

ROCKFORD AMTRAK STATION

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

FY 2010 APPROPRIATIONS ACT

GRANTS FOR TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY

TIGERII DISCRETIONARY GRANT PROGRAM APPLICATION

ILLINOIS DEPARTMENT OF TRANSPORTATION

CITY OF ROCKFORD, ILLINOIS



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Exhibit

A	Benefit-Cost Analysis
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Appendix

I	Summary of Differences between TIGER Grant Application and TIGER II Grant Application
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1.0 TIGER II APPLICATION OVERVIEW

1.1 Grant Applicant Information

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1.2 DUNS Number

133600754

1.3 Project Type

Rail – Primary
Transit – Secondary

1.4 Project Location

The Rockford Multimodal Station is proposed to be located in Downtown Rockford, City of Rockford, Illinois. The Station will be located along Illinois Route 2, north of Kent Street.

1.5 Benefit-To-Cost Ratio

18.7:1

1.6 Project Website

www.rmapil.org

1.7 TIGER II Funds Requested

IDOT respectfully requests \$10,000,000 through the TIGER II Discretionary Grant Program. Attainment of this request will complete the project's financial package totaling \$13,019,695.



2.0 PROJECT DESCRIPTION

The City of Rockford is located in northwestern Illinois, approximately 90 miles from downtown Chicago via Interstate 90. Rockford is also connected to Chicago by rail, however, Amtrak passenger service between Rockford and Chicago ended nearly 30 years ago. During the past decade, various organizations, local governmental agencies, and residents have joined together to explore the feasibility of extending commuter rail service from Chicago to Rockford. As a result, the Illinois Department of Transportation has partnered with the City of Rockford to construct a multimodal passenger station to integrate the residents of the Rockford metropolitan area with bus, rail, and vehicular transportation while providing a new alternative transportation mode for travel to Chicago and ultimately to Dubuque, Iowa.



In conjunction with the Rockford Multimodal Station project, the City of Rockford will eliminate the rail-rail grade crossing (“diamond”) between the Illinois Railway (IR) and the Canadian National Railroad (CN). The rail crossing will be replaced with a more efficient switching system to accommodate the transfer of rail traffic between the IR and CN tracks. This project is being done in accordance with the *Rail Consolidation Plan* and in conjunction with the other projects in the Plan needed to permanently relocate rail traffic from the IR line to the CN line.

2.1 Project Location

The Rockford Multimodal Station is located in Downtown Rockford. The station will be located approximately 0.1 mile north of the intersection of Illinois Route 2 and Kent Street. The station will be located within the Rockford Mass Transit District bus service area. Existing bus routes will be modified to include stops at the Rockford Multimodal Station.

The station will be located within walking distance of the Tinker Swiss Cottage Museum and Gardens and located along the bus transit routes to connect to the Rockford Business College, Northern Illinois Minority Company, and the Rockford Public Library as well as restaurants, banks, dentists’ offices, and doctors’ offices.

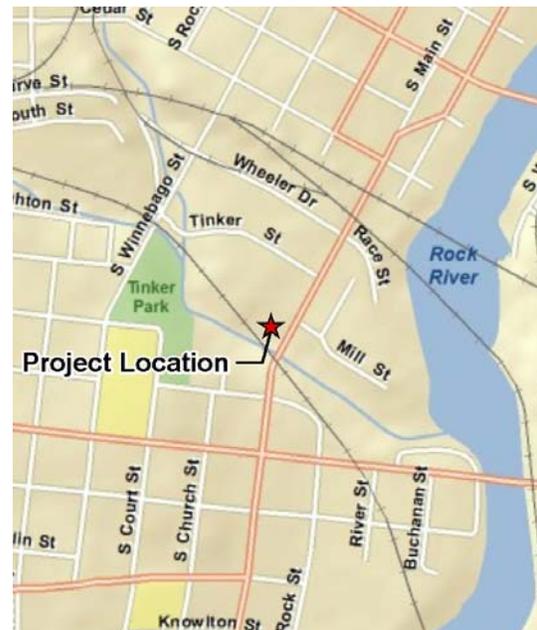
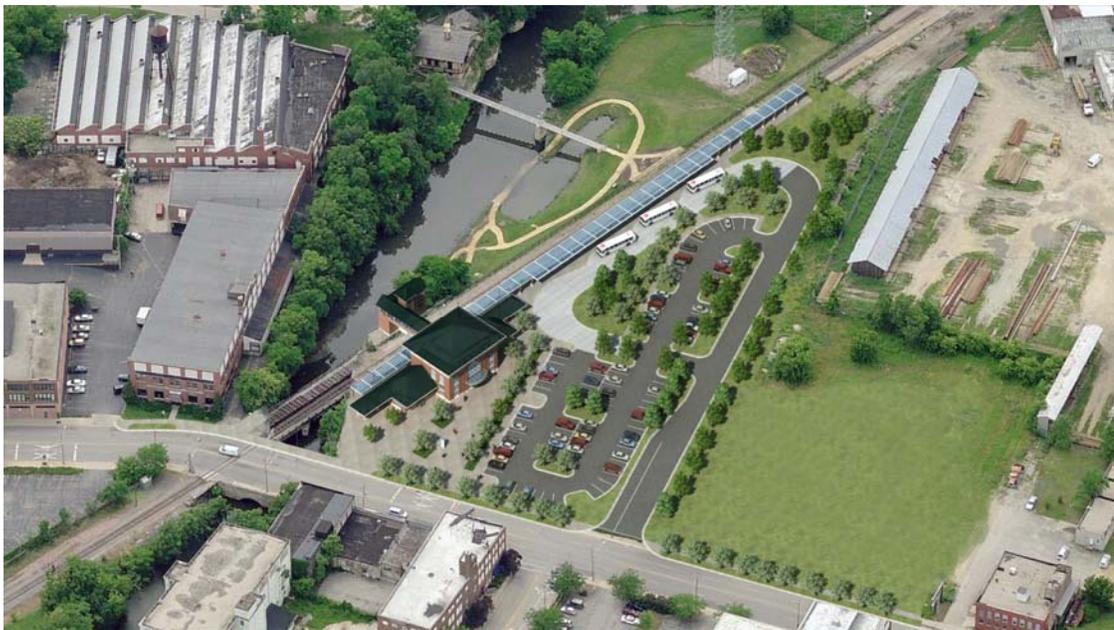


Figure 2.1
Project Location Map

The Rockford Multimodal Station is located north of U.S. Route 20 by 3.2 miles, south of U.S. Business Route 20 by 0.5 mile, and north of the Greater Rockford Airport by 4.5 miles, making interconnectivity with air and vehicular travel, including buses and taxis as well as private passenger cars convenient.

The Rockford Multimodal Station is located approximately 90 miles from downtown Chicago and 60 miles from Chicago O'Hare Airport. The travel time along Interstate 90 (I-90) between Rockford and Chicago typically is 1.75 hours, without traffic. During peak periods of traffic, this time is increased substantially.

The diamond elimination project is located at the convergence of the IR and the CN railroads. The diamond is located approximately 2,000 feet south of the Morgan Street bridge, immediately east of the intersection of Catherine Street and Barnes Street.



2.2 History

Table 2.2.1 Rockford Multimodal Station Project History	
1974 – 1981	Blackhawk passenger train service between Chicago, IL and Dubuque, IA
1999	New Comprehensive Plan that includes passenger rail approved by Boone County & City of Belvidere
2001	Rockford region begins working on passenger rail service
2002	\$200,000 earmark of transit dollars provided to fund a commuter rail feasibility study
2002	Northern Illinois Commuter Rail Initiative (NICRI) created
2004	NICRI releases final report on commuter rail feasibility
2004	FTA New Starts process for passenger rail service begins
2005	35 local governments, chambers of commerce & economic development agencies support development of commuter rail in northern Illinois
2006	NICRI changed to Northern Illinois Commuter Transportation Initiative (NICTI)
2006	Formal Public Involvement Plan created
2007	<i>Amtrak Feasibility Study</i> for intercity passenger rail service between Chicago, IL and Dubuque, IA released
2008	Locally Preferred Alternative (LPA) selected for rail line included a station in Downtown Rockford
2008	Rockford MPO (RMAP) amends Long Range Transportation Plan to include LPA for rail service
2009	Northern Illinois officials, IDOT & Amtrak meet to compare engineering cost estimates for NICTI & Amtrak passenger rail projects
2009	Northwest Illinois Blackhawk Express news conference to restore rail to the Rockford area & kick-off petition signing drive
2009	RMAP sends letter to Governor Quinn detailing importance of passenger rail as cornerstone of Comprehensive Economic Development Strategy for Rockford region
2009	TIGER grant application submitted
2010	\$60 million in Illinois Jobs Now! Funding for Chicago to Dubuque service announced
2010	6 MPO open houses for Long Range Transportation Plan held & 85% of attendees came in support of passenger rail
2010	Rockford Multimodal Station & Blackhawk line deemed top regional priority for transportation investment
2010	TIGER II grant application prepared jointly by IDOT & the City of Rockford for the Rockford Multimodal Station

2.3 Status of Existing Facility

The site for the Rockford Multimodal Station is currently an abandoned industrial site in Legacy Yards. The 5.5 acre site contains the original Illinois Central Railroad (ICRR) passenger station and a warehouse. The old ICRR station was built in the 1950s and was utilized as a station until passenger train service in Rockford ended in 1981. Since that time, the ICRR station has been abandoned.



The warehouse located on the site is also an abandoned and blighted structure. The warehouse is a remnant of the peak of the industrial and manufacturing activities in Rockford. The building has been abandoned for several decades and is in a state of disrepair.

The IR tracks intersect with the CN tracks at the existing diamond near the intersection of Catherine Street and Barnes Street. The diamond structure creates safety issues and slows train speeds.

2.4 Connections with Existing Transportation Infrastructure

The lack of efficient modal connectivity between transit systems in the vicinity of employment centers in the Rockford region and with employment centers in the Chicago metropolitan area causes lengthy travel times for commuters on I-90. The majority of travelers do not transfer to Metra, CTA rail, or Pace buses at existing transit stations. Direct transit connection between the Rockford region could elevate the attractiveness of transit to long-distance commuters and travelers, reduce travel times, and provide effective alternatives to automobile travel, particularly during the many periods of high congestion near Chicago and the Chicago suburbs.

- Interstate 90 & Roadway Network – I-90 is the primary roadway corridor between the Metropolitan Rockford Area, the western Chicago suburbs, and Downtown Chicago. Traffic congestion and travel times continue to increase throughout the Chicago and north central Illinois region. Chicago is ranked third in the nation for lengthy commute time and is ranked fourth highest in congestion levels with 72% of its freeway and lane miles congested during the peak-periods. The average Chicago commuter experiences 50.1 hours of additional travel time annually compared to the national average due to the congestion. Average commute time for travelers using the I-90 in the vicinity of the Rockford region is increasing which will ultimately result in a lengthening of travel time.
- Rockford International Airport – Located less than 5 miles from the location of the Rockford Multimodal Station, the Rockford International Airport (RFD) is

an international airport which is currently ranked as a Top 20 U.S. cargo airport. Currently, Allegiant Air, Apple Vacations, and Direct Air offer flights to the following locations and during peak season, up to 31 flights depart from RFD weekly:

- Orlando/Sanford, FL
- Las Vegas, NV
- Clearwater/St. Pete (Tampa Bay Area), FL
- Phoenix/Mesa, AZ
- Cancun, Mexico
- Ft. Myers/Punta Gorda, FL

RFD is a United State Customs Port of Entry, home to 30 industrial tenants, and the Authority is grantee for Foreign Trade Zone #176. The diverse activities at RFD cause it to have a greater economic impact on the region it serves than any other commercial service airport in the State of Illinois, outside of Chicago.

- Shuttle Service – Currently, transit service between Rockford and Chicago along I-90 is limited to a privately owned shuttle service. Travel time is lengthy, infrequent, and does not efficiently accommodate the diverse travel needs of travelers from the Rockford metropolitan area.
- Rail Service – The IR rail service will be connected to the CN rail service by a new switching system near the intersection of Catherine Street and Barnes Street. The existing diamond will be removed and replaced to improve the safety and operation of the rail intersection.

2.5 Proposed Improvements

The Rockford Multimodal Station will be constructed to serve as a functional passenger station for the soon to be restored Amtrak passenger train service from Chicago to Rockford and ultimately to Dubuque, Iowa. The station will connect pedestrians, bicycles, taxis, passenger vehicles, intercity buses, charter buses, and airport shuttles. The Rockford Multimodal Station will be the catalyst of the redevelopment of the Downtown and South Rockford and will create a transit-oriented development (TOD) with a mixed land use of residential and commercial developments.

The Rockford Multimodal Station will redevelop the tract of land along South Main Street (Illinois Route 2) in Downtown Rockford. The abandoned ICRR train station and warehouse will be demolished and the site prepared for redevelopment.



Existing utilities will be extended to serve the new station. Site grading and preparation activities will be performed to transform the site from an abandoned industrial area to the planned multimodal station site. The Rockford Multimodal Station will have on-site parking to accommodate riders' cars for short-term and long-term trips. The parking lot will be fenced and ample lighting provided to result in a secure place for personal vehicles to be left. All pedestrian facilities will meet the current Americans with Disabilities Act (ADA) guidelines. The station will provide a bus-drop off lane to connect rail passengers with buses and shuttles for inter-city travel.

The Rockford Multimodal Station will provide passengers an indoor waiting area, Amtrak ticketing, information kiosks, and retail space. The station will provide secure, indoor parking for bicycles. The Rockford Multimodal Station will be designed and constructed to inspire future development in Downtown Rockford. The station will be a modern facility to meet the needs of passengers while evoking the Great Railroad Era of the early 20th Century.

As the initial project in the Rail Consolidation Plan, the existing diamond between the IR and the CN rail lines will be removed. The diamond will be replaced with a new switching system. This will provide increased rail safety and decreased maintenance for the railroad companies. This will improve the safety and velocity of all movements of train traffic between the two lines.

3.0 PROJECT PARTNERSHIPS

The Rockford Multimodal Station project is a key component of the Chicago – Rockford – Galena – Dubuque Amtrak Service Expansion. These projects have brought together federal, state, and local government leaders as well as the general public. New grass root organizations have been developed to bring Amtrak service the greater Rockford metropolitan area and to construct the Rockford Multimodal Station. Those organizations partnering with IDOT and the City of Rockford include:

- United States Government – President Barack Obama signed the Federal Economic Stimulus package that included the largest ever funding amount for passenger rail in U.S. history.
- State of Illinois – The State of Illinois has partnered through over \$60 million in funding for the Chicago – Rockford – Galena – Dubuque Amtrak Service Extension and \$1,193,500 for the Rockford Multimodal Station.
- Amtrak – IDOT and the City of Rockford have worked closely with Amtrak officials who have eagerly participated in the planning and design of the Amtrak service expansion and the design of the multimodal station.

- City of Rockford – The City of Rockford has been an active partner in securing the overall Amtrak service extension from Chicago to Dubuque as well as for the development of the Rockford Multimodal Station.
- Tri-State Alliance –Tri-State Alliance is a working group of economic development leaders from the states of Illinois, Iowa, and Wisconsin working together to address the issues that affect commerce so that the quality of life is improved in the region of Northern Illinois, Northeast Iowa, and Southwestern Wisconsin. The group works together to build a common plan for needed priorities such as roadways, passenger and commuter rail service, broadband, and rivers. The restoration of the “Blackhawk” line from Chicago to Rockford to Dubuque is one of the projects the Tri-State Alliance is currently pursuing.
- Rockford Metropolitan Agency for Planning – The Rockford Metropolitan Agency for Planning (RMAP) has been working to identify transportation problems and solutions and to monitor the status of the transportation network within the Rockford metropolitan area. RMAP has developed several long-range transportation plans which identify the needs of the overall transportation system. One of these transportation needs is passenger rail service between Chicago and Rockford as well the site for the station.
- Rockford Mass Transit District – The Rockford Mass Transit District (RMTD) has provided safe, efficient, affordable, dependable, and accessible transportation to the citizens of the Rockford metropolitan area. RMTD will work with the City to modify bus routes and add stops at the Rockford Multimodal Station to provide inter-city transit bus service to the riders of Amtrak.
- Northern Illinois Commuter Transportation Initiative (NICTI) – An advocacy group formed from the county and municipal governments and related agencies of the North Central Region that has the improvement of the transportation of people between Rockford/Belvidere Region and the Chicagoland Region as its sole objective. NICTI is a subcommittee of the RMAP.
- Northwest Illinois Blackhawk Express – A citizen and business advocacy group representing northwest Illinois in promoting the creation of Amtrak rail service between Chicago and Dubuque. The group started a petition drive that collected over 14,000 signatures in support of the expansion of the rail service.
- Local Stakeholders – The Rockford Multimodal Station has received strong endorsements for this project from community pillars including neighboring units of local government, regional businesses, economic development

organizations, and other similar organizations. A petition drive for the return of the Blackhawk line resulted in over 14,000 signatures.

- Illinois Railway & Canadian National – The IR and the CN railroad companies have worked closely with the City of Rockford, IDOT, and the Illinois Commerce Commission for the permanent consolidation of train traffic on the CN lines in Downtown Rockford since 2003. Consolidation of the rail lines within the Downtown Rockford area will allow for the demolition and reconstruction of the Morgan Avenue bridge, improve safety for the motorists by eliminating four at-grade crossings, and allow for the construction of the City’s trailways.

4.0 PROJECT FUNDING

IDOT, the City of Rockford, and their partners have developed an innovative financial plan for the Rockford Multimodal Station. The plan incorporates local, state, and federal funding that has already been secured and calls for additional TIGER II Discretionary Grant funding to complete the financing package. The design of the project can begin immediately after the TIGER II Discretionary Grant funding has been received and the construction of the project completed within two years of the receipt of funding.

IDOT and the City of Rockford respectfully request \$10,000,000 – which is 23.2% of the total project costs and exceeds the minimum 20% match required – in TIGER II Discretionary Grant funding to complete the Rockford Multimodal Station financial plan which is detailed in Table 4.1 in 2010 dollars:

Table 4.1
Rockford Multimodal Station Financial Plan

Project Expenditures		
RR Diamond Elimination Project	\$1,718,695	
Demolition	\$650,000	
Site Grading	\$242,000	
Pavement	\$563,700	
Site Amenities	\$50,000	
Utilities	\$600,000	
Exterior Light Standards	\$96,000	
Landscaping	\$104,500	
Platform	\$162,000	
Canopy	\$275,000	
Bus Enclosures	\$100,000	
Signage, Kiosks & TVM	\$185,000	
Fencing	\$82,063	
Building	\$3,179,750	
Pedestrian Crossing	\$1,250,000	
Contingency	\$1,357,551	
Contractor OH&P	\$1,245,930	
Permits	\$177,990	
A/E Fees	\$889,950	
Art Contingency	\$89,566	
Total Project Expenditures	\$13,019,695	
Project Funding Sources		
Federal – TIGER II Grant	\$10,000,000	(77% of Total Cost)
State of Illinois – Matching Funds	\$1,193,500	(9% of Total Cost)
City of Rockford – Local Funds (Diamond)	\$1,718,695	(13% of Total Cost)
City of Rockford – STP Urban Funds	\$107,500	(1% of Total Cost)
Total Project Revenues	\$13,019,695	

The above outlined financial plan is an example of exemplary partnership, intergovernmental cooperation, and coordination. Without participation from the federal government and the State of Illinois, this project would not be possible. The final element of the funding plan can be achieved with a \$10 million TIGER II Discretionary Grant. Without the TIGER II grant, IDOT and the City of Rockford will not be able to move forward on this critically important multimodal passenger station in Downtown Rockford.

5.0 PRIMARY SELECTION CRITERIA

5.1 Long Term Outcomes

5.1.1 State of Good Repair

The Rockford Multimodal Station will be a newly constructed facility. It is not an existing station that needs to be brought to a state of good repair. However, long-term operations and maintenance of the facility have been carefully thought through and will be diligently managed by the City of Rockford.

The City of Rockford will work closely with Amtrak and RMTD officials to coordinate maintenance and operational needs of the station, both inside and outside. The City will take sole responsibility for the maintenance and operations of the Rockford Multimodal Station, the parking lot, and all appurtenances. The design of the Rockford Multimodal Station will be done so that the station will be able to be Leadership in Energy and Environmental Design (LEED) certified. Water and energy efficiency is of key importance and will minimize operating costs by approximately 25% as compared to a traditionally designed station. As more detailed construction plans for the facility are developed, the City will work with the design team to develop operational and maintenance costs for the facility and include in the City's yearly operating budget.

The elimination of the diamond at the intersection of the IR and CN rail lines will improve the safety of both rail lines. The proposed operational change will result in safer rail lines that require less maintenance by the railroad companies.

5.1.2 Economic Competitiveness

Rockford is home to over 150,000 people and is the fourth largest city in Illinois. The three county area of Winnebago, Boone, and Ogle are the gateway to the recreational treasures of Southern Wisconsin and Northwestern Illinois and the urban riches of Chicago, Milwaukee, and Madison.

Historically, Rockford was home to many industrial and manufacturing businesses. The good-paying jobs these businesses provided promoted immigrants to settle in Rockford. However, the industries were nearly extinct by the 1960s. By the economic downturn of the mid-1980s, many of the corporations were down-sizing and relocating jobs to other parts of the nation and the world. During the 1980s, Rockford experienced record levels of unemployment and more jobs lost.

After the 1980s economic downturn, the Rockford Metropolitan area rebounded from a manufacturing and industrial area to a commercial, retail, and professional services employment center of Northern Illinois. Currently, the three county area includes a diverse array of over 15,000 businesses and 1,400 manufacturing companies.

The Rockford economy is closely tied to the Chicago economy. Based on data compiled by the U.S. Census Bureau, in 2006 approximately 11,500 workers living in Cook or the “Collar Counties” are employed in the Rockford Metropolitan Statistical Area (MSA) while 29,735 workers living in Boone or Winnebago counties commute to jobs in the Chicago metro area. The greatest threat from any downturn in the economy of the Chicago metro area will negatively impact both the economic and population growth of the Rockford region. Just as past economic growth in the Chicago area has fueled population growth in outlying metro areas such as Rockford, economic contraction may have almost the opposite effect. Although the Chicago area has enjoyed considerable prosperity during the past two decades, the current recession is focused on three sectors (banking, finance, and insurance) that have been especially instrumental in the Region’s recent growth. If the economic crisis deepens or continues for a prolonged period, it will likely lead to a significant migration of dislocated workers out of the Chicago area to other regions of the country. This scenario would have a negative impact on the Rockford MSA. Residents that once commuted to jobs in the Chicago area would have few options for securing a comparable job in the Rockford region because the local economy’s ability to generate endogenous employment opportunities has been greatly diminished over the past several decades. The future growth of the Region also faces threats from economic events in nearby communities, especially the Janesville-Beloit area. More than 3,400 workers residing within the Rockford MSA commute to Rock County, WI. In the past two years, more than 15 plants have permanently closed in Rock County, WI, causing significant unemployment rates within the Rockford MSA. The current unemployment rate of the Rockford metropolitan area is 14.8%. This rate is greater than the national average (9.6%) and the state average (10.6%).

The Rockford region is located strategically with respect to regional and national markets. The City of Rockford is 136 miles from Bloomington-Normal; 89 miles from Chicago; 75 miles from Madison, WI; 89 miles from Milwaukee, WI; 295 miles from St. Louis, MO; and 123 miles from the Quad Cities. To take full advantage of this location requires a multimodal transportation system. The Rockford metropolitan area has a good basic network of highways as well as multiple rail lines, an airport, public transit, and a growing system of pathways. Its most significant gap in service lies with passenger rail.

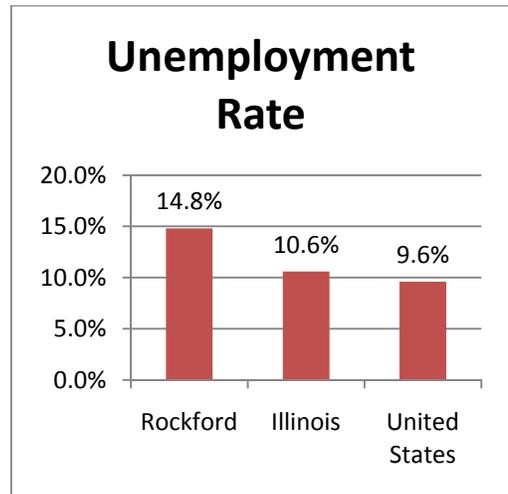


Figure 5.1.2.1
Unemployment Rates

According to the recently completed Comprehensive Economic Development Strategy (CEDS), the ten industries listed below seem especially well suited for

targeting in the Rockford MSA. This conclusion is based on the results of a regional strengths, weaknesses, opportunities, and threats (SWOT) analysis, a Targeted Industry Cluster Study by Carter-Burgess in 2006, studying the existing plans from the region, and the results of the focus groups conducted with key industries for the Rockford region. There are multiple reasons for concluding that these ten industries represent the region's best opportunity for developing a stronger economy in the near future. The Rockford region lies in the heart of the Midwest. Its central time zone location allows companies to reach its customers from coast to coast during normal business hours. The 45 institutions of higher learning within a 75-mile radius of Rockford provide a skilled and readily available work force. The Rockford region's low cost of living and competitive wage rates benefit both employers and employees.

Industries Targeted

- Aerospace Production, Research, and Development
- Logistics
- Industrial Machine Manufacturing
- Metals Manufacturing
- Customer Service Centers
- Chemical Manufacturing
- Food Processing and Ag-Tech
- On and Off Road Transportation Equipment Manufacturing
- Green Industries and Alternative Energy
- Health Care

The Rockford Multimodal Station in Downtown Rockford will be the catalyst of the redevelopment of Downtown Rockford and positively impacts the economic competitiveness of Rockford, Northwestern Illinois, the State of Illinois, and the nation. Redevelopment is the key ingredient to local, regional, and national success. The Rockford Multimodal Station is the primary component of the redevelopment of long-range transportation plans of the City of Rockford and is essential to attracting businesses, residents, and visitors.

- Economic Impact – The Amtrak service expansion and the Rockford Multimodal Station will create temporary construction jobs and new permanent jobs both directly and indirectly due to the construction of the station.
- Transit-Oriented Development – The Rockford Multimodal Station is located on the south edge of the Central Business District of Downtown Rockford. The new facility will attract more people to Downtown and will increase customers at existing retail and commercial businesses as well as to attract new businesses and customers to the area.
- Retaining Jobs – Rockford is home to several large corporations, including the largest regional United Parcel Service (UPS) Sorting Facility. The Rock

Valley College School of Aviation Technology is also located at RFD and offers training programs at an airport-based campus. Day and evening classes offer students FAA-approved one or two year programs for aviation maintenance, airframe technician, and power plant technician. The expansion of passenger service and the convenient location of the Rockford Multimodal Station to the airport will help retain existing jobs at the airport and increase the convenience of travel between Chicago and Rockford.

- More Transportation Alternatives – The Rockford Multimodal Station will enhance the existing transportation network in the Rockford metropolitan area. The station will provide passenger rail service between Chicago and Rockford. The station will provide pedestrian and bicycle amenities, provide accommodations for taxi, shuttle, and bus drop-offs, and provide park and ride lots for passenger vehicles. The Rockford Airport is located within five miles of the station via passenger vehicle, shuttle, or bus.
- Increased Transit Ridership – Amtrak riders arriving from Chicago will be able to travel within the Rockford metropolitan area due to the existing public transportation system. The RMTD bus ridership is expected to increase significantly with the arrival of the first Amtrak train at the Rockford Multimodal Station to connect residents of Rockford to the train.
- Strengthening Urban Neighborhoods – The economic impacts of the Rockford Multimodal Station will be felt by the entire Rockford metropolitan area but most readily by the residents of the downtown neighborhoods including the South Main Target Area as identified by Action Plan Written by SWIFTT (South West Ideas for Today and Tomorrow, Inc.). The Action Plan identified the South Main Target Area is bounded by the Rock River on the east, the rail yards to the north, Corbin and West Street on the west, and Marchesano to the south. This area has a population of just under 2,500 people of which a little over half is Hispanic. African-Americans account for 33% of the population and 12% are Caucasian. The median household income for the area is \$25,800 in 1999 which is almost \$12,000 less than the average Rockford median household income at that time. The Target Area has 32% of its residents living below the poverty level.

The Rockford Multimodal Station, located immediately north of the Target Area, will provide residents of the South Main Target Area with new opportunities with the re-introduction of passenger train service and the TOD redevelopment of Downtown Rockford. Passenger rail service will be within walking distance and will be located along RMTD bus lines and will connect the economically distressed areas of Rockford with new employment opportunities in Rockford and in Chicago. The investment in the Rockford Multimodal Station is being made not only in critical transportation infrastructure but also in the residents themselves.

- Support for Emerging High Speed Rail – The development of the Rockford Multimodal Station will directly support the Midwest Regional Rail Initiative (MWRRI), a significant, cooperative plan amongst nine Midwestern states to upgrade 3,000 miles of existing railroads to provide safe and reliable (up to 110 mph) emerging high-speed passenger rail service across 100 Midwestern cities. The Rockford Multimodal Station will satisfy a key component of the initiative – improved station facilities and intermodal connectivity that also supports feeder bus service and access to air transportation.

5.1.3 Livability

The Rockford Multimodal Station will greatly enhance the livability of Downtown Rockford and the Rockford metropolitan area by completing a key component of the *Rockford Long-Range Transportation Plan*. The station will serve as the connection from personal vehicles, buses, taxis, bicycles, and pedestrians to passenger trains. With a metropolitan area of 150,000 people, Rockford will greatly benefit from the re-introduction of passenger train service to connect Rockford to Chicago.



- Affected Community – The expansion of passenger rail service from Chicago to Rockford and the construction of the Rockford Multimodal Station will benefit many diverse groups of people in the Rockford and Chicago areas.
 - Economically Disadvantaged – Reasonably priced alternative to travel without the expense of a car (car, insurance, gas parking, etc.)
 - Senior Citizens – Slowing response times, deteriorating vision, and other physical limitations that make driving functions more difficult in congestion and in large traffic volumes.
 - Non-Drivers – Expand new transportation options to travel to Chicago, Illinois, Dubuque, Iowa, and beyond.
 - Business Community – Business meeting/conferences in Chicago, commuting to/from work, business expansion
 - Students – College students attending colleges in Chicago
 - Family/Friends – Former residents returning to Rockford to visit, going to Chicago or other cities
 - Tourists – Weekend trips to Chicago
 - Patrons of the arts, sporting events, etc – Can more easily access their interests due to rail service
- Scale of Project's Impact – Initial, annual ridership, based upon one daily roundtrip train between Rockford and Chicago is estimated to be nearly 43,000 passengers.

- Transportation Choices – The Rockford Multimodal Station will expand the existing transportation choices to include passenger train service. Existing choices include personal vehicles, buses, bicycles, pedestrians, and taxis. Passenger trains are safe, reliable, and economical transportation choices which will decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- Cost of User Mobility – The Rockford Multimodal Station will provide a cost-effective alternative for people traveling between Chicago and Rockford. In addition to the costs for owning and maintaining a personal vehicle, there are costs for fuel, tires, insurance, registration, and parking fees. Parking fees in Chicago can reach upwards of \$60 per night. By taking the train, travelers to Chicago from Rockford will not have to pay these fees.

For those on limited or fixed incomes, like many of the South Main Target Area, the passenger train service will provide a reasonably price alternative to travel between Chicago and Rockford.

For large and small businesses in both Rockford and Chicago, Amtrak passenger service will provide a practical transportation choice to commute between the two cities. Almost 10% of the population of Boone and Winnebago counties works in Chicago or the Chicago suburbs. In addition to reducing congestion along the I-90 corridor between Rockford and Chicago, business commuters taking the train can be productive while riding the train by working and utilizing the Amtrak train amenities such as electrical outlets and connections to high-speed internet.

- Planning Process – The Rockford Multimodal Station and passenger train service have long been part of the Long-Range Transportation Plans for the City of Rockford. The Northern Illinois Commuter Transportation Initiative and the Northwest Illinois Blackhawk Express were formed to support the reintroduction of passenger rail service to Rockford.

5.1.4 Environmental Sustainability

Rail is already among the cleanest and the most energy-efficient of the passenger transportation modes and the Rockford Multimodal Station will be one of the most energy efficient public buildings in Rockford. The Rockford Multimodal Station will be LEED certified as a result of the following sustainable design features:

- Site Sustainability – Alternative transportation provisions for pedestrians, bicycles, and low-emissions vehicles. Connections to the RMTD bus routes and taxis.

- Redevelopment of Urban Brownfield – The existing urban Brownfield site will be transformed from an abandoned warehouse and train station into a modern, LEED certified, passenger station including a waiting area and ticketing services.
- Water Efficiency – Water-efficient landscaping and facility water use reduction.
- Energy Efficiency – Energy-efficient HVAC systems and electrical systems for the reduction of energy consumption.
- Construction Materials – Low construction waste and use of recycled and locally-sourced materials.
- Indoor Environmental Quality – Design features to enhance light controllability, thermal comfort, and interior daylight access.
- Outdoor Green Space – Design outside spaces to include green space that is landscaped with trees and plants to enhance the urban downtown setting, utilized plants that help remove harmful compounds from the air, and utilize plants and features that are water efficient.

The Rockford Multimodal Station is also predicted to increase transit ridership due to the inherent efficiencies and conveniences associated with consolidating multiple modes of transportation choices such as local and intercity buses, bicycles, and parking facilities into a centralized hub.

The Rockford Multimodal Station will also benefit the environment by helping to remove passenger vehicles, especially commuter traffic, from I-90. Congestion along I-90 and secondary roadways will be improved since many of the single-occupancy vehicle trips could be made by train. This will reduce the amount of emissions generated, the fuel consumed, and our dependence on foreign and domestic oil resources.



5.1.5 Safety

Several safety benefits are directly tied to the Rockford Multimodal Station. These include the following:

- Protected indoor waiting areas for rail patrons.
- Covered platforms with more accessible and safer boarding conditions for rail patrons than ground-level boarding, requiring a climb up into the rail cars.

This 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.

The replacement of the existing diamond is the first step of the consolidation of the IR and the CN rail lines in Rockford. This larger plan will lead to:

- The elimination of through rail traffic at Joseph Behr & Sons Recycling facility and at the Seminary Street grade crossing
- Closure of four highway-rail at-grade crossings
- Safety improvements at five highway-rail crossings due to the installation of signals and gates
- Reduce the safety risks associated with the construction of the new Morgan Avenue bridge

5.2 Job Creation & Stimulus

The Rockford Multimodal Station will immediately create temporary construction jobs, create new, permanent jobs, and will retain permanent jobs which will have a positive impact on the unemployment rate of the Rockford region. The \$13 million project will have a 24 month design and construction period in which the funds will be expended. Economic benefits from the construction of the Rockford Multimodal Station will be classified into three categories: direct impacts, indirect impacts, and induced impacts.

- Direct Impacts – Economic impacts due to new spending, hiring, and production by construction companies to accommodate the demand for resources in order to complete the project. The Rockford Multimodal Station will create 600 temporary construction jobs.
- Indirect Impacts – Economic impacts due to the increased in production industries supplying intermediate goods and services to the construction industry. These businesses will also experience increased demand for their products and may hire additional workers, either temporary or permanent, to meet the increased demand. The amount of materials for the project available within the Rockford metropolitan region will determine the magnitude of the indirect impacts of the project.

Indirectly, the Rockford Multimodal Station will create additional jobs due to the development of retail and commercial services to support the TOD and the residential development.

- **Induced Impacts** – Induced impacts are economic impacts due to the re-spending of wages earned by workers and households benefitting from the direct and indirect construction of the Rockford Multimodal Station.

To estimate the short-term economic impacts of the Rockford Multimodal Station, a construction cost of \$13,019,695 in real 2010 dollars was utilized. The project is expected to begin generating jobs in 2010 Q4 and maintain job creation until the project is completed in 2012 Q3. As shown in Figure 5.2.1, the Rockford Multimodal Station project is expected to generate 92 job-years of direct design and construction labor in the Rockford metropolitan area. The project will also generate 50 job-years of induced effects of employees re-spending wages in the local economy.

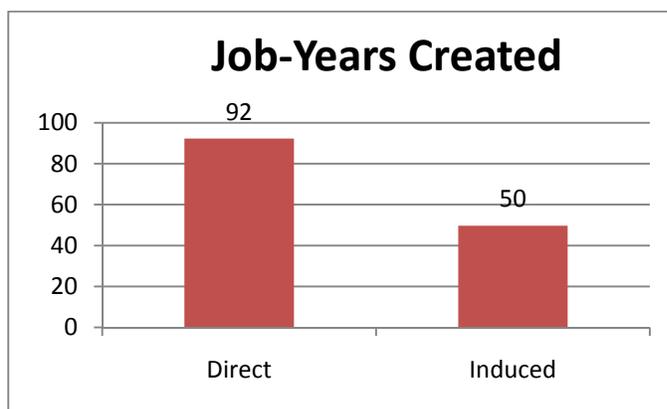


Figure 5.2.1
Job-Years of Full-Time Jobs Generated by Project

It is also important to analyze the quality of the jobs that would be created by the Rockford Multimodal Station which can be most easily measured by the numbers of jobs created at various levels of compensation. Figure 5.2.2 shows that the majority of job-years of employment generated by the project would receive pre-tax compensation between \$40,000 and \$60,000 per year, which includes jobs in

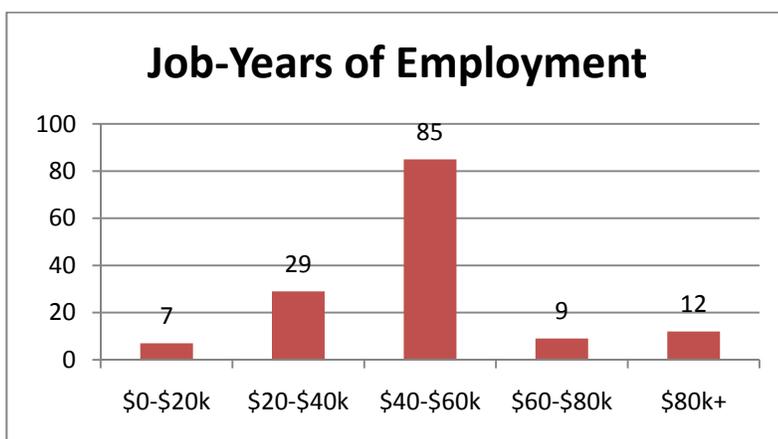


Figure 5.2.2
Breakdown of Job Creation by Earnings Rate

construction, health care, and transportation and warehousing. This indicates that the project would mostly generated well-paying jobs for the middle class that would help stimulate the regional economy. There will also be nearly 36 job-years of employment for lower-skilled workers earning less than \$40,000 annually in industries such as retail sales, other services, administrative services, and food services. Finally, 21 job-years of employment will be generated for workers earning over \$60,000 annually in fields such as professional services, manufacturing, and finance.

6.0 SECONDARY SELECTION CRITERIA

6.1 Innovation

- Environmental Sustainability – The Rockford Multimodal Station 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 residents of the Rockford metropolitan area, the State of Illinois, and the United States. The station will be designed to achieve LEED certification. The Rockford Multimodal Station will be the hub of the TOD development of Downtown Rockford. The station will incorporate many innovative, environmentally sustainable features to achieve its LEED certification. Some of these innovative features include:
 - Site Sustainability
 - Development of urban Brownfield site
 - Water Efficiency
 - Energy Efficiency
 - Construction Materials
 - Indoor Environmental Quality
 - Outdoor Green Space
- Mixed-Use Development – The Rockford Multimodal Station will not only serve as a passenger train station but will serve as the anchor of the redevelopment of the Downtown area of Rockford.
- Partnership – The Rockford Multimodal Station and the expansion of Amtrak service from Chicago to Rockford exemplifies partnership and teamwork. Leaders from local, state, and federal government have shared the vision and partnered with groups like Tri-State Alliance, RMAP, RMTD, NICTI, SWIFTT, and Northwest Illinois Blackhawk Express to develop long-range plans to redevelop Downtown Rockford, expand transportation alternatives, and improve the quality of life through the creation of jobs and the expansion of an economical, environmentally sustainable, and reliable transportation alternative.

This partnership has also been vital to the planning process for the permanent consolidation of the IR and the CN rail lines. The City of

Rockford has partnered with IDOT, the ICC, IR, CN, utility companies, and various consulting firms to prepare planning documents and cost estimates to determine the costs and benefits associated with the consolidation of the two rail lines. The project team has worked closely with IDOT and its consultants to develop Phase I and Phase II engineering documents for the demolition of the existing Morgan Avenue bridge and the construction of a new Morgan Avenue bridge.

- Transportation interconnectivity – The Rockford Multimodal Station will bring together various modes of transportation services at one location including passenger vehicles, bicycles, taxis, buses, and shuttles to the airport. The station will accommodate pedestrians by being located in an area that is planned to be a high-density, mixed use area.

6.2 Partnership

The Rockford Multimodal Station truly embodies a model of collaboration, partnership, and teamwork among local, state, and federal stakeholders. IDOT and the City of Rockford have reached out to various public and private sectors to make certain that this project will meet the needs of the regional transportation network, promote sustainable travel, create a more livable community, spur economic activity, and meet the planning objectives of the long-range plans established by the RMAP.

6.2.1 Jurisdictional & Stakeholder Collaboration

In addition to the federal partners, the Rockford Multimodal Station has brought together the State of Illinois, the Illinois Department of Transportation, and the City of Rockford. IDOT is the lead applicant in this TIGER II Discretionary Grant application and the City is the co-applicant. THE NICTI and the Northwest Illinois Blackhawk Express were developed to advocate on behalf of the greater Rockford metropolitan region for restored passenger rail service from Chicago to Rockford. Letters of support for the Rockford Multimodal Station project and this application for the TIGER II Discretionary Grant can be found on the project's website.



Partnership on this project extends well beyond the government agencies. The City and NICTI have worked diligently to garner the support and input from transportation providers, the business community, and non-profit advocacy groups. Strong partnerships have been established with Amtrak, RMTD, and the Rockford Airport. These relationships have been carefully crafted and attended to

as they are absolutely critical to meeting the significant transportation efficiency improvement expectations for the project.

6.2.2 Disciplinary Integration

The Rockford Multimodal Station has made a concerted effort to solicit input from groups and organizations within the Rockford metropolitan region that will benefit from the station but are non-transportation organizations or groups.

- Business Community – The City of Rockford and NICTI have reached out to the business community to incorporate ideas and features into the station that will benefit users from the business community.
- Northern Illinois Commuter Transportation Initiative – NICTI is a group formed from the county and municipal governments and related agencies of the North Central Region that has improvement of the transportation of people between the Rockford metropolitan area and the Chicagoland Region as its sole objective. NICTI is a subcommittee of the Rockford Metropolitan Agency for Planning (RMAP) which is the regional transportation organization responsible for coordinating the transportation plans, project, and services of the Rockford/Belvidere Metropolitan Planning Area.

NICTI has lead the preparation of the Alternatives Analysis Study that evaluates transportation by looking at all possible methods and routes for moving passengers between the two regions. The goal of the study was to determine the Locally Preferred Alternative (LPA). The LPA determined by the study included the multimodal station in Downtown Rockford at the site of the abandoned ICRR station.

- SWIFTT South Rockford Target Area – The South West Ideas For Today and Tomorrow, a non-profit group located in the Target Area of South Rockford, has been working since 1988 to identify potential topics that impact South Rockford. Two of the topics are transportation and redevelopment of the target area. The Rockford Multimodal Station will work with SWIFTT to meet the goals of the target area of increased transportation connectivity by the construction of the station. This station will also serve as the anchor for the redevelopment of Downtown Rockford.

7.0 BENEFIT-COST ANALYSIS

Even though the Rockford Multimodal Station is a smaller project, a benefit-cost (B/C) analysis has been prepared and the resulting benefit-to-cost ratio is 18.7:1. The B/C ratio was prepared for the 20-year period after construction of the station is completed. The discount rate of 7% per the Federal Register was utilized to compare the capitalized project costs, the annual costs, and the annual benefits in present-day dollars. Table 7.1 depicts the benefits and the costs included for the B/C analysis.

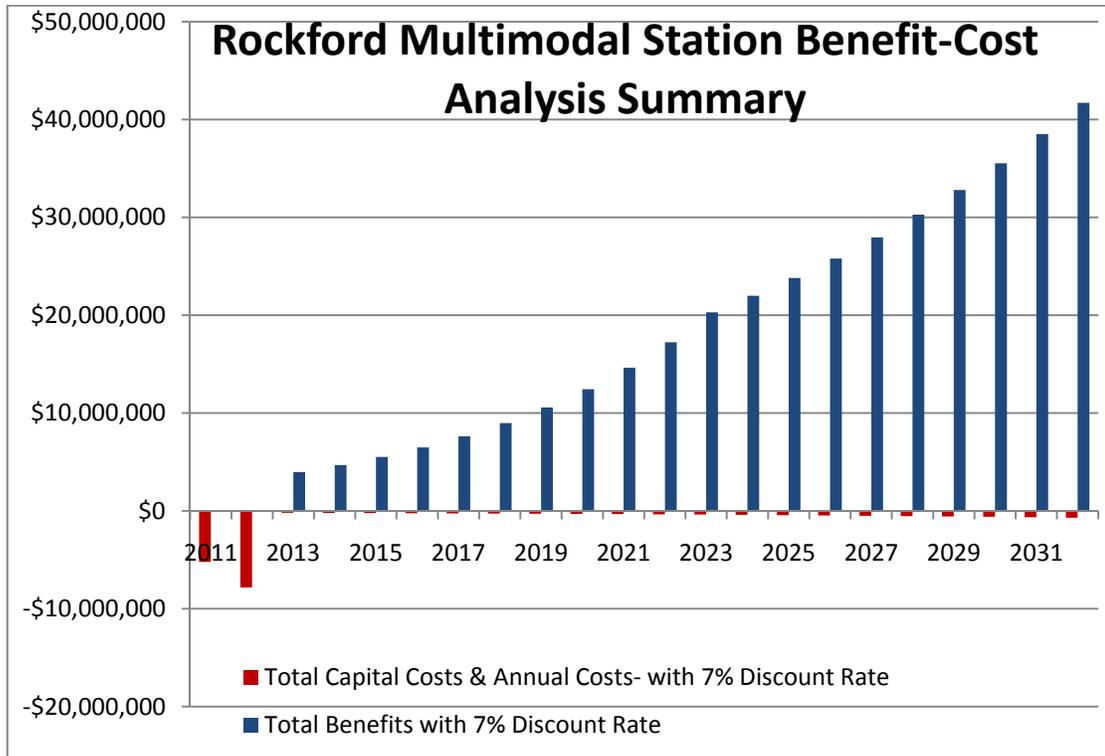


Figure 7.1
Project Benefit-Cost Analysis Summary

Table 7.2 includes the quantifiable average annual benefits and costs which were included in the benefit-cost analysis.

Table 7.2 Rockford Multimodal Station Project Benefits & Costs	
Costs	
Capital Costs	\$13,019,695
Building Operations & Maintenance (including Staffing) – Average Annual Costs	\$179,190
Benefits	
Emissions Reduction – Average Annual Savings	\$168,068
Fuel Savings – Average Annual Savings	\$1,394,177
Time Savings (Congestion) – Average Annual Savings	\$1,333,351
Time Savings (Commuting) – Average Annual Savings	\$1,655,663
Crash Reduction – Average Annual Savings	\$492,590
Passenger Rail Mobility – Average Annual Savings	\$3,151,748
Total Average Annual Benefits	\$8,195,597
Project Benefit to Cost Ratio for 20-Year Period = 18.7:1	

In addition to the quantifiable benefits and costs associated directly with the Rockford Multimodal Station, there are numerous additional benefits that can be derived due to the construction of the Station. Additional benefits include:

- Increased travel options – Daily trips between Chicago and Rockford via passenger train.
- Cost Effective Transportation – A low-cost alternative mode of transportation.
- Roadway Transportation Systems Expansion Savings – The existing roadway corridor, I-90, will not need to be widened to accommodate growing traffic demands with the expansion of Amtrak service to carry travelers between Chicago and Rockford. For expansion of Amtrak service as ridership grows, additional cars can be added to existing trains or additional train frequencies can be added. This results in a savings of land, materials for road construction, and time due to delays of congestion.
- Parking Fees in Chicago – Chicago visitors arriving by train will save on parking fees in Chicago which are substantial.
- Toll Roads – The Rockford area residents will also save on the costs of roadway tolls when traveling to Chicago.
- Increased Tax Revenue – Additional tax revenues for visitors in both Chicago and the Rockford metropolitan area will be generated. Taxes such as state and local sales tax and hotel taxes will be generated by the increased number of tourists coming to the cities each year. Federal and state income taxes will also be increased due to the additional jobs created directly and indirectly by the station and the expansion of Amtrak service.
- Increased Transit Ridership – Visitors in both Chicago and Rockford will be able to take advantage of the well developed transit systems in both regions after arriving via Amtrak. Ridership will increase on all forms of public transit due to the increased number of visitors.
- Re-Development of Urban Brownfield Site – The Rockford Multimodal Station will redevelop an existing urban Brownfield site. The abandoned ICRR station and warehouse will be demolished and the area revitalized with the construction of the new station.
- Creation of Jobs – In addition to the jobs created for workers at the Rockford Station, additional jobs will be created as the TOD in Downtown Rockford develops.

- Rail Safety – The elimination of the diamond on the IR and the CN rail lines will improve rail safety at this location. Trains will be able to operate at higher speeds while having a dedicated right of way.

8.0 PROJECT SCHEDULE

Design and construction of the Rockford Multimodal Station is expected to begin shortly after the award of the TIGER II Discretionary Grant funding. Design and construction is expected to last approximately 24 months. A detailed construction schedule has been created for this project and IDOT and the City of Rockford are confident that the project will be able to have the TIGER II Discretionary Funds obligated by the September 30, 2012 deadline as listed in the Federal Register.

9.0 FEDERAL WAGE RATE REQUIREMENT

IDOT has signed the federal wage rate certification stating that it will comply with Subchapter 31 of Title 40 of the United States code. A copy of this letter is available on the project website of supporting documentation.

10.0 NATIONAL ENVIRONMENTAL PROTECTION ACT (NEPA) REQUIREMENT

This project is being processed as a Categorical Exclusion (CE). The project will not significantly impact the natural, social and/or economic environment. The anticipated completion date of the CE is November 15, 2010.

11.0 ENVIRONMENTALLY RELATED FEDERAL, STATE & LOCAL ACTIONS

The project is in a developed commercial area and will not impact wetlands, historic resources, floodplains, result in residential or business displacements, cause community disruption, impact water quality or threatened or endangered species, have noise or vibration impacts, affect air quality (attainment area) or impact prime or unique farmlands. The project includes demolition of a multistory building that has had numerous industrial uses. The City of Rockford has conducted a Phase I environmental site assessment for the property. A Phase II intrusive investigation is required to address potentially impacted soils and groundwater related to the former industrial uses on the north part of the parcel. These investigations will be conducted by the City under a Brownfield's Grant. The City will own this entire property and conduct any remediation required by the Illinois EPA to obtain a "No Further Remediation" letter.

12.0 CONFIDENTIAL BUSINESS INFORMATION

There is no confidential information related to this project's application.

13.0 LETTERS OF SUPPORT & SUPPLEMENTAL INFORMATION

The letters of support can be viewed along with additional supplemental application materials as the Rockford Multimodal Station TIGER II Discretionary Grant website (www.rmapil.org).

Appendix I
Moline Multimodal Station
Differences between TIGER and TIGER II Grant Applications

The following is a summary of the differences between the TIGER Discretionary Grant application submitted in 2009 and the TIGER II Discretionary Grant application being submitted in 2010:

- The Illinois Department of Transportation is the lead agency on the TIGER II application. In the original TIGER grant application, the City of Rockford was the lead applicant.
- Funding amount requested reduced from \$71,354,508 (TIGER) to \$13,019,695 (TIGER II).
- Scope of project improvements reduced to only include the Rockford Multimodal Station, the removal of the diamond at the intersection of the Illinois Railway and Canadian National railway lines, and the construction of a new switching system to replace the diamond.
- Project Description added to TIGER II application.
- Benefit-Cost Analysis prepared for TIGER II including benefits for fuel consumption savings, emissions savings, travel time savings, and passenger rail mobility savings.
- Project History included in TIGER II application.
- Project Partnerships included in TIGER II application.
- Financial Plan for project included in TIGER II application.
- Long Term Outcomes, including State of Good Repair, Economic Competitiveness, Livability, Environmental Sustainability, and Safety, included in TIGER II application.
- Secondary Selection Criteria, including Innovation and Partnership, were included in the TIGER II application.
- NEPA and Environmentally Related Federal, State & Local Actions sections included in TIGER II application.