Southern Illinois Multi-Modal Station (SIMMS)

July 2019

Location: Carbondale, Illinois

Project Type: Rural – Multi-Modal Transportation Center

Applicant: City of Carbondale

Type of Applicant: City Government

BUILD Funding Requested: $16,486,000

DUNS Number: 096712948

Website: multimodal.explorecarbondale.com

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WEBSITE INFORMATION

The entire application and appendices are available online at multimodal.explorecarbondale.com.
1.0 Project Description

The City of Carbondale, Illinois, respectfully submits this application for BUILD Discretionary Grant funding in the amount of $16,486,000 million for the construction of a new multimodal transportation center, hereinafter referred to as the Southern Illinois Multi-Modal Station (SIMMS). Completion of this project will address several challenges facing public transportation in southern Illinois which are to provide a more cohesive, safer, interconnected system that better connects rural residents to urban centers.

SIMMS is a rural project. The southern Illinois region and its residents face the same challenges that all rural areas experience; limited access to employment, healthcare, goods and services, educational, and recreational amenities. The southern 16 counties of Illinois are also part of the Mississippi Delta region which in spite of being a region rich in culture and history, unfortunately includes some of the poorest populations, lowest literacy rates, and worst health outcomes in the United States. Understanding the rural service area of SIMMS is important because it underlies the need and importance in providing opportunities to connect people to more urbanized centers where they can better access jobs, educational opportunities, healthcare, and other essential services.

The proposed SIMMS project addresses these challenges by replacing an aging, deteriorating, and functionally obsolete train/bus station in downtown Carbondale with a new station that will bring together multiple modes of transportation into one safe, efficient, and convenient location to serve all of southern Illinois. Collocating all users in a single location will move us toward a regional fixed route transit service which will enhance linkages between transit agencies, thus enabling passengers to travel more freely and efficiently within and through the region. Providing better access to public transportation for the surrounding rural counties will better connect users to regional services in Carbondale. Once in Carbondale, residents can utilize public transit to connect to other urban and major metropolitan areas and transportation hubs that include St. Louis, Missouri; Paducah, Kentucky; Cape Girardeau, Missouri; and Evansville, Indiana.
SIMMS will be the only true multimodal station in the southern Illinois region and will be a “game changer” for the efficiency and effectiveness of the transit system. Due to the educational, employment and medical services that are available within Carbondale, the SIMMS will be strategically positioned to make a real impact in serving the transportation needs of area residents as well as visitors to Carbondale and the southern Illinois region.

Southern Illinois residents use the local transit services out of necessity and the region is currently served by Saluki Express (now operated by RIDES; serving the SIUC campus and Carbondale), Jackson County Mass Transit District (JCMTD), Rides Mass Transit District (RMTD) Shawnee Mass Transit District (Shawnee MTD), and South Central Illinois Mass Transit District (SCT). Together, these transit systems serve 30 rural counties in southern and southeastern Illinois (see Figure 1.1).

Amtrak is a key project partner in the SIMMS project and as a result of their future occupancy, the building has been designed according to the Amtrak Station Programming and Planning Guidelines. Based on Amtrak ridership and train frequency, the SIMMS will be designed to the Category 2 - Medium Station Amtrak criteria. Architectural features calling attention to the Category 2 Station are outlined in the Amtrak Guide and accomplished with a taller building centerpiece tower and additional and smaller flanking towers on each end of the site. The South Tower will provide a shelter to the stairs in the open parking garage while also prominently displaying a large clock for traveler’s convenience. The north tower will have a drop-off canopy designating bus and transit service pick-up and waiting. The First Floor Plan consists primarily of the transportation related functions – namely, Amtrak, the local transit providers, various Ride-Share programs, as well as a Greyhound bus service office. The total gross square footage (GSF) this level is approximately 18,800 GSF.
The Second Floor Plan will consist of multi-use lease spaces and space has been delineated for a childcare facility. Transportation and childcare are often cited as the two biggest barriers to employment for residents in rural areas. To combat this problem, the City has collaborated with Man-Tra-Con (a southern Illinois regional workforce development agency) and the SIMMS transit partners to design a space that can provide a much needed service to the rural residents that will utilize the SIMMS project. In addition, the City has already consulted with the State of Illinois Department of Children and Family Services to ensure that a childcare facility is designed in accordance with State compliance standards (local match will be utilized for childcare buildout). Public use facilities as well as mechanical and support spaces are also included in the design. The upper level floor area is approximately 21,400 GSF.

The total gross square footage of the SIMMS will be approximately 40,200 GSF. A two-level parking garage on the south side of the complex will accommodate a total of 145 cars including accessible spaces with direct pedestrian connection to the facility. The main level of the garage houses ramp parking and the covered level will provide covered access from the Amtrak portion of the facility to the rail platform. The parking garage is approximately 39,930 GSF on each level.

There are many reasons why Carbondale is an important destination for local residents and visitors. A primary reason being that Carbondale is home to the main campus of the Southern Illinois University (SIU) system which is a comprehensive teaching and research institution with approximately 61 graduate programs and professional schools of Law, Medicine, and Engineering. SIU’s primary area of economic impact has been defined as the southern 23 counties of Illinois (see Figure 1.2). This area of influence was determined by a comprehensive study completed by SIU in 2011.

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![Figure 1.2 - Impact Areas (Southern Illinois University & Southern Illinois Healthcare)](image)
Additionally, Carbondale is home to Southern Illinois Healthcare (SIH) and SIH’s flagship hospital, Memorial Hospital of Carbondale (MHC), which 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. SIH defines their service area as a seven-county region that is within a roughly 50-mile radius of Carbondale (see Figure 1.2). However, it’s not unusual for residents within the larger transit footprint to travel to Carbondale frequently to access specialized medical services that are unavailable in these rural areas.

The SIMMS transit providers’ primary mission is to serve the citizens of the region’s local communities with an emphasis on service to the economically disadvantaged. However, significant impediments exist for residents and others using the service. A primary encumbrance is the lack of designated transit facilities that can provide a safe, sheltered, and informative place for riders to make connections with other providers and services. Currently, transfers occur in ad hoc locations such as on the roadside or in retail parking lots, often with designated spaces in peripheral areas of these establishments. These arrangements are very inconvenient and unsafe for the user. “We need a different approach” explained Bill Jung, Chief Executive Officer, of RIDES during a June, 2018 project partners meeting with the region’s transit providers and the City of Carbondale. “We have a diverse constituency and each group has their own challenges; this project would address several of the most critical barriers, including safety, convenience, and system connectivity. The increased visibility and awareness provided by a true multi-modal station will also provide very significant benefits to the system”. The SIMMS will provide a convenient and safe transfer location for the users of the local transit systems, Saluki Express, and Amtrak, enabling them to connect locally, regionally, and even nationally to the services they need. Additionally, the SIMMS will provide a “one stop” location for users to purchase passes for all of the transportation providers that service the facility.

Planning for SIMMS actually began in 2010 when the City of Carbondale purchased an adjacent blighted downtown property immediately north of the existing Amtrak Station, with the long-term vision being to expand the old station into a more modern facility. Following the purchase, the City demolished the property and has subsequently been maintaining it. In 2013, the City engaged the services of an architect and initiated conversations with Amtrak to begin the development of a conceptual plan for SIMMS. From 2013 to 2016, the City led and coordinated meetings with all prospective transit users in addition to the Illinois Department of Transportation, Greyhound, and other potential users. In 2016, following the completion of a conceptual plan, the City applied for TIGER VIII funding and subsequently applied for TIGER IX funding in 2017 and
BUILD funding in 2018. Throughout this process, the City has held numerous public meetings and presentations to describe the project and explain its regional benefit and impact. As a result of this outreach, the development of SIMMS was identified as a top strategic goal in the Downtown Master Plan adopted in April, 2016 and was also a key action item identified in the City Council’s goals outlined in Carbondale Vision 2020, adopted in April, 2017. The SIMMS project is also in the approved SIMPO Transportation Improvement Plan. The City was a finalist for TIGER IX funding in 2017 and as a result of being rated “highly recommended” in 2018, was also a finalist for the inaugural round of BUILD funding.

SIMMS will also be a key component of the commitment that the City of Carbondale has made to ensuring that the community is wheelchair accessible. In 1955, SIU established the first Rehabilitation Institute in the United States whose primary focus was to prepare people with disabilities to live independently. Since its creation, SIU has grown the program into a national leader in rehabilitation training and consistently ranks among the nation’s top 10 programs. The success of the Institute resulted in Carbondale establishing its own legacy as a community committed to being accessible to help residents travel freely throughout the city. Continuing this legacy, the City completed a $2 million sidewalk/streetscape project in the summer of 2017 which resulted in the reconstruction of public sidewalks from the edge of the proposed SIMMS project site to the SIU campus; making this section of the downtown corridor fully ADA compliant. The City of Carbondale followed this project by completing a $1 million Phase 2 project in 2018. The SIMMS project will close the accessibility gap that remains following Phase 2 and when complete will make the entire downtown corridor fully ADA compliant. All funding for these projects was provided by local revenue sources.

Additionally, in 2014, the City of Carbondale adopted a “complete streets” policy to further advance the City’s commitment to multi-modal transportation in the downtown corridor and the city as a whole. The City’s efforts to promote all transportation modes were recognized in 2017 by the League of American Bicyclists when Carbondale achieved designation as a “Bicycle Friendly Community”, the only City with this designation in the entire region. The SIMMS project will further advance multi-modal transportation by housing a bike sharing system, a first for the southern Illinois region, which will complement efforts by RIDES which is currently in the process of adding bike racks to all of their buses.

In 2017, a multi-use/bike path was constructed parallel to the Canadian National railroad from the SIU campus northward to IL 13. This pathway connects the SIU campus and student housing to the existing Amtrak station. The new SIMMS will improve access to this connection further enhancing the availability of multi-modal transportation opportunities in downtown Carbondale.

SIMMS will also include space for retail services such as a café and market to support travelers arriving and departing from the station and appealing to students, tourists, and other guests and residents of the Carbondale area. Collectively, all of the improvements that the City has initiated to date will be further complemented by the completion of the SIMMS project and will provide a more cohesive, safer, interconnected system that better connects rural residents to the services that they need.
2.0 Project Location

The Southern Illinois Multi-Modal Station (SIMMS) will be constructed in Carbondale, Illinois which is located in Jackson County, approximately 96 miles southeast of St. Louis, Missouri. This project will provide multi-modal connectivity with four public transit providers, Greyhound, and Amtrak serving a rural area consisting of 30 counties in southern Illinois. Located at the junction of Illinois Route 13 and US Route 51, Carbondale is also positioned near the 270,000 acre Shawnee National Forest and Crab Orchard National Wildlife Refuge (CONWR) both of which are major regional tourism attractions. Figure 2.1 depicts the project location map for SIMMS.

![Figure 2.1 – SIMMS Project Location Map](image)

Carbondale is located within the newly created Carbondale Urbanized Area (see Fig. 2.2) which was established following the 2010 U.S. Census. The Carbondale Urbanized Area is small (2010 population of 67,821), and unique in that it consists largely of four distinct communities (Carbondale, Marion, Herrin and Carterville) with rural areas in-between and surrounding these cities. The urbanized population of these four communities as of 2010 is: 25,702; 16,626; 12,174; and 5,322 respectively. The fact that no single community comes close to the urbanized threshold of 50,000 underscores the rural nature of this unique area.
The proposed SIMMS is located at the site of the existing Amtrak passenger station in downtown Carbondale. The existing station was built in 1981, just south of the original Illinois Central railroad passenger depot. The SIMMS will be the southern terminus of the Amtrak Illini and Saluki routes which provide daily service from Carbondale to Chicago. SIMMS will also be 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. In addition to train service, Amtrak offers thruway motor coach service between Carbondale and St. Louis, Missouri via Greyhound Bus service. Each transit service provides intercity bus service which connects passengers to Cape Girardeau, Missouri; Paducah, Kentucky; Evansville, Indiana; and Champaign-Urbana, Illinois in the central part of the state. In addition, transit service (RIDES, JCMTD, and Saluki Express) are also provided at the station.
3.0 Grant Funds, Sources & Uses of Project Funds

The total cost for the SIMMS project is estimated to be $20,608,000 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>
<thead>
<tr>
<th>Task</th>
<th>Non-Federal Cost</th>
<th>Non-Federal Cost %</th>
<th>BUILD Cost</th>
<th>BUILD Cost %</th>
<th>TOTAL Cost</th>
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<td>80%</td>
<td>$1,778,585</td>
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<td>Construction</td>
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<td>$14,563,150</td>
<td>80%</td>
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</tr>
<tr>
<td>Construction Testing &amp; Inspection</td>
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<td>20%</td>
<td>$44,207</td>
<td>80%</td>
<td>$55,259</td>
</tr>
<tr>
<td>Total Engineering, Property &amp; Construction Costs</td>
<td>$4,122,000</td>
<td>20%</td>
<td>$16,486,000</td>
<td>80%</td>
<td>$20,608,000</td>
</tr>
</tbody>
</table>

Table 3.1 – SIMMS Project Costs

The city of Carbondale has committed to fund 20% of the remaining costs ($4,122,000) and the remaining 80% ($16,486,000) would be funded with the federal BUILD 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 Appendix D.

4.0 Primary Selection Criteria

The SIMMS project will enhance access to employment, healthcare services, educational opportunities and transportation choices for residents of a rural 30-county region in southern Illinois. This access will result in a reduction of the unemployment rate, reduction of the poverty rate, and increases in health outcomes. Locally, downtown Carbondale, SIH, and SIU will benefit from improved accessibility and enhanced livability. Regionally, residents of southern Illinois, as well as tourists visiting the southern Illinois area, will benefit from improved connectivity and transportation choices. The success of the project can be established and measured by the following criteria.

4.1 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 safety features and benefits proposed for the design of SIMMS include the following:

- **Reduced exposure to auto crashes** on the existing roadway system. It is estimated that in the first year of completion, the SIMMS will reduce vehicle miles traveled by about 1,280,000 miles per year (details are in the Cost/Benefit Analysis). Based on data from the Illinois Department of Transportation, the average crash rate per Million Vehicle Miles Traveled (VMT) in Illinois is about 3.1. The SIMMS then would provide a crash reduction of about 4 crashes in the first year of operation alone. Over the span of the Benefit Cost Analysis (40 years), the SIMMS is estimated to reduce VMT by about 82.2M miles which, at current rates, would provide a crash reduction of about 255 crashes. In Illinois, about 20% of crashes result in injuries and about 0.3% of crashes result in a fatality, based on these rates, the SIMMS has potential to eliminate 51 injury crashes and 1 fatality.

- **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. From 2010 through 2018 there were 5 crashes in the downtown corridor involving pedestrians and 3 vehicular crashes at the existing Amtrak station and proposed SIMMS site. These resulted in two serious injuries, two moderate injuries and one minor injury. In addition, during the same time period there were 38 vehicular crashes involving transit vehicles at transfer locations located on private parking lots adjacent to pedestrian traffic; there were no injuries reported in these crashes. During the same time period, there were nine crashes involving cyclists, resulting in one serious injury, 7 moderate, and one minor injury. By relocating transfers points away from the roadway and from ad hoc locations such as shopping center parking lots, the SIMMS will reduce exposure to these types of crashes.

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

- **Protected indoor waiting areas** for rail patrons and transit users. During the same time period, 2010-2018, there were 56 criminal incidents involving theft, burglary, battery, and other crimes that occurred at the existing station. Aggregating services at SIMMS will increase the number of users in the facility and will also ensure that 24-hour staffing is available. In addition, the City of Carbondale has completed several phases of downtown surveillance camera installations over the past two years that now allow the Carbondale Police Department to monitor public activity at the Public Safety Center, located one-half mile from the proposed SIMMS site. SIMMS will be equipped with the same high-resolution HDTV cameras that the City has deployed throughout its downtown. The additional staffing and surveillance capabilities will provide a more secure facility that will help deter and reduce crime, thus enhancing safety for passengers.
Unobstructed visibility at the rail platform and the passenger concourse for increased security.

Provide accessibility and reduced tripping hazards within the multimodal center, parking garage, parking lot, and sidewalks surrounding the center in compliance with the Americans with Disability Act (ADA) standards and continuing the improvements completed by the City of Carbondale in 2017 and 2018.

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.

Pedestrian safety improvements to include 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, more secure development in downtown Carbondale.

4.2 State of Good Repair

SIMMS will be a newly constructed facility replacing the aging and functionally obsolete passenger rail station that opened in 1981; as such the existing passenger rail station needs to be replaced rather than brought into a state of good repair. The existing station has 44 short-term parking spaces and 42 long-term parking spaces. Although the station’s building seating capacity is 40 persons (riders), the parking spaces are occupied 91% of the time. The existing station is designed to serve 175 train passengers daily; however the current ridership is nearly 250 passengers daily, resulting in passengers often having to wait outside of the building. Additionally, the current design doesn’t account for the transit passengers that use the existing facility as a dropoff/pickup location, nor does it account for the five Greyhound buses pickup and drop off passengers in Carbondale each day. The existing station includes a ticket office, a Quik-Trak kiosk, bike boxes, an enclosed waiting area, and restrooms. The existing station’s layout does not support an efficient and accessible multimodal station since passengers arriving or departing via buses must do so outside the building and adjacent to South Illinois Avenue, often outside of the limited hours that staff currently staff the building.
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, SMTD, and JCMTD officials to coordinate maintenance and operational needs for all transportation service providers at the station. The City of Carbondale has a fully staffed Building Maintenance division that oversees all City properties and will add SIMMS to their facility management roster. The sustainability of operations of SIMMS will be provided by multiple revenue sources; an operational budget is outlined below in Table 4.1. The City has identified several users that will lease space within the facility including RIDES, JCMTD, and Greyhound. In addition, any space leased by private companies will also help offset operational costs by the City.

<table>
<thead>
<tr>
<th>Expenditures</th>
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<td>Facility Maintenance Worker</td>
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<td>Utilities</td>
<td>$57,500</td>
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<td>Maintenance Costs</td>
<td>$6,200</td>
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<td>TOTAL Expenditures</td>
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<table>
<thead>
<tr>
<th>Revenue</th>
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<tr>
<td>Lease Income - Transits</td>
<td>$20,315</td>
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<tr>
<td>Parking Revenue</td>
<td>$70,000</td>
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<tr>
<td>Other Lease Income</td>
<td>$27,440</td>
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<tr>
<td>TOTAL Revenue</td>
<td>$117,755</td>
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</table>

| Net Income            | $1,575 |

Table 4.1 – SIMMS Operational Costs

The conceptual design of SIMMS was done in accordance with the Amtrak *Station Programming Guidelines* and in consultation with their real estate development team in Washington, DC. The City of Carbondale is currently working with Amtrak to finalize a Memorandum of Understanding for the design and operation of the station.

4.3 Economic Competitiveness

Carbondale is the economic center of the southern Illinois region and as the home to SIU and the region’s largest healthcare organization, it’s vitally important that community leaders adopt transportation policy that appeals to younger workers and that also accommodates commuters and transit users who come from the surrounding rural areas for employment, medical services, and other needs. SIU employs approximately 6,200 employees and is the area’s largest employer. Southern Illinois Healthcare (SIH) employs over 3,800 employees regionally from their system headquarters in Carbondale and SIH’s flagship hospital, Memorial Hospital of Carbondale (MHC), employs 1,260. SIMMS will provide an important resource helping to attract and retain future knowledge workers which will make southern Illinois more appealing to employers and more economically competitive.
Economic competitiveness of a region 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. A robust transit service that has local and regional connections housed in a convenient and visible location will also make Carbondale and the region more attractive to potential SIU students, tourism and business.

A recent study by the Greater Egypt Regional Planning and Development Commission (GERPDC) focused on recommendations to improve the viability of the local transit system as a reliable means of commuting to and from work. A key recommendation of this study is the implementation of regional core service connecting key transit hubs in Carbondale, Marion and Mt Vernon. The SIMMS would provide the Carbondale connecting hub between the regional core service, local transit providers and major employers. As part of this targeted regional effort, the SIMMS would play a key role in meeting a crucial need of local residents for consistent and reliable public transportation for daily commuting to work.

The existing transit system is already serving a significant ridership inbound to and outbound from Carbondale. Table 4.2 shows the existing and projected trips that the system could provide to and from Carbondale from the surrounding rural areas.

<table>
<thead>
<tr>
<th></th>
<th>Saluki express annual trips provided</th>
<th>Projected trips from saluki express to rural areas</th>
<th>JCMTD trips in/out of Carbondale from rural areas</th>
<th>RIDES trips in/out of Carbondale from rural areas</th>
<th>SCT trips in/out of Carbondale from rural areas</th>
<th>Total trips in/out of Carbondale from rural areas</th>
<th>Cumulative increased transit ridership due to SIMMS</th>
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<tbody>
<tr>
<td>Current</td>
<td>480,000</td>
<td>86,400</td>
<td>38,965</td>
<td>37,900</td>
<td>2,991</td>
<td>845</td>
<td>167,101</td>
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<tr>
<td>1st Year</td>
<td>484,800</td>
<td>100,800</td>
<td>42,862</td>
<td>41,690</td>
<td>3,290</td>
<td>930</td>
<td>189,571</td>
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<td>2nd Year</td>
<td>489,648</td>
<td>116,352</td>
<td>47,148</td>
<td>45,859</td>
<td>3,619</td>
<td>1,022</td>
<td>214,000</td>
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<td>3rd Year</td>
<td>494,544</td>
<td>127,308</td>
<td>49,505</td>
<td>48,152</td>
<td>3,800</td>
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<td>4th Year</td>
<td>499,490</td>
<td>133,527</td>
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<td>48,633</td>
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<td>Totals</td>
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<td>564,387</td>
<td>228,479</td>
<td>222,234</td>
<td>17,538</td>
<td>4,955</td>
<td>1,037,594</td>
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</table>

Table 4.2 – Transit Passenger Trip Data
(Source: RIDES, JCMTD, SMTD, and SCT)

As shown in Table 4.2, after its fourth year of operation the SIMMS is expected to result in an increase of about 163,727 trips annually to and from the surrounding rural areas. Using the average passenger trip distance from the transit providers (5.8 miles), this would result in a reduction of 949,617 miles in passenger car traffic for the first four years. The resulting reduction in traffic and congestion will bring savings of fuel, travel times and emissions. These benefits contribute to the efficiency of the local economy and the attractiveness of the region for tourism and development. The annual benefits of this reduced passenger car mileage are discussed further in the Benefit Cost and Environmental sections of this submittal.

Additionally, in May of 2018, a major development in the region’s public transportation system was announced. Following a study of transit service sponsored by the Southern Illinois Metropolitan Planning Organization (SIMPO), Southern Illinois University has partnered with a public transit agency for the first time to provide the Saluki Express Service. With this change, Rides Mass Transit District now serves as the provider of the Saluki Express service. SIU students will now be able to seamlessly connect with bus service outside of Carbondale via RMTD existing routes. This service will be provided at no additional cost to students. An additional benefit to this
change is that the region will qualify for additional transit funding via the Small Transit Intensive Cities (STIC) program. This will be new funding for the area and will help to sustain an expanded and robust urban transit service. This change aligns perfectly with the consolidation and coordination benefits that will be provided to the local transit system by the SIMMS.

The SIMMS project benefits an economically distressed area. The Median Household Income and the 2017 Per Capita Income for Jackson County are lower than the Illinois averages; and, the 2018 Poverty Rate for Jackson County is the second highest in the State of Illinois and well above the national average.

The 2017 median household income in Jackson County of $36,008 is 62.45% percent of the United States median household income of $57,652. Additionally, the 2017 per capita income in Jackson County of $23,455 is 75.23% of the United States per capita income of $31,177. As of April 2019, The Bureau of Labor Statistics reports that Jackson County has an unemployment rate of 3.9% which is above the national average of 3.6%. However, this is very misleading since Jackson County has a labor participation rate of 56.5% which is well below the national rate of 63.0% according to US Census Bureau data. This low labor participation rate indicates that many unemployed persons are not actually in the labor force and are not being counted. Another finding by GERPDC in 2018 was that it’s estimated that nearly 17,000 people that should be working are actually absent from the workforce; this is only in the GERPDC 5-county footprint. Income disparities are further illustrated by the fact that Jackson County is a persistent poverty county. According to the US Census Bureau, 29.2% of Jackson County residents are below the poverty level. Working to reverse poverty has become a national priority and many new federal budgets require investments aimed at alleviating persistent poverty.

<table>
<thead>
<tr>
<th>2017 Statistic</th>
<th>Jackson County</th>
<th>U.S.</th>
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<tbody>
<tr>
<td>Median Household Income</td>
<td>$36,008</td>
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<tr>
<td>Per Capita Income</td>
<td>$23,455</td>
<td>$31,177</td>
</tr>
<tr>
<td>Poverty Rate</td>
<td>29.2%</td>
<td>12.3%</td>
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</tbody>
</table>

Table 4.3 – Income & Poverty Comparison
(Source: US Census Bureau)
The southern Illinois region contains 10 of the 15 Illinois counties with the highest poverty rate (see Table 4.4) and Jackson County is one of only three Counties in Illinois and one of 7 counties in the six state Chicago Region of the Economic Development Administration (Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin) that meets the definition of a persistent poverty county. The other two Illinois counties with persistent poverty (Alexander, Pulaski) are included in the service area of SIMMS. As the American Public Transportation Association reports (2017), rural households spend 7% more of their household budgets on transportation than their urban counterparts. This is due primarily to increased travel expenditures for gas, and vehicle maintenance. The increase in ridership due to SIMMS will help lower travel expenditures and allow rural residents to retain more of their income, which will help to alleviate poverty in all three (3) Illinois Persistent Poverty counties.

Table 4.4 - Highest Poverty Rate Counties in Illinois
(Source: USDA Economic Research Service)

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 to permanent and part-time jobs, the development of SIMMS will create approximately 100 high-paying, temporary construction jobs.

• 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.

• The project will facilitate access to the southern Illinois region’s recreational and entertainment facilities including SIU, Giant City State Park, Shawnee National Forest, CONWR, the Shawnee Hills Wine Trail, and many other tourist venues that will bring additional visitors to the region and will promote economic development.

4.4 Environmental Sustainability

Rail is already among the cleanest and most energy efficient of the passenger transportation modes and the SIMMS 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 SIU, 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. As stated in Section 4.1, SIMMS will reduce vehicle miles traveled by about 1,280,000 miles in its first year. Using the current average fuel economy of U.S. passenger cars (22 mpg), SIMMS would result in the savings of about 59,000 gallons of fuel. Over the span of the Benefit Cost Analysis (40 years) the SIMMS is estimated to reduce VMT by about 82.2M miles which would result in a fuel savings of 3.7 million gallons. Additionally, the reduced VMT will result in a reduction of vehicle emissions (details are included in the Benefit Cost Analysis). Over the span of the BOC analysis, the SIMMS will result in a reduction of 19 tons of volatile organic compounds, 23 tons of Nitrous Oxide, 1 ton of particulate matter and 1 ton of Sulphur Dioxide.

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, the fact that such benefits will ultimately be realized should be considered.

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

- 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.

- The project will result in improved stormwater management which will reduce the net runoff of rain water.

- 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.

4.5 Quality of Life

SIMMS will greatly enhance the quality of life in the City of Carbondale, Jackson County, and the greater southern Illinois region. The multimodal center will serve as the regional hub to connect buses, taxis, mass transit services, bicycles, pedestrians, personal automobiles, 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 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. Increased efficiencies in the transit network will incentivize ridership, thus reducing transportation costs for citizens.

- **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, CONWR, Little Grand Canyon, Garden of the Gods, and Trail of Tears State Park. The Hilton Home2 Suites now open in downtown Carbondale, directly across from the multimodal center provides 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 less than one (1) mile from SIUC. Both SIMMS and SIUC 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 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. South Central Mass Transit offers daily routes to the St. Louis Metrolink which provides regional commuter rail service to stops throughout St. Louis as well as to St. Louis Lambert International Airport. 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 conference.

• **Patrons of the arts, sporting events, etc.** – Patrons 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 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.

• **Parents** – A major obstacle to employment for many rural residents is the unavailability of convenient childcare. SIMMS incorporates a childcare facility that will enable residents to travel with their children to Carbondale where they can be assured that they are safely taken care of while working. This amenity will open doors to new job opportunities and to career advancement to many people that currently limited due to an absence of affordable and
4.6 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, SIU, 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

Innovative Financing – The City of Carbondale created a tax increment financing (TIF) district in 2012 that encompasses the entire downtown area, including the site of the SIMMS project. The TIF was created to provide an additional revenue source to help fund downtown improvements. Several new downtown projects, including a new hotel directly across from the SIMMS site, have increased the total equalized assessed valuation of the property within the TIF, which is producing new revenue that the City must expend within the boundary of the TIF. Expenses for public projects, like SIMMS, are qualified expenditures and the City expects to utilize some new TIF revenue to subsidize the local match requirement.

Innovative Technologies – As previously stated in Section 4.1 the City will deploy state of the art surveillance monitoring at this facility.

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.

Operation During Construction – Construction plans for SIMMS have been developed to allow continuous and seamless operation of Amtrak, Greyhound, and transit 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.

4.7 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 SIMMS project brings together a diverse group of project partners for the successful development, construction, and operation of the station.

The recently completed study of the local transit system was a collaborative effort by SIMPO, RMTD, JCMTD and the Saluki Express systems. A primary recommendation of the study was that all ridership data for the providers be captured and reported to the National Transit Database (NTD) so that the urban area could receive additional funding through the Small Transit Intensive Cities (STIC) funding program. This change has been fully implemented with RMTD now providing the Saluki Express service and by meeting specific federal performance measures the transit providers have already qualified for substantial additional funding. This collaborative effort will be enhanced even further with construction of the SIMMS making coordination of the systems a seamless experience for transit users.
Project Partners Include:

**City of Carbondale, Illinois**
- BUILD Grant Applicant
- Previously expended $165,680 for design and property acquisition for the project
- Committed $4,122,000 of design & construction (20% match)

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

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

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

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

**South Central Illinois Mass Transit District**
- Project Partner
- Provides safe, reliable & cost-effective public transportation to six rural southern Illinois counties (Marion, Jefferson, Clinton, Franklin, Perry, and Washington)
- Committed to enhancing economic development & quality of life through affordable and accessible transportation
**Shawnee Mass Transit District**
- Project Partner
- Services the 5 southern-most, rural 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 and southern Illinois region.

**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.

### 4.8 Non-Federal Revenue for Transportation Infrastructure Investment

The City of Carbondale has committed to fund 20% of the remaining costs ($4,122,000) and the remaining 80% ($16,486,000) would be funded with the federal BUILD grant. A resolution by the City of Carbondale committing the city’s cost share is included in Appendix D.
5.0 Project Readiness and 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 project team completed all design to date in collaboration with the Amtrak Real Estate Development Office in Washington, DC who reviewed the current design in November 2018. The details of the design are summarized below:

I. Preliminary Station Design Criteria: The Amtrak Station Program and Planning Guidelines were 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 exception has been submitted to FRA to construct station platform at 8” ATR versus ADA height of 42” due to freight traffic on host rail line.
- 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 axis, 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 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 District 9, IDOT Transit – Chicago, Area Transit Organizations, Greyhound, SIU 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 First or “Main” Floor Plan consists primarily of the transportation related functions – namely, Amtrak, various Ride-Share programs as well as a Greyhound bus service office. Ancillary services are also included such as circulation spaces with waiting areas, public use facilities, a café area as well as mechanical and support spaces. The total gross square footage (GSF) this level is approximately 18,800 GSF. Following is a preliminary breakdown of programmed spaces by square feet (SF) without accounting for wall thicknesses, mechanical chases, etc.:

  o Amtrak 6020 SF
  o Ride-Share Services 2475 SF
  o Greyhound 485 SF
  o Café 1250 SF
  o Public Circulation 5850 SF
  o Public Toilets 630 SF
  o Mechanical 780 SF

  **Preliminary First Floor Total:** 17,490 SF

- The Second Floor Plan consists of Multi-Use spaces, a childcare space, and necessary vertical and horizontal circulation with open gallery areas that overlook the main concourse. Public use facilities as well as mechanical and support spaces are also included. Noting that the wing extends over the bus drop-off/boarding area, the upper level floor area expands to approximately 21,400 GSF. The following is a preliminary breakdown of areas:
Multi-Purpose/Childcare 8150 SF
Lease 3400 SF
Public Circulation/Gallery 8270 SF
Public Toilets 480 SF
Mechanical 870 SF

Preliminary Second Floor Total: 21,170 SF

- The SIMMS facility total program accommodates a gross square footage of approximately 40,200 GSF.
- The two-level Parking Garage on the south side of the complex accommodates a total of 145 cars including accessible spaces with direct pedestrian connection to the SIMMS facility. The main level of the garage houses ramp parking and is a covered esplanade for arrivals and departure pick-up/drop-off including ride-share transit parking, bicycle rental or repair as well as other business services. This is handled in a ‘strip-mall’ fashion as a mixed use flexible space. The covered level also provides covered access from the Amtrak portion of the facility to the rail platform. The second level of the garage is parking with vertical circulation on each end and direct pedestrian elevator or stair access to the SIMMS facility. The Parking Garage is approximately 39,930 GSF each level.
- Additional staff and service parking is available to the east accommodating approximately 18 parking, accessible parking or drop-off spaces.
- A trellis covered terrace area is provided at the northwest corner adjacent to the intersection of Route 13 East and South Illinois Avenue. This is a prominent intersection that provides a pedestrian link to adjacent businesses and the Carbondale City Hall.
- Feature towers are provided with a main entrance centerpiece tower as suggested by the Amtrak design guide. Additional smaller towers are provided on each end in a tripartite fashion to accommodate protection to the south parking garage stair and to accommodate the traveler’s northwest visual connection to the busy State Route 13 and the nearby City Hall.

The City has already secured, or has negotiated the sale of land, all of the property needed for this project which includes 3 parcels. All property acquisition has been done in accordance with CFR part 24 and CFR part 710.

5.1 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 BUILD Grant 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 5.1 below.
5.2 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 and no significant environmental issues were identified (the complete PESA is available on the project website). A final Environmental Site Assessment (ESA) of the project site will begin shortly after the award of the BUILD grant. Due to the previously disturbed nature of the project site no environmental permits are anticipated.

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. No negative comments were received. The project will require approval/coordination 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.

The City of Carbondale has worked closely with the Illinois Department of Transportation (IDOT) to coordinate entrances and traffic flows at SIMMS and have tentatively approved the site design.

5.3 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; each was previously under contract and prices have been negotiated with contracts ready for execution immediately following the award of funding.

6.0 Benefit-Cost Analysis

SIMMS requires a significant capital investment; however, the benefits of the investment are significant as well. In conformance with the BUILD Discretionary Grant application, a benefit-cost (B/C) analysis (BCA) has been prepared for this project. The resulting B/C ratio is 1.13 (discounted 7%). A summary of the benefits and costs 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 1.99. 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 spreadsheet and supporting information.

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 BUILD BCA guidelines, previous costs already expended by the City for the project have not been included.

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Table 6.1: Summary of Benefit-Cost Analysis (dollars) – SIMMS
<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, Transit Buses, Commuter Busses, Greyhound, 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 Rural 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: 3.27:1  
• 3% Discount: 1.99:1  
• 7% Discount: 1.13:1 |

Table 6.2: Summary of Benefit-Cost Analysis (explanations) – SIMMS
7.0 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 2018 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 BUILD Discretionary Grant funds for this project.

Gary Williams
City Manager
City of Carbondale, Illinois
8.0 Letters of Support

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. 26 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 Richard J. Durbin, Assistant Democratic Leader (mailed directly to USDOT)
• Senator Tammy Duckworth
• Representative Mike Bost, 12th District Illinois

State of Illinois Senators and Representatives

• State Representative Terri Bryant, 115th District
• State Senator Dale Fowler, 59th District
• State Representative Patrick Windhorst, 118th District
• State Representative Dave Severin, 117th District (mailed directly to USDOT)

Illinois State Government

• Illinois Department of Transportation - Randall S. Blankenhorn, Secretary (mailed directly to USDOT)

Regional Transportation Partners

• Greyhound Lines - John D. Baranowski, Senior Director (mailed directly to USDOT)
• Amtrak - Bryson S. Comati, Vice President Corporate Planning

Local Governmental Agencies & Organizations

• Carbondale Chamber of Commerce - Jennifer Olson, President & CEO
• Carbondale Main Street - Meghan Cole, Executive Director
• Jackson County Health Department – Bart Hagston, Interim Administrator
• Carbondale Park District - Kathy Renfro, Executive Director

Educational Establishments

• Southern Illinois University - John M. Dunn, Chancellor
• Carbondale Community High School District 165 - Stephen Murphy, Superintendent
Regional & Local Planning Agencies

- Greater Egypt Regional Planning & Development Commission - Cary Minnis, Executive Director

Regional & Local Mass Transit Districts

- Rides Mass Transit District - Bill Jung, Chief Executive Officer
- South Central Illinois Mass Transit District - Sara Nollman-Hodge, Managing Director
- Shawnee Mass Transit District - Mike Pietrowski, Executive Director

Local Business & Industries

- Laborers’ International Union of North America Local 773 -- Jerry Womick, Interim Business Manager
- Bank Of Carbondale - Darren Berger, Business Development Specialist
- Bantara Bank - Shane Carsrud, Assistant Market Executive
- Good Samaritan Ministries - Patricia A. Mullen, Executive Director
- LongBranch Café - Elaine Ramseyer, General Manager
- The Women’s Center, Inc. - Cathy McClanahan, Executive Director