager
City of Carbondale, Illinois
10.1 Letters of Support & Supplemental Information

The need for a multimodal station in Downtown Carbondale has gained project support from numerous community organizations, businesses, and planning agencies as well as state and federal legislators. 43 letters of support have been received in support of improved local and regional transportation options, the creation of jobs, and the revitalization of downtown Carbondale. Support letters are included in Appendix B.

United States Congress

- Senator Dick Durbin, Assistant Democratic Leader
- Senator Tammy Duckworth
- Representative Mike Bost, 12th District Illinois
- Representative John Shimkus, 15th District Illinois

Illinois Senators and Representatives

- State Senator Paul Schimpf, 58th District
- State Senator Dale Fowler, 59th District
- State Representative Terri Bryant, 115th District
- State Representative Natalie Phelps-Finnie, 118th District
- State Representative Dave Severin, 117th District

Illinois State

- Randall S. Blankenhorn, Secretary, Illinois Department of Transportation
- Mark Peterson, Intersect Illinois
- Kim Watson, Senior Account Manager, Southern Region, Illinois Department of Commerce & Economic Opportunity
- Benjamin J. Brockschmidt, Vice President of Policy, Illinois Chamber of Commerce

Regional Transportation Partners

- William N. Feidt, Executive Vice President/Chief Financial Officer, Amtrak
- Stephen Abernathy, AICP, CTFA, Senior Manager, Intermodal Partnerships, Greyhound Lines

Local Governmental Agencies & Organizations

- John S. Rendleman, Jackson County Board Chairman
- Les O’Dell, Executive Director, Carbondale Chamber of Commerce
- Meghan Cole, Carbondale Main Street
- Diana Brawley-Sussman, Director, Carbondale Public Library
- Kathy Renfro, Executive Director, Carbondale Park District
Educational Establishments

- Brian Chapman, PhD, Southern Illinois University System President’s Office
- Kyle L. Harfst, PhD, Executive Director, Southern Illinois University Economic Development
- Dennis White, Director, Center for Business & Industry, John A. Logan College
- Stephen Murphy, Superintendent, Carbondale Community High School District 165

Regional & Local Planning Agencies

- Bill Jung, Southern Illinois Metropolitan Planning Organization
- Cary Minnis, Executive Director, Greater Egypt Regional Planning & Development Commission

Regional & Local Mass Transit Districts

- Bill Jung, Chief Executive Officer, Rides Mass Transit District
- Ted Gutierrez, Managing Director, Jackson County Mass Transit
- Sheila Niederhofer, Managing Director, South Central Illinois Mass Transit District
- Shawn Freeman, Executive Director, Shawnee Mass Transit District

Local Business & Industries

- Cinnamon Wheeles-Smith, Executive Director, Carbondale Tourism
- Rex Duncan, Executive Director, Champion Community Investments
- Woody Thorne, Vice President, Community Affairs, Southern Illinois Healthcare
- Kathy Lively, Southern Illinois Workforce Investment Board
- Greg Sprehe, President, Compac International
- Dr. Jane Cogie, Board Chair, Shawnee Group Sierra Club
- Chris Swims, Senior Pastor, Hopewell Missionary Baptist Church
- George Sheffer, President, Murdale True Value
- Jamie Perryman, President, Jackson-Union County Habitat for Humanity
- Elaine Ramseyer, General Manager, Longbranch Café & Bakery
- Francis Murphy, General Manager, Neighborhood Co-op Grocery
- Rev. Karen Knodt, Interim Pastor, First Christian Church
- Ann Stahlheber, Manager, Carbondale Farmer’s Market