

**AMERICAN RECOVERY AND REINVESTMENT ACT OF 2010  
Transportation Investment Generating Economic Recovery Two  
(TIGER II) Grant**



*Proposed Joliet Regional Multi-Modal Transportation Center*

**Application for the  
Joliet Regional Multi-Modal Transportation Center**

**State of Illinois Department of Transportation & the City of Joliet, Illinois, County of Will,  
Illinois, 11<sup>th</sup> Congressional District of Illinois**

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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

The Joliet Regional Multi-Modal Transportation Center will serve as a hub for numerous modes of transportation including Amtrak passenger rail, intercity bus, local mass transit, automobiles, intra - community shuttles, taxis, airport shuttles, as well as bicycles and pedestrians.



### 1.4 Project Location

The Joliet Regional Multi-Modal Transportation Center is proposed to be located within the Central Business District of the City of Joliet, Will County, Illinois. The facility will be physically located in the 11<sup>th</sup> Congressional District and is immediately adjacent to the 1<sup>st</sup>, 2<sup>nd</sup>, 13<sup>th</sup>, 14<sup>th</sup> Congressional Districts. The Transportation Center will provide primary transportation services for all of Northeast Illinois.



### 1.5 TIGER II Funds Requested

The Illinois Department of Transportation and The City of Joliet (IDOT/Joliet) respectfully requests \$25,840,000 through the TIGER II Discretionary Grant Program. Attainment of this request will complete the project's financial package totaling \$42,011,000. IDOT/Joliet are prepared to commence construction on the project within 90 days of a TIGER II grant award. Completion of the project is anticipated by Spring 2012.

## 2.0 Executive Summary

### Project Description

The Illinois Department of Transportation (IDOT), in partnership with the City of Joliet (Joliet) (collectively IDOT/Joliet), have joined with their partners, the State of Illinois, County of Will, RTA, Metra, Pace, Amtrak, Burlington Northern Santa Fe Railroad, and Union Pacific to undertake the planning and development of the JOLIET REGIONAL MULTI-MODAL TRANSPORTATION CENTER (JRMATC) to be located in Joliet, IL. During the past 36 months, IDOT/Joliet and their partners have completed all significant preconstruction requirements, including local, state, and federal approvals and environmental regulations, in order to ensure that the project is “shovel ready” upon receipt of a TIGER II grant award.

The innovative JRMATC will serve as a hub for numerous modes of transportation including Amtrak passenger rail, local mass transit, intercity bus, automobiles, intra-community and airport shuttles, taxis, as well as bicycles and pedestrians. The JRMATC will be the key component and catalyst to the City of Joliet’s “Central Area Plan and Implementation Strategy” ([www.cityofjoliet.info/tigergrant.asp](http://www.cityofjoliet.info/tigergrant.asp)) for the redevelopment of Downtown Joliet. The JRMATC will be built and managed by the City of Joliet and is sustainably designed to serve local, regional, intrastate, state, and national needs.



As an end-of-the-line station on the METRA commuter rail line, and the first stop outside of Chicago for Amtrak passenger rail, Joliet serves as a transportation focal point for an area that extends far beyond its city limits. The State of Illinois has received initial funding for the development of high-speed rail, and JRMATC will provide accessible, safe, efficient, reliable high speed passenger rail service that will connect a series of “livable, workable, green destinations” along the Chicago to St. Louis corridor. Additionally, as one of the Illinois Valley Communities, Joliet would be a major terminus for a planned commuter line connecting LaSalle/Peru, Morris, and Ottawa. The JRMATC will provide amenities including housing, places to work, shops, restaurants, services, entertainment, museums, walkways, and open space.

The JRMATC Eight Phased project has been developed in order to achieve immediate results. The TIGER II funding will be used to complete the first three phases of the project as follows:

#### Phase I Pace and Intercity Bus Turnaround and Pulse Point

- a. Acquisition of land adjacent to the Heritage Corridor/Rock Island District Lines.
- b. Re-configuration and development of a consolidated central parking lot.

#### Phase II Track and Passenger Platform Relocation

- a. Major passenger and freight rail safety issues will be resolved while creating direct connections between Amtrak, Metra Heritage Corridor and Rock Island District Commuter lines and passenger parking, buses, and pedestrians.
- b. New track alignment, construction of passenger platforms, and Joliet Union Station access.

### **Phase III Multi-Modal Transportation Hall**

- a. Construction of Transportation Center, Great Hall and Concourse.

Once constructed, JRMTC will bolster use of alternative modes of transportation while producing better rail efficiency and reliability, with stronger coordination of freight, passenger, commuter rail, and will improve passenger and pedestrian safety. The project will include Transit-Oriented Development and will provide permanent jobs and private investment in this Economically Distressed Area. Transportation providers will increase their ridership and enhance their services, while taking commuters off the highways and helping the environment.

The Transportation Center will be an added benefit to the Chicago Region Environmental and Transportation Efficiency (CREATE) Program – the public-private partnership led by the USDOT, Amtrak, the State of Illinois, the County of Will, the City of Chicago, RTA, and six of the nation’s seven freight rail lines – which also desires to produce better rail efficiency. The CREATE Program is a major initiative that received \$100.0 Million TIGER I funding.

This project furthers CREATE’s goals of alleviating major rail bottlenecks, safety hazards by separating freight rail from passenger movements and creating safe passenger platforms, and providing much needed additional parking. The project will improve livability in Joliet and the surrounding communities, foster greater environmental sustainability, and contribute to job creation and economic stimulus.

Joliet serves as the County of Will, IL Seat and is home to the Will County Courthouse. Joliet is an important employment and cultural center for the Chicago Metropolitan Regional Area. The JRMTC is a project that has local and regional importance with national significance.

### **TIGER II Funds Requested**

IDOT/Joliet has received strong endorsements for this project from local/state/national stakeholders including CMAP, neighboring units of local government, institutions of higher education, regional business and economic development organizations, and other similar organizations. IDOT/Joliet and its partners have developed an innovative financial plan for the JRMTC that incorporates local, state, private investment, and federal sources.

The Illinois Department of Transportation in partnership with the City of Joliet respectfully requests \$25,840,000 through the TIGER II Discretionary Grant Program. Attainment of this request will complete the project’s financial package totaling \$42,011,400. IDOT/Joliet is prepared to commence construction on the first three phases of this eight phase project within 90 days of a TIGER II grant award. Completion of the project is anticipated by Spring 2012.

### 3.0 Project Description

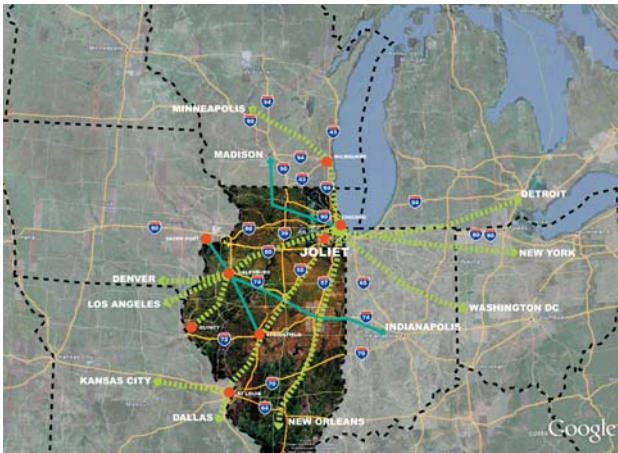
The proposed Joliet Regional Multi-Modal Transportation Center (JRMATC) will relocate all current transit modes and add new transit modes to one central facility adjacent to Joliet Union Station with direct easy access to Interstate 80. The **Joliet Regional Multi-Modal Transportation Center** will bring together private and public transportation investment options to extend the transportation network and combine eight land-based transportation modes including:

- **Amtrak's Lincoln Service** daily between Chicago and St. Louis (*Future high speed intercity passenger rail*);
- **Amtrak's Texas Eagle** which runs two trains between Chicago and San Antonio with three weekly connections to New Orleans and Los Angeles (*intercity passenger rail*);
- **Metra's Rock Island Line** to Chicago LaSalle Street Station and **Heritage Corridor Line** to Chicago Union Station (*regional commuter rail service*);
- **Pace Bus** (*public local bus*);
- **Para-transit, inter-city, and private charter buses** to one location, with direct access to I-80;
- **Shuttle service** will be provided to Chicago International Airports;
- **Private taxi service, car rental/sharing service;**
- Convergence point with bike parking/rental options of four **major bike trails connecting to over 128 miles of regional bike trails.**
- **Upgrade to complete two-way streets** where pedestrians and bicyclists can travel with the safety of sidewalks and designated bike lanes.



*Proposed Joliet Regional Multi-Modal Transportation Center*

### 3.1 Project Location



Joliet is located in northeastern Illinois about 40 miles southwest of Chicago. It is the fourth largest city in Illinois with an estimated population of 152,813. Joliet's population has grown 37.6% since 2000, and has been acknowledged by the U.S. Census Bureau as the twelfth-fastest growing city in the nation. Joliet's favorable growth record has largely been built by excellent access to transportation. Joliet was founded on the banks of the Des Plaines River in 1834, and the city's initial residential and economic growth was stimulated by the construction of the Illinois and Michigan Canal, completed in 1848, and by the consequent railroad development in 1857, which had a regional and national transportation significance. The addition and

expansion of the interstate highway system nearly 100 years later further accelerated Joliet's growth and today Joliet is known as one of the fastest growing cities in the Midwest.

There are 26,000 people (16.6% of the City of Joliet Total Population) living within a **one mile radius** of the proposed Transportation Center. The population within that area is over 84% minority compared to 42% citywide. The project site is in an **Economically Distressed Area**. Median household incomes are \$46,014,



versus \$54,864 for the population as a whole, and the poverty level is substantially higher at 21.6% compared to 9.6% for Joliet overall. **The proposed Joliet Regional Multi-Modal Transportation Center is conceived to be centrally located to serve a population that is currently underserved and demonstrates a greater need than the Joliet population as a whole. The Center will provide a more equitable distribution of transportation opportunities and access to resources at the proposed City Center location. Equally important, the development of the JRMTC will correct existing safety issues at the project location by providing separate and secure transfer points, dedicated bus transfer points, and minimizing pedestrian and bus-train-vehicle conflicts.**

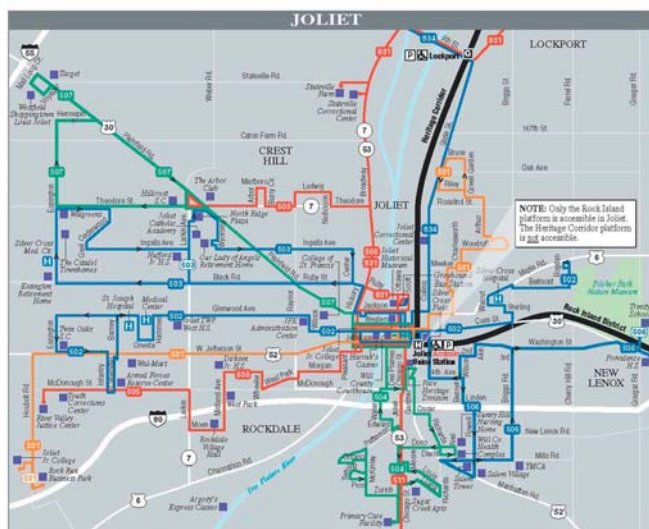
While Chicago has developed over time into the nation's intermodal transportation hub, Joliet has been a center for intermodal transportation since its inception, and it continues to perform that critical function today. Joliet's new 3,600 acre intermodal freight facility opened for business in 2008 and includes a 900 acre rail yard with international distribution capability. **Joliet was founded because of its abundant natural resources and its prominent location along the Des Plaines River and provided its early settlers with close proximity to the Great Lakes and our nation's agricultural interior.** These links were further supported by the development of the Illinois and Michigan Canal and by the numerous rail lines that were constructed in the mid to late 19<sup>th</sup> Century. **Joliet's motto, "Crossroads of Mid-America",** continues to be reflective of its location at the intersection of three interstate highways – Interstate 80, Interstate 355, Interstate 55 with rail and water linkages.

Today, Joliet's transportation legacy continues with **easy access to the Chicago transportation network**. On a daily basis, large numbers of long-haul passenger rail, commuter rail, and freight rail pass through the crucial intersection of the elevated Heritage Corridor and Rock Island District lines which are used by **Metra/Burlington Northern Santa Fe (BNSF), Amtrak, and the Union Pacific (UP)** adjacent to the existing **Joliet Union Station**. This convergence has created a critical point of conflict resulting in serious safety and logistical issues with negative impacts far beyond the Joliet region. Twenty five percent of the nation's freight rail traffic travels through the Chicago region. Joliet has become an intermodal bottleneck. Unfortunately, transportation in Joliet has not been able to realize its potential efficiency due to a **lack of coordination and physical connection between rail and road**. This has had its greatest impact on Downtown Joliet, where all systems come together, but lack unified coordination between the systems.

The **Joliet Regional Multi-Modal Transportation Center** will resolve all connection challenges. It will be located at the intersection of the Heritage Corridor and Rock Island District lines. The multi-modal transportation project involves construction of a new Transportation Center with relocated elevated passenger platforms, bus bays and bus turn-around, associated supportive uses, and significant parking. The facility will be easily accessible by rail, bus, auto, taxi, bicycle, and pedestrian traffic.

Joliet has been designated as a **significant Rail Community** as defined in a Memo of Understanding (MOU) dated September 23, 2009 between the State of Illinois, 12 rail communities located between Chicago and St. Louis, including Joliet, and regional transit agencies including the CTA, RTA, Pace, Metra, and Amtrak. The grant applicant, IDOT/Joliet, will include the following priorities (**"The Five Priorities"**) when planning for future development as recommended in U. S. Department of Transportation's **"Vision for High-Speed Rail in America"**:

- 1) Economic Recovery and Economic Growth
- 2) Mobility
- 3) Energy Independence and Energy-Efficiency
- 4) Livable Communities
- 5) Environmental Benefits



Joliet will be the first node outside of Chicago in a larger integrated network, providing accessible, safe, efficient, reliable high speed passenger rail service that will connect a series of **"livable, workable, green destinations"** along the "Chicago to St. Louis" corridor. **Joliet will provide amenities including housing, places to work, shops, restaurants, services, entertainment, museums, walkways, and open space.**

*Exhibit 3.1: Joliet's Local Transportation Network*  
 Note: A larger scale, navigable version of this map is available at [www.cityofjoliet.info/tigergrant.asp](http://www.cityofjoliet.info/tigergrant.asp)

### **Current Passenger Rail Challenges**

Joliet Union Station currently lacks amenities that would make rail travel and connections with other modes safe and convenient. Protection from inclement weather is limited to the extremely small capacity of the train station. (The former waiting room of the

station is leased as a formal reception space.) Due to an interior seating capacity of 12 and minimal exterior seating, scores of passengers boarding or de-boarding buses and trains are forced to stand outside. The station lacks basic amenities that make train and intercity bus travel appealing, such as adequate bathrooms, accessible food and drink, and on-site lockers to meet temporary storage needs of riders.



*The existing Historic Joliet Union Station is pictured above. The facility is undersized and does not provide adequate indoor or outdoor seating areas. Extremely limited site amenities are available making train and intercity bus travel inconvenient for many. Additionally, the narrow at-grade boarding and de-boarding areas present safety issues when a large number of passengers are present.*



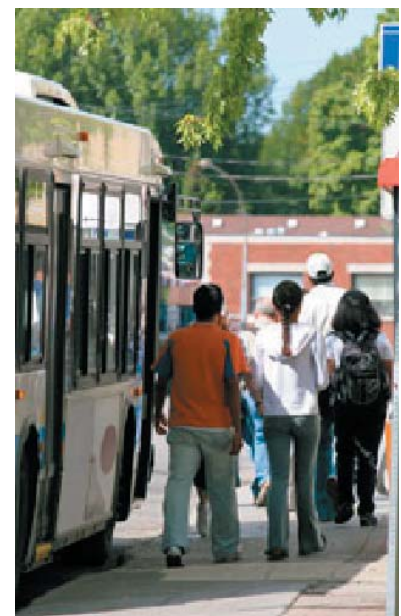
Joliet is Amtrak’s second-busiest station in suburban Chicago with over 34,000 passenger boardings/alightings yearly. Metra commuter train service ridership totals 743,519 annually. Rail passengers on both the Metra Heritage Corridor Service and

Amtrak must cross two active rail lines that are used by up to 55 freight trains on a daily basis. Significant freight delays are caused by the need to hold freight trains while passengers are boarding and alighting trains. Safety problems are most acute when people cross both the passenger service rails and the freight rails when attempting to access the train station from a parking lot that is located East of the station when freight trains are not being held.

### Current Local Transit Challenges

Pace operates nine fixed route services, a University of St. Francis campus-based shuttle, and various other special service and after-hours services in the Joliet community. Ridership on Pace routes has grown steadily over the past seven years. From FY 2003 to FY 2010, Pace has experienced a 25% increase in ridership on many of its Joliet routes with the heaviest growth to the South and the West of Joliet. Total ridership for the nine Joliet routes in FY 2010 was 1,608,355.

Connections between Pace fixed routes and with other modes of transportation are cumbersome. The current fixed routes use a primary pulse transfer point on Jefferson Street, located in Joliet’s Central Business District. The transfer point is less than ideal due to inadequate protection from inclement weather, lack of a safe buffer from heavy automobile traffic, and a lack of passenger amenities.



## JRMTC Solution - Phase One

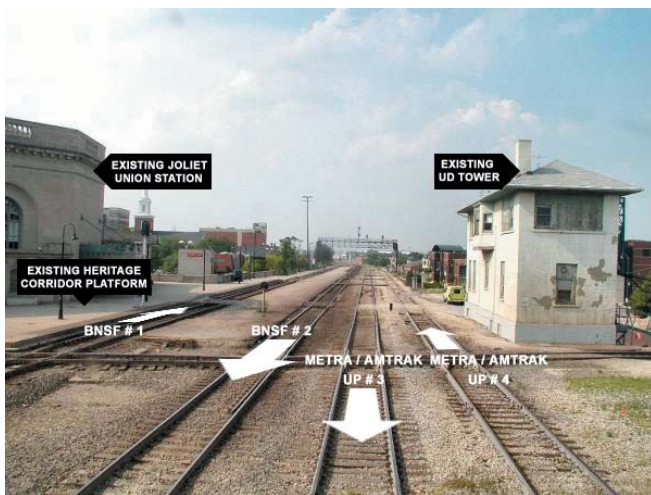


Existing Parking

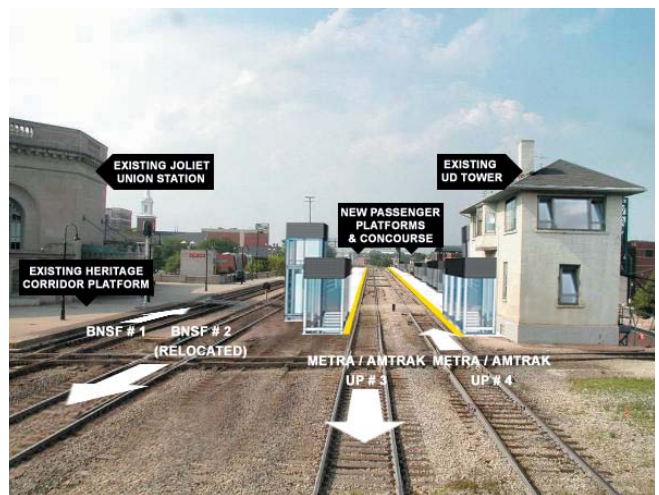


Proposed Pace Pulse Point and Reconfigured Parking Lot

## Phase Two



Existing Heritage Corridor track at the U.D. Interlocking



Proposed Heritage Corridor passenger platforms with relocated BNSF track

## Phase Three



Existing commuter Parking lot looking North toward Joliet Union Station



Proposed Joliet Regional Multi-Modal Transportation Center

Direct connections with Metra, Amtrak, and intercity buses are nonexistent, forcing riders to walk, in some cases, two blocks to make such a connection. The lack of interconnectivity places limitations on riders who normally seek to take the bus to connect to rail or intercity bus modes.

### **Current Parking Challenges**

Approximately 1,000 off-street parking spaces are located within 1,000 feet of Union Station. There are currently 624 regular commuter parking spaces, including 13 accessible parking spaces, which are 96% utilized. Currently there are 10 separate Metra parking lots at scattered sites in the Central Business District, with capacities ranging from 13 to 224. **The lack of adequate public parking in the downtown area, in general, is a problem.** Public parking that serves Union Station and the Will County Court House competes with parking needed by rail commuters and **demand continues to outpace supply.** Transit-users are parking farther away from the station in adjacent residential areas due to full parking lots at peak times. This not only creates pedestrian issues, but also impacts local residents and their parking needs.

### **JRMMTC Solution**

Once constructed, the JRMMTC will immediately address the aforementioned shortfalls in the Joliet Region transportation system and will bolster and promote the use of alternative modes of transportation. The JRMMTC will provide a safe travel environment and seamless interconnectivity between transportation modes by creating safe buffers between them and at passenger boarding locations. The JRMMTC is more than a facility to house transportation modes; it will change the transportation landscape of Northern Illinois.

### **Passenger Rail Safety and Freight Delay Challenges Solved**

Relocated passenger platforms will effectively solve the safety and freight delay issues. Rail passenger movements will be totally segregated from freight traffic allowing trains to move freely.

### **Local Transit Challenges Solved**

Passengers will enjoy separate and secure transfer points between multiple modes of transport under one roof. Passengers will use the JRMMTC to transfer from pedestrian travel to automobiles, local buses, intercity buses, high speed passenger rail, and air travel via private airport shuttle and taxi service connections. The new Pace Transit and Intercity Bus Turnaround will ease connections between Pace fixed routes and other modes of transportation. The Turnaround will provide a buffer from heavy automobile traffic, provide shelter, wayfinding, and site amenities. Conflicts between buses, vehicles, taxis, and pedestrians will be significantly reduced or eliminated.

### **Parking Challenges Solved**

Re-configuration and development of a consolidated central parking lot will have a capacity of 486 immediately adjacent to the new Transportation Center. Future phases of the JRMMTC project will result in a net increase of 1,300 new parking spaces which will serve area commuters. This will greatly relieve the current parking shortages at the project site and will ease parking congestion in the local residential neighborhoods.

### **The Transportation Center**

The planned JRMMTC not only fully addresses the safety and convenience problems previously described, it will also establish a new benchmark for such facilities through thoughtful, innovative, and sustainable design. The building will achieve a LEED™ Silver designation and be a model for public transportation facilities for years to come.

The JRMTC will include the following: a 32,000-square-foot four-story structure with Amtrak, Metra, Pace, and intercity bus ticketing and office space, waiting areas, food court, retail, tourist information and general community information, and other enhanced amenities.

The JRMTC is the center focus and critical component of a broader revitalization initiative of Downtown Joliet. This plan was developed and is being implemented in close collaboration with the County of Will, the City Center Partnership, University of St. Francis, Joliet Junior College, and Lewis University, as their campuses are directly adjacent to Downtown.

### 3.2 Historical and Current Planning Context

During the late 1980's, the City of Joliet developed a downtown revitalization strategy to take advantage of its riverfront location and existing public and private investments in the city center. The goals of that plan are being further advanced through the 2008 Central Area Plan, which lays the groundwork for a transit friendly downtown that will better serve in its emerging role as a modern regional transportation and education center to complement the existing entertainment and cultural institutions.



The Joliet Central Area Plan made several key recommendations and strategically placed elements throughout the Central Area to spur future development. Rialto Square and the Will County Courts complex are two such elements. The close proximity of all these major venues potentially creates a significant increase in pedestrian traffic and general activity in Joliet's Central Area.

More recently the RTA funded the JRMTC planning study which further studied and illustrated the transit challenges/solutions by delineating key policies regarding land use, access, circulation, and urban design.

### 3.3 Status of Existing Facility

#### Transportation Facilities- Joliet Union Station

Existing transportation assets include the **Joliet Union Station** which was placed on the list of the National Register of Historic Places in 1978 and continues to function as a rail station for both **Metra and Amtrak**. The station, circa 1912, was restored in 1991 and remains one of the region's most notable transportation related landmarks and busiest passenger commuter rail stations. The **station serves as the terminal point for the Rock Island District**, which provides frequent daily connections to Chicago's LaSalle Street Station on an elevated east/west track. **The terminal point for the Heritage Corridor District**, which has weekday-only rush hour service to Chicago's Union Station in the morning, returning to Joliet in the evening. Heritage Corridor trains run on the elevated north/south track along with Amtrak service and several daily freight trains from the BNSF, CN, Norfolk Southern, and UP.

Joliet's Union Station is **Amtrak's second-busiest station in suburban Chicago** with over 34,000 passenger boardings and alightings annually and ten trains each day on the Chicago/St. Louis corridor. Amtrak trains include the Lincoln Service which has eight trains daily and the Texas Eagle which runs two trains daily between Chicago and San Antonio in addition to three weekly connections to New Orleans and Los Angeles.

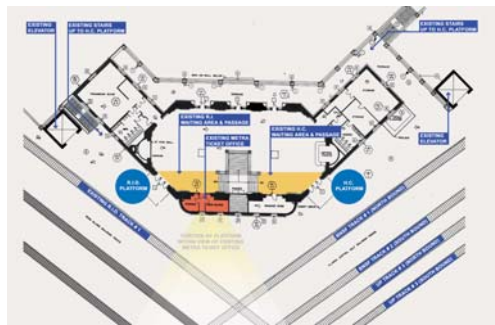
The City of Joliet owns two-thirds of the station including the former passenger waiting room, which was restored and is now a banquet hall with accommodations for up to 350 guests. The Union Station facility has 12,000 square feet of retail and office space.

The existing Joliet Union Station creates **numerous design challenges due to site constraints and the physical design of the building making it difficult to function as a modern multi-modal transit center.** Additional



constraints include the following:

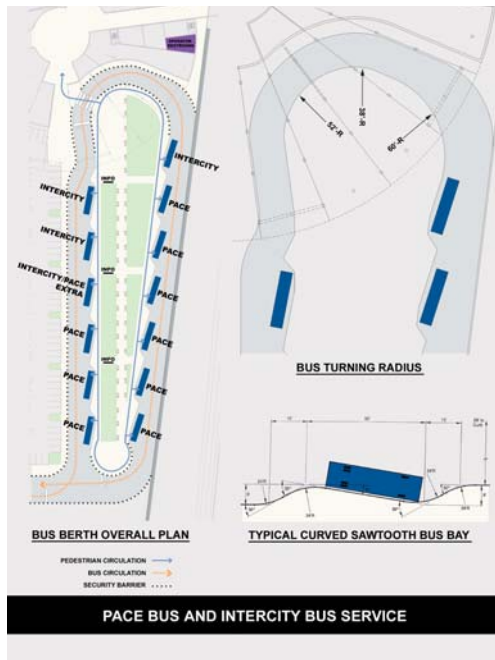
- **Passengers for both the Metra Heritage Corridor Service and Amtrak have to cross two sets of freight train tracks to access the passenger trains, with 30-50 freight trains per day.**
- Passengers frequently climb up and down a grass incline to the East of the freight tracks to access the train station.
- The dedicated bus loading lane in front of the train station is severely limited. Taxis, buses, and passenger vehicles **compete for the limited bus lane space** on Scott Street to drop off and pick up passengers.
- There is a lack of adequate posted information on schedules and routes for passengers.
- Accommodations for bike parking and riders are non-existent.
- Bus transfer points do not provide shelter or seating for waiting passengers.



### 3.4 Connections with Existing Transportation Infrastructure

#### Transportation Facilities- Bus Transfer Points

**Pace** operates nine bus routes that provide a mix of local and regional service. Four of the routes use the existing transfer stop on Jefferson Street. The Jefferson Street transfer stop has benches and shelters for waiting passengers, however the pulse point lacks **signage or posted information showing route maps and schedule times.** The other five routes stop at Joliet Union Station on Washington Street. The two bus stops at this location do not provide benches or protected shelters for waiting passengers. Pace bus pulse points in downtown Joliet also provide local and regional service in the Southwest Chicago Metropolitan Area.



#### Inter-City Bus Service

Greyhound and Burling Trailways bus service is currently located at the Joliet Inn Hotel on Interstate 55 and East Frontage Road. Peoria Charter is accessed from the parking lot at the Westfield Louis Joliet Mall. Both of these locations are over five miles from the other transportation assets in downtown Joliet.

## Transportation Facilities - Street System, Vehicular Circulation

### Street System



The Exhibit to the left identifies the existing street classification system in the project area. The two major arterials include Jefferson Street, which is one-way eastbound and S. Chicago Street which is one-way northbound. Washington Street, classified as a local collector, provides one way eastbound connection from S. Chicago Street to Union Station and northbound Scott Street.

Buses on Jefferson Street use either N. Chicago Street or Scott Street to travel north out of the downtown area and must traverse two lanes of traffic to make their turns. Buses at Union Station must compete with waiting taxis and passenger vehicles to get to the curbside then pull away and also compete with oncoming traffic to move north on Scott Street.

### Joliet Regional Trail System

The recreational use of the existing regional trail network that converges on downtown Joliet will derive greatest benefit from the future Transportation Center. The **I & M Canal State Trail** and the **Old Plank Road Trail** currently use dedicated street routes through Joliet's downtown to **continue to the over 130 miles of local, state and national trails**, such as the **American Discovery Trail** and the **Grand Illinois Trail**. The Joliet regional trail system is a major recreational asset that



connects and attracts visitors from nearby communities and is part of a larger overall trail plan for the broader region. The Transportation Center, which will include wayfinding and major bike facilities, will be vitally important as the regional transportation hub that ties all of the area recreational trail systems together.

### 3.5 Proposed Improvements

- **Improved safety conditions**– The Transportation Center will improve bus circulation by relocating bus loading facilities and minimizing traffic conflicts with other vehicles, and eliminates the need for mid-block pedestrian crossings.
- **Increased regional and local transit connectivity and effectiveness** – The Transportation Center improves **access to jobs throughout the region as a result of enhanced connectivity**.
- **Enhanced Transit-user efficiencies** – Facilitates the **ease of use of public transportation for medical, shopping, cultural, educational, and recreational purposes**.
- **Offers multiple alternatives to single-occupancy vehicle (SOV) travel** – Improving public transit offers attractive **alternatives to SOV travel** within the region and is an effective strategy to reduce congestion and offset population and job growth in Joliet and the County of Will.
- **Improving air quality by reducing traffic congestion** – The Transportation Center will serve as the regional multi-modal transit hub for the Southwest Corridor, eliminating the need for additional SOV vehicle miles and congestion on I-55, I-80, and I-355, thus **reducing fossil fuel consumption and greenhouse gas emissions**.
- **Catalyst for Major Private Sector Transit-Oriented Development** - The project will **anchor a major mixed-use transit-oriented future development project** that will include the adaptive reuse of the existing Joliet Union Station for retail, restaurant, and event space.
- **Providing adequate parking for commuters** – The development of the Transportation Center will **lead to a net increase of 1,300 parking spaces** for commuters.  
**Separate or eliminate pedestrian vehicular conflicts.**



#### 4.0 Project Partnerships

The Joliet Regional Multi-Modal Transportation Center project brings together many local, state, and federal partners. Those organizations partnering with the IDOT/Joliet on this facility are listed below:

**United States Government:** The federal government has partnered through over \$5 million in funding appropriations already secured by the City’s Congressional delegation on a bipartisan basis. Illinois Senator Dick Durbin, former Senator Barack Obama, 11th Congressional District Representative Debbie Halvorson, and former Representative Jerry Weller have all secured appropriations for this project.



**The State of Illinois:** In addition to pledging over \$6,000,000 for the JRMTC project, IDOT/Joliet has received support and endorsement from Governor Pat Quinn.

**Amtrak:** IDOT/Joliet has worked closely with Amtrak officials who have eagerly participated in the planning and design of the facility. A letter of support has been received from Amtrak for the JRMTC project.



**Intercity Bus Service Providers:** This project has received public support from four intercity bus providers: Greyhound, Burlington Trailways, Peoria Charter, and MegaBus. All of these providers plan to utilize the JRMTC. Please visit [www.cityofjoliet.info/tigergrant.asp](http://www.cityofjoliet.info/tigergrant.asp) to view letters of support from each of the four intercity bus providers.

**Pace:** Pace fully supports the JRMTC and has conducted detailed analyses of the benefits that the facility will create for their fixed and special service route services. Furthermore, Pace has been involved in the facility planning and design.



**Pedestrian and Bicycle Advocacy Groups:** The League of Illinois Bicyclists and the Canal Corridor Association support this project and have been invited to participate in public design forums.

**Labor Organizations:** The project has support and endorsement from the Laborers’ International Union of North America. Labor

advocates on the national and local level have supported this project as they realize the tremendous impact it will have on the construction industry.

**Local Stakeholders:** IDOT/Joliet has received strong endorsements for this project from community pillars including Joliet and neighboring units of local government, institutions of higher education, regional business and economic development organizations, and other similar organizations. There is a broad base of support for this project as evidenced by letters from Congress woman Debbie Halvorson, Governor Pat Quinn, Will County Executive Larry Walsh, BSNSF, and the Chicago Metropolitan Agency for Planning (CMAP) to name a few. All letters are available at [www.cityofjoliet.inf/tigergrant.asp](http://www.cityofjoliet.inf/tigergrant.asp).



It should be noted that this project supports the goals and plans outlined in the Memorandum of Understanding (MOU) that was executed on July 27, 2009 by Governors of an eight-state Midwestern region and Mayor Richard Daley of Chicago. The MOU outlined the broad regional support for a Midwestern high speed rail hub in Chicago that would serve as a key component to the nationwide network envisioned by President Barack Obama and Transportation Secretary Ray LaHood. The MOU specifically mentions the critical Midwestern route from Chicago to St. Louis and ultimately on to Kansas City, Missouri via Joliet.

IDOT/Joliet and its partners have developed an innovative financial plan for the JRMTC. The plan incorporates local, state, private investment, and federal funding that has already been secured and expended and requests additional local and TIGER II funding to complete the financing package for the first three phases of the project. Based on prior local, state, and federal commitments, **IDOT/Joliet is completing land acquisition agreements, environmental remediation, infrastructure improvements, and facility design work associated with the project.** As a result, the project can be under construction within 90 days of a TIGER II grant. If TIGER II funding is awarded, the facility can be complete and operational by Spring 2012.

## 5.0 Project Funding

### *Total Project Revenues*

The financial plan is an example of exemplary public and private 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 \$25,840,000 TIGER II grant and the use of additional local bonding. Without the TIGER II grant IDOT/Joliet will not be able to move forward on this critically important transportation project.

IDOT/Joliet respectfully requests \$25,840,000 (61.5% of the total project cost) in TIGER II funds to complete the JRMTC financial plan, which is detailed below in 2010 dollars:

### **Project Expenditures:**

Phase One – Pace Bus and Intercity Bus Turnaround	\$ 6,206,000
Phase Two – Track, Passenger Platform and Access	\$16,830,000
Phase Three – Transportation Center Base Building	\$ 7,173,000
General Conditions	\$ 3,625,000
Soft Costs	\$ 3,646,000
Owner’s Contingency	\$ 4,531,000

### **Total Project Expenditures**

**\$42,011,000**

**Project Funding Sources:**

Federal – TIGER II Grant	\$ 25,840,000 (61.5% of Total Cost)
State of Illinois – Matching Funds	\$ 6,460,000
BNSF Railroad Investment	\$ 2,200,000
<u>City of Joliet – Local Funds</u>	<u>\$ 7,511,000</u>
<b>Total Matched Funding</b>	<b>\$16,171,000 (38.5% of Total Cost)</b>

**Total Project Funding Sources** **\$42,011,000**

The City of Joliet is prepared to issue local bonds to supplement public/private partnerships moving beyond the first three phases of the JRMATC. In July of 2010, Joliet’s bond ratings were maintained by all three major national rating agencies. These ratings include Fitch (AA+), Standard and Poor’s (AA+), and Moody’s (Aa1). The extraordinarily high ratings illustrate Joliet’s financial management abilities and further demonstrate the City’s ability to secure the required additional local bonding.

**6.0 Primary Selection Criteria**

**6.1 Long Term Outcomes**

**(i) State of Good Repair**

The JRMATC will promote and maintain the integrity of Joliet Union Station, designed by noted Chicago Architect Jarvis Hunt circa 1912. The station is located adjacent to the circa 1911 elevated intersection of the Heritage Corridor and Rock Island District Railroads. The Historic Joliet Union Station serves as the terminal station for Metra’s Rock Island service and Heritage Corridor service, as well as serving as an Amtrak station stop. The Metra Rock Island Mainline is a single track east-west elevated mainline which crosses both the Burlington Northern Santa Fe (BNSF), a double track north-south mainline, and the Union Pacific (UP) an elevated double track north-south mainline located east of the BNSF at which the the corridors intersect. As originally designed, the Joliet Union Station platforms were directly adjacent to the passenger train lines it served.



Looking south from the BNSF N TRK (UD Control Tower left, Union Station right)

Metra’s Heritage Corridor and Amtrak passenger service operate passenger service on the UP mainline until it interchanges with the CN (former IC) north of the Joliet U.D. Interlocking. Four small crossing / boarding platforms are located north of the control tower on the UP tracks and provide the only boarding area for the Heritage Corridor trains. In order to access these platforms, passengers are required to cross BNSF north bound mainline and travel down a retired platform located between the two BNSF tracks to the four boarding

locations where the passenger are then required to cross the south bound mainline of the BNSF. Currently Rock Island passenger trains board from a continuous low level boarding platform located on the north side of the Rock Island Mainline and extends west from Joliet Union Station. In addition to Metra's Rock Island Passenger Service, five freight trains per day on average from CSX and the Iowa Interstate also operate on this east-west line.

The construction of the JRMTC will:

- Improve conditions by centralizing and simplifying transfers between the multiple modes of transportation currently not located in a single location.
- Rehabilitate Joliet Union Station as the valuable transportation asset it is by utilizing its ground floor for alternative ground transportation functions and its upper floors for rail operation and event space.
- Appropriately capitalize the JRMTC with stakeholder budget line items and long term asset management to insure its continued and unencumbered operation.
- Define sustainable sources of revenue for long-term transportation operations and JRMTC facility maintenance.

**(ii) Economic Competitiveness**

The **Joliet Regional Multi-Modal Transportation Center** will enhance the economic competitiveness of both Joliet and the Chicago metropolitan area in the medium-term and long-term. The Transportation Center will produce **better rail efficiency and reliability, with stronger coordination of freight, passenger, commuter rail, and will improve passenger and pedestrian safety.** The project will **increase the efficiency and effectiveness of the transportation system through integration and better use** of all existing transportation infrastructure. Later phases of the project will anticipate Transit-Oriented Development that will promote **private investment in an Economically Distressed Area.**

The Transportation Center will be an added benefit to the **Chicago Region Environmental and Transportation Efficiency (CREATE) Program** – the public-private partnership led by the U.S. Department of Transportation, **Amtrak**, the State of **Illinois**, the **County of Will**, the City of **Chicago, RTA**, and six of the nation's seven freight rail lines – which also desires to produce better rail efficiency.

The JRMTC will provide better local and regional access to jobs and for residents in the **economically distressed immediately surrounding area.** This project lays the groundwork for future Transit-Oriented Development (TOD) that will generate 230 office and retail jobs. Equally important, the impact of the Transportation Center on other Downtown Joliet projects could mean an additional 700 jobs.

**(iii) Livability**

The Transportation Center will make Joliet a model city for **Smart Growth and Transit-Oriented Development** in the Chicago metropolitan area. The JRMTC is designed and planned to have a positive impact on qualitative measures of community life. Few cities nationwide have the existing transportation infrastructure that would support **compact and walkable commercial and residential development.** The JRMTC will significantly enhance user mobility by enhancing points of modal connectivity, reducing congestion, and promoting compact walkable commercial and residential development downtown. The Transportation Center would become a **livability model** by achieving the following:

- Reduce the cost of mobility
- Improve existing transportation choices
- Improve accessibility for disadvantaged, seniors, non-drivers, and people with disabilities

- And, through the result of a planned process provide coordinated transportation and land-use planning with community participation.

The Transportation Center is one element of a broader strategy being employed by the City of Joliet to **enhance the quality of life of residents** located in the greater central area of Joliet. The City's renewed focus in Downtown Joliet and surrounding areas began with the development and implementation of the **Quality of Life Plan** for Districts 4 and 5, which includes Downtown, in 2006. Joliet is the perfect "**Model for Livable Communities**".

(iv) ***Environmental Sustainability***

IDOT/Joliet will incorporate **sustainable building design elements** into the Transportation Center that will make the center an innovative model for similar transportation centers nationwide. In addition, as new construction, the Transportation Center offers Joliet a unique opportunity to improve energy efficiency, reduce carbon emissions and overall dependency on oil, and contribute to a more sustainable environment in the building design.

Examples of elements to be included in the development of the Transportation Center:

- **Solar panels** located throughout the surface parking lots will generate energy to be used in the Transportation Center;
- **Green roof technology** will reduce the Transportation Center's carbon footprint;
- Significant numbers of safe and secure **bike stations** that will encourage users of all transportation modes to consider and utilize biking as a viable alternative;
- **Indoor Environmental Quality** will include design features to enhance light controllability, thermal comfort, and interior daylight access;
- **Site Sustainability** will include Brownfield redevelopment, heat island reduction, and alternative transportation provisions for transit, bicycles, and low-emission vehicles;
- **Water Efficiency** - water-efficient landscaping and facility water use reduction;
- **Energy Efficiency** - energy-efficient HVAC systems and potential use of green power sources;
- **Construction Materials** - low construction waste and use of recycled and locally-sourced materials; and
- **Indoor Environmental Quality** - design features to enhance light controllability, thermal comfort, and interior daylight access.

(v) ***Safety***

Several safety benefits are directly tied to the JRMMTC. These include the following:

- **Freight and passenger train conflicts are eliminated**, eliminating significant delays.
- Direct platform access is provided eliminating unsafe passenger crossings.
- Indoor waiting areas for bus and rail patrons are provided in one central area.
- Accessible passenger platforms with safer boarding conditions, eliminating the risk of trip-and-fall injuries and from walking on or next to rail tracks.
- Direct transfer access between transportation modes without having to cross vehicular rights-of-way (streets or rails) or busy parking lots.
- Unobstructed visibility at rail and bus boarding areas for increased safety and security.
- Activated Union Station attracting more people to the area during both day and nighttime.
- Relocation of the Pace pulse point eliminating the traffic safety hazards and conflicts.

## 6.2 Job Creation and Economic Stimulus

Construction of the JRMMTC project will immediately create hundreds of additional short-term jobs and reduce the level of unemployed workers in the region, which has risen 12 percent since January 2010. In the case of the JRMMTC, the need for resources to design and build the station would represent a short-term increase in demand for professional services, construction labor, and construction materials. Economic benefits from construction demand can be characterized as three types of impacts:

- **Direct** impacts represent new spending, hiring, and production by construction companies to accommodate the demand for resources in order to complete the project.
- **Indirect** impacts result from the increase in production of industries supplying intermediate goods and services to the construction industry. Such firms will also experience increased demand for their products and, if necessary, will hire new workers to meet the additional demand. The level of inter-industry trade within Will County will determine the size of the indirect impact.
- **Induced** impacts stem from the re-spending of wages earned by workers and households benefitting from the direct and indirect activity. In other words, if an increase in labor demand leads to earnings in a set of industries, workers in these industries will spend some proportion of their increased earnings at local retail shops, restaurants, and other places of commerce, further stimulating economic activity.

It is also important to analyze the quality of the jobs that would be created by the JRMMTC Project, which can be most easily measured by the number of jobs created at various levels of compensation. Exhibit 6.2 shows that the majority of person years of employment generated by the project would receive pre-tax compensation between \$40,000 and \$60,000 per year, which include jobs in construction, health care, and transportation & warehousing.

This indicates that the project would mostly generate well-paying jobs for the middle class that would help stimulate the regional economy.

There would also be nearly 150 person-years of employment for lower-skilled workers earning less than \$40,000, in industries such as retail sales, other services, administrative services, and food services. Finally, nearly 100 person-years of employment would be generated for workers earning over \$60,000 per year, in fields such as professional services, manufacturing, and finance.

The project promotes the short- and long-term creation and preservation of jobs while promoting new and expanded business opportunities during construction of the project and thereafter. Over \$40,000,000 will be invested in construction and construction-related activities. New and expanded business opportunities will be created in Economically Distressed Areas, while creating follow-on jobs and economic stimulus.

Temporary Construction Jobs		
	Total Construction Costs	Construction Jobs Created
Phase I	\$ 8,630,254	9
Phase II	23,405,523	23
Phase III	9,975,656	10
<b>Totals</b>	<b>\$ 42,011,433</b>	<b>42</b>

Exhibit 6.2 Prepared by Real Estate Councilors International

### Job Creation

The JRMMTC is expected to create **significant near-term economic benefits** for Joliet, the County of Will area, the State of Illinois, in addition to other regions of the United States. Joliet's near term economic benefits from the project would be driven by an increase in construction spending in the region. These

project expenditures would generate a short term increase in demand for engineering and technical services, as well as construction-related labor and materials. Beginning in 2010, the JRMATC is expected to generate significant economic benefits for the region. An estimated 385 jobs construction jobs and 259 permanent jobs will be created from the JRMATC.

## **Equal Opportunity**

Construction contracts for the JRMATC will be administered by IDOT/Joliet, which conforms to all employment opportunity laws. Appropriate intergovernmental agreements will be executed between the State of Illinois, the County of Will, the City of Joliet and all other appropriate parties. Each contract that will be let for the Project will also contain documents pertaining to **equal employment opportunities and prevailing wage posting requirements**. These documents can be found at the following internet link: ([www.cityofjoliet.info/tigergrant.asp](http://www.cityofjoliet.info/tigergrant.asp))

## **7.0 Secondary Selection Criteria**

### **7.1 Innovation**

The JRMATC is a project that has significance that goes far beyond Joliet's borders. As such, Joliet must be at the forefront of innovative approaches to project delivery so that its benefits can accrue throughout the Chicago metropolitan area and the State of Illinois. IDOT/Joliet will coordinate to develop a program that will ensure project contract compliance and expedite project completion.

As a station on the future Illinois High Speed Rail (HSR) Corridor, Joliet is uniquely positioned to include innovations related to HSR technology. Furthermore, the confluence of bicycle trails and paths in Downtown Joliet that connect the Transportation Center with residential and recreational areas throughout the County of Will offers another innovation that few communities can match.

Through the development of the Transportation Center, IDOT/Joliet will endeavor to implement innovative transportation technologies that will assure fast and efficient service for users of all transportation modes. IDOT/Joliet will leverage its position as the catalyst of this project to get the service providers – the freight lines, Amtrak, Metra, Pace, taxi services, and intercity bus lines – to coordinate on behalf of transportation consumers. Technologies that will be pursued include:

- Intelligent Transportation Systems (ITS)
- Smart Cards
- RFID Technology
- Dynamic Peak Pricing
- Rail wayside or on-board energy recovery
- Real time dispatching
- Active traffic management

For additional information go to ([www.cityofjoliet.info/tigergrant.asp](http://www.cityofjoliet.info/tigergrant.asp))

The Joliet Regional Multi-Modal Transportation Center 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. The JRMATC has been designed to achieve a LEED™ silver level of certification.

## 7.2 Partnership

### i. Jurisdictional & Stakeholder Collaboration

In addition to our federal partners, IDOT/Joliet has partnered extensively with the State of Illinois and neighboring local jurisdictions. The State of Illinois has supported this project financially through grants secured by local lawmakers and distributed through the Department of Commerce and Economic Opportunity. The State of Illinois has pledged matching funds of \$6,460,000 for the project. The Illinois Commerce Commission has also been involved in reviewing the JRMTC project and its impact on the local transportation network. Their input and guidance has been invaluable throughout the planning stages of this project. Neighboring communities have also recognized the importance of the JRMTC project and have actively voiced their strong support. The City of Joliet and the County of Will have submitted letters of support for this application and have joined City officials in multiple trips to Washington D.C. to discuss this top priority project for the region with our congressional delegation.

Partnership on this project extends well beyond government agencies. IDOT/Joliet has worked diligently to garner the support and input from transportation providers, local higher education institutions, the business community, and non-profit advocacy groups. On the transportation end, strong partnerships have been established with Amtrak, Union Pacific Railroad, Metra, BNSF, Pace, RTA, and the area intercity bus providers. Additionally, IDOT/Joliet staff has met with and solicited input from local grassroots organizations that focus on pedestrian and bicycle travel, including the Chicagoland Bicycle Federation and the Canal Corridor Association. 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.

### ii. Disciplinary Integration

IDOT/Joliet has made a concerted effort to solicit input and support from three nearby major institutions of higher education. University of St. Francis, Joliet Junior College, and Lewis University are primary partners in the project due to their immediate campus proximity and the approximately 24,000 students, faculty, and staff that depend on public and alternative transportation modes. Joining in support of this project are Illinois Wesleyan University and Heartland Community College. All institutions recognize that this project can vastly improve mobility for students, faculty, and staff while, at the same time, relieving congestion from dense urban campuses and off-campus living areas. IDOT/Joliet has reached out to partner with the local business community, non-profit advocacy organizations, and the general public. The business community, including umbrella associations and major area employers, has aided IDOT/Joliet in its effort to make this project a reality. Among the partners in this area are the Will County Chamber of Commerce, Economic Development Corporation, and Downtown Joliet Business Association. Advocacy groups, such as Life Center for Independent Living, which focuses on needs for disabled persons, have been invited to participate in building design forums. Similarly, IDOT/Joliet conducted an open community forum for the general public during early design phases of the project. This forum helped all stakeholders better understand existing obstacles in the transportation network and further defined expectations for the future of our regional system.

IDOT/Joliet has carefully cultivated numerous partnerships that will help ensure a successful project. As a result, the facility will improve the quality of life in Central Illinois through the removal of barriers within the transportation network, increased convenience and access to energy efficient transportation modes, and increased economic opportunities. **This project, perhaps more than any other ever pursued in the area, embodies what it means to be a community effort.**

## 8.0 Benefit-Cost Analysis

Phases I, II and III of the proposed project build upon the already sizable infrastructure that exists in downtown Joliet. This existing infrastructure is comprised of Metra's Rock Island and Heritage Corridor commuter lines, Amtrak service, Pace bus routes serving the Joliet area, Union Station, and existing commuter parking lots located around Union Station. Because the proposed project increases the convenience, efficiency and capacity of what already is a dominant focal point of several modes of public transportation, it follows that the cost of improvements will be far outweighed by a quantification of the benefits.

Seven benefit categories were estimated:

- 1) **Direct transportation user benefits:** Benefits to "new transit riders" who are attracted to improved or new transit services. Such riders would include a combination of riders attracted to transit from autos including riders, defined as entirely new travelers who were not making the trip previously, and riders to improved or new transit services who were traveling on other transit modes or different routes.
- 2) **Accident Cost Savings:** The reduced social costs of highway accidents, resulting from diversion of trips from auto and taxi.
- 3) **Emissions Cost Savings:** The economic value of reduced emissions, such as NO<sub>x</sub>, particulates, and hydrocarbons.
- 4) **Vehicle Operating Cost Savings:** The economic value of reduced costs associated with private vehicle use.
- 5) **Travel Time Savings:** The economic value of reduced time associated with private vehicle use.
- 6) **Transit Mobility Benefits:** The economic value that results from additional personal travel that would not otherwise occur, particularly by people who are transportation disadvantaged, that is, they cannot drive due to physical, economic or social constraints.
- 7) **Business Output and Personal Income:** The economic value that results from direct labor as well as induced and indirect employment and income resulting from additional business-to-business purchases to support direct purchases of materials, supplies, other construction-related services and permanent additions to the region's economic activity.

**JOLIET MULTIMODAL TRANSPORTATION CENTER**  
**PHASE I, II AND III**  
**BENEFITS AND COSTS**  
*August, 2010*

<b>COSTS</b>	<b>Phase I</b>	<b>Phase II</b>	<b>Phase III</b>	<b>Phase I, II and III</b>
Bus Turn Around/Parking Consolidation Construction	\$ 8,630,254			\$ 8,630,254
Track, Passenger Platform and Access Construction		\$ 23,405,523		\$ 23,405,523
Transportation Center and Passenger Concourse Construction			\$ 9,975,656	\$ 9,975,656
Operating Costs	\$ 1,326,265	\$ 530,506	\$ 1,478,615	\$ 3,335,386
<b>Total</b>	<b>\$ 9,956,519</b>	<b>\$ 23,936,029</b>	<b>\$ 11,454,271</b>	<b>\$ 45,346,818</b>
<b>BENEFITS</b>	<b>Phase I</b>	<b>Phase II</b>	<b>Phase III</b>	<b>Phase I, II and III</b>
<b>METRA</b>				
Accident Cost Savings	\$ 5,960,631	\$ 7,450,789	\$ 8,940,946	\$ 22,352,366
Vehicle Operating Cost Savings	\$ 8,185,139	\$ 10,231,423	\$ 12,277,708	\$ 30,694,270
Travel Time Savings	\$ 3,370,872	\$ 4,213,590	\$ 5,056,307	\$ 12,640,769
Emission Costs Savings	\$ 910,022	\$ 1,137,527	\$ 1,365,032	\$ 3,412,581
Transit Mobility Benefits	\$ 10,372,350	\$ 12,965,438	\$ 15,558,525	\$ 38,896,313
<b>Subtotal</b>	<b>\$ 28,799,013</b>	<b>\$ 35,998,766</b>	<b>\$ 43,198,519</b>	<b>\$ 107,996,298</b>
<b>PACE</b>				
Accident Cost Savings	\$ 99,344	\$ 124,180	\$ 149,016	\$ 372,539
Vehicle Operating Cost Savings	\$ 136,419	\$ 170,524	\$ 204,628	\$ 511,571
Travel Time Savings	\$ 187,271	\$ 234,088	\$ 280,906	\$ 702,265
Emission Costs Savings	\$ 15,167	\$ 18,959	\$ 22,751	\$ 56,876
Transit Mobility Benefits	\$ 41,709	\$ 52,137	\$ 62,564	\$ 156,410
<b>Subtotal</b>	<b>\$ 479,910</b>	<b>\$ 599,887</b>	<b>\$ 719,865</b>	<b>\$ 1,799,662</b>
<b>AMTRAK</b>				
Accident Cost Savings	\$ 115,827	\$ 173,740	\$ 231,654	\$ 521,221
Vehicle Operating Cost Savings	\$ 159,054	\$ 238,580	\$ 318,107	\$ 715,741
Travel Time Savings	\$ 35,271	\$ 52,906	\$ 70,541	\$ 158,718
Emission Costs Savings	\$ 17,684	\$ 26,525	\$ 35,367	\$ 79,576
Transit Mobility Benefits	\$ 124,011	\$ 186,017	\$ 248,023	\$ 558,051
<b>Subtotal</b>	<b>\$ 451,846</b>	<b>\$ 677,769</b>	<b>\$ 903,692</b>	<b>\$ 2,033,307</b>
<b>BNSF FREIGHT</b>				
	\$ -	\$ 9,614,007	\$ -	\$ 9,614,007
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 9,614,007</b>	<b>\$ -</b>	<b>\$ 9,614,007</b>
<b>TOTAL TRANSPORTATION BENEFITS</b>	<b>\$ 29,730,769</b>	<b>\$ 46,890,430</b>	<b>\$ 44,822,076</b>	<b>\$ 121,443,275</b>
<b>OTHER ECONOMIC BENEFITS</b>				
Personal Income	\$ 73,611,545	\$ 199,636,842	\$ 85,087,117	\$ 358,335,503
Business Output	\$ 37,420,462	\$ 101,485,480	\$ 43,254,075	\$ 182,160,017
<b>MULTI-MODAL BENEFITS</b>	<b>\$ 140,762,776</b>	<b>\$ 348,012,751</b>	<b>\$ 173,163,268</b>	<b>\$ 661,938,794</b>
<i>Ratio of Total Multi-Modal Benefits to Total Costs</i>	<b>14.1</b>	<b>14.5</b>	<b>15.1</b>	<b>14.6</b>
<i>Ratio of Multi-Modal Transportation Benefits to Total Costs</i>	<b>3.0</b>	<b>2.0</b>	<b>3.9</b>	<b>2.7</b>

Exhibit 8.0 Prepared by Real Estate Councilors International

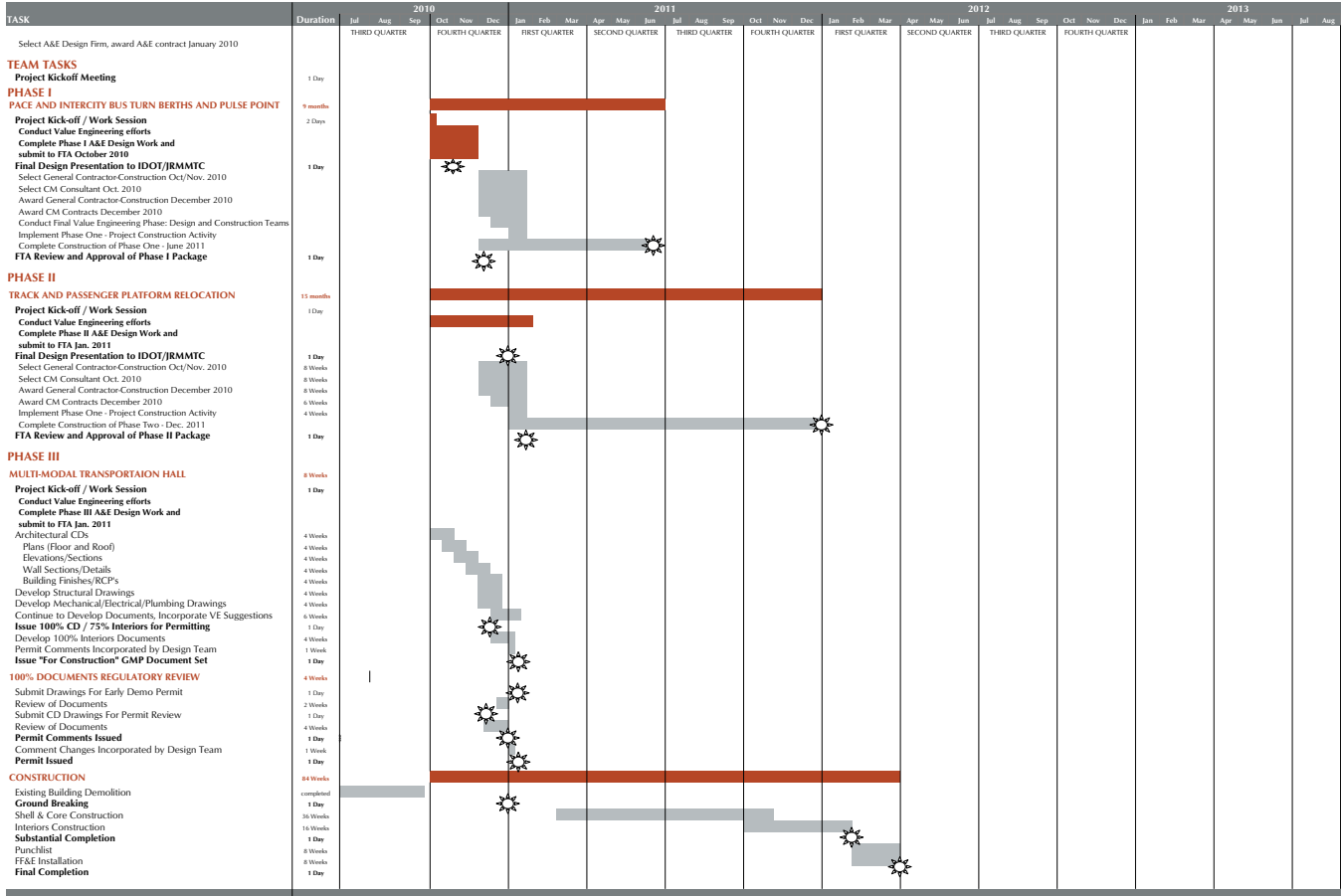
From the Benefit/Cost analysis we concluded that the ratio of multi-modal transportation benefits exceeded total costs by nearly two and three quarters. We also concluded that *total* multi-modal benefits exceeded total costs by nearly 15.

Because of data and methodology limitations, the benefits of combined strategic investment program (capital and operating) reported above almost understate-probably significantly- the total benefits.

# 9.0 Project Schedule

Joliet Regional Multi-Modal Transportation Center

PROPOSED PROJECT SCHEDULE (Phases One -Three)



As the schedule indicates, IDOT/Joliet is prepared to start work on all three Phases immediately upon receipt of a TIGER II grant award. Construction on Phases I and II will be ready to commence December 2010, 90 days following award. Final Design and Construction Documentation for Phase III will commence immediately, with a construction start scheduled for March 2011. It is anticipated that all construction will be completed by Spring 2012.

## 10.0 Federal Wage Rate Requirement

The City of Joliet 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 at [www.cityofjoliet.info/tigergrant.asp](http://www.cityofjoliet.info/tigergrant.asp).

## 11.0 National Environmental Protection Act (NEPA) Requirement

The City of Joliet submitted an Environmental Review on the Multi-Modal Transportation Center project site to the Illinois Environmental Protection Agency. On April 13, 2010, Joliet received a "No Further Remediation Letter." A draft copy of the project's current Environmental Assessment report is available online at [www.cityofjoliet.info/tigergrant.asp](http://www.cityofjoliet.info/tigergrant.asp).

## 12.0 Environmentally Related Federal, State & Local Actions

IDOT/Joliet is working diligently to ensure that all environmental regulations are being fully met for this project and its specific Brownfield site location. In addition to the previously stated NEPA compliance, IDOT/Joliet has received a “No Further Remediation Letter” from the State of Illinois Environmental Protection Agency for a substantial portion of the JRMTC site. This document, along with the full site remediation report, is available at [www.cityofjoliet.info/tigergrant.asp](http://www.cityofjoliet.info/tigergrant.asp) The project is located in a non-attainment area and fully meets the requirements set forth in the Clean Air Act.

IDOT/Joliet is currently completing environmental documentation for the entire project site. Environmental reports have been completed for the city-owned land and many of the adjacent parcels.

## 13.0 Index of Websites & Other Supporting Information

IDOT/Joliet is proud to have obtained letters of support for this project from the following individuals and organizations:

Congresswoman Deborah Halvorson (11th Congressional District)  
Governor Pat Quinn  
Illinois State Senator A. J. Wilhelmi (43rd District)  
Illinois State Representative Jack McGuire (86th District)  
City of Joliet, IL  
County of Will, IL  
University of St. Francis  
Joliet Junior College  
Lewis University  
Joliet – City Center Partnership  
Joliet Chamber of Commerce  
Amtrak  
Pace  
BNSF  
RTA  
Metra  
I Go (car sharing)  
Chicago Metropolitan Agency for Planning  
Provena St. Joseph Medical Center

These letters of support can be viewed along with additional supplemental application materials at: [www.cityofjoliet.info/tigergrant.asp](http://www.cityofjoliet.info/tigergrant.asp). The letters illustrate the strong local, regional, state and national support for the Joliet Regional Multi-Modal Transportation Center. Support comes from a bipartisan coalition of state and federal elected representatives, as well as a diverse group of public and private organizations.

For further information pertaining to the Downtown Joliet revitalization effort please visit:

[www.cityofjoliet.info/tigergrant.asp](http://www.cityofjoliet.info/tigergrant.asp)

**Username: tiger**

**Password: grant2**



*Congresswoman Deborah Halvorson (center), Joliet City Manager Tom Thanas (right) and Mike Murray from Illinois Governor Pat Quinn’s office (left) hosted a community stakeholder forum on September 2, 2009 at which support was expressed for the JRMTC and the Chicago to St. Louis high speed rail corridor. To view information on the Economic Development Council of Joliet’s “1 Voice” legislative advocacy program which includes broad support for the JRMTC.*