



# Alton Regional Multimodal Transportation Center at Robert Wadlow Town Centre

## Project Narrative

City of Alton Illinois  
Madison County Metro East Transit District



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## Project Website

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## Project Summary

The City of Alton and Madison County Transit seek \$17.3 million to construct the Alton Regional Multimodal Transportation Center (RMTC) within the Robert Wadlow Town Centre redevelopment project. TIGER funding for this nationally significant project will mitigate a bottleneck in Amtrak's high speed passenger rail system on the critical link between Chicago and St. Louis. Moreover, TIGER will leverage a \$72 million cumulative private-public investment that will create much-needed jobs in a designated economically distressed area.

TIGER funding focuses on two key transportation components of the larger Alton Towne Centre project:

- Construct the RMTC on five acres immediately adjacent to the new Amtrak HSIPR Station within the 58-acre Robert Wadlow Town Centre development;
- Acquire eight (8) clean fuel biodiesel transit buses to upgrade MCT Express Route 1X operating hours and service frequency between the RMTC and major regional destinations including the St. Louis Metro Link regional light rail transit system.

The project is an integral component in providing sustainable public transportation to the more than 600,000 residents in the Metro East and the 2.5 million St. Louis area residents. Locally it is critical to the City's strategy to create a new sustainable community based on unique access to the Illinois High Speed Passenger Rail (HSIPR) corridor and enhanced regional public transit service. This project is at the nexus of national, state and regional interest in economic revitalization, eco-tourism, energy efficiency, livable communities and balanced transportation systems.

## Project Locator Map

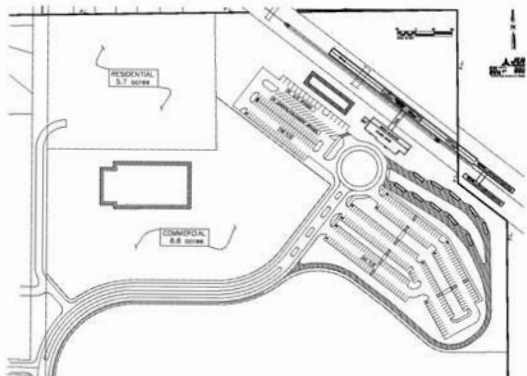


TIGER Selection Criteria	Project Benefits
State of Good Repair	<ul style="list-style-type: none"> <li>Accelerate implementation of High Speed Rail service in Illinois.</li> <li>Increase Amtrak ridership</li> <li>Increase utilization of local and regional transit system</li> <li>Relieve traffic congestion on I-55</li> </ul>
Economic Competitiveness	<ul style="list-style-type: none"> <li>Increase economic vitality in the Chicago – St. Louis travel corridor</li> <li>Benefits an economically distressed community</li> <li>Support growth of the eco-tourism industry</li> </ul>
Livability	<ul style="list-style-type: none"> <li>Improve quality of life in the North Robert Wadlow Town Centre and surrounding neighborhoods</li> <li>Broaden traveler mobility options</li> </ul>
Environmental Sustainability	<ul style="list-style-type: none"> <li>Reduce America’s dependence on foreign oil</li> <li>Restore and improve the natural environment</li> <li>Reduce Alton’s carbon footprint</li> </ul>
Safety	<ul style="list-style-type: none"> <li>Reduce the rate of crashes, injuries and fatalities on I-55</li> <li>Increase bicyclist and pedestrian safety</li> </ul>
Job Creation / Near Term Activity	<ul style="list-style-type: none"> <li>Create 49.6 full-time jobs during the 2012 &amp; 2013 construction seasons and trigger substantial economic activity in an economically distressed area with unemployment above 11%</li> </ul>
Innovation	<ul style="list-style-type: none"> <li>ITS features will expedite transit vehicles and control vehicular traffic</li> </ul>
Partnership	<ul style="list-style-type: none"> <li>The project is widely supported by area governments and public officials</li> </ul>
Cost-Benefit Analysis	<ul style="list-style-type: none"> <li>Will return \$284.60 in marginal social benefits for each dollar of marginal social costs.</li> <li>The 2031 net present value (NPV) of the \$17.3 million TIGER investment is \$4.9 billion.</li> </ul>

## 1. Project Description

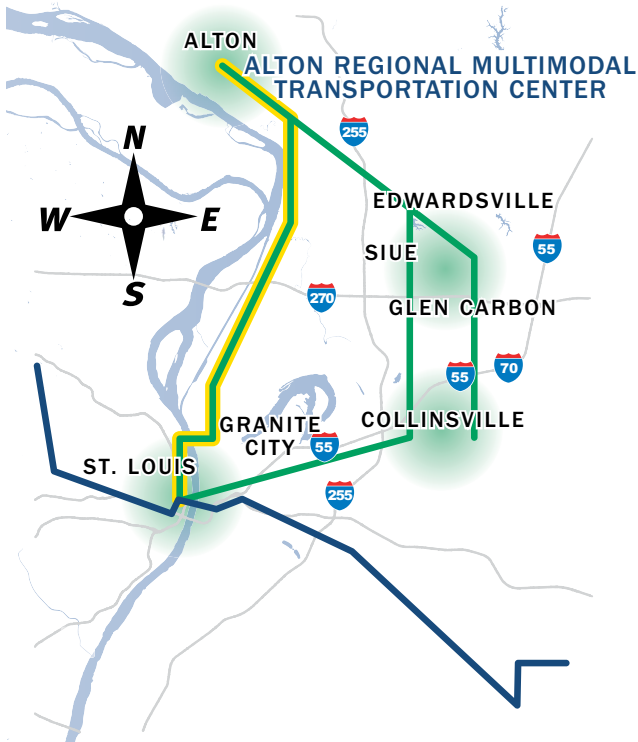
TIGER funding is requested specifically for two key components of the broader Robert Wadlow Town Centre project.

**Construct a Regional Multimodal Transportation Center (RMTC).** The proposed facility will create a new surface transportation hub at the HSIPR gateway approaching the nine-county St. Louis metropolitan area. The RMTC will be constructed immediately adjacent to a new Amtrak station to be constructed concurrently by the Illinois Department of Transportation (IDOT) using Federal Railroad Administration (FRA) grant funds. The new intermodal center will create a seamless transfer between Amtrak’s Lincoln Route service, regional transit lines, bicycle trails



and pedestrian facilities at the southern terminus of the Illinois high speed rail corridor. The RMTTC will dramatically upgrade the competitiveness of intermodal transit travel relative to driving personal automobiles on Interstate 55. Facility improvements include an indoor customer waiting area with service desk and restrooms; electronic arrival/departure information signs; eight (8) bus bays with canopies for waiting passengers; 25 bicycle storage lockers; 350 parking spaces; access roadways, accessible bus stops, sidewalks and bicycle facilities; public art and landscaping.

**Acquire eight (8) bio-diesel transit buses for enhanced local and regional service.** The TIGER project includes funding to purchase clean fuel transit buses to support the expansion and enhancement of bus service throughout the region, including a service upgrade to MCT's Route 1X Riverbend Express between the Robert Wadlow Town Centre complex, MetroLink light rail transit lines and other key destinations with a strong relationship with high speed rail. Direct connections will be made to nearby SIUE, one of the fastest growing institutions in the midwest. Madison County Transit will add service as required to meet all arrivals and departures of Amtrak's Lincoln Route at Alton. MCT will utilize Intelligent Transportation Systems (ITS) technologies to improve travel speeds, modernize fare collection and establish new thresholds of customer service. The 1X Riverbend Express connects the project to the Convention Center Station in Downtown St. Louis with intermediate stops in the Madison County communities of East Alton, Wood River, Granite City and Venice. Advanced technologies with transit application include traffic signal prioritization (TSP), computer-aided dispatch / automatic vehicle location (CAD/AVL), smart card-based fare collection, and real-time schedule information accessible to customers via cell phones and the Internet.



## TIGER Funding in Context of Robert Wadlow Town Centre

The requested investment of \$17.3 million of TIGER funds represents the capstone to a larger \$72 million private – public financing package for the Robert Wadlow Town Centre project. This landmark undertaking will convert a City-owned 58-acre parcel nominally in use as a municipal golf course into a dynamic economic generator designed for the new American economy with outstanding transportation and lifestyle choices available for residents and employees. The property is situated in the Homer Adams Parkway redevelopment corridor, which is intersected by the Illinois HSIPR corridor in the economically distressed City of Alton.

With cooperation of State and local governments, and strong support from business partners representing the tourism,

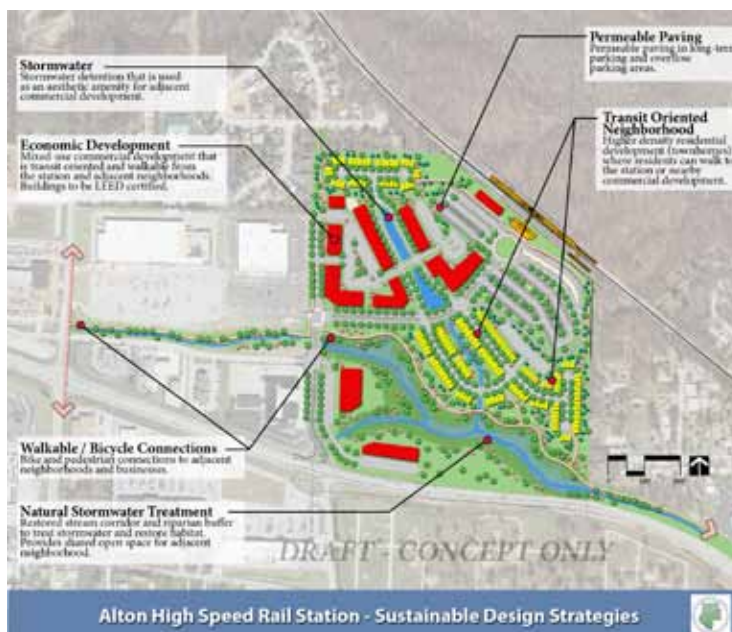


**Chicago to St. Louis Amtrak Service**

education, homebuilding and retail sectors, the City seeks to convert an area dominated by suburban sprawl and auto dependence into a sustainable new community that brings jobs and housing closer together and provides attractive transportation choices that reduce auto dependence. In addition to the TIGER project elements described above, the Robert Wadlow Town Centre project will incorporate the following features:

**New Amtrak Station** – With a \$7.4 million investment of FRA HSIPR grant and state matching funds currently in hand, IDOT has been developing its plan to replace the dilapidated Union Pacific station at Alton with a new facility to serve as a gateway to the 2.5 million residents of the St. Louis metro area. The new station will contain an 8,000 square foot terminal with kiosk vending, baggage room, variable message signage and ticket vending machines, as well as ADA-compliant platforms and adjacent parking. Amtrak’s 287-mile Lincoln Route cuts diagonally through the State of Illinois south from Chicago through Springfield and dozens of densely populated cities. Already the eighth busiest Amtrak station in Illinois, high speed rail will elevate Alton to the strategic entrance to the St. Louis metro area by reducing intercity travel time between Chicago’s Union Station and Alton to about three hours – one full hour less than a comparable automobile trip on I-55 or continuing on the train from Alton to Downtown St. Louis. The project is part of a \$1.2 billion statewide program that began in September 2010 during the initial construction phase of the national HSIPR program. Passenger trains traveling at 110 mph on the Chicago - St. Louis line will debut between Dwight and Pontiac in northern Illinois in 2012, and track upgrades extending south to Alton will be complete by 2014.

**Robert Wadlow Town Centre Site**



**Transit Oriented Development (TOD)**

– Some 28 acres of prime developable property are set aside within the Robert Wadlow Town Centre project for privately financed development activities consistent with the City’s goal for a regenerative mix of commercial, institutional and medium-density residential uses within a sustainable TOD development. The plan is approved by the Alton City Council and enjoys widespread endorsements from regional businesses, institutions, as well as regional and local governments. Apartments, townhouses, art galleries, coffee shops, live music venues, restaurants and boutique stores are a few of the local independent businesses that are expected to be a part of this development. Following Traditional Neighborhood Design tenets, the



National Great Rivers Research and Education Center, Alton, Illinois



Mississippi River, Alton, Illinois



MCT Schoolhouse Trail and Clark Bridge near downtown Alton, Illinois

development will be bicycle-friendly, highly walkable and fully ADA-accessible. A series of interconnected bicycle paths and sidewalks will connect residents and visitors to the RMTC and the Amtrak station. Private development within the TOD district is conservatively valued in excess of \$41.7 million.<sup>1</sup>

### **Great Rivers Eco-Tourism Continuation Center**

– The RMTC will provide a new home for the Great Rivers Eco-Tourism Continuation Center in a strategic location. Eco-tourism is an expanding industry that appeals heavily to Asian and European travelers who are fascinated with the American Midwest and highly accustomed to travel by high speed rail and public transportation. The Alton Regional Convention & Visitors Bureau (ACVB) plans to operate the Continuation Center for the benefit of international eco-tourists arriving via Chicago’s O’Hare Airport and Amtrak to explore the American Midwest. The Mississippi River and its confluence with the Missouri River in the Alton/St. Louis region, has become one of the most significant international eco-tourism destinations in the country. With its 50,000 acres of surrounding wetlands and estuaries, thousands of plants and wildlife that inhabit its land and waterscapes and the unique river communities whose culture, commerce and history have shaped America, the Mississippi River, draws more international tourists than most of our nation’s major cities. Taking advantage of the region’s greatest natural asset and leveraging the state, federal and private dollars that have already been spent on museums, wildlife sanctuaries, trail systems and cultural amenities, TIGER funding of the RMTC will support a major expansion of the international eco-tourism industry in the greater Alton, St. Louis region. The goal of this center is to facilitate the connection of visitors via public transit, rent-a-car, bike, or private shuttle to any number of nationally-recognized nature sites, museums, historic landmarks, wildlife sanctuaries and countless other outdoor recreation opportunities. The Continuation Center will be a clearinghouse of information and opportunities, enabling travelers to maximize their visit to the Midwest. A key objective of eco-tourism is not only bringing visitors to natural destinations but doing so in a sustainable manner. One of the Continuation Center’s primary goals will be the creation of energy neutral options for the transportation of tourists throughout the region. Tourists have already chosen a sustainable alternative by traveling via high speed rail. Once they’ve arrived in Alton visitors will encounter a wide array of transportation options from electric zip cars, bicycles, public transportation and energy efficient shuttles.

Eco-Tourism and National Historical/Cultural Destinations in and around Alton include: The Audubon Center at Riverlands, the Center for American Archeology, IDNR Chouteau Island (4,000 acres

<sup>1</sup>Based on 150 residential units, two full-service restaurants, two fast food restaurants, a “mini” anchor retailer, “in-line” retail shops, and commercial space near the station.



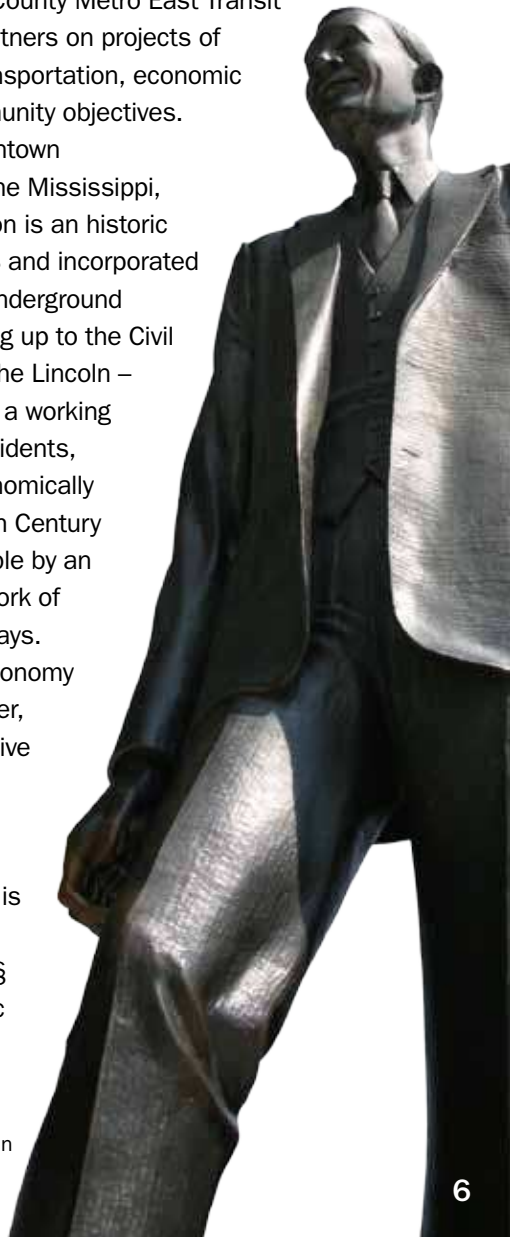


Elijah Lovejoy monument, Alton, Illinois

of greenspace), Clark Bridge over the Mississippi River, Elijah P. Lovejoy Monument, Lewis & Clark Confluence Tower, Lewis & Clark National Historic Site and Interpretive Center, Lincoln & Civil War Legacy Trail, Lincoln Douglas Square, the MCT Confluence Bikeway and the 115 miles of separated Class One bikeways known as the MCT Trails, Melvin Price Locks & Dam #26, National Great Rivers Museum, National Great Rivers Research & Education Center, Pere Marquette State Park, Piasa Bird Historical Landmark, Robert Wadlow Landmark, and dozens of history, architecture, culture and nature tours along with historic homes, buildings and art museums. Regional destinations located 25 minutes or less from the RMTC include all of the cultural amenities of the St. Louis Metropolitan area as well as the Cahokia Mounds national UNESCO World Heritage Site.

## 2. Project Applicants

The City of Alton and Madison County Metro East Transit District (MCT) are long-term partners on projects of mutual concern addressing transportation, economic development and related community objectives. Located 25 miles north of Downtown St. Louis at the confluence of the Mississippi, Missouri and Illinois Rivers, Alton is an historic community first settled in 1818 and incorporated in 1837. It was a stop on the Underground Railroad during the years leading up to the Civil War and the site of the last of the Lincoln – Douglas debates in 1858. Now a working class community of 28,000 residents, Alton thrived culturally and economically in the latter 19th and early 20th Century as an industrial center accessible by an impressive transportation network of waterways, railroads and highways. America's changing post-war economy and demographic shifts, however, left Alton vulnerable to successive decades of decline beginning in the 1960s. Alton lost one-third of its population since 1960, including 14% since 1990, and is designated as an Economically Distressed Area per 42 U.S.C. § 3161) Public Works & Economic Development Act of 1965.





Municipal government struggles to stabilize, maintain and restore business districts and surrounding neighborhoods as attractive places to live and work. And while many challenges remain, there have been successes in recent years along with new plans such as the Robert Wadlow Town Centre project. Location remains a key strength. In addition to being a major commercial port along the Mississippi River, Alton is Amtrak's northern gateway to the St. Louis region. It is an important cultural center with three historic districts, the National Great Rivers Research and Education Center, Jacoby Arts Center, Alton Museum of History and Art, and the Southern Illinois University School of Dental Medicine. In recent years Alton has emerged as an international tourist destination for Asian and European visitors to the Mississippi River region.

Created in 1980 by the Illinois General Assembly under the Local Mass Transit District Act (70 ILCS 3610) of the Illinois State Statutes, the Madison County Metro East Transit District (MCT) is responsible for public transportation and bicycle trails in Madison County, as well as ridesharing in the nine-county St. Louis metropolitan region. The District's transit service area encompasses 16 townships covering 482 square miles and includes the incorporated cities of Alton, Collinsville, Edwardsville, Glen Carbon, Granite City, Highland, Madison, Maryville, Troy, Venice and Wood River. MCT assets include:

- 80 fixed-route buses deployed on 23 routes carrying 2.3 million passengers per year
- 33 small buses operating Runabout complementary paratransit service carrying 100,000 older adults and persons with disabilities per year
- 115 miles of scenic Madison County bikeways
- Five transit centers located in Alton, Collinsville, Edwardsville, Granite City and Wood River
- RideFinders regional rideshare program administered on behalf of the eight-county St. Louis metropolitan area.

MCT Alton Transfer Station, Alton, Illinois



### 3. Project Funding

The co-applicants seek \$17,330,000 of TIGER Discretionary Grant funds to construct the RMTC and purchase eight clean-fuel buses as described in Section 1. TIGER funding will be matched by 30 acres of real property having an appraised value of \$4,650,000.<sup>2</sup> The non-federal match represents 21.2% of the total TIGER project cost of \$21,980,000.

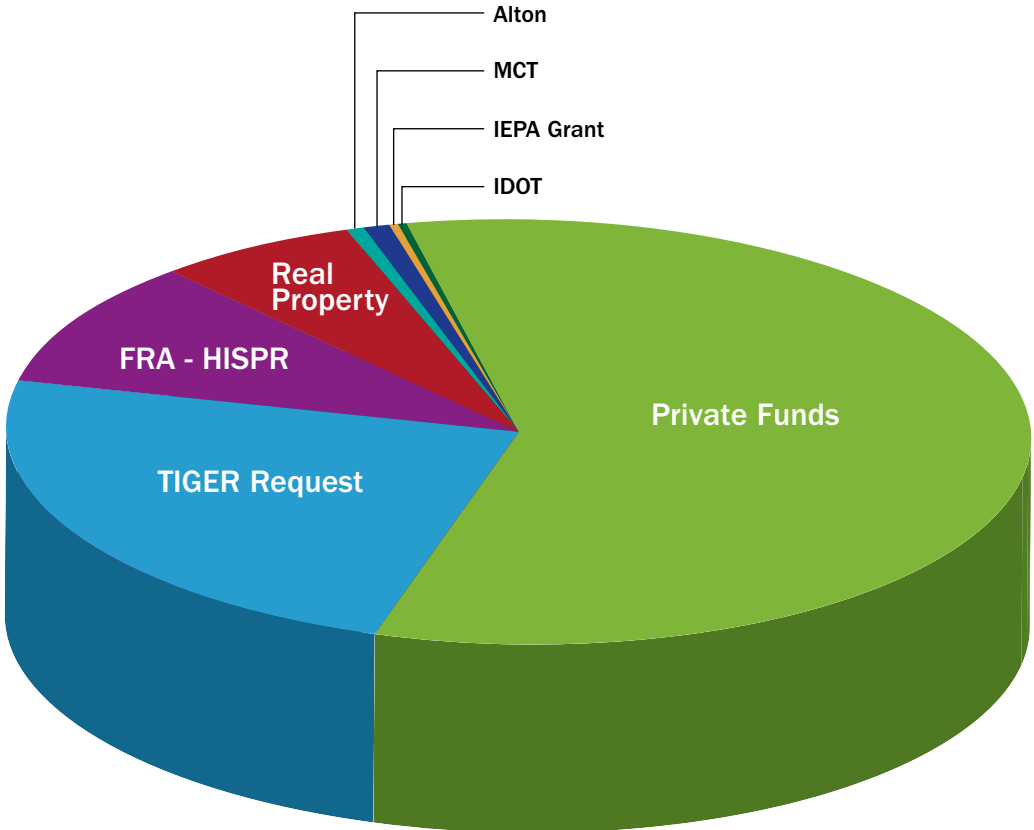
<b>TIGER Project Costs</b>	<b>Total</b>
<b>Construction</b>	
Site Preparation & Demolition	\$240,000
Earthwork	960,000
Storm Water Detention and Drainage System	550,000
Water & Sewer	480,000
Utility Relocations	530,000
Homer Adams Parkway Intersection Improvements	470,000
Parking Lot - West Side (150 parking spaces)	520,000
Bus Driveway, Islands & Canopies	3,050,000
Roadway - Barons Commerce Parkway (Approx. 1400LF)	1,440,000
Roadway - Golf Road, North of Entrance Road (Approx 700LF)	560,000
Roadway - Entrance Parkway (Approx. 1900LF)	1,900,000
Site Lighting	650,000
Electrical Service Connection Fee	400,000
Security System	100,000
Landscaping & Erosion Control	150,000
<b>Subtotal, Construction</b>	<b>12,000,000</b>
<b>Land Transfer</b>	
Land Value (30 acres)	4,650,000
<b>Subtotal, Contributed Land</b>	<b>4,650,000</b>
<b>Engineering</b>	
Design Engineering (Approx 7%)	850,000
Construction Engineering (Approx 7%)	850,000
Permitting & Fees	150,000
<b>Subtotal, Engineering</b>	<b>1,850,000</b>
<b>Vehicle Acquisition</b>	
Eight (8) Heavy-Duty Bio-Diesel Transit Buses	480,000
<b>Subtotal, Vehicles</b>	<b>3,480,000</b>
<b>Total, TIGER Project Application</b>	<b>21,980,000</b>
<b>Project Financing</b>	
TIGER- Federal Request (78.8%)	\$17,330,000
Non-Federal Local Match (21.2%)	4,650,000
<b>Total, TIGER Project Application</b>	<b>21,980,000</b>

<sup>2</sup> Sales comparison approach appraisal prepared for the City of Alton, February 26, 2003, showing appraised value of \$165,273 per acre for 55-acre tract west of the rail right-of-way. Estimated value discounted 6.2% to \$155,000 per acre in 2011.

The TIGER project is an integral part of the multi-faceted Robert Wadlow Town Centre redevelopment project. A \$17.3 million investment of TIGER funds by the Federal government will leverage new investment in the City of Alton of more than \$72 million.

<b>Robert Wadlow Town Centre Project Financing</b>	<b>Total</b>
HISPR Grant - USDOT – FRA	\$7,030,000
<b>Subtotal, Other Federal Funds</b>	<b>7,030,000</b>
IDOT Match	370,000
Riparian Corridor Restoration Grant - IEPA	510,165
City of Alton - Local Match	170,000
City of Alton - Revitalization Fund	14,530
MCT - Riverbend Express Upgrade	328,500
Private Investment	41,700,000
<b>Subtotal, Non-federal Funds</b>	<b>43,093,195</b>
<b>Total, Related Project Financing</b>	<b>50,123,195</b>
<b>TIGER Project Application</b>	<b>21,980,000</b>
<b>Grand Total, All Financing</b>	<b>72,103,195</b>

Each dollar of TIGER funding will leverage \$4.16 in total spending on the Robert Wadlow Town Centre redevelopment project. Private investment on 28 acres designated for development consistent with the City's TOD plan will generate \$41.7 million.



## 4. Selection Criteria

The proposed project will substantially benefit the nation, Midwestern region and the St. Louis metropolitan area when measured in terms of the TIGER selection criteria.

### *Long-Term Outcomes*

#### **i. State of Good Repair**

***The project will accelerate implementation of High Speed Passenger Rail service in Illinois.*** Relocating the existing Amtrak station is a long-standing objective of Amtrak, MCT and the City of Alton. The existing station is an imposition on a quiet neighborhood with narrow streets and no sidewalks, nor access for MCT buses or other commercial transportation providers. Insufficient parking and a tiny passenger terminal severely constrain the potential for Amtrak ridership growth that otherwise would accrue to high-speed passenger rail service. IDOT has a \$7.4 million HSIPR grant in hand to construct a new Alton station; however, project implementation has slowed during the site selection process. In consultation with Amtrak, the City and other stakeholders, IDOT has identified Robert Wadlow Town Centre as the preferred location for the new station. TIGER funding will expedite the availability of a “shovel-ready” development site that is widely preferred by regional business interests and local governments in addition to Amtrak and the TIGER co-applicants. Without TIGER funding for the RMTC and an access roadway from Homer Adams Parkway, this site would be unattainable to IDOT.

***The project will increase Amtrak ridership.*** While high speed trains averaging 110 mph will operate between Chicago and Alton as early as 2014, practically speaking the average running speed on the final 27-mile segment south from Alton into Downtown St. Louis is unlikely to exceed 30 mph at any time into the distant future. This segment is recognized as a significant bottleneck in the national passenger rail system that cannot be corrected easily. Many Chicago-bound Amtrak passengers originating in St. Louis already drive to Alton to avoid a one-hour crawl over the 122-year old Merchants Bridge and through the extensive East St. Louis rail yards. However, limited parking and lack of transit service at Alton station are clear impediments to the increased use of Alton for access to the HSIPR line to Chicago. Amtrak reported nearly 65,000 annual passengers at Alton in 2010, and estimates that utilization will surpass 100,000 by 2015, and 370,000 by 2030. Without TIGER funding for the RMTC and eight clean-fuel buses, it will be difficult to meet Amtrak’s expectations for ridership growth. Moreover, MCT’s plan to upgrade Route 1X Express bus service would support Amtrak ridership in excess of current projections.



Current Amtrak Station, Alton, Illinois



Downtown St. Louis Missouri



MCT bus at nearby SIUE campus, Edwardsville, Illinois

***The project will increase utilization of existing transit systems in Madison County and the St. Louis region.*** Even at higher speeds, Amtrak riders will depend on the availability of convenient transit service for “last mile” travel between the Alton station and preferred destinations at the St. Louis end of their trip. MCT recognizes the need to upgrade transit connections between the RMT, MetroLink LRT stations in St. Louis and other important markets for public transit and intercity rail services. MCT will spend an additional \$328,500 in first-year service upgrades to tap new markets opened by the Illinois HSIPR corridor in 2014. Planned improvements include Route 1X Riverbend Express service span and frequency upgrades to Metro Link Convention Center Station in Downtown St. Louis, and improved local service to the Southern Illinois University-Edwardsville (SIUE) campus, which draws one-third of its 14,000 student body from metro Chicago and the Downstate counties along the HSIPR corridor. Both MCT and Metro (Bi-State Development Agency) transit systems will benefit from increased utilization as a result of TIGER funding.

***The project will relieve traffic congestion on Interstate 55.***

Approximately 99% of the 35 million annual person trips currently made in the Chicago - St. Louis corridor occur in personal automobiles and airplanes. I-55 contains some of the busiest and most congested interstate highway segments in the nation. Amtrak HSIPR service with effective mass transit connections will provide a viable transportation alternative to interstate highway travel, resulting in reduced traffic congestion, vehicle miles traveled and gasoline consumed.

**ii. Economic Competitiveness**

***The project will increase economic vitality in the Chicago – St. Louis corridor.***

The nation’s commitments to high speed, interstate highways and airports fully recognize the need for more efficient and balanced transportation infrastructure to support long term growth of the American economy. The TIGER project will reduce rail travel time between Chicago and St. Louis to 3.5 hours, or one hour less than required by personal automobile driving on I-55. Bypassing the bottleneck in the Amtrak system south of Alton into Downtown St. Louis will benefit workers, students, tourists and other travelers in the Chicago – St. Louis corridor. In addition to time savings, the diversion of auto trips to rail and public transit will reduce transportation costs and dependence on petroleum.

***The project benefits an Economically Distressed Area.*** The TIGER project and Robert Wadlow Town Centre redevelopment plan will increase economic productivity and provide new opportunities to bring business investment and employment to an economically distressed area as defined.<sup>3</sup> During the 24-month period ending July 31, 2011, average monthly unemployment in the City of Alton exceeded the national average by nearly two percent; 11.4%, compared with 9.5% for the nation as a whole.

<sup>3</sup>Per 42 U.S.C. § 3161) Public Works & Economic Development Act of 1965; Sec. 301 (Eligibility of Areas); paragraph (a)(2) Unemployment Rate above National Average: “The area has an unemployment rate that is, for the most recent 24-month period for which data are available, at least 1 percent greater than the national average unemployment rate.”



Alton tourism pieces in Japanese and German



**The project will support growth of the eco-tourism industry.** Alton lay at the center of America's Great Rivers region. For more than a decade the City, ACVB and affiliated businesses have worked collaboratively to establish Alton as a principal gateway for international visitors seeking to experience the unique environment of the Mississippi River watershed and the culture of its communities. In cooperation with the Illinois State Office of Tourism and international travel agencies in Germany, Japan and the U.K., ACVB actively markets the American Midwest in multiple languages and frequently attends international travel trade shows to disseminate information. International group tours primarily fly through Chicago's O'Hare Airport and either take the train or drive historic Route 66 to the confluence of the great rivers at Alton.

The TIGER project will supply the infrastructure necessary to support a major expansion of the visitor industry. Good for America's balance of trade as well as its standing in the world, eco-tourism is a bright spot in a region that has endured many downside aspects of the structural changes of the U.S. and world economies. Increased visitor revenues have helped to offset the loss of thousands of manufacturing jobs in recent decades. The ACVB intends to open a new Great Rivers Eco-Tourism Continuation Center in the RMTC if constructed adjacent to the Amtrak HSIPR station. Business partners are enthusiastic about high speed rail and improved public transits links between O'Hare and Alton because international tourists from Europe and Asia are highly accustomed to these modes at home, and generally prefer to travel between cities without driving. The Continuation Center will facilitate visitor access to public transit, bicycle trails and tour buses to reach any number of nationally-recognized nature sites, museums, historic landmarks, wildlife sanctuaries and countless other outdoor recreation opportunities. The investment of TIGER funds will further add value to past and present state, federal and private expenditures on wildlife sanctuaries, trail systems, museums and other amenities in the region.

### iii. Livability

**The project will improve quality of life in neighborhoods adjacent to the Homer Adams Parkway redevelopment corridor.** Originally developed during the 1950s through 1970s, the Homer Adams Parkway corridor reflects auto-centric land use and development choices that once dominated the nation's thinking but are increasingly accepted as unsustainable in context of today's economic and energy conditions. The TIGER project and Robert Wadlow Town Centre will breathe new vitality into the northeast quadrant of the City, which presently contains isolated residential subdivisions and rural pockets, partly vacant strip malls, and similar



characteristics of suburban sprawl. The TIGER project will support a renewed sense of community with an outstanding alternative transportation system, improved jobs-housing balance and family-income jobs in a range of employment sectors on 28 acres of commercial parcels within in the Robert Wadlow Town Centre TOD district. Through close coordination other community redevelopment plans, this project will make the City of Alton a healthier, more sustainable and desirable place to live, work, shop, and play.

The project will broaden traveler mobility options. New intermodal connections between intercity passenger rail, regional bus and light rail transit lines, bicycle trails and pedestrian facilities will be important long-term outcomes of the TIGER project. MCT is committed to meeting all trains on Amtrak's Lincoln Service route with express service to Metro Link if the new RMTC is constructed in Robert Wadlow Town Centre adjacent to the HSIPR station. Greyhound and other intercity bus operators, none of which presently stop in Alton or Madison County, will be invited to utilize the RMTC. Curb space and signage will be provided for taxicabs and other livery services, including Zipcar. Residents not only in the St. Louis region, but up and down the I-55 corridor will benefit from reduced travel times and costs associated with improved intermodal public transportation services.



Mississippi River, Alton, Illinois

#### iv. Environmental Sustainability

***The project will restore and improve the natural environment.***

TIGER project funding will continue an ongoing environmental cleanup process in a location where the corrosive cycle of suburban sprawl and disinvestment in the City's industrial base caused environmental degradation. Last year the City partnered with Southwestern Illinois Resource Conservation & Development (RC&D) to secure a \$510,000 Green Infrastructure Grant from the Illinois Environmental Protection Agency (IEPA) for riparian restoration along the West Fork of Wood River, which runs through the southern portion of the Robert Wadlow Town Centre property. The grant will result in eight acres of creek restoration area mitigating storm water management concerns. City redevelopment policies are encouraging clean industries to locate to the Robert Wadlow Town Centre and will work with property owners and others to prepare these areas with infrastructure and other improvements attractive to business. The TOD-oriented land use plan incorporates residential units, restaurants and cafes to be located adjacent served by bicycle and pedestrian trails along the river restoration area.



Alton Riparian corridor restoration project



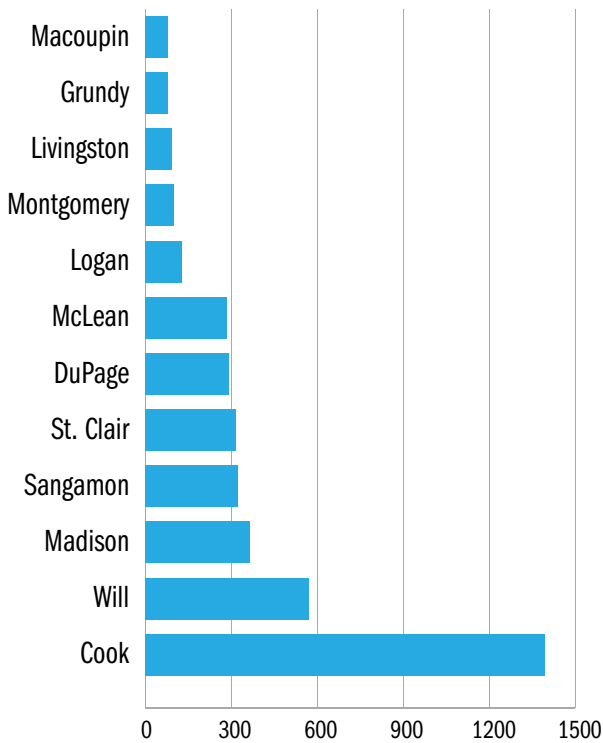


MCT bus at nearby Lewis & Clark Community College

**The project will reduce America's dependence on petroleum.** The RTMC will support increased ridership on intercity passenger rail and regional transit services, as well as a diversion of trips from single occupant vehicle travel.

**The project will reduce the City's carbon footprint.** Mobile source pollution from vehicles is the largest single component of America's air quality problem. On a per vehicle mile traveled (VMT) basis, intercity rail is the cleanest among motorized surface transportation modes, emanating fewer emissions including volatile organic compounds and particulates than automobiles. Mass transit also is a less polluting option. In addition to its clear transportation benefits, TIGER funding will contribute to reduced energy consumption within the RTMC and more energy-efficient building operations associated with LEED-certified buildings throughout Robert Wadlow Town Centre.

## I-55 Corridor Accidents by County



### v. Safety

**The project will reduce the rate and consequences of surface transportation-related crashes, injuries and fatalities on I-55.** A total of 4,021 vehicle accidents occurred in the Interstate 55 corridor between Chicago and East St. Louis, Illinois during 2010. This roadway travels through densely populated cities as well as rolling farmland, and contains several highly congested segments. Winter driving conditions compound congestion-related safety hazards for up to five months per year. Diversion of auto trips into statistically safer intercity passenger rail and region public transit services will have a beneficial effect on traffic safety.

**The project will increase pedestrian and bicyclist safety.** Isolated residential development adjacent to the Alton Village site and the absence of shoulders and sidewalks along Homer Adams Parkway and Golf Road are serious impediments to pedestrian connectivity. Roadway improvements with sidewalks and safe crossing will mitigate safety conflicts and facilitate pedestrian and bicyclist mobility. Pedestrian safety and mobility will be improved by the provision of sidewalks, crosswalks and ADA compliant landings. Bicycle safety and mobility will be enhanced with new off-street trail segments and on-street bicycle lanes linking the project with adjacent land uses and the 115-mile MCT Trails network.

## Job Creation & Near-Term Economic Activity

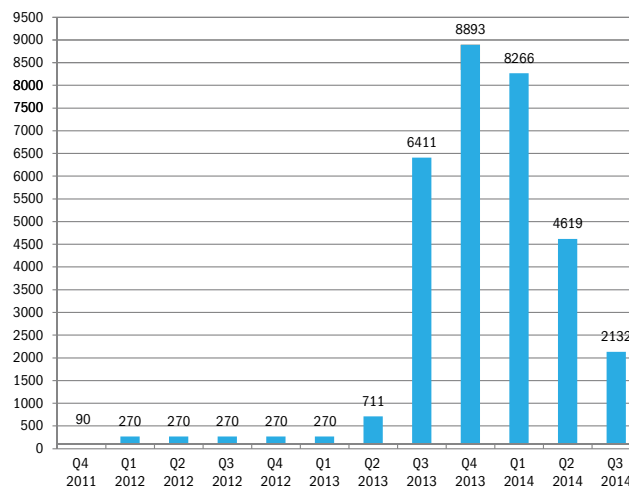
The TIGER funds requested are pivotal for leveraging near-term job creation and economic activity in and around Robert Wadlow Town Centre. The TIGER project will generate 32,766 person-days of work in jobs of all types during the 33-month period extending from December 1, 2011 through August 2014. This translates into an average of 49.6 full-time equivalent (FTE) jobs continuously during the 33-month period. Given the large number of construction jobs, actual employment will be heavily focused on the 2012 and 2013 construction seasons.

ALTON REGIONAL MULTI-MODAL TRANSPORTATION FACILITY  
ALTON, ILLINOIS  
BREAKDOWN OF CONSTRUCTION JOB CREATION  
OCTOBER 24, 2011

CONTRACT/ACTIVITY	CONSTRUCTION START	CONSTRUCTION FINISH	Crafts						DIRECT JOBS			Total Man Days
			TD	L	C	P	E	EO	Construction	Admin	A/E	
Architectural and Engineering Design	12/01/11	03/31/13							0		24	1440
A/E Services During Construction	04/01/13	10/01/14							0		20	1337
Mobilization and Install Erosion Control	04/01/13	06/01/13	3	3	1				7	1		214
Site Preparation	05/01/13	08/01/13	3		2			5	10	2		686
Earthwork	07/01/13	01/31/14	3		3			6	12	2		2457
Utility Relocations	07/15/13	12/31/13	2		2		2	4	10	2		1325
Water and Sanitary Sewer	08/15/13	04/15/14	2	4	2			4	12	2		1200
Storm Water Detention	08/15/13	04/15/14	2	4	2			4	12	2		1375
Bus Drive Islands	08/01/13	10/01/14	4	10	10	4	4	6	38	3		3321
MCT Platforms and Canopies	10/15/13	10/01/14	2	5	10	4	2	3	26	2		3214
Roadway - Homer Adams Parkway Intersection Improvements	08/15/13	02/15/14	2	8	2		4	5	21	2		1343
Roadway - Entrance Parkway	08/15/13	05/01/14	2	15	4			5	26	2		5429
Roadway - Golf Road, North of Entrance Road	08/15/13	02/15/14	2	15	4			5	26	2		1600
Roadway - Barons Commerce Parkway	08/15/13	02/15/14	2	15	4			5	26	2		4114
Site Lighting, and Connection	02/01/14	06/01/14		2				6	8	1		1875
Security System	02/01/14	06/01/14						4	4	1		107
Parking Lot	06/01/14	08/15/14		15	4			5	24	2		1300
Landscaping	08/15/14	10/01/14		16	2				18	2		429

32766

\* Direct Jobs  
TD - Truck Driver  
L - Laborer  
C - Carpenter  
P - Pipefitter  
E - Electrician  
EO - Equipment Operator





Governor Quinn, Senator Durbin, Congressman Costello with local elected officials at the Alton Amtrak Station

“We strongly support the City of Alton’s collaborative approach toward economic development based on forward-thinking principles of sustainable transportation as reflected in the Robert Wadlow Town Centre plan. TIGER funding for the Regional Multimodal Transportation Center would be particularly well-timed with the highly anticipated launch of Amtrak high speed service across the State of Illinois in 2014.”

#### **The Southwestern Illinois Congressional Delegation**

Senator Richard Durbin

Senator Mark Kirk

Representative Jerry Costello, 12th Congressional District

Representative John Shimkus, 19th Congressional District

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“The FRA grant award represents the culmination of cooperative work between Amtrak and the Illinois Department of Transportation (IDOT) on a vision for passenger rail development across the state.”

**Amtrak Illinois Fact Sheet**  
FY 2010

## **Innovation**

**The project includes Intelligent Transportation System (ITS) features to expedite transit vehicles and control vehicular traffic.** New roadway intersections in the TIGER Project will include traffic control devices integrated into IDOT’s traffic management system along Homer Adams Parkway, which is designated as two state highways (SR 3 and SR 111) in the vicinity of Golf Road.

## **Partnership**

**The project is widely supported by area governments and public officials.** While local communities frequently compete with one another to attract investment within their jurisdictional boundaries, something quite different is happening with respect to this project. At least 15 local governments within a 20-mile radius of the project have endorsed the City’s TIGER application, including three Illinois counties, Calhoun, Jersey and Madison; six neighboring cities and five villages. The project was conceived and refined through a collaborative approach involving multiple stakeholders including local and state governments, business members of the visitor industry, Southern Illinois University-Edwardsville

**Amtrak is a strong project advocate.** Amtrak is a critical partner and beneficiary of the proposed project given its synergies with IDOT’s \$1.2 billion statewide HSR grant from Federal Railroad Administration (FRA). Amtrak enjoyed a 13.1% year-over-year ridership increase during FY 2010 in the Chicago – St. Louis corridor, and clearly recognizes the potential for continuing success supported by the proposed TIGER project and North Alton Town Center development. MCT will work in partnership with Amtrak to ensure seamless bus-rail connections at the Alton Regional Multimodal Transportation Center.

**The project enjoys solid private sector support.** Leading business organizations such as the St. Louis Regional Chamber and Growth Association, Riverbend Growth Association, Leadership Council of Southwest Illinois, and Alton Regional Convention & Visitors Bureau have endorsed the City’s TIGER grant application and are interested in value-added development projects in the Homer Adams Parkway redevelopment corridor. The visitor industry is a particularly strong advocate. The project also is supported by major institutions in Madison County including Southern Illinois University-Edwardsville and Lewis & Clark Community College.



Congressman Costello, Senator Haine and Representative Beiser at Alton Pedestrian Bridge

## **Cost-Benefit Analysis Results**

The City's Robert Wadlow Town Centre project including the TIGER project and other elements described in preceding sections has a cost-benefit ratio of 284.6. In monetary terms, it will return \$284.60 in marginal social benefits for each dollar of marginal social costs.

***The 2031 net present value (NPV) of the \$17.3 million TIGER investment is \$4.9 billion.***

The fully documented Cost-Benefit Analysis submitted as an additional attachment with this Project Narrative. This analysis examined the applicable social costs and benefits of the City's TIGER project measured in terms of key TIGER selection criteria: State of Good Repair; Economic Competitiveness; Livability; Sustainability; and Safety.

The long-term benefits of the project significantly outweigh the costs based on the key social benefits observed in the analysis include:

- Reduced maintenance and repair costs along the I-55 corridor;
- Reduced travel time along the 287-mile HSIPR corridor;
- Reduced driving costs incurred due to increased intercity passenger rail and regional transit ridership;
- Reduced auto emissions resulting from fewer vehicles traveling in the I-55 corridor;
- Reduced traffic crashes, injuries and fatalities incurred to due diversion of auto trips to intercity passenger rail and regional transit services.

Benefits are strongly linked to the synergistic relationship between the RMTC and the Amtrak HSIPR station, which in combination strengthen the intercity passenger rail system and provide a viable transportation alternative to automobile dependence in a major U.S. travel corridor.

## **5. Project Readiness**

***The property is owned outright by the City without encumbrances.***

Alton has sole possession of the 58-acre parcel on which the TIGER project and other components of the North Robert Wadlow Town Centre will be developed. There are no tenants on the property, which is used nominally as a municipal golf course. The Alton City Council is prepared to make the property available for development immediately following the TIGER grant award.

**The environmental process is ongoing and will be completed in early 2012.** An environmental assessment required to complete NEPA documentation includes a cultural resource assessment in compliance with Section 106, wetland delineation and stream assessment in compliance with Section 401/404 as well as ETR species Section 7 review. A Finding of No Significant Impact (FONSI) is anticipated.

**TIGER project construction can begin on or before April 1, 2013 and be substantially completed by August 31, 2014.** The project schedule below highlights the key project phases, milestones and the estimated number of on-project jobs projected to be created during each quarter of the project's design and construction. Individual detailed project schedules are available on the project website: <http://www.alton-il.com/content.cfm?page=TIGER>



ALTON REGIONAL MULTI-MODAL TRANSPORTATION FACILITY  
ALTON, ILLINOIS  
PRELIMINARY CONSTRUCTION SCHEDULE  
OCTOBER 24, 2011

CONTRACT/ACTIVITY	CONSTRUCTION START	CONSTRUCTION FINISH	2011	2012					2013				2014				
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
Architectural and Engineering Design	12/01/11	03/31/13		█													
A/E Services During Construction	04/01/13	10/01/14								█							
Mobilization and Install Erosion Control	04/01/13	06/01/13								█							
Site Preparation	05/01/13	08/01/13								█							
Earthwork	07/01/13	01/31/14									█	█					
Utility Relocations	07/15/13	12/31/13									█	█					
Water and Sanitary Sewer	08/15/13	04/15/14									█	█	█				
Storm Water Detention	08/15/13	04/15/14									█	█	█				
Bus Drive Islands	08/01/13	10/01/14									█	█	█	█			
MCT Platforms and Canopies	10/15/13	10/01/14										█	█	█	█		
Roadway - Homer Adams Parkway Intersection Improvements	08/15/13	02/15/14									█	█					
Roadway - Entrance Parkway	08/15/13	05/01/14									█	█					
Roadway - Golf Road, North of Entrance Road	08/15/13	02/15/14									█	█					
Roadway - Barons Commerce Parkway	08/15/13	02/15/14									█	█					
Site Lighting, and Connection	02/01/14	06/01/14												█	█		
Security System	02/01/14	06/01/14												█	█		
Parking Lot	06/01/14	08/15/14														█	
Landscaping	08/15/14	10/01/14															█

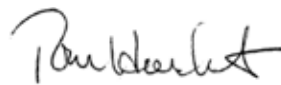
Project Completion - - - -

**The project is consistent with local and regional plans.** The proposed project enjoys the enthusiastic approval of both the Alton City Council and the MCT Board of Trustees. It is consistent with the Regional Transportation Plan 2040 authored by the St. Louis metropolitan planning organization East-West Gateway Coordinating Council (EWGCC) for the eight-county bi-state region. EWGCC will formally adopt the next round of Transportation Improvement Program (TIP) amendments by February 1, 2012. The TIGER project will be included in State Transportation Improvement Program (STIP) prior to grant approval.

## 6. Federal Wage Rate Certificate

### *Federal Wage Rate Certification*

I, Tom Hoechst, on behalf of the City of Alton, Illinois, a co-sponsoring agency for the Alton Regional Multi-Modal Transportation Facility project, hereby certify that the City of Alton will comply with subchapter IV of Chapter 31 of Title 40, United States Code (Federal Wage Rate Requirements), the City of Alton's Prevailing Wage Ordinance, and any other wage rate certifications required by the American Recovery and Reinvestment Act or other federal regulations, if awarded TIGER Grant funds for this project.

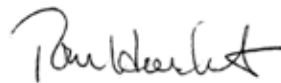


Tom Hoechst, Mayor  
City of Alton, Illinois

### *Certification Under the American Recovery and Reinvestment Act*

Pursuant to the requirements of the American Recovery and Reinvestment Act ("ARRA"), I, Tom Hoechst, hereby certify that the infrastructure investment funded by ARRA has received full review and vetting by law and I accept responsibility that such investment is an appropriate use of taxpayer dollars. I further certify that the specific information required by ARRA concerning the Alton Regional Multi-Modal Transportation Facility project is provided on the City of Alton's website, <http://www.alton-il.com/content.cfm?page=TIGER>, available to the public at and linked to Recovery.gov.

I understand that my local agency may not receive ARRA infrastructure investment funding unless this certification is made and posted.



Tom Hoechst, Mayor  
City of Alton, Illinois  
Signed this 30th day of September, 2011.

## **7. Required Changes to the Pre-Application**

TIGER project funding amounts contained in this final application are adjusted from the Pre-application amounts. TIGER funds requested in this final application is \$17,330,000. The pre-application amount was \$17,584,000. The Non-Federal match amount included in this final application is \$4,650,000. The pre-application amount was \$4,396,000. The total TIGER project amount is unchanged at \$21,980,000.