Draft Categorical Exclusion

Ames Intermodal Facility

Supporting *Campustown* Redevelopment

September 10, 2009

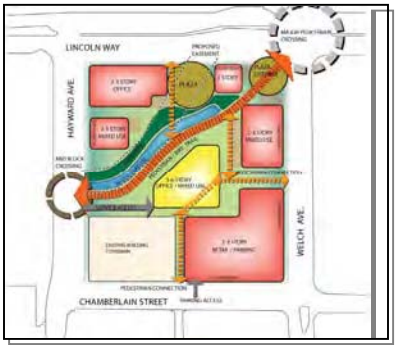
CyRide

Federal Transit Administration
Documented Categorical Exclusion
In Accordance with 23 CFR Section 771.117 (d)(8)
For
Ames Intermodal Facility, Ames, Iowa
FTA Grant Number _____
State PTIG Grant _____

PURPOSE AND NEED

The intermodal facility concept for the Campustown area (Figure 1) was developed through a process in which the transportation/mobility, land use and social/economic conditions and needs within the community were reviewed individually and collectively in order to allow the community to identify a range of actions that could address shared needs. The products of the Ames needs assessment are documented below:

- Revitalization of the Campustown area – The Campustown commercial district exemplifies the epicenter of the "town and gown" blending for the Iowa State University and Ames communities. Both the university and Ames understand that the vitality and image of the Campustown district reflects on each of them (positively and/or negatively) and they each have a responsibility in ensuring that they do their part in supporting the area sustainability. The level of support for Campustown from the city's perspective is observed in the City Council goals that are published for public review on the city's website (www.cityofames.org/council/goals.html) and are displayed at the head of the City Council chambers. The #1 goal of the City council is Rejuvenate Campustown.



Iowa State University has recently demonstrated their support for a viable Campustown through conducting the *Campustown Study*, through which the current conditions in the Campustown area were documented, a range of potential redevelopment concepts were identified and screened and a preliminary redevelopment concept was identified. The university conducted the study because:

CAMPUSTOWN PLAN – REDEVELOPMENT CONCEPTS

- University officials perceive that the condition of the Campustown infrastructure and facilities has been in a period of decline. The outward condition of buildings, streets, sidewalks and other infrastructure elements influences the university "customers'" perception of the quality experience that the university provides. A negative appearance of the area will reflect poorly on the university and the university's ability to attract students and researchers, the life's blood of a sustainable university.
- There has always been a dynamic cycle to the types of businesses located in Campustown and there is a concern on the part of the university that present "quality" of many businesses is in a declining

portion of the cycle curve. Historically, the university and the city have each taken an active role in affecting change in the periods of a declining business quality. The *Campustown Study* was an initial step in developing an understanding of actual current conditions and potential for the future.

- The university understands that they have a responsibility to addressing their influences on the residential and business neighborhoods in the areas directly adjacent to the university boundaries. The *Campustown Study* is one way in which the university can actively measure opportunities that can be extended to Ames and especially the neighborhoods in the Campustown area.

From the Campustown Study it was concluded that redevelopment/rejuvenation requires additional parking for current uses and those higher quality uses/developments in the land use concept that will positively affect the Campustown image and viability. The need for an additional approximately 275 parking spaces for the Campustown block was identified in the study analysis. Without the parking, the feasibility of implementing the redevelopment/rejuvenation plan would be limited because adequate parking is one of the critical services required for commercial and retail success. Provision of the 275 additional parking spaces is very problematic in the Campustown area because:

- At 300 square feet per space, the 275 additional spaces would require approximately 83,000 square feet if provided on surface lots (which is consistent with all of the parking presently in the area). Addressing all of the parking shortage in surface lots in the Campustown area would require almost 50 percent of the redevelopment surface area be committed to parking. Thus, a Catch-22 of for the redevelopment/rejuvenation to occur substantial additional parking area is needed, but additional surface parking would require using up over half of the possible office/retail commercial redevelopment area to provide parking for the redevelopment.
- Placing all of the parking increment from redevelopment in a structure/garage will require multiple levels, which will cost substantially more than surface parking and there is not a good mechanism to finance a structure in the near term. As the area is presently identified as a redevelopment area for the city, public supported financing is available for use, which is typically in the form of tax increment financing (TIF). In the near term, there would not be enough financing capacity to support both the commercial building rehabilitation/ rejuvenation/replacement and help finance a parking structure.

Thus, the city and the University see the TIGER program as an opportunity to facilitate implementation of the Campustown Study action plan for redevelopment as the grant can provide funding assistance for near-term construction of a parking garage.

- Advancement of the Iowa State University Master Plan – The presently adopted Campus Master Plan calls for continued growth in the research and education activities and capabilities on campus. Additionally, the Campus Master Plan desires to enhance the pedestrian/pastoral nature of the state's only land-grant education and research institution. While the Campus Master Plan emphasizes these two elements, the reality is that the areas where education and research activity expansion would most logically occur results in displacing vehicle parking in strategic areas of the campus. Making a simple assumption that the displaced parking would be absorbed into current remote parking areas would severely underestimate the impacts of the removal.

"parking be located at the perimeter of the core campus …"

"demand for core area parking be reduced by enhancing CyRide bus service…(if parking garages are cost prohibitive)."

Iowa State University Master Plan Goal

The university sees the intermodal facility concept as an opportunity to advance the Campus Master Plan by providing a relatively nearby partial replacement parking area for parking displaced by buildings that address the need for more research and education space.

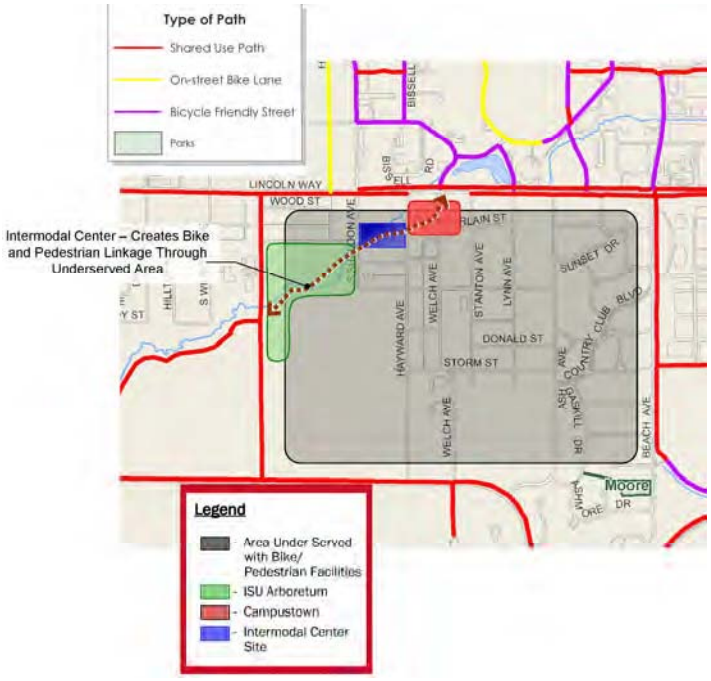
The university has identified a parking space shortage of over 1,100 spaces when looking at current needs and short-term (next five years) building expansions. The proposed intermodal center site has

been identified as an opportunity for a partial solution to providing additional spaces to address the shortage.

- Missing linkages in the bicycle and pedestrian systems - Ames is a community that has emphasized use of all modes of travel, motorized and non-motorized, in providing mobility to the broad community. While an extensive bike-pedestrian trail system, mile of on-street bike lanes, and a series of bike-friendly streets are in use, there remain a number of disconnects in the overall system. One of the missing linkages is in the area between the city's Southwest Growth Area and the university. The current trail system along College Creek in the southwest part of the city ends at State Avenue, where the trail then follows State Avenue to Lincoln Way. The trail system, which travels east and west along Lincoln Way, connects to the bike friendly streets of Iowa State University and other portions of the Ames trail system. Continuation of the College Creek Trail to the northeast provides the following:
  - Access into and through the Iowa State University Arboretum.
  - Access into/through Campustown.

  With the intermodal center and associated infrastructure improvements in place (Figure 2), a bike and pedestrian corridor extension along College Creek results in:
  - Connection to CyRide and ultimately all other areas town.
  - Access to intercity providers, which would provide access to other parts of the state, the larger Midwest region and the remainder of the nation.
  - Storage for bicycles.
  - Shower facilities (membership required for access) for commuters.

FIGURE 2: AREAS OF CURRENT MISSING BIKE AND PEDESTRIAN LINKAGES



- Poor access between intercity carrier services and the local collection-distribution services (CyRide and taxis) and between potential customers and the carrier depot – Ames is currently served by two intercity carriers (Jefferson Lines and Burlington-Trailways) and a regional carrier (Executive Express) that is focusing on providing trips between Ames and the Des Moines International Airport. The local depot for each of the carriers (Figure 3) is located in a light industrial area not presently served by CyRide.

The depot areas are not likely to be served in the future as the surrounding development density activity is lower than what can support transit service.

On one hand, it could be concluded that it is a business decision for the private carriers to locate where they are. On the other hand, the potential to improve mobility between Ames the region and the nation could be substantially enhanced if the intercity carriers had more convenient access to the higher population areas of the community. Relocation to a shared, or individual sites, along a CyRide route and/or within walking distance of Iowa State University residential areas would result in better aligning the carries with direct access to residential areas that provide passenger opportunities (Figure 4) Additionally, as persons and families with lower incomes are generally the more prevalent customer of the intercity carriers, relocating passenger depots within walking distance for low-income residences or along CyRide routes would improve the connectivity and mobility for lower income residents. The highest concentrations of low-income persons in Ames are on the university campus and areas surrounding the campus. Thus, relocation of the carrier deport to this area would result in improving the ability of lower-income persons to travel regionally and throughout the nation.

The proposed intercity facility incorporates ground-level retail space with enough area to accommodate each of the three carriers and exterior to the structure would be two to three bays to accommodate vehicles for passenger boarding.

- Iowa State University Department of Public Safety (DPS)space needs – The university's Office of Public Safety, which is made up of a Police Division and a Parking Division, is presently located in the armory located in the southeast quadrant of Osborn Drive/Bissell Road. While the general location of the building provides convenient access to the heart of the education activities of the university:
  - The current facilities no longer provide adequate space for the 30 officer police force and for parking services.
  - The current facilities do not provide for a reasonable, and safe, separation of the range of functions carried out by the two divisions. For example, persons being processed for criminal activity on campus and customers seeking parking information or addressing a parking need/violation are co-mingled. Current safety and security industry policies prefer a much greater level of separation/isolation between administrative activities (parking) and criminal activity processing. The limited space allocated to both divisions in the armory building does not allow for any greater separation.
  - The heart of the education activities along Osborn Road may represent the area of greatest student/faculty/staff concentrations, however, the service area for parking service and campus police extend well beyond the Osborn Road corridor. The service area for DPS extends to the Research Park south of US 30, south west to the agricultural studies area along Mortensen Road and east to University Boulevard.

  Relocating the administrative and dispatch offices for DPS to a point more central to their service area and providing space designed for the range of security and parking administration functions performed create the potential for increased efficiency and effectiveness of providing service. As DPS receives minimal funding from traditional university sources (DPS is generally required to fund their operations through parking fees and fines), improving the efficiency in which service is performed can more readily be transferred back into enhancing the safety of students/faculty/staff of the university as well as for the residents and businesses in their service area.

- Better serve ridesharing programs - A significant number of vanpools are served in the Ames community (18 with approximately 180 participants) and the vanpools gather in a dozen retail or hotel parking lots throughout the city. With approximately 18.5 percent of Story County residents working outside the county, an efficient means of collecting and distributing such long distance commuters is lacking in the community.

PROJECT DESCRIPTION

The CyRide Intermodal Facility project is described below.

PROJECT COMPONENTS

The design concept for the intermodal facility is displayed in Figure 5 and includes the following functional elements.

Transit Components

The transit components of this facility have been developed to provide a seamless, one-stop concept for public and private transportation in the community. Residents and visitors can be transported from locations around the region and nation on private intercity bus carriers into this facility and then be dispersed throughout the community and/or region via CyRide, the fixed route public transportation provider and Heart of Iowa Regional Transit Association (HIRTA), the regional paratransit service. One local public transit route would be rerouted through the facility and a university shuttle route would be added to the CyRide system. The shuttle route would connect intermodal center passengers with the major transfer locations on Iowa State University's campus for access to the entire community. As a means of reducing the system wide emissions, the shuttle would use two hybrid buses.

The facility programming for the transit component includes:

- Public Transit Providers -
  - Three transit bays for CyRide.
  - Two 40-foot hybrid-electric buses to be operated from the facility.
  - One transit bay for HIRTA.
  - Automatic vehicle location (AVL) system. As knowledge builds comfort in using transit systems and as the intermodal facility will serve regional and nation passengers much less familiar with the local distribution services through CyRide and HIRTA, implementation of an AVL system has been identified as a critical element of the intermodal facility concept. The concept as proposed would include:
    - Core bus AVL system: The core system is made up of the software used by dispatchers for operations management that periodically receives real-time updates on fleet vehicle locations. Required for communications and analysis are an onboard computer with an integrated Global Positioning System (GPS) receiver and mobile data communications capability.
    - Management and passenger information features such as schedule adherence monitoring, onboard mobile data terminals, managed voice communications, text messaging, next stop announcements, and automatic passenger counting and real-time passenger information using dynamic message signs at intermodal facility and/or other selected stops.
- Private Carriers –
  - Intercity Bus Carriers - Two Transit Bays for Jefferson and Burlington-Trailways (national carriers)
  - Regional Airport Shuttle - One Transit Bay for Executive Express (Ames to Des Moines International Airport carrier)
  - 1,500 square foot office space for intercity carrier/airport shuttle offices/passenger waiting area
  - Long-term parking for 10 intercity/airport shuttle customers

Taxi and Carpool/Vanpool Components

Ames is served by two taxi companies which would also be included within the facility.

Iowa State University and other large employers in Ames and in central Iowa support carpool and vanpool programs, and the intermodal facility should be considered as a common meeting place/destination for

participants in the range of local and regional programs. There are currently more than 18 organized and highly utilized carpools/vanpools traveling to/from Ames and the surrounding smaller communities and the Des Moines metro area, located 30 miles to the south. The facility programming for the alternative vehicle components includes:

- Taxi - Two automobile bays/stands
- Vanpool - 40 vanpool parking spaces for vans and vanpool participants commuting from Ames to Des Moines and from nearby communities

Bike and Pedestrian Connections and Components

The intermodal facility is a place where all modes of transportation will gather, interchange and disperse within the community, region and nation. Therefore, it is critical that the facility include staging and customer parking for bicycle and pedestrian services. Specifically, the facility would serve as a trail head for a bicycle/pedestrian path included as part of the Campustown Redevelopment Plan which links to an extensive Ames trail system as well as connecting the university with the ISU Arboretum providing enhanced livability in the community. To serve this portion of the facility's users, bike lockers, shower facilities and a public restroom for the Campustown Business District would be included.

- A 1,800 foot shared use bike and pedestrian path through the ISU Arboretum (Figure 6).
- Emphasized pedestrian and bicyclist street crossings at Sheldon Avenue and Hayward Avenue.
- An 800 foot shared use bike and pedestrian corridor through the proposed intermodal facility property.
- 60 Bike Lockers and two locker rooms including showers for bike/pedestrian commuters.
- Shared public restrooms for Campustown and intermodal facility patrons.

Parking Facility Components

The Ames intermodal facility would serve the following four parking purposes:

- Replacement of displaced surface parking on the current site.
- Additional parking for Campustown Redevelopment.
- Parking for the transit park-n-ride users and for vanpool/carpool users.
- Additional parking for ISU's West Campus – Proposed Biorenewables Lab/Research Facility.

The intermodal facility would be constructed to provide opportunities for a number of different shared parking management concepts that will require balancing the needs (peak and off-peak) and the transportation impacts of the four purposes listed. A unique element of the proposed intermodal facility is the potential to support the peak parking demand of each of the components without building a structure that contains the cumulative peak demand of the individual uses. For the proposed facility, one space will be used for multiple uses throughout the day and over the course a week, thereby lowering the total number of parking spaces needed to meet the total parking demand.

In the intermodal facility functional development planning, a strategic assessment of the stakeholder's parking needs and the potential for impacts to the surrounding residential areas was completed. As the university serves an enrollment of 27,000 students and employs over 6,000 staff/faculty, the daily parking demands can be quite intense. Since autos where introduced on campus in the early 1900s, parking demand versus supply, parking location relative to classroom and research areas, surface versus structured parking, retaining on-campus parking versus fringe/remote parking, a pedestrian campus versus and mixed-mode campus, what happens to parking that is displaced by building expansion have been discussions/arguments in campus planning. Presently, Iowa State University has estimated that the main campus parking shortage is exceeds 1,100 vehicles on a daily basis. It is not the intent of the university, through the proposed intermodal facility or any parking lot/structure, to accommodate all of the estimated unmet demand. The university supports the

philosophy of a pedestrian campus and has invested substantially in the success of CyRide and promotion of pedestrian and bicycle facilities that serve the university area and connect the university to Ames. Thus, carrying an on-going unmet demand is a measure of the commitment to the program. There is, however, a limit to the unmet demand that can reasonably be carried before:

- Student and staff parking in surrounding neighborhoods become too large of an issue for neighbors to accommodate.
- Student and staff parking in the Campustown area displace retail and office parking spaces without providing a benefit to the Campustown merchants. Thus, negatively impacting the viability/sustainability of Campustown.
- The university needs to overhaul their parking allocation for students/staff/faculty rather than making adjustments on an annual basis to account for changes in student population and building that may have occurred and displaced parking.

In balancing the parking demand estimates prepared for the university and the Campustown redevelopment with the size of the proposed parcel and the potential for traffic and/or building impacts (visual and physical) on the surrounding areas, a parking garage containing 750 parking spaces was proposed for the site. The 750 space garage, on five levels, would:

- Reasonably meet the peak parking requirement for the university and the Campustown redevelopment needs,
- Reasonably fit the size of the parcel.
- Not substantially impact traffic operations during the AM and PM peak periods.
- Be acceptable to surrounding neighbors.
- Be acceptable to the Ames Historic Preservation Commission and their pursuit of creating an historical district in the Campustown area and advancing recognition of selected individual properties as potentially historical properties.

Development Space Component

The goal of the intermodal center has been to create a project that broadens transportation facilities in the Ames area beyond the traditional opportunities for cars, for buses, for bicyclists and pedestrians moving between the modes, to include shared transportation-development areas. The proposed intermodal facility is planned as the new location of the Iowa State University's Department of Public Safety (DPS - Campus Police Division and Parking Division) and also includes additional privately operated retail/office space.

By including the DPS facility, in 30,000 square feet of space, an enhanced level of security and parking/transit coordination not before achieved in Iowa has been established. DPS would provide security for the facility as an occupant as well as passenger ticketing services for the intercity carrier operations. This heightened level of safety and coordination is an integral component in making this facility a destination location within the community by enhancing the facility patron's perception of safety.

The facility would also accommodate retail opportunities for complimentary facility users such as a coffee shop, daycare, or convenience shopping. Being located adjacent to a redeveloping business center would preclude a more substantial retail component as the desire to aid redevelopment in Campustown.

Programming for the development portion of the facility is as follows.

- Iowa State University's Department of Public Safety - 30,000 square feet of space for Campus Police and Parking
- Complementary Retail - 5,000 square feet for coffee shop, daycare, etc.

Roadway Infrastructure Improvements

In developing a structure of this size and magnitude, enhancements to the street network adjacent to the facility are needed to adequately address changes in traffic as well as changes in access points for parcels. The following modifications to the street system are proposed as part of the Campustown intermodal facility:

- Reconstruct Hayward Avenue from Chamberlin Street north to Lincoln Way to provide extended left and right turn lanes at the T-intersection with Lincoln Way. Presently, Hayward Avenue is constructed to a width of approximately 30 to 38 feet wide and can accommodate the required lanes without widening the street section, but removing some on-street parking is required. The parking that would need to be removed could be relocated to the proposed parking structure. The northbound section on Hayward Avenue would remain similar as the current with the primary difference being a more adequate left turn bay. The northbound and southbound approaches at Chamberlin Street would be modified to include left turn lanes and shared through/right turn lanes.
- Reconstruct Sheldon Avenue from Arbor Street north to Lincoln Way, including reassignment of the shared northbound through/left turn lane to be a northbound left turn only lane, with the current northbound right turn lane being reconfigured as a shared northbound through/right turn lane. While no additional right-of-way is likely to be acquired, the concept will require expanding the current section from approximately 200 feet south of Lincoln Way to Arbor Street.
- Replace the current signals to Lincoln Way/Hayward Avenue and Lincoln Way/Sheldon Avenue and add a new signal at Hayward Avenue/Chamberlin Street to control traffic in/out of the intermodal facility.

POTENTIAL ENVIRONMENTAL CONSEQUENCE AREAS

Land Acquisitions & Relocations Required

No private property or businesses would need to be purchased for this project. Nor would the project require the relocation of any businesses or individuals.

The existing 240 parking spaces are for long term use by students living in the residence halls. During construction of the Intermodal Facility, the students would be assigned temporary parking at the Towers area or at the Iowa State Center. Once construction of the facility is complete, the 240 residence hall spaces would be available in the Intermodal Facility.

The proposed property will be used a partial local match. The current property, owned by Iowa State University, is valued at $2,227,000. Iowa State University would retain ownership with CyRide and the university establishing a long term lease of the property. Additional information regarding the property value can be obtained at: http://www.cyride.com/planning_policies/images/ITF/Ames City Assessor Evaluation.pdf.

Consistency with Local Plans, Land Use, and Zoning

In 2006, ISU conducted a study that concluded that revitalization of Campustown would have a positive impact on the community's economy and would enhance ISU's recruitment of students. In 2008, ISU and the city completed a master plan redevelopment of Campustown. A crucial piece in the redevelopment success is providing adequate parking spaces to support more intense land uses in Campustown. The 2008 master plan documents that continued use of on-street parking to support activities in Campustown is expected, but the plan's increased commercial (retail and office) square footage requires additional parking spaces be located within or directly adjacent to Campustown. If located in the immediate redevelopment area as surface parking, a substantial portion of the available redevelopment area would be displaced to provide parking intended to support the redevelopment. Alternatively, if parking is located in a multi-floor garage to reduce the footprint,

the cost of providing the parking severely impacts the ability to provide the financial incentives required to make the redevelopment a worthwhile investment. Further the ISU Campus Master Plan indicated that the parking needed to be located at the perimeter of the core campus. The plan also indicated that enhancing CyRide bus service could reduce the number of parking spaces needed.

An intermodal facility that includes parking for Campustown can resolve one of the potential issues outlined (area for parking) and broadening the concept from just a parking structure to include CyRide access, vanpool parking and staging, intercity carrier activities, bike and pedestrian connections/facilities and development area can bring together enough partners and activities to warrant investment by a broad base of contributors.

As stated earlier, the rejuvenation of the Campustown area is a goal of Ames' Mayor and City Council. The proposed project is consistent with the STIP and the Long Range Transportation Plan.

The proposed project area is located southwest of the intersection of Hayward Avenue and Chamberlain Street in Ames, Iowa. The property is currently owned by Iowa State University (ISU), classified as a Special Purpose District: S-GA, Government–Airport District and exempt from local zoning requirements. The property is currently a 240 space parking lot. The Intermodal Facility would be a five-story structure with 750 parking spaces. Therefore, the proposed project is consistent with local zoning and land use. Sec. 29.1002 of the zoning code can be viewed on the City of Ames website at:
http://www.cityofames.org/attorneyweb/pdfs/Chap29A10.pdf

A copy of the City of Ames zoning map can be viewed at the following City of Ames website:
http://www.city.ames.ia.us/attorneyweb/Chapter-29-TOC.htm.

Surrounding land use is primarily residential and commercial use. Sensitive uses/areas in the vicinity of the proposed project are include a United Methodist Church which is located across College Creek to the north of the proposed location of the Intermodal facility and a Memorial Lutheran Church is located west and across College Creek from the proposed Intermodal Facility. Residences are located along the south side of the property and two apartment complexes are located on the east side of Hayward Avenue across from the proposed project area. Figure 7 shows the area land uses.

NOISE/WATER QUALITY/AIR QUALITY/HAZARDOUS MATERIALS

Project impacts related to noise, water quality, air quality, and hazardous materials are discussed below.

Noise

Noise impacts related to the proposed site would be primarily due to increases in adjacent street traffic generated by the site. Sensitive noise receivers adjacent to the proposed facility that have the potential to be impacted include:

- Single-family residences south of the intermodal site, adjacent to Hunt Street.
- Higher-density residential units (apartments and condos) east and west of the intermodal site
- A church located north of the intermodal site adjacent to Lincoln Way.

In the study area, exterior areas of frequent human use most adjacent to the study area corridors are typically 30 feet to 70 feet from the edge of the street.

Two of the primary variables that influence traffic noise levels are the number of vehicles that use the street and their travel speed. Speed limits are 25 miles-per-hour on Sheldon Avenue and Hayward Avenue, and 30 miles-per-hour on Lincoln Way. Current daily traffic volumes adjacent to the site are:

- 4,000 vehicles on Sheldon Avenue

- 21,700 vehicles on Lincoln Way.

Predicted Build Condition Noise Levels

If constructed, it is projected that the intermodal facility would have the following impacts on corridor traffic (Traffic Memorandum, Attachment B):

- Hayward Avenue traffic north of Chamberlin Street would increase by 21 percent. South of Chamberlin Street traffic would increase by less than five (5) percent.
- Sheldon Avenue traffic north of Arbor Street would increase by nine (9) percent. Minimal changes are anticipated south of Arbor Street.
- Lincoln Way traffic would increase by less than three (3) percent.

Table 1 documents estimated changes in traffic noise levels associated with changes in the level of traffic generating the noise and assuming a constant operating speed and vehicle mix.

TABLE 1: RELATIONSHIP BETWEEN TRAFFIC VOLUMES AND NOISE LEVELS

Percentage Change in Traffic	Change in dBA
-50%	-3.0
-25%	-1.2
0%	0.0
25%	1.0
50%	1.8
75%	2.4
100%	3.0
200%	4.8
500%	7.8
900%	10.0

- Traffic change associated with MINIMUM perceptible change in traffic noise.

As shown in Table 1, a 25 percent increase in traffic volumes would increase traffic noise levels by at most one decibel, while a 100 percent traffic increase would increase traffic noise levels by approximately three decibels.

As documented above, the largest increase in traffic volumes in the study area is projected to be 21 percent relative to current levels, which corresponds with an approximate 0.8 decibel increase in traffic noise. As a three decibel change in noise level is generally identified as the smallest perceptible change in a time-varying source such as traffic and the area of highest change in traffic is primarily commercial, it has been concluded that the project will not have a significant effect on noise levels at sensitive receivers in the area.

Water Quality

The project will have no impact on groundwater beneath the site.

Water quality in College Creek will not be significantly impacted by construction activities. During construction of the facility, the potential exists for disturbed soils to be carried to College Creek during a rain event. The eroded soils would add to the sediment load of the stream, however, this impact would short-term and limited to the duration of construction.

Construction of the Intermodal Facility would disturb more than one acre of soil; therefore, the project would require a National Pollutant Discharge Elimination (NPDES) construction storm water discharge permit from

the Iowa Department of Natural Resources. Additionally, CyRide/ISU would use Best Management Practices (BMPs), such as silt fences and/or straw bales, to limit sediment transport to College Creek during construction. With these mitigation measures, the potential for short-term impacts to water quality would be minimal. Once construction is completed and disturbed areas re-vegetated, the potential for increased sedimentation would no longer exist.

Post-construction, the project is expected to have a positive impact on water quality in College Creek. Currently, the parking lot drains directly to the creek. The site design will incorporate water retention features such as green roofs to off-set the marginal increase in impervious surface. A goal of the project is to retain as much water on site as is feasible and decrease direct runoff to College Creek.

Air Quality

The proposed project will not have a significant impact on air quality. Ames and Story County, Iowa are both in attainment of the National Ambient Air Quality Standards based on the Environmental Protection Agency website: http://www.epa.gov/air/oaqps/greenbk/mapnpoll.html

The air quality conformity procedures do not apply to this project. Air quality impacts from vehicular trips accessing the proposed Intermodal Facility will not change Ames' status with air quality standards.

In accordance with Iowa Administrative Code 567-23.3(2)"c" pertaining to fugitive dust, the applicant will take reasonable precautions to prevent the discharge of visible emissions of fugitive dusts beyond the lot line of property during construction. Agency correspondence is included in Attachment A.

Hazardous Materials

Information regarding hazardous materials obtained from Environmental Data Resources, Inc. (EDR). A total of 64 federal, state, and local databases were searched. The proposed project area was not identified on any of the databases. Several underground storage tanks (USTs) and leaking underground storage tanks (LUSTs) were identified within ½ mile of the project area. A review of the data indicated that all leaking underground storage tanks had reached "No Further Action" status. Therefore, hazardous materials and wastes are not expected to be an issue for the project area.

Additionally, nine sites were identified in the EDR report, but could not be mapped do to inadequate or poor address information. Further investigation indicated that only four of these sites lie within approximately 1 mile of the project area. These sites were included on the LUST and UST databases. Given the distance to the project area, these sites are unlikely to impact the project area.

Wetlands

According to the U.S. Geological Survey (USGS) National Map, which uses the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory Maps, no wetlands are located within the project area. The map can be viewed at the following website: http://nationalmap.gov/viewers.html Therefore, no wetlands would be directly impacted by this project. Use of BMPs during construction activities and compliance with the NPDES permit would limit any potential impacts to downstream off-property wetlands from stormwater runoff. A telephone communication with the U.S. Army Corps of Engineers (USACE) dated August 21, 2009 indicates that no Section 404 permit is required for the proposed project. Agency correspondence is included in Attachment A.

The project area is located within a developed area of Ames. Although the ISU Arboretum is located in the next block and trees line College Creek, the quality of habitat within the project area is poor and wildlife species are limited to those which readily adapt to urban settings. Therefore, there would be no significant impact on wildlife or wildlife habitat.

Flooding and Floodplains

The project area is located adjacent to College Creek. The Intermodal Facility would be designed and placed such that no portion of the building is located in the floodway or the 100-year floodplain. Additionally, it is the goal that post-construction runoff to College Creek would be reduced and/or treated through a range of conservation features proposed for the building. In future stages of building design, additional details on the energy conservation features will be developed.

Figure 8 shows the location of the College Creek floodway and 100-year floodplain relative to the placement of the Intermodal Facility. CyRide will work with the Ames Floodplain Administrator to verify that the Intermodal Facility is outside the 100-year floodplain of College Creek.

Two bridge crossings on College Creek will be required for this project. The bridges will clear span the floodway, but will be partially located within the 100-year floodplain. A local floodplain development permit from the City of Ames will be required for this project. Additionally, CyRide will need to work with Iowa DNR during final design of the bridges to determine if a floodplain development permit from the DNR will be required. Agency correspondence is included in Attachment A.

Navigable Waters and Coastal Zones

The project area is not located in a coastal zone.

College Creek is not considered a navigable water in terms of the Rivers and Harbors Act; therefore no Section 10 permit would be required for this project.

College Creek is considered a navigable water or a water of the U.S. by the Clean Water Act. As presently designed, two access roads will be constructed from Sheldon Avenue across College Creek to the Intermodal Facility. Currently, the creek crossings are planned as clear span bridges. The creek is only 60 feet wide and no work is planned to occur within the creek itself. Therefore, no Section 404 permit would be required. If during the final design phase, it is determined that the creek cannot be spanned or work, such as a small work pad or a temporary crossing would be required within the creek, a Section 404 permit would need to be obtained from the U.S. Army Corps of Engineers (USACE) prior to beginning construction activities. The USACE Rock Island, Illinois Regulatory Branch was contacted via letter and telephone regarding this project. The permit requirements discussed above were based on these contacts. Agency correspondence is included in attachment A.

Ecologically Sensitive Areas

The property is currently a parking lot and is located within a developed area of Ames. College Creek runs along the west-northwest side of the property. The creek has been modified to flow through a pipe in an area adjacent to the property. Near the project area, the creek is highly degraded. Trees lining the creek are typical of those found in an urban setting. The balance of the vegetation is manicured lawn. The Iowa Department of Natural Resources (DNR) was contacted regarding this project. Their records search indicated that there are no ecologically sensitive areas within or adjacent to the project area. Therefore, no ecologically sensitive areas would be impacted by the proposed project. Agency correspondence is included in Attachment A.

The ISU Arboretum is located west across Sheldon Avenue from the project site. Although this area is not considered an ecologically sensitive area, it is a regionally significant area. The Intermodal Facility includes construction of a bike-pedestrian trail through the Iowa State University Arboretum. The trail would be approximately 8 feet in width and would wind through the area. No trees would be removed to construct the trail and BMPs would be employed during construction to minimize the potential for soil erosion. The

proposed project will not have a significant impact on the Iowa State University Arboretum and will improve the handicap accessibility of the arboretum.

Endangered Species

According to the USFWS, two species are listed for Story County, Iowa: Western prairie fringed orchid *(Platanthera praeclara)* and Prairie bush clover (*Lespedeza leptostachya).* Both of these plants occur primarily within native prairies. The fringed orchid prefers wet conditions. The bush clover prefers drier conditions. Neither of these plants species occurs within the project area due to the large amount of disturbance that has occurred during development of the area. Species information was obtained from the following website: http://www.fws.gov/midwest/Endangered/lists/iowa_cty.html

Therefore, the proposed project would have "No Effect" on any federally listed threatened or endangered species. Concurrence letter from USFWS is provided in Attachment A.

The Iowa DNR was contacted regarding this project. Their records search indicated that no rare species are known to occur within the project area. Therefore, the project will not impact any state species of concern. Agency correspondence is included in Attachment A.

Traffic and Parking

The proposed intermodal facility would improve the parking conditions in the Campustown area and would reduce the amount of re-circulating traffic in search of the limited number of available parking spaces. Reducing the level of re-circulating traffic is expected to reduce the area vehicle miles of travel (VMT) by approximately 18,000 miles per year. Parking impacts would be limited to removal of some on-street spaces on Hayward Avenue, which, could be accommodated the in the facility.

The existing parking lot of approximately 240 spaces would be replaced with a parking structure with approximately 750 spaces. During construction of the Intermodal Facility, current uses of the parking lot would be temporarily directed to either the Towers Residence Hall area or the Iowa State Center for parking. Once constructed, the current uses would have access to the new facility.

In general, traffic impacts associated with the proposed action are expected to be minor. According to the Traffic Technical Memorandum (Attachment B), the proposed action would increase traffic volumes on access routes by two to 21 percent. In general, the roadways within the project vicinity have the capacity to reasonably accommodate the increased traffic volume. During PM peak traffic operations, the Lincoln Way/ Sheldon Avenue intersection is projected to experience a small degradation in the level of service with the proposed facility in place, however, the level of service would still be considered acceptable. Figure 9 shows the current traffic volume within the vicinity of the project area. Figure 10 shows the current traffic operations and Figure 11 shows the traffic operations under the build scenario.

In order to accommodate traffic flow to the proposed facility improvements/modifications were recommended in the Traffic Technical Memorandum. Some of these improvements would also enhance the safety of the proposed facility. A list of proposed improvements to minimize impacts to traffic is provided below. Each improvement is discussed in greater detail in the Technical Memorandum:

- On-street parking restrictions
- Hayward Avenue southbound access right-turn lane at the entrance to the proposed facility.
- Extend the northbound left-turn lane on Sheldon Avenue at Lincoln way and upgrade the present signal.
- Sheldon Avenue southbound left-turn lane at the access to the proposed facility.
- Lincoln Way/Sheldon Avenue – Reassign the current northbound through-left to be a northbound left-

turn lane and the lane would be extended to the south. The current northbound right turn lane would be converted to a through-right turn lane. The signal at Lincoln way/Sheldon Avenue would be upgraded.

- Lincoln Way/Hayward Avenue left-turn lane.
- Signalize the intersection of Hayward Avenue/Chamberlin Street and the proposed intermodal facility access.

The project is also includes a new bicycle/pedestrian connection that will allow for residents and visitors to the university to move between ISU, the ISU Arboretum, and to Ames extensive trails system, ultimately making Ames a more livable community.

Energy Impacts and Consumption

This Intermodal Facility will create a focal point that allows passengers to transfer between different modes of travel such as personal automobiles, intercity buses, airport shuttles, bike and foot traffic, and local transit service. It also includes a park and ride function where travelers can leave their automobiles and transfer to one of the transit options at the facility for the final segment of their trip. These features should help improve energy usage within the City of Ames and potentially beyond by allowing people easy access to public transportation.

The Intermodal facility, by being a centralized location for various transportation services, would address Intermodal Facility Goal A by improving the efficient movement of people in and out of Ames.

The facility is being designed to be eligible for LEED certification. CyRide will strive to achieve gold LEED certification. To that end, the facility will incorporate energy efficient lighting, water retention, and green landscape features. Approximately 15,000 square feet of green roof will be constructed on the retail and ISU Police portions of the facility. An additional 3,200 square feet of green space would be constructed immediately north of the structure. LEED New Construction minimum requirements and checklist can be found at the following website: http://www.usgbc.org/ShowFile.aspx?DocumentID=5546

In general, LEED certified buildings include such items as water use reduction, water efficient landscaping, optimize energy performance, on-site renewable energy, storage and collection of recyclables, reuse of materials, construction waste management, use of regional materials, use of rapidly renewable materials, minimum indoor air quality performance, increased ventilation, use of low-emitting materials, controllability of systems, and innovative design. The university, a partner in the project, has a new building goal of LEED Gold classification. Details regarding the specific elements will be identified and documented in the concept final design.

Historic Properties

Through consultation with FTA Region VII, an area of potential effect (APE) of one mile from the proposed intermodal facility site was established. Within this APE there are eight properties presently on the National Register, with the closest property being Engineering Hall, which is on the Iowa State University campus. A map of the project site location and the location of properties on the National Register is provided as Figure 12. The eight properties are located at distances from the proposed intermodal facility site of 0.21 miles (Engineering Hall) to 0.71 miles (Knapp-Wilson House). With the possible exception of the Marston Water Tower, located 0.31 miles to the north, none of the properties would have a direct line of sight of the proposed intermodal center. The intermodal center site is possibly in view of the Marston Water Tower if the vantage point is from the top of the structure and the public is not typically allowed to on the structure.

Traffic to/from the intermodal facility would not directly impact any of the properties on the National Register. As most of the structures are located on the Iowa State University campus and the proposed facility would likely reduce the level of vehicle traffic on campus by allowing for relocation of on-campus parking to

the fringe, there is a greater likelihood that the facility would reduce current traffic-related impacts to properties on the National Register. For these reasons, it has been concluded that the proposed intermodal facility would not have a significant impact on properties presently included on the National Register.

The Ames Historic Preservation Commission, in 2006, conducted a reconnaissance survey of the area that was initially the 4th Ward of Ames, which included the Campustown area. The purpose of this survey was to inventory and characterize properties in the area with the desire to identify potential historic properties and landmarks and to provide recommendations as to which property owners should be approached for the purposes of encouraging them to solicit National Register nomination. The Ames Historic Preservation Commission has not advanced the process beyond conducting the survey and developing a report of the results of the work. Through the work products prepared to date, the 4th Ward area was divided into eight potential districts. The City of Ames is presently developing a Comprehensive Historic Preservation Plan in which they will identify the prioritization of how and when additional work in the eight districts should proceed.

While there are no listed properties proximate to the proposed site and no additional action is expected in the relatively near future by the Ames Historic Preservation Commissions efforts, CyRide, the university and the city encourage an intermodal facility design that is sensitive to the nature, both physically and socially, of the surroundings. As such, the following have been addressed as part of the design process:

- Use the westward sloping site elevation to limit the height of the structure along the Hayward Avenue corridor.
- Use exterior materials (brick) that are reflective of buildings in the Campustown area.
- Provide a design that uses a progressively built up building massing along the Hayward Avenue frontage, with the immediately adjacent building structure being one story.
- Incorporate green space in to the concept, especially along the Hayward Avenue side of the corridor.
- Retain as much of the perimeter tree cover as is possible in order to retain the adjacent property screening that presently is in place.

If future historical assessment efforts by the Ames Historic Preservation Commission result in properties in the Campustown area being determined to be historic, impacts associated with the project will be limited to visual effects, as they are outside the area of construction. Coordination with the Iowa State Historic Preservation Office will be required to fully identify any historic properties in the vicinity of the project area.

Parklands

There are no parklands located within or adjacent to the project area. Therefore, the project has no impact on parklands.

40 U.S.C. 303 ((Section 4 (f)): Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites

No known Section 4(f) properties or parklands are located in the vicinity of the project area. If the buildings discussed above are determined to be historic and eligible for listing on the National Register of Historic Places prior to construction of the facility, then they would be considered Section 4(f) properties.

The regionally significant ISU Arboretum is located across Sheldon Avenue to the west of the project area. The Intermodal Facility includes construction of a bike-pedestrian trail through the Arboretum, no trees would be removed to construct the trail. During construction BMPs would be employed to minimize the potential for soil erosion. The proposed project will not have a significant impact on the Iowa State University Arboretum and will improve the handicap accessibility of the arboretum.

Construction

The construction plan will require some fill material to be brought into the site. The fill material will be obtained from existing borrow areas approved by the City of Ames. If more fill is needed than is available at existing borrow areas, the new borrow areas will need to be determined to be clean of contamination and not located in a wetland or other sensitive habitat area.

Construction impacts related to noise will be short-term and minor. However, construction activities will be generally limited to daylight hours (7 a.m. to 7 p.m.) Monday through Saturday. Sensitive receptors in the vicinity include the residents to the south, the apartments to the east and the church to the northwest. However, by limiting construction activities to awaking hours, impacts will be minimized. Additionally, all construction equipment would be equipped with mufflers and other sound-damping devices to minimize noise.

Utility disruption may occur with this project because utilities in the project area a located within the road right-of-way. To minimize impacts, residents and businesses in the area would be notified via public notice when utility interruptions would be possible. These potential interruptions would be expected to occur on only a few days of the construction period.

Farm Land Protection Policy Act (FPPA) 7 U.S.C. 4201 et seq.

The project area is located in a developed area of Ames and has not been used as farmland in many years. Additionally, there is no farmland adjacent to the project area. Therefore, the project is cleared of FPPA concerns.

Visual

The project area is currently a parking lot. The project will convert this parking lot into a five-story parking structure, with a maximum of four-raised stories at the Hayward Avenue side of the structure. When looking west from Hayward Avenue, the building will obstruct the view of the existing tree-line that is observed. However, the building concept has incorporated the following elements to mitigate potential impacts:

- Landscaping elements, such as trees along the eastern edge.
- Approximately 3,200 square feet of green space immediately north of the structure.
- Approximately 15,000 square feet of green roof.
- A “stepped-up” setback from Hayward Avenue where the retail space (closest to Hayward Avenue) is one story, providing a transition into the 4our-story parking structure.
- Building materials (brick) consistent with surrounding buildings.

These features will soften the façade of the building and add visual interest. All landscaping will be in compliance with the City of Ames zoning ordinances and subdivision regulations.

Additionally, most of the trees shielding the residents to the south will remain post-construction and the project area is located adjacent to a commercially developed area. Therefore, a parking structure will not be out of character for the area and visual impacts will be minor.

A 3-dimensional view of the project area post-construction is included in Figure 13.

Community Disruption and Environmental Justice

The Intermodal Facility will occupy the same basic location as the existing parking lot. The positive impacts to the community would stem from establishing a link between public and private transportation modes

(public transit, intercity carriers, airport shuttle services, vanpools, taxi's, bicycle, and pedestrian), fill in a disconnect between the Iowa State University bike-pedestrian system and the city's trail system and parking that would aid in promoting redevelopment and long-term revitalization in the community.

There will not be any persons displaced or isolated due to construction of this facility. The tree line separating the existing parking lot from the residents to the south would remain post-construction and continue to provide a separation between the residences and the Intermodal Facility.

There has not been any organized opposition to the project. The most vocal of groups have been the Ames Historical Preservation Commission and their concerns regarding the structure height and mass have been addressed in the concept design process by:

- Limiting the structure height on the Hayward Avenue side.
- Providing a stepped-in setback to the structure.
- Incorporating building materials consistent with surrounding buildings into the concept.

Safety and Security

The proposed project will improve safety and security in the area. The ISU DPS is proposed as occupants of the 30,000 office space located in the northeast portion of the facility. The presence of a resident security force will be a positive impact on safety and security in the area.

Secondary Development

The timing and possibly the viability of the Campustown redevelopment project hinges on this Intermodal Facility project which will provide the needed parking and transportation services. It is anticipated that employment will be generated in the near term as a result of the construction of the Intermodal Facility. The Campustown redevelopment project would include the construction of approximately 75,000 square feet of office operations complementary with activities on campus. The redevelopment also proposes to replace the existing retail space with upgraded retail space surrounding an attractive plaza with walkways and water features.

Ultimately, the success of the Campustown innovations in generating jobs will depend on the new business opportunities fostered by proximity to the transportation facility. Projections based on the *Campustown Study* suggest that a fully occupied office and retail complex will add professional, retail and service sector jobs. This added direct increase in business activity will generate additional indirect jobs.

Public Notification

During the process to allocate funds for the preparation of the Federal Transit grant, the CyRide Board held an open public meeting regarding the project. The outcome of the meeting was the approval of the allocation of the funds.

Two public meetings have been held for this project. The first public information meeting was held in Ames on the ISU campus on July 23, 2009. Forty-six people attended the meeting which include an explanation of an Intermodal Facility and a discussion of the purpose and need for the project. The presentation also included a discussion of the sites being reviewed, the criteria for site selection, and a project schedule.

A second public meeting was held on August 27, 2009. The primary purpose of this meeting was to present the final site location, the process of narrowing the sites, the site concept and to take comments on the selection process and site recommendations. The meeting was attended by 39 people

The published notices for the public meetings are included in Attachment C.

Meeting notices were provided consistent with the locally approved public participation plan.

In addition to providing notice consistent with the public participation plan, the following individuals/groups/organizations have been done to increase information circulation:

- Ames Tribune & ISU Daily News Articles
- KASI Radio Breakfast Club – 7/20/09
- ISU Newsletter – Published 7/15/09
- CyRide Website Intermodal Page – http://www.cyride.com/planning_policies/Ames Intermodal Transportation Facility Study.html
- CyRide Bus flyers
- Passenger E-mail to CyRide Passenger Database
- Human Service Agencies E-mail – Compliance with coordinated planning effort between human service agencies and transportation provider
- Letters to 185 downtown businesses and 146 downtown property owners – July 2009
- Letters to 53 Campustown property owners – July 2009 and August 2009
- Letter/e-mails to 45 Ames Neighborhood Associations – July 2009 and August 2009
- Letters to 600 Ames Chamber of Commerce Business Members – August 2009
- E-mails sent to Ames Convention of Visitor's Bureau, Ames Chamber, ISU Athletics & the Ames Historic Preservation Commission

In addition to the public meetings, smaller group meetings have been held with:

- The South Campus Area Neighborhood (SCAN).
- Campustown businesses.
- The Ames Historic Preservation Commission.
- Representatives from each of the intercity carriers and the airport shuttle service.

MITIGATION ACTIONS

Energy analysis of new improvement is required under FTA regulations, "Requirements for Energy Assessments", 49 CFR Part 622, Subpart C. Incorporate all practicable improvement in the project design.

The area disturbed by the project exceeds one acre; therefore, a storm water discharge permit (a construction National Pollutant Discharge Elimination [NPDES] permit) is required for this project.

The square footage of the project site will be used as part of the local match. Therefore, an appraisal needs to be sent to FTA for FTA's review and approval and replatting of the project site will be required.

The need for an Iowa DNR Floodplain Construction Permit will be determined in the final engineering stage of the project development. At this time, all structures are proposed to span the floodway and building construction is to be out of the 100-year floodplain. If a DNR permit is required, the appropriate procedures will be followed in obtaining the permit.

A Flood Plan Development Permit and a Conditional Use Permit issued by the City of Ames are required for this structure. These two permits will be requested at the completion of final engineering.

FINDINGS

With the condition that the grantee must implement the mitigation actions FTA finds that the construction of the proposed Intermodal Facility by CyRide funded by FTA Grant _____ meets the criteria for a documented Categorical Exclusion (CE) in accordance with 23 CFR Part 771.117.

Reviewed by: _____ _____
Date

Concur: _____ _____
Date

Approval of
Documented CE: _____ _____

FIGURES

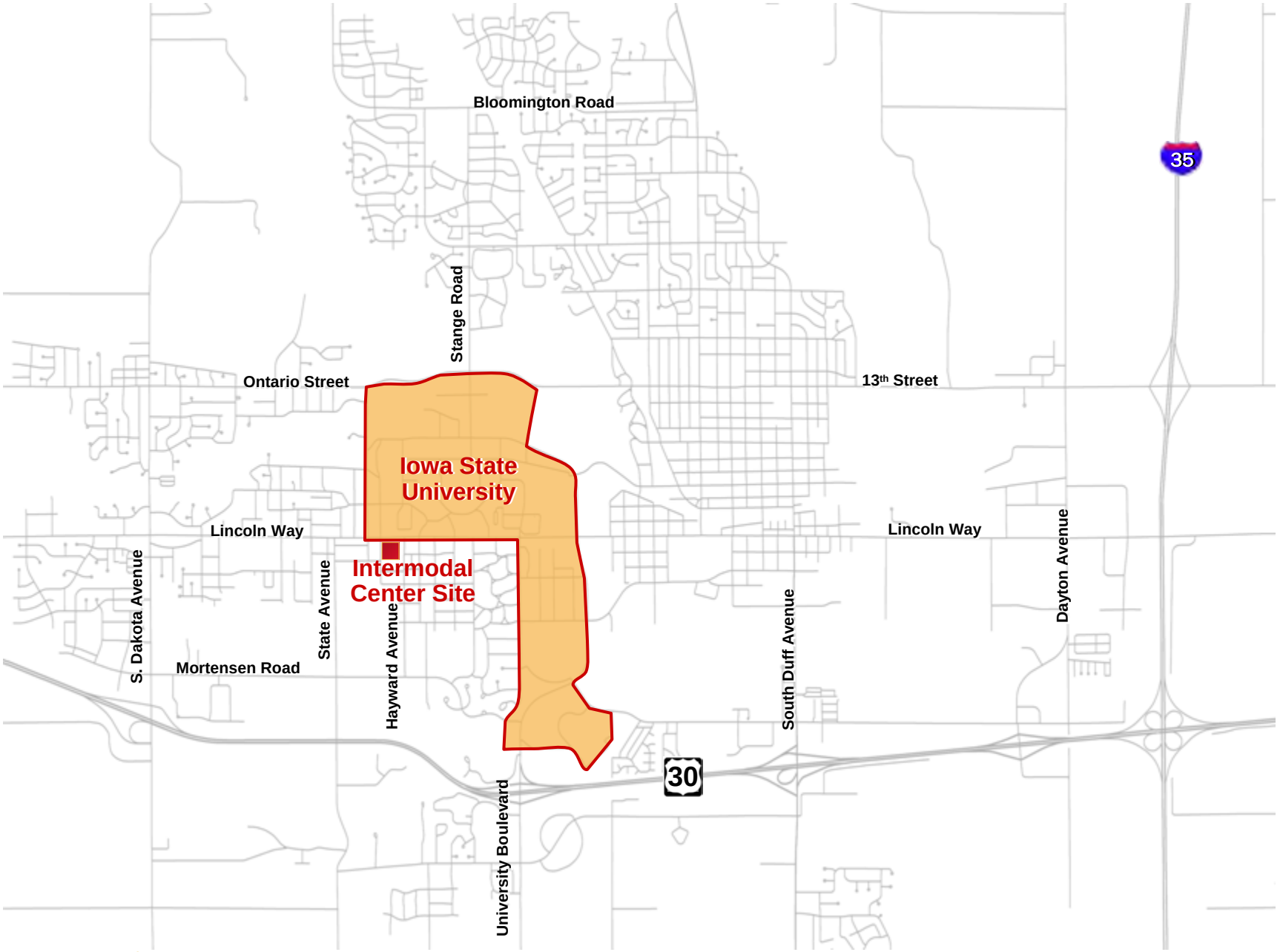


Figure 1
Campustown Intermodal Facility Site Location

URS

CyRide

IOWA STATE UNIVERSITY

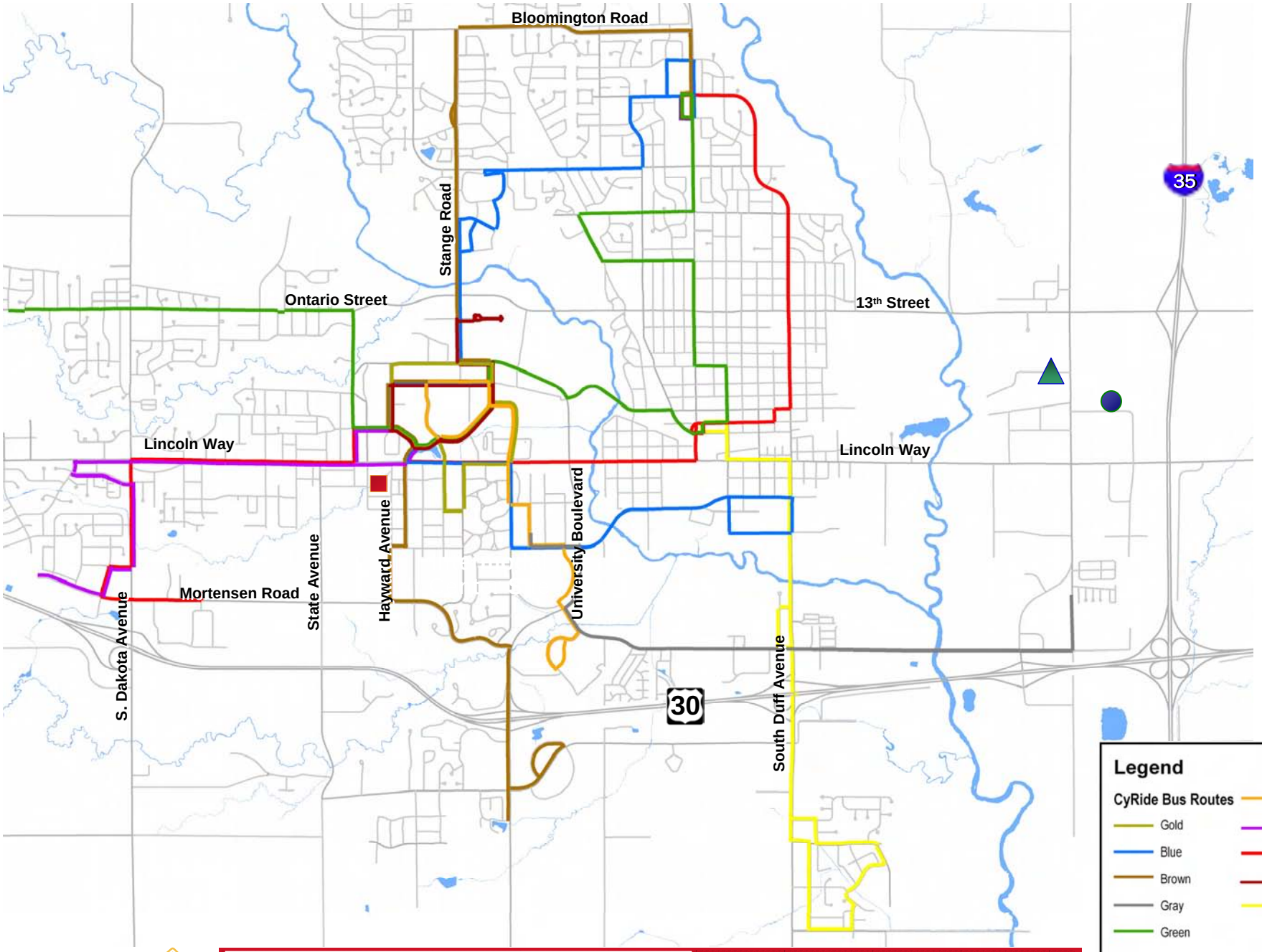
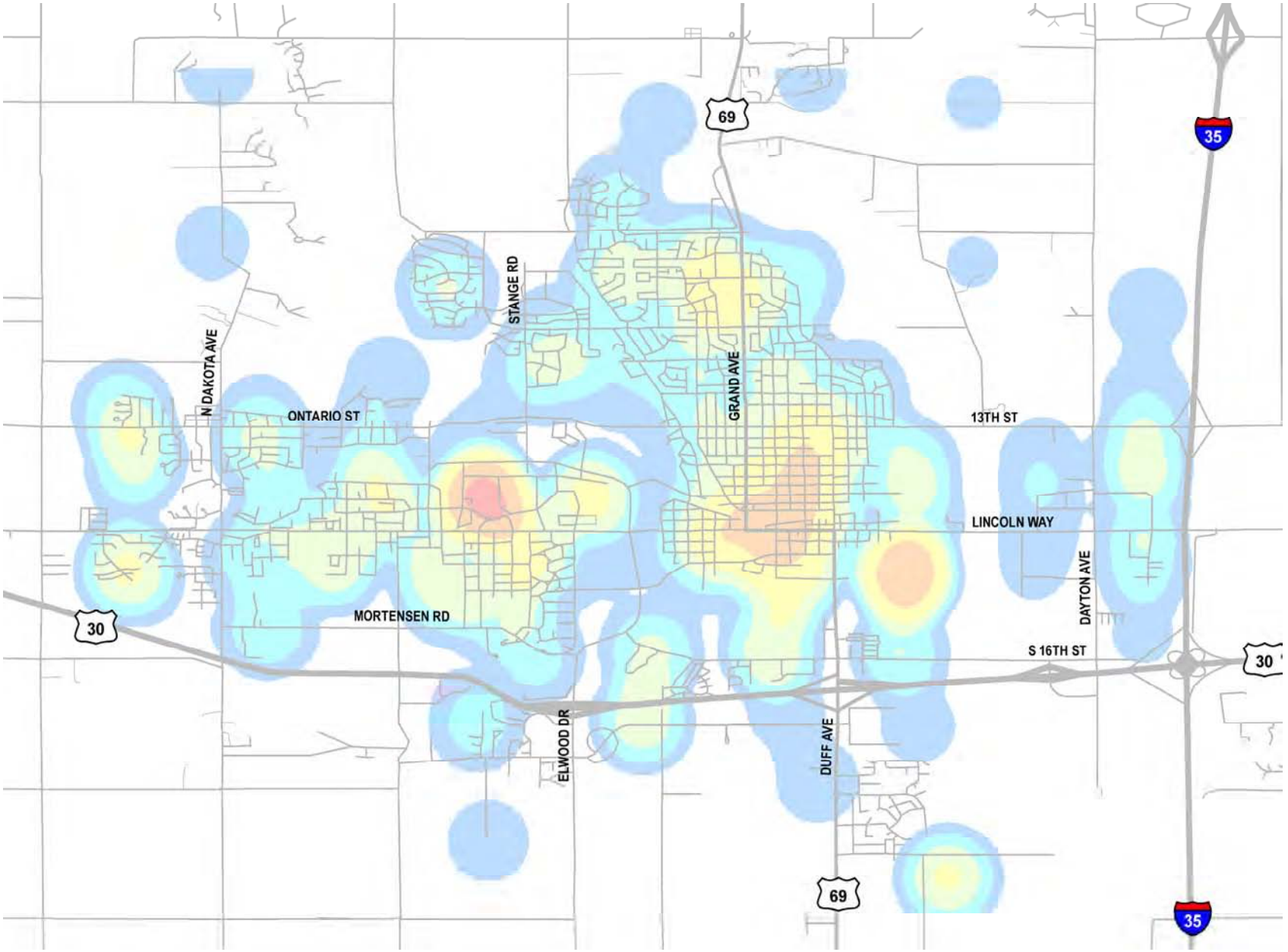


Figure 3
Intercity Carrier Company Depot Relative to Transit Routes

URS

CyRide
IOWA STATE UNIVERSITY



Lower Intensity — Higher Intensity

Figure 4
Current Development Intensity - Ames

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IOWA STATE UNIVERSITY

Figure 5
Plan View – Intermodal Center Concept

URS

CyRide
IOWA STATE UNIVERSITY

N

Legend

- Junction Between City-ISU or City-CyRide Bike-Ped Routes

Figure 6
Bike and Pedestrian Trails and Connections

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CyRide
IOWA STATE UNIVERSITY

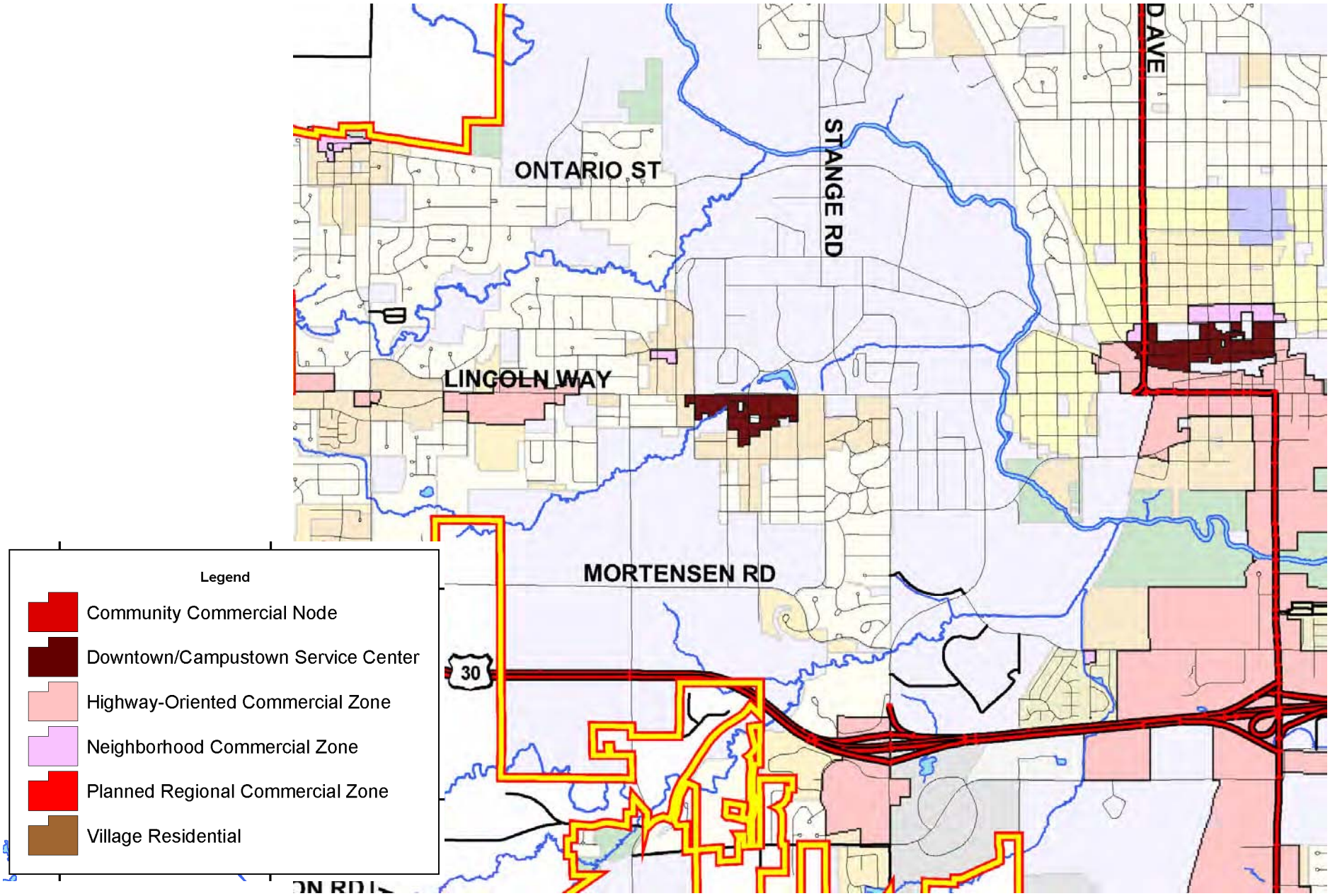

Figure 7
Area Land Use Classifications

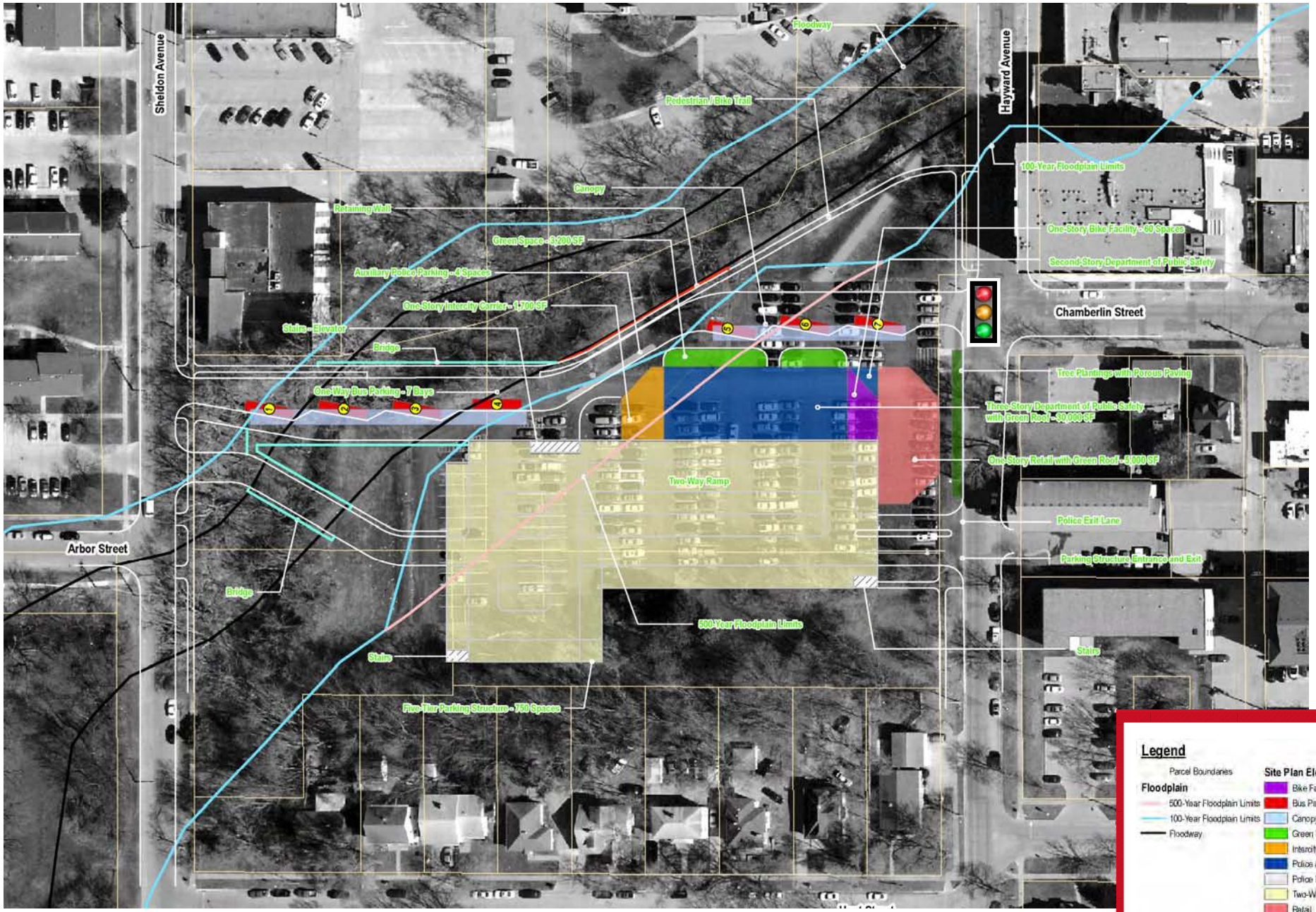

Figure 8
Plan View – Intermodal Center Concept
Relative to Floodway and Floodplain

URS

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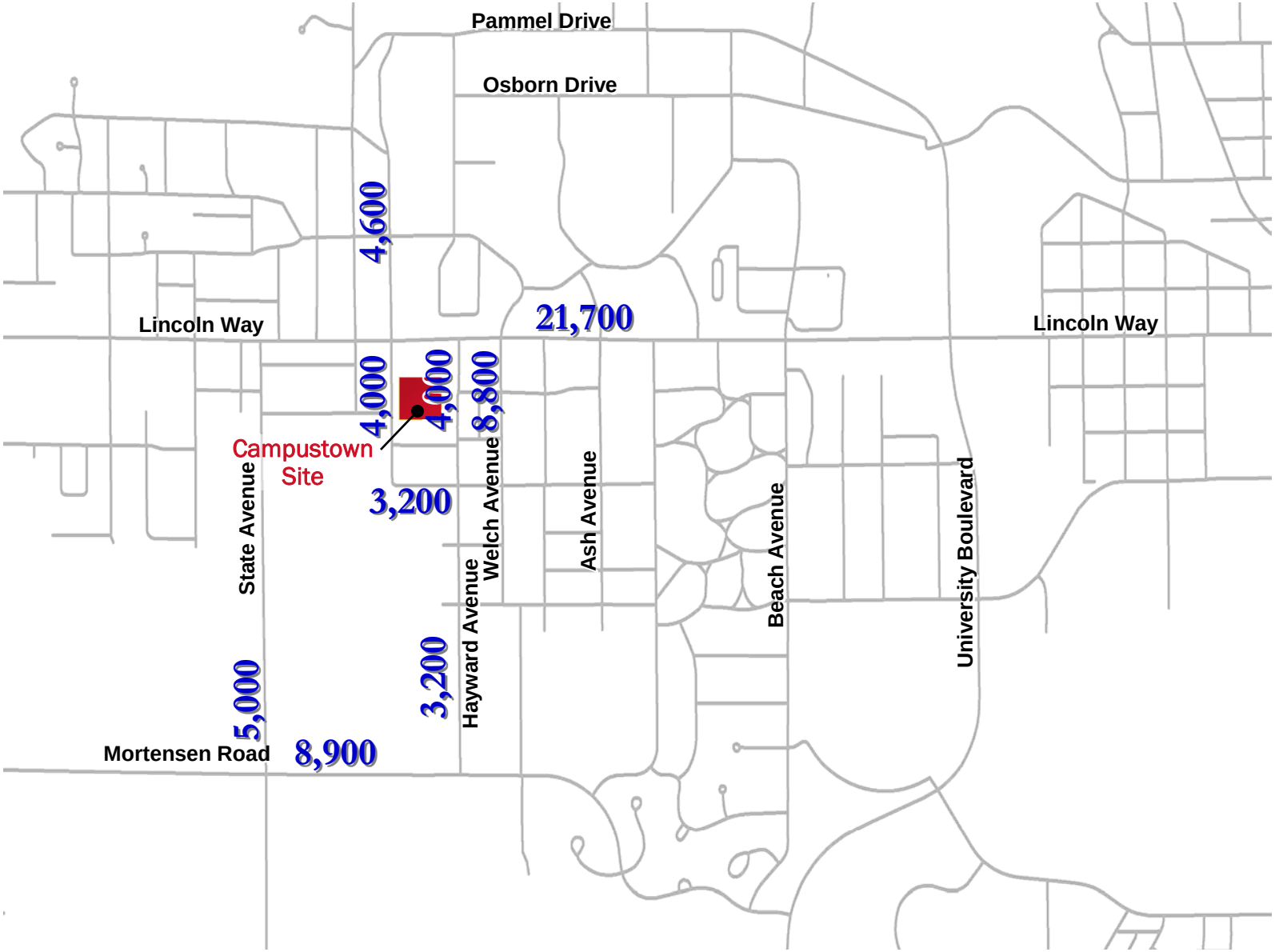
IOWA STATE UNIVERSITY



N

Legend

8,900 - Average of 1999 and 2007 Average Daily Traffic

Source: Iowa DOT

Figure 9
Current Average Daily Traffic Volume

URS

CyRide

IOWA STATE UNIVERSITY

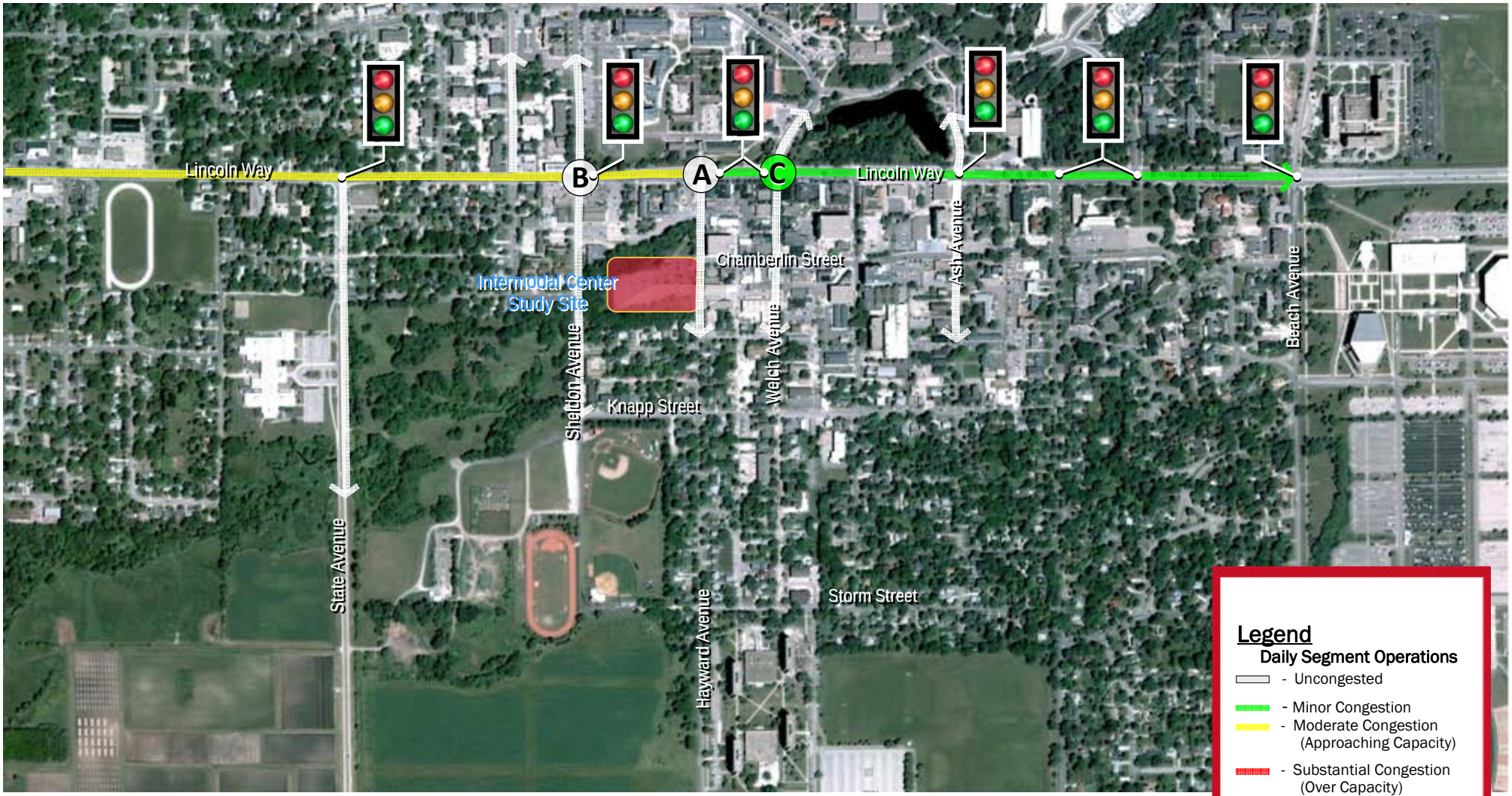


Figure 10
Current (2008) Daily Traffic Operations

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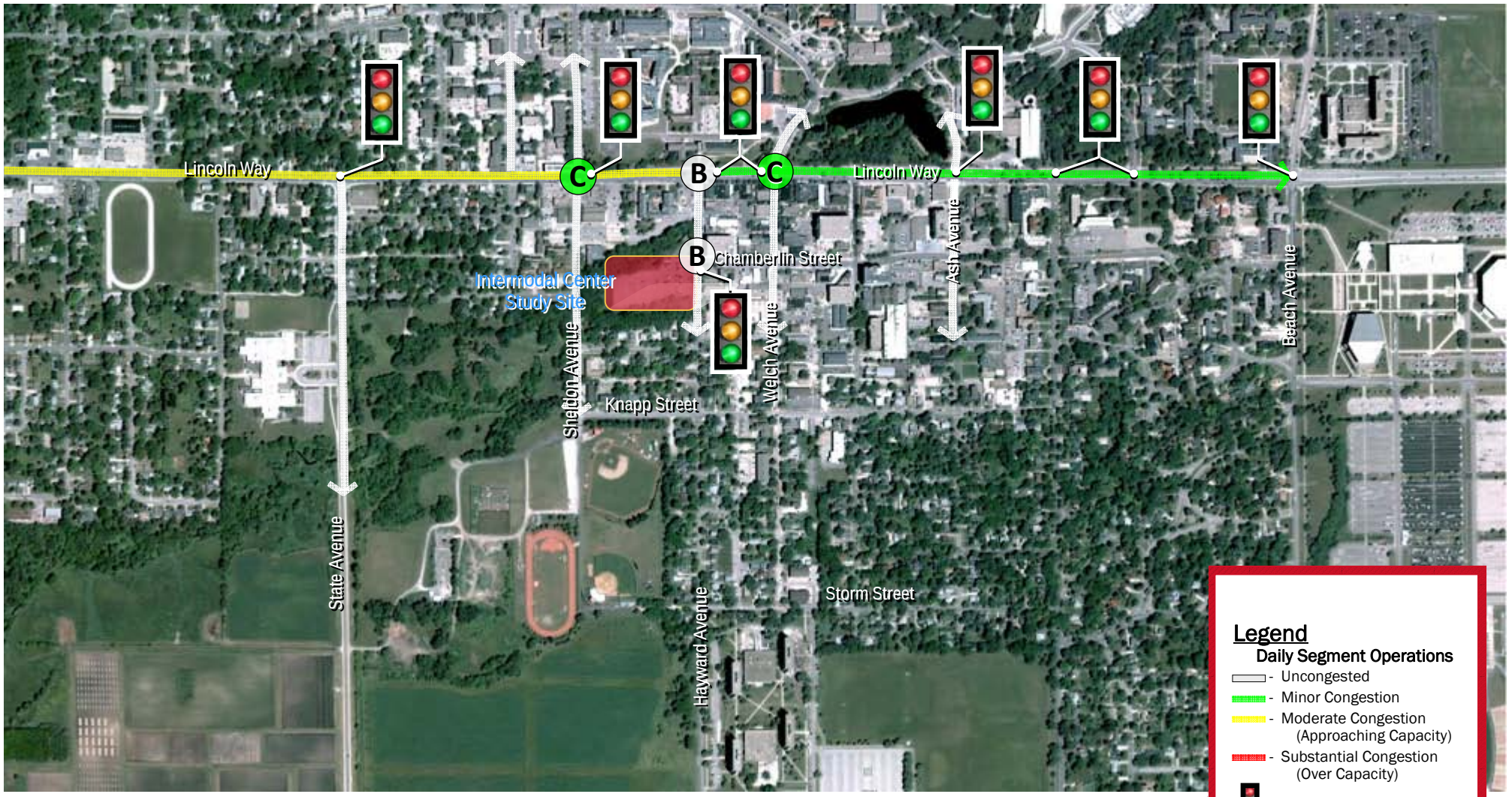

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Figure 11
Build (2011) Daily Traffic Operations

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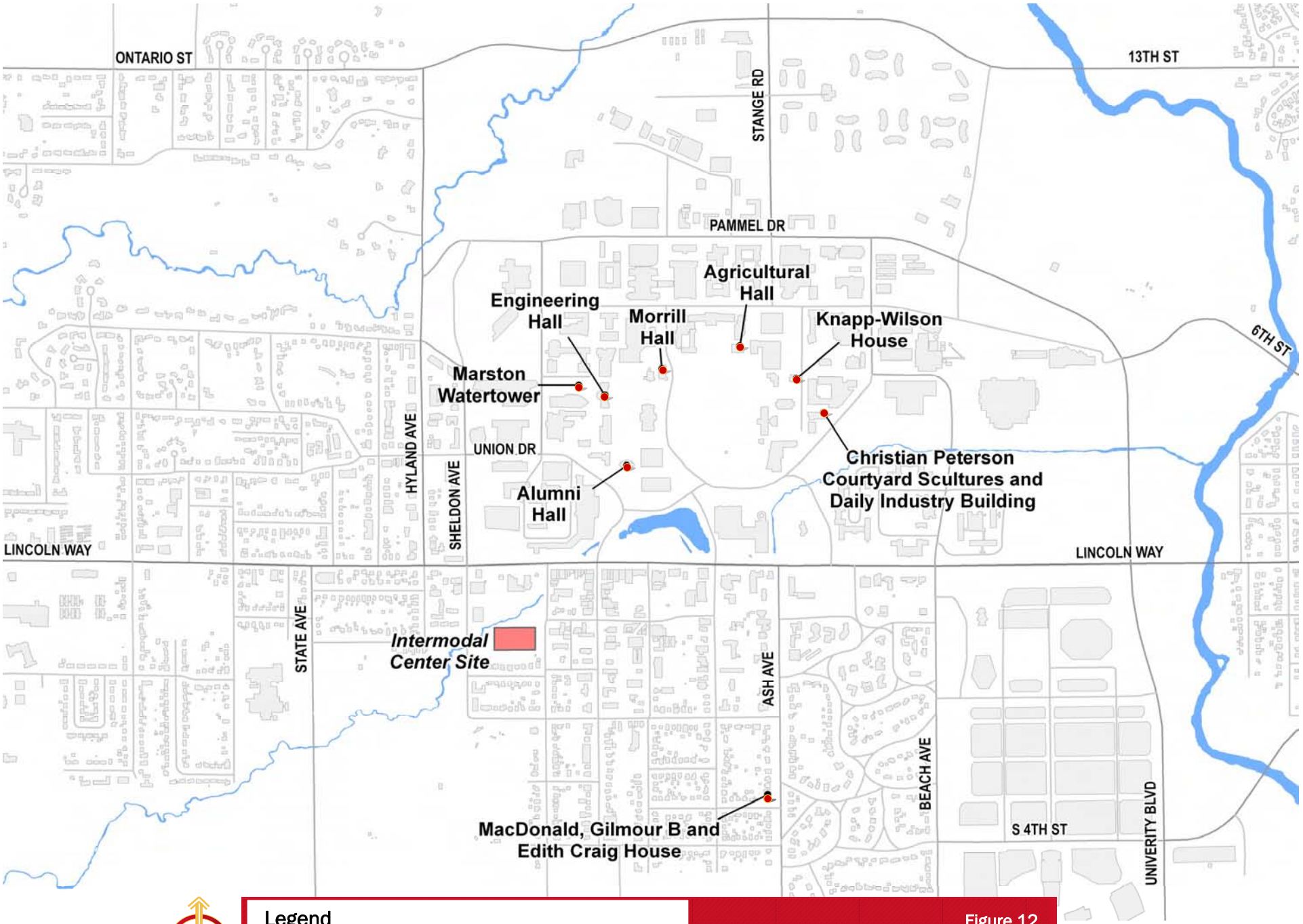

Figure 12
Area Properties Listed on Historic Register

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Figure 13
Photosimulation – Intermodal Center Concept (Looking to Southwest)

ATTACHMENT A – AGENCY CORRESPONDENCE

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
510 S 11th Street
Nevada, IA 50201
PH: 515-382-2217
FAX: 515-382-5708

August 19, 2009

William L. Troe, AICP
URS Corporation
12120 Shamrock Plaza, Suite 300
Omaha, NE 68154

Dear Mr. Troe:

I am not aware of any information of concern to the Natural Resource Conservation Service that is relevant to the Ames Intermodal Center Study Project sites or the overall project.

Sincerely,

Craig Hempy
Soil Conservationist

Fields of Opportunities

STATE OF IOWA

CHESTER J. CULVER, GOVERNOR
PATTY JUDGE, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
RICHARD A. LEOPOLD, DIRECTOR

August 21, 2009

William Troe
URS Corporation
12120 Shamrock Plaza Suite 300
Omaha, NE 68154

RE: Environmental Review for Natural Resources
Ames Intermodal Center Project
Story County
Section 9, Township 83N, Range 24W

Dear Mr. Troe:

Thank you for inviting Department comment on the impact of this project. The Department has searched for records of rare species and significant natural communities in the project area and found no site-specific records that would be impacted by this project. However, these records and data are not the result of thorough field surveys. If listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required.

This letter is a record of review for protected species, rare natural communities, state lands and waters in the project area, including review by personnel representing state parks, preserves, recreation areas, fisheries and wildlife but does not include comment from the Environmental Services Division of this Department. This letter does not constitute a permit. Other permits may be required from the Department or other state or federal agencies before work begins on this project.

Any construction activity that bares the soil of an area greater than or equal to one acre including clearing, grading or excavation may require a storm water discharge permit from the Department. Construction activities may include the temporary or permanent storage of dredge material. For more information regarding this matter, please contact Ruth Rosdail at (515) 281-6782.

The Department administers regulations that pertain to fugitive dust IAW Iowa Administrative Code 567-23.3(2)"c." All persons shall take reasonable precautions to prevent the discharge of visible emissions of fugitive dusts beyond the lot line of property during construction, alteration, repairing or demolishing of buildings, bridges or other vertical structures or haul roads. All questions regarding fugitive dust regulations should be directed to Jim McGraw at (515) 242-5167.

If you have questions about this letter or require further information, please contact me at (515) 281-8967.

Sincerely,

Inga Foster
Environmental Specialist
Conservation and Recreation Division

FILE COPY: Inga Foster

Tracking Number: 3873

502 EAST 9th STREET / DES MOINES, IOWA 50319-0034
PHONE 515-281-5918 FAX 515-281-6794 www.iowadnr.gov

RECORD OF CONVERSATION

DATE: August 21, 2009 TIME: ~2p.m. JOB NO.: 16170492.00200

RECORDED BY: SMV OWNER/CLIENT: CyRide

TALKED WITH: Donna Jones OF USACE - Rock Island Reg Branch
Chief of Enforcement Section

NATURE OF CALL: INCOMING ☐ OUTGOING ☒ VISIT ☐ MEETING ☐ PHONE: # (309) 794-5351

ROUTE TO: INFORMATION ACTION

MAIN SUBJECT: Permits for Ames Intermodal Facility

ITEMS DISCUSSED: I explained the Intermodal Facility project to Donna and indicated that the project area was adjacent to College Creek. I told Donna that 2 crossings were planned and that current design calls for both crossings to clear span the creek. Donna stated that if no work would be done in the creek then no Section 404 permit would be required. If a small work pad or a temporary crossing or any work would need to be completed from within the creek, then a Section 404 permit would be needed.

Donna also stated that if no wetlands were present no Section 404 permit would be required.

URS

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
210 Walnut Street, Room 693
Des Moines, IA 50309-2180

August 28, 2009

Mr. William L. Troe, AICP
Senior Transportation Planner
URS Corporation
12120 Shamrock Plaza #300
Omaha, NE 68154

Dear Mr. Troe:

Thank you for the opportunity to comment on the construction of an intermodal facility to be located at the Campustown Site, west of Hayward Avenue at Chamberlin Street, within the Ames city limits, Story County, Iowa. The Natural Resources Conservation Service has no concerns or comments at this time.

If we can be of any further assistance, feel free to contact me at 515-323-2223, or by email at john.myers@ia.usda.gov.

Sincerely,

John Myers
State Resource Conservationist

cc: Aaron Musselman, District Conservationist, NRCS, Nevada, IA

RECORD OF CONVERSATION

DATE: 8/29 TIME: _____ JOB NO.: 16170492

RECORDED BY: _____ OWNER/CLIENT: _____

TALKED WITH: Mr. Stu Smith OF Iowa Dept of Health

NATURE OF CALL: INCOMING ☒ OUTGOING ☐ VISIT ☐ MEETING ☐ PHONE: #(515) 281-8707

ROUTE TO: INFORMATION ACTION

_____ _____

_____ _____

_____ _____

MAIN SUBJECT: CyRide Intermodal Facility

ITEMS DISCUSSED: Mr. Smith indicated to Bill Troe that Iowa Dept of Public Health had no comments on the project concept. Nothing of significance expected.

URS

RECORD OF CONVERSATION

DATE: Sept 1, 2009 TIME: 10:50 am JOB NO.: 16170492

RECORDED BY: _____ OWNER/CLIENT: _____

TALKED WITH: Ms. Christine Schwake OF IDNR - Water

NATURE OF CALL: INCOMING ☐ OUTGOING ☒ VISIT ☐ MEETING ☐ PHONE: # 515.281.6615

ROUTE TO: INFORMATION ACTION

MAIN SUBJECT: Section 401 Water Quality Certification

ITEMS DISCUSSED: I wanted to confirm w/ Chris that no Section 401 Certification would be required for the Intermodal facility. Chris indicated that since the USACE had determined that no Section 404 permit would be required for the project (I explained to Chris may discussion with USACE) then no Section 401 Certif would be required.

SJM

URS

RECORD OF CONVERSATION

DATE: 9/1/09 TIME: _____ JOB NO.: 16170492

RECORDED BY: _____ OWNER/CLIENT: _____

TALKED WITH: Jeff Simmons OF Iowa DNR – Floodplains

NATURE OF CALL: INCOMING ☐ OUTGOING ☒ VISIT ☐ MEETING ☐ PHONE: # 515.281.8968

ROUTE TO:	INFORMATION	ACTION

MAIN SUBJECT: Potential Permits for the CyRide Project

ITEMS DISCUSSED: I called Jeff to discuss the project and to determine which of any permits might be required. The project involves 2 bridge crossings on College Creek. Jeff indicated that if the bridges spanned the entire floodplain (100-year), then no permit would be needed. If the bridges spanned the floodway but not the floodplain then a local floodplain development permit would be required. This permit would come from the City of Ames. Jeff also indicated that if the College Creek drainage area was greater than 2 sq miles above the project area, then a DNR floodplain development permit would be required. This permit would require supporting info like engineering plans and computer models verifying hydrology.

Jeff stated that the DNR has 2 criteria:

① The lowest part of the bridge needs to be 3 feet above the 50 year flood

- this is primarily for bridges with high approach fill
  - can get a variance if flood flows can easily move around the bridge

URS

RECORD OF CONVERSATION

DATE: 9/1/09 TIME: _____ JOB NO.: 16170492

RECORDED BY: _____ OWNER/CLIENT: _____

TALKED WITH: Jeff Simmons OF Iowa DNR - Floodplains

NATURE OF CALL: INCOMING ☐ OUTGOING ☒ VISIT ☐ MEETING ☐ PHONE: # 515.281.8968

ROUTE TO: INFORMATION ACTION

MAIN SUBJECT: Potential Permits for the CyRide Project

ITEMS DISCUSSED: The second criteria pertains to backwater. Basically, the project cannot cause a rise in the flood elevation — 0 backwater

SMV

URS

"Doershuk, John F"
<john-doershuk@uiowa.edu>
08/25/2009 04:43 PM

To Shari Atwood <satwood@cyride.com>, "Eck, Colleen R" <colleen-eck@uiowa.edu>
cc "skyras@cyride.com" <skyras@cyride.com>, "bill_troe@urscorp.com" <bill_troe@urscorp.com>
bcc
Subject RE: Ames Intermodal Facility Site--OSA Site Search 2009174

Sheri:

OSA Site Records Manager Colleen Eck will follow-up in a few days with an official "Site Search" letter, map, and invoice (I'm guessing the basic one-hr minimum fee of $90); but I wanted to get you basic information ASAP so as to facilitate the process you are required to follow in securing the federal stimulus grant.

There are no previously recorded archaeological sites within any of the four parcels associated with the project and no known archaeological resources are immediately adjacent, either. The closest recorded sites are more than 3200 ft to the northeast (13SR22 and 106); both are related to investigations at specific ISU buildings and date to the historic period—these resources are not particularly informative re archaeological potential at the proposed new facility location. Please note that systematic professional archaeological survey has also not taken place within or nearby the proposed new facility, limiting somewhat my ability to make a specific assessment. The closest previously completed archaeological surveys are at a distance of nearly ½-mile; these covered very limited areas and did not result in discovery of archaeological resources. (e.g., R&C#s 060985108, 080385620, 960185044, and 060885130).

My review of the available aerial photographs (dating to the 1930s and thereafter) and soil maps for the proposed facility indicate this is an area—while associated with the College Creek drainage—that has limited archaeological sensitivity and only low to moderate potential for intact significant archaeological resources. A limited field investigation, perhaps by one of ISU's graduate students under the supervision of Prof. Matt G. Hill of the Anthropology Department, would probably quickly confirm the nature of the deposits around the currently paved area and clarify whether there is any real potential for archaeological preservation within this setting.

Please let me know if you have any questions.

Sincerely,
John F. Doershuk
State Archaeologist

From: Shari Atwood [mailto:satwood@cyride.com]
To: Doershuk, John F
Cc: satwood@cyride.com; skyras@cyride.com; bill_troe@urscorp.com
Subject: Fw: Ames Intermodal Facility Site

Mr. Doershuk:

The Ames Transit Agency (CyRide) will be the grantee on a possible federal TIGER grant and is in the process of completing a documented CE per Mark Bechtel's direction with the Region 7, Federal Transit Administration. He has directed us to contact you regarding an archeological review of the proposed site for this facility. The attached link to the City of Ames Assessor's site shows the 4 parcels of land that would comprise the site for this facility, which is currently an Iowa State University surface parking lot.

http://beacon.schneidercorp.com/Application.aspx?AppID=165&LayerID=2145&PageTypeID=1&PageID=1110&Q=1413769801

The addresses for these 4 parcels in Ames, Iowa is as follows:

- 129 Hayward Ave., Assessor's Parcel ID# 0909125096
- 225 Hayward Ave., Assessor's Parcel ID# 0909125100
- 200 Sheldon Ave., Assessor's Parcel ID# 0909125213
- 300 Sheldon Ave., Assessor's Parcel ID# 0909125200

Please let me know the results of your review of this site and, if possible, let me know how quickly we might be able to secure your assessment, Since this grant is funded with federal stimulus dollars, the grant deadline is quickly approaching. Thanks for your time and attention to this project.

Sheri Kyras
Transit Director
Ames Transit Agency (CyRide)
1700 University Blvd.
Ames, Iowa 50014
Tele: (515) 239-5563
Email: skyras@cyride.com
Fax: (515) 239-5578

THE UNIVERSITY OF IOWA

Friday, August 28, 2009

Shari Kyras
Ames Transit Agency
1700 University Blvd
Ames IA 50014-

Ref: SR Story **Iowa Site File Search No.** 2009174

Dear Shari:

I have conducted a search of the Iowa Site File for archaeological sites recorded within a one-mile radius of the project area described in your request for search on 8/25/2009 This area is within 83N-24W Sec. 9
Our records indicate no archaeological sites have been reported to the OSA within or very near the project location. Three other sites were recorded within one mile of that location at the time of the records search. Other archaeological sites may be present at or near the project location but have not been discovered or reported to the OSA. Included along with this letter is a map of the survey and site file search location information and previously surveyed areas.

If you have not already done so, you may wish to consult with the State Historic Preservation Office (SHPO) to determine whether an archaeological survey may be needed. In the event that previously unidentified archaeological resources are discovered during ground disturbing activities on projects complying with Section 106 of the National Historic Preservation Act or other applicable federal and state laws, construction work should cease in the area of the resource and in the surrounding area where further subsurface remains can reasonably be expected to occur. The responsible federal or state agency and State Historic Preservation Office should be immediately notified and consulted about the discovery.

If during the course of construction or earthmoving signs of a human burial are encountered, those activities should be stopped at once and the Office of the State Archaeologist should be contacted immediately. Human burials may potentially include bone, ashes, or subterranean structures with or without overlying mound structures. All human burials in the state of Iowa are legally protected under Chapters 263B, 566, and 716 of the Iowa Code.

Should you need more information about a particular site, you may write to me including the appropriate site number in your request. Since every county has a different series of site numbers, be sure to include the full trinomial site designation in your request. This designation takes the form of 13XY### where XY is the county abbreviation and ### is the order in which site reports are received for a given county.

The information in this letter is intended to assist you in fulfilling any local, state, or federal laws and regulations related to archaeological sites concerning historic preservation such as Section 106 of the National Historic Preservation Act and to assist avoidance of any burial sites potentially located within the subject area. Prior to any federal undertaking, all archaeological sites should be evaluated for their National Register eligibility. Federal undertakings include but are not limited to projects receiving any federal financial support, technical assistance, licenses, or permits received by private landowners or federal, state, or local governments. The State Historical Preservation Office (SHPO) would need to be contacted for detail about the final determination of significance for any site to be affected by a federal undertaking.
This letter is not meant to confirm or deny that any applicable requirements have been met.

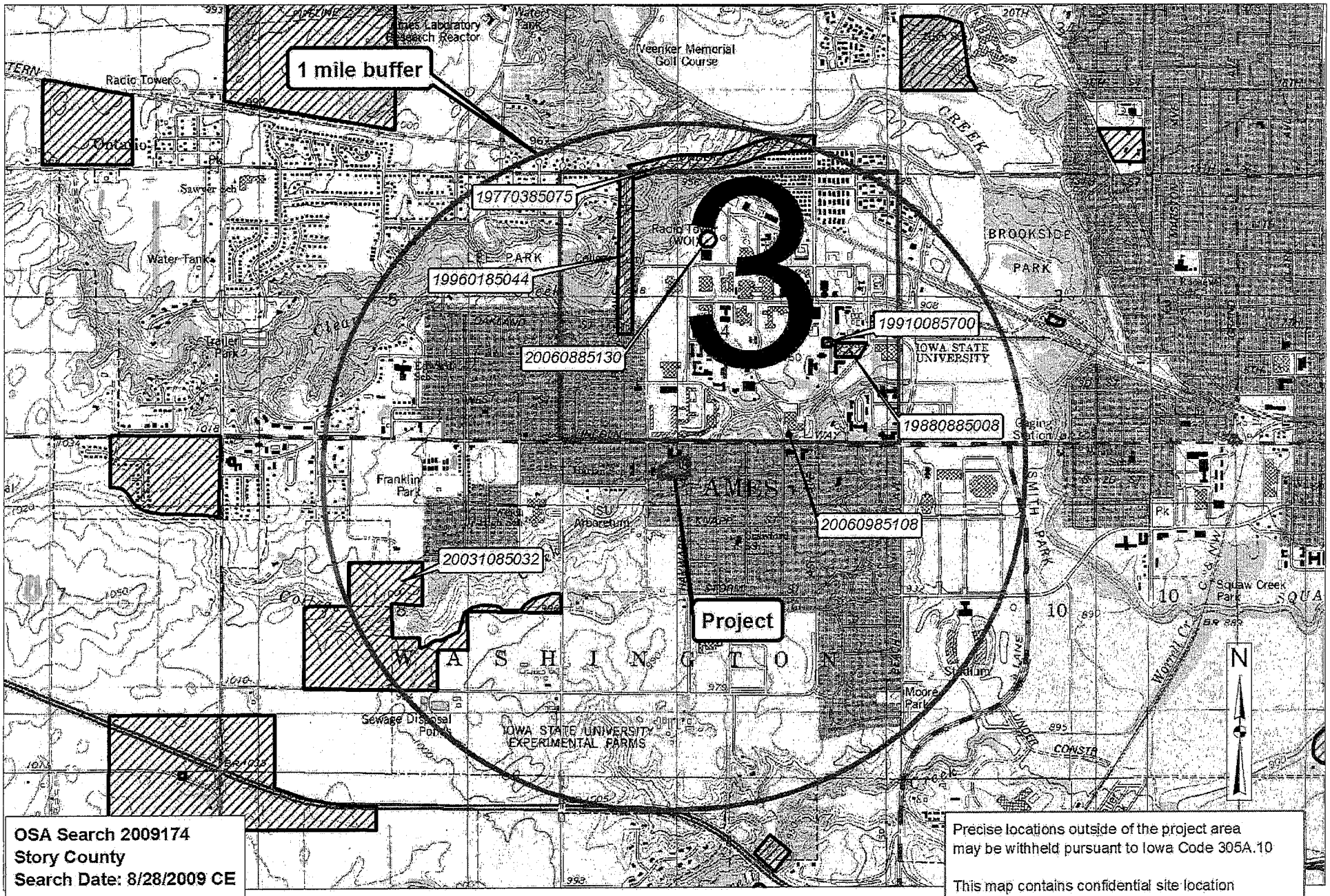
Sincerely,

Colleen Eck

Colleen Eck
Site Records Manager
enclosure

SITE	Cultural Affiliation	Site Type	AREA	DTYPE
13SR22	Historic Euro-American	Historic farm/residence	1017.832	circle
13SR99	Historic Euro-American	Structure/building remains	3796.113	polygon
13SR99	Historic Euro-American	Historic farm/residence	3796.113	polygon
13SR99	Historic Euro-American	Historic scatter	3796.113	polygon
13SR106	Historic Euro-American	School	389.714	inverted triangle
13SR106	Historic Euro-American	Structure/building remains	389.714	inverted triangle
13SR106	Historic Euro-American	Historic farm/residence	389.714	inverted triangle

Dtype definitions	
Polygon:	Boundaries and location known
Triangle:	Location and boundaries not certain
Inverted Triangle:	Location known, boundaries unknown
Dot: (10 m radius)	Location known, area < 20 m in any direction
Circle:	Location and site area known, exact boundaries not known



OSA Search 2009174
Story County
Search Date: 8/28/2009 CE

2 — Number of sites per section which occur within 1 mile buffer

Previously surveyed area, "intense" labeled with SHPO R&C number

0 0.5 1 Miles

0 0.25 0.5 1 Kilometers

STATE ARCHAEOLOGIST OF IOWA

Precise locations outside of the project area may be withheld pursuant to Iowa Code 305A.10

This map contains confidential site location information. Neither the map nor the associated data may be reproduced or distributed without the consent of the Office of the State Archaeologist.

Data displayed on this map are current as of the date of this search, but are subject to additions and revisions without notice.

CITY OF AMES IOWA
Caring People
Quality Programs
Exceptional Service

DEPARTMENT OF PLANNING & HOUSING

515 Clark Avenue, P.O. Box 811, Ames, IA 50010
Phone: 515-239-5400 ◆ Fax: 515-239-5404
ckuester@city.ames.ia.us

September 1, 2009

Sheri Kyras
CyRide
1700 University Boulevard
Ames, IA 50014

Dear Ms. Kyras:

I have reviewed the site layout for the proposed Intermodal Facility on Hayward Avenue in Ames. The site layout is identified as Figure 1, Plan View-Intermodal Center, Concept 4. This site is south of College Creek, a tributary of Squaw Creek.

A portion of the lot lies with the Floodway and Floodway Fringe of the Official Flood Plain Zoning Map of Ames. This determination was made based on FEMA Flood Insurance Rate Map, Panel Number 19169C0144E, dated February 20, 2008.

The building lies outside of the Floodway Fringe Zoning District and, therefore, is not subject to the Floodway Fringe Performance Standards of the Flood Plain Management Regulations, Chapter 9 of the Ames *Municipal Code*. A portion of the building lies within the special flood hazard area having a 0.2 percent chance of flooding in any particular year (the 500-year flood plain). The City does not regulate development activities in this area of the flood plain. A Flood Plain Development Permit is not needed for the construction of the building.

The bridge on the west side of the lot crosses College Creek to provide access to the building from Sheldon Avenue. The bridge spans the Floodway entirely although the approaches to the bridge lie within the Floodway Fringe. When construction permits are sought for this structure, a conditional use permit for development in the floodplain will need to be issued from the Zoning Board of Adjustment. In addition, the creek crossing will also need approval from the Iowa Department of Natural Resources prior to construction. Following approval from the Zoning Board of Adjustment and the Iowa Department of Natural Resources, the City will need to issue a Flood Plain Development Permit for the bridge.

The Intermodal Facility building, as shown in Concept 4, does not lie within the jurisdiction of the Flood Plain Management Regulations of the City; however, the bridge does. The requirements of the Flood Plain Management Regulations will be satisfied upon the issuance of a Flood Plain Development Permit for the bridge.

Sincerely,

Charlie Kuester
Planner

CK/clh

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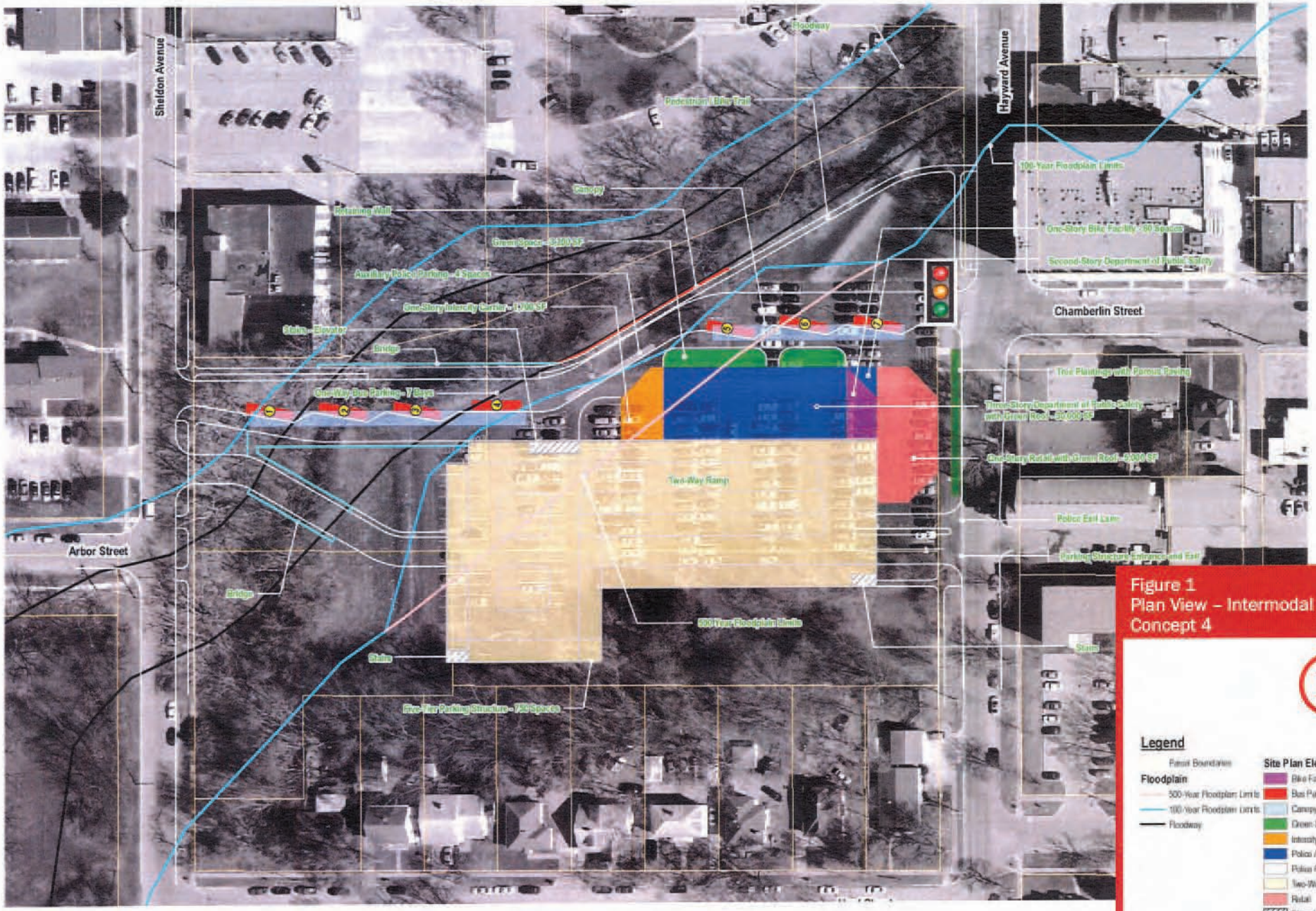


Figure 1
Plan View – Intermodal Center
Concept 4

CyRide
Iowa State University

ATTACHMENT B - TRAFFIC TECHNICAL MEMORANDUM

MEMORANDUM

Jim Kollbaum, PE
12120 Shamrock Plaza
Suite 300
Omaha, NE 68154
(402) 334-8181
(402) 334-1984 (Fax)

To: **CyRide / ISU Intermodal Facility Steering Committee**

Date: August 31, 2009

Subject: **Traffic Analysis for Campustown Site**

This memorandum provides a traffic analysis for the proposed Campustown site. This document also provides a cursory evaluation of potential improvements to the roadways and intersections surrounding the proposed site. Elements included in this review include the following:

- Projected daily and PM peak hour trip generation and trip distribution for the Campustown intermodal facility.
- Existing / build condition traffic volumes.
- Existing / build condition daily traffic operations developed using volume / capacity (v/c) ratios.
- Existing / build condition PM peak hour traffic operations.
- Geometric improvements / modifications to accommodate the proposed site.
- Geometric modifications to relieve traffic impacts to surrounding neighborhoods.

Trip Generation and Distribution

The Campustown intermodal facility will include a 750 space parking garage and multiple bus bays for transit operations. The four primary users of the parking garage include: 1) students who live in on-campus residence halls, 2) faculty/staff parking spaces, 3) retail trips associated with Campustown redevelopment, and 4) vanpool trips. Daily trip generation for the parking garage (not including transit trips) is summarized below:

- Student parking: assumed 20% of spaces would make one roundtrip.
- Faculty/staff parking: assumed 2.5 trips per parking space per day.
- Campustown “retail” parking: assumed each parking space would turnover three times per day.
- Vanpool parking: assumed 50 trips during AM and PM peak periods.

It is important to note that the student parking is currently present at the proposed site and would not lead to “new” vehicle trips for the surrounding street system. The proposed

faculty/staff parking spaces are a replacement for an existing parking lot located north of Lincoln Way and east of Sheldon Avenue. The traffic generated by faculty/staff members would also not be "new" trips, but would results in a redistribution of traffic to the surrounding street system.

The PM peak hour trip generation (not including transit trips) is summarized in below:

- Student parking: assumed 10% of spaces would make a trip with 85% outbound from the parking garage and the remaining inbound.
- Faculty/staff parking: assumed 75% of the parking spaces would have a trip made with all of trips being outbound from the parking garage.
- Campustown "retail" parking: assumed 90% of parking space would turnover during the PM peak hour.
- Vanpool parking: assumed 50 trips during the PM peak hour with 80% outbound.

Total peak hour trip generation from the intermodal facility is estimated to be approximately 440 vehicles. These trips were distributed to the surrounding street network using the trip distributions shown in Figure 1. Daily traffic associated with the proposed intermodal facility is shown in Figure 2.

Traffic Volumes

Daily no-build and build traffic volumes are summarized in Figure 3 and Figure 4. Existing daily traffic volumes were taken from the *Ames Traffic Flow Map* produced by the Iowa DOT. The existing daily volumes represent average values developed through a combination of traffic volumes shown on the 1999, 2003 and 2007 versions of that map. The build condition traffic volumes are typically two to five percent higher then existing volumes.

Daily Traffic Operations

An assessment of daily traffic operations was performed for the key roadway segments with and without the proposed facility. This assessment was completed by developing volume / capacity (v/c) ratios. Capacity values for different roadway types were taken from work completed for the 2030 Ames Area MPO Long Range Transportation Plan. The daily traffic operations are summarized in Figure 5 and Figure 6. As shown in these figures the v/c ratios change by small increments between the existing and proposed conditions.

PM Peak Traffic Operations

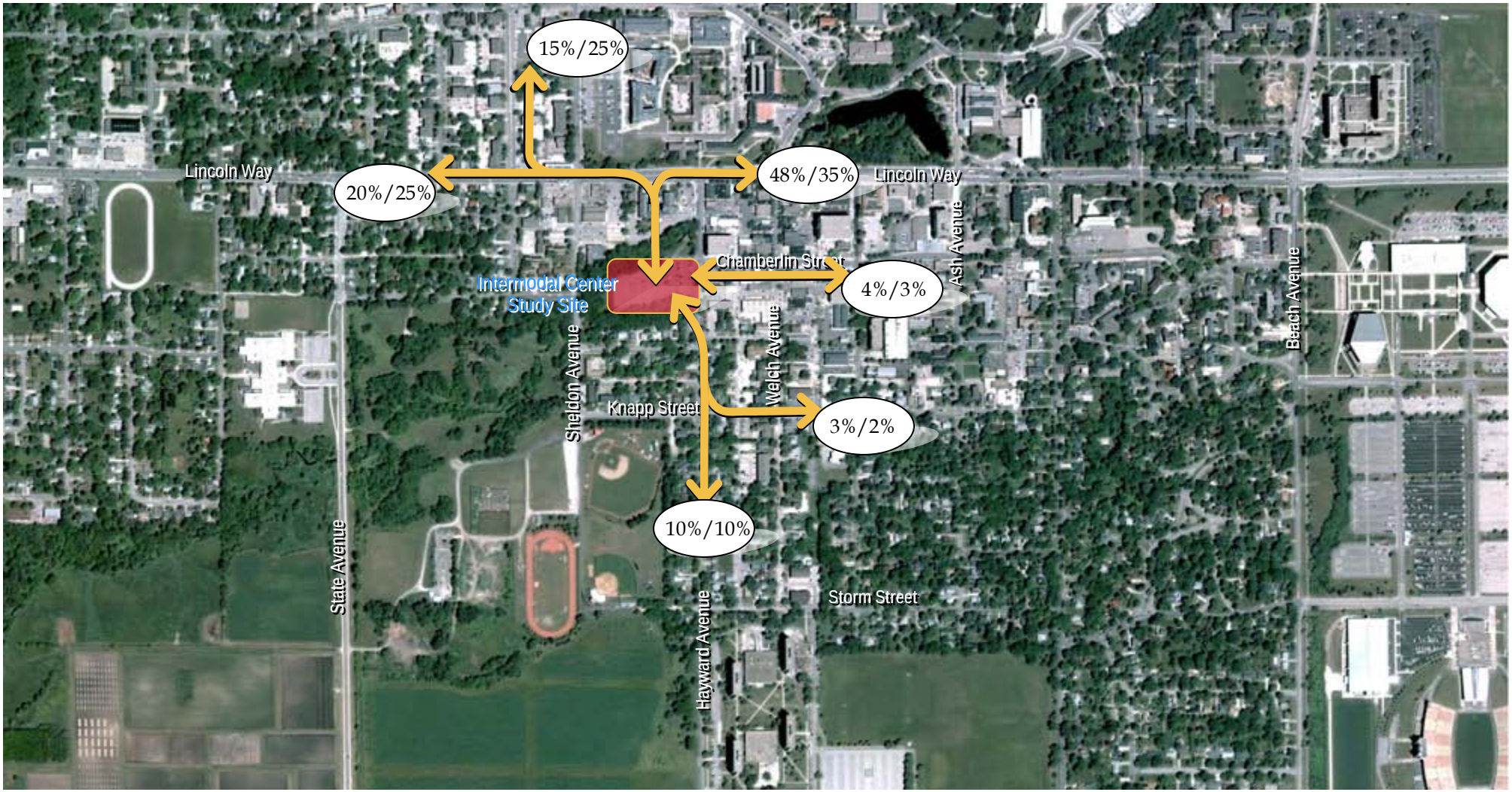
The proposed facility is anticipated to experience more peak hour traffic during the PM peak period due to the Campustown retail parking spaces are more active during that time period. The PM peak hour traffic analysis was completed using the Synchro software package. The PM peak hour traffic analysis with and without the proposed facility are summarized in Figures 5 and 6. The overall intersection operations in the PM peak for proposed conditions are similar to those for existing conditions. The intersection of Lincoln Way / Hayward Avenue can

accommodate a significant amount of northbound traffic because there is no conflicting traffic due to the three-leg intersection design. At the Lincoln Way / Sheldon Avenue intersection the redistribution of traffic results in more even northbound / southbound traffic volumes.

Site Geometric Improvements

In order to accommodate traffic flow to the proposed facility a few improvements / modifications are recommended. Some of these improvements will also enhance the safety of the proposed facility. A list of proposed improvements is provided below and summarized in Figure 7:

- On-Street Parking Restrictions: It is also recommended that on-street parking be removed near the proposed access points on both Hayward and Sheldon Avenue to provide adequate sight distance for vehicles entering those roadways from the facility.
- Hayward Access Right-Turn Lane: It is recommended that a southbound to westbound right-turn lane be provided for the Hayward Avenue access driveway to the parking garage. This turn lane can improve traffic operations and safety.
- Sheldon Avenue/Lincoln Way Left-Turn Lanes: Left-turn lanes are recommended for the northbound/ southbound approaches at the Lincoln Way/Sheldon Avenue intersection in order to improve intersection capacity and operations. This modification would require roadway widening, but is expected to fit within the existing right-of-way. The northbound approach on Sheldon Avenue to Lincoln Way will also need to be reconfigured to provide a separate left turn lane. The existing northbound left/through lane and the short right turn lane would be reconfigured as a northbound through/right turn lane and a northbound left turn lane. It is recommended that the northbound left-turn lane at the intersection of Lincoln Way / Hayward Avenue should be at least 150’ long and clearly marked.
- Lincoln Way / Hayward Avenue Left-Turn Lane: The westbound to southbound left-turn movement at this intersection currently operates in permissive mode only. With the proposed facility in place it is recommended that left-turn movement be changed to protected/permissive operations.
- Pavement Conditions: It is recommended that an assessment of pavement conditions be completed for Hayward and Sheldon Avenue between Lincoln Way and the proposed site. This assessment would evaluate the current pavement conditions and its ability to accommodate the proposed bus traffic.



Legend

3%/2% - Non-Student Trips / Student Trips

Figure 1
Person Trip Directional Distribution

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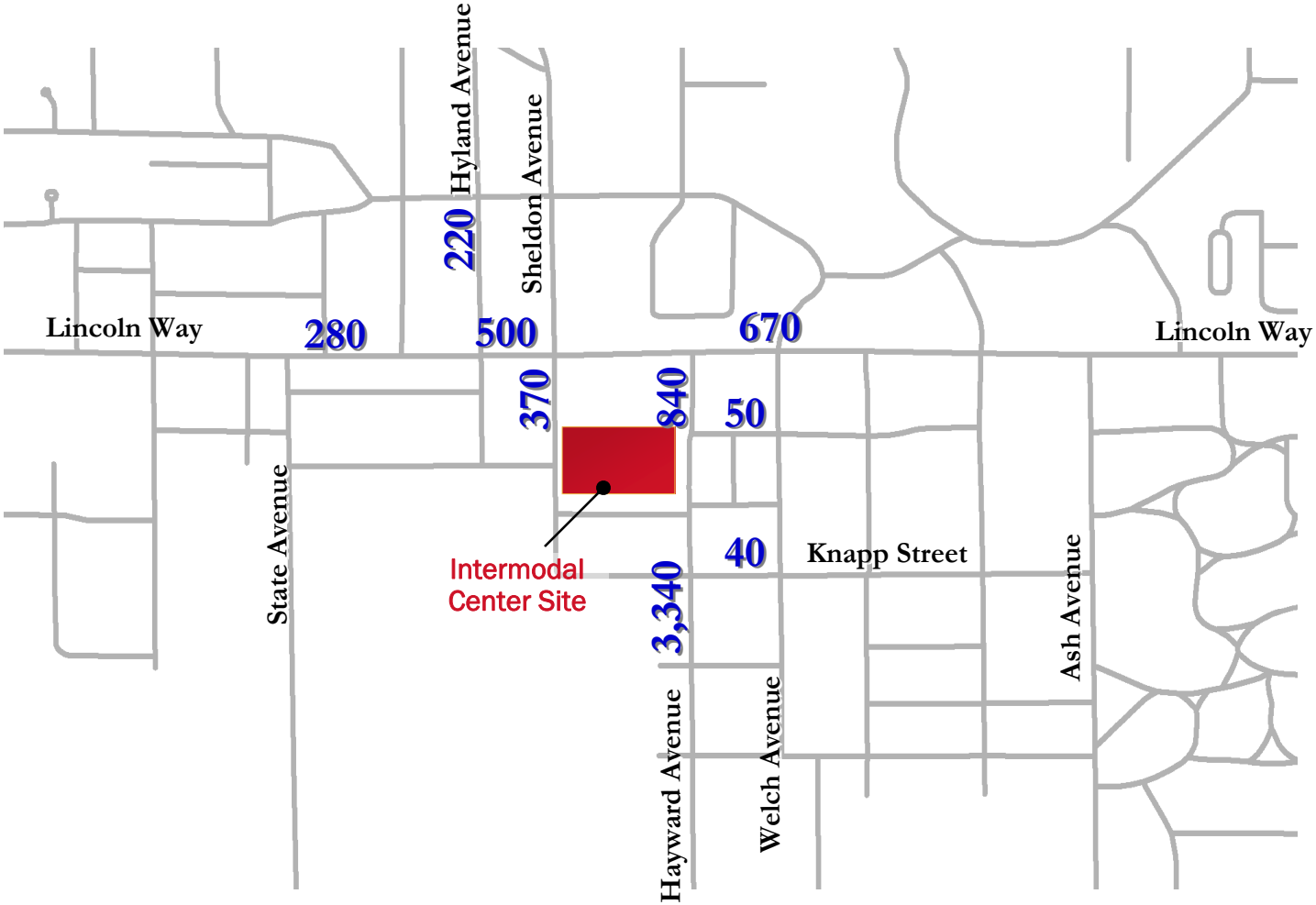

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Legend

100 - Intermodal Center Daily Two-Way Trips

Figure 2
Intermodal Center Traffic Distribution

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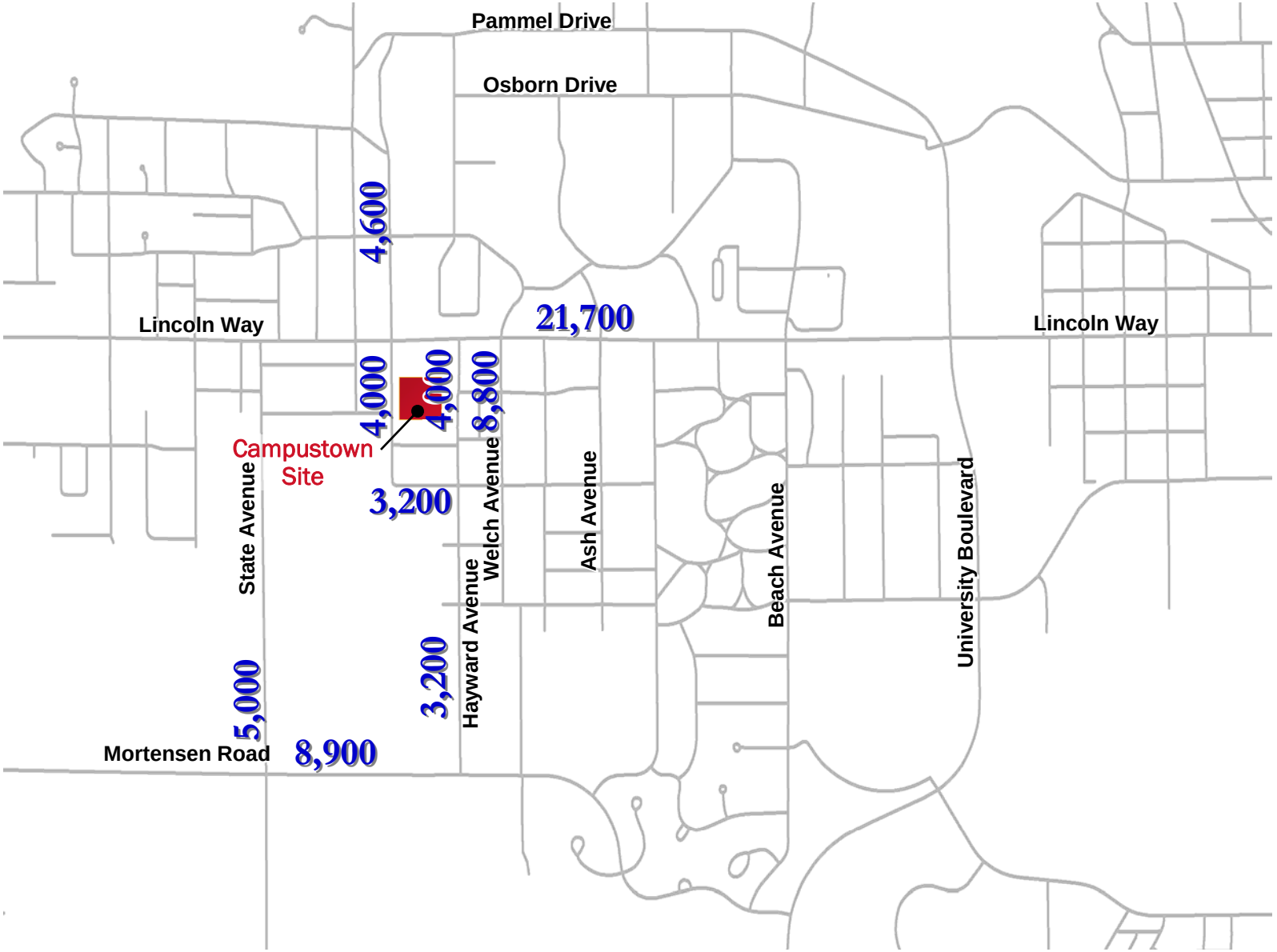

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Legend

8,900 - Average of 1999 and 2007 Average Daily Traffic

Source: Iowa DOT

Figure 3
Current Average Daily Traffic Volume

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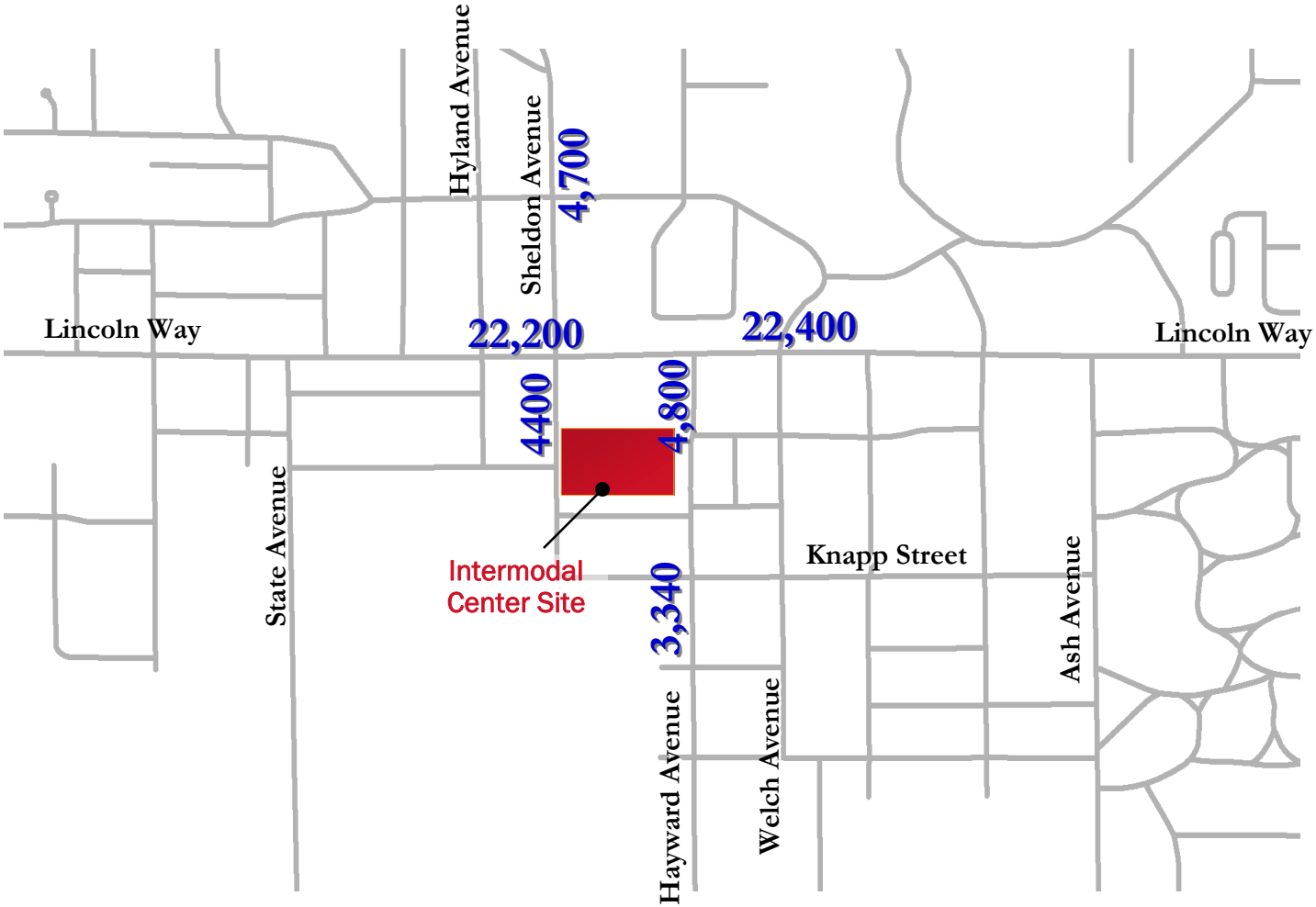
IOWA STATE UNIVERSITY



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Legend

100 - Intermodal Center Daily Two-Way Trips

Figure 4
Daily Traffic After Opening the Intermodal Facility

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Figure 5
Current (2008) Traffic Operations

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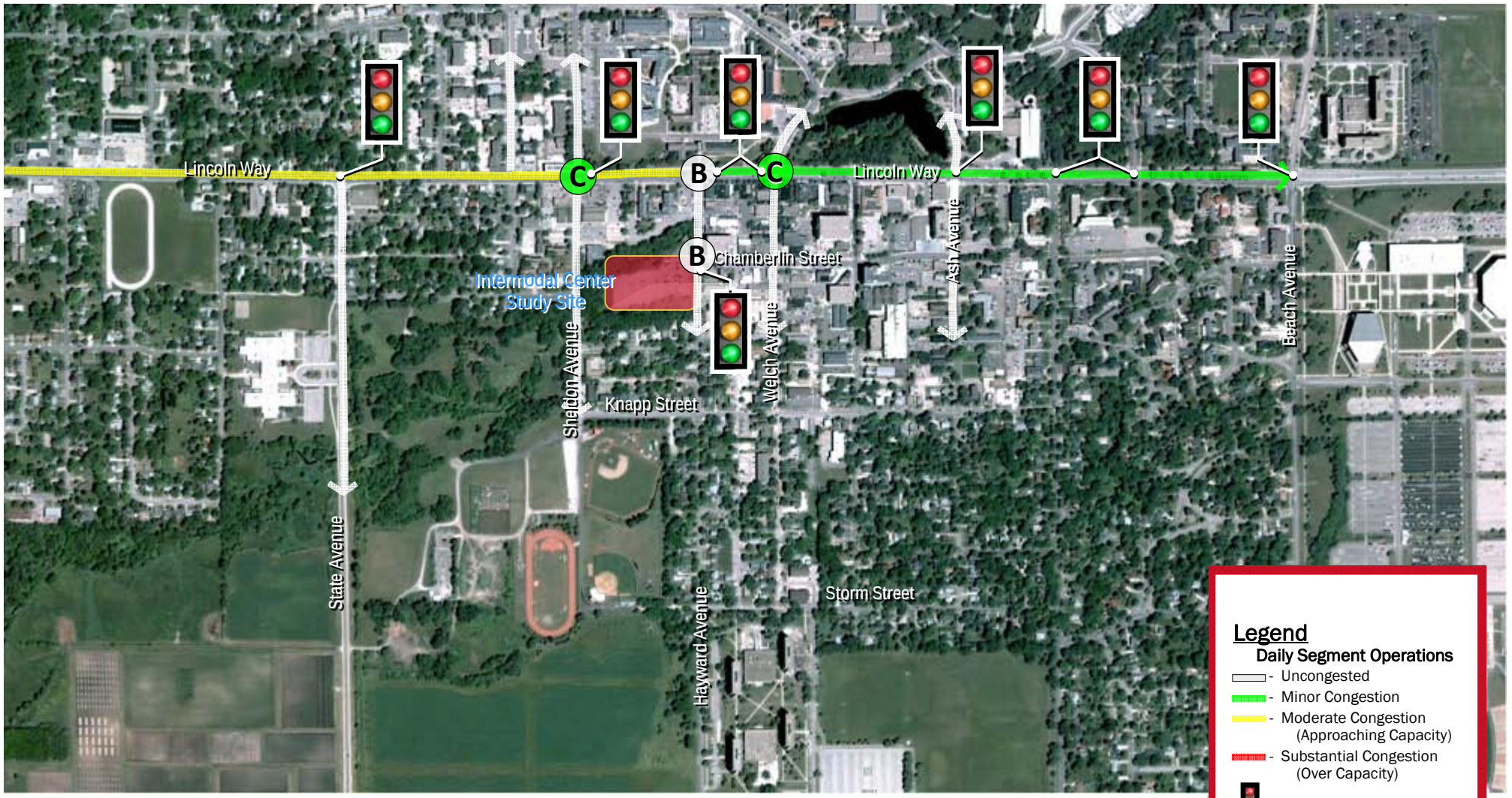

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Figure 6
Build (2011) Traffic Operations

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CyRide

IOWA STATE UNIVERSITY

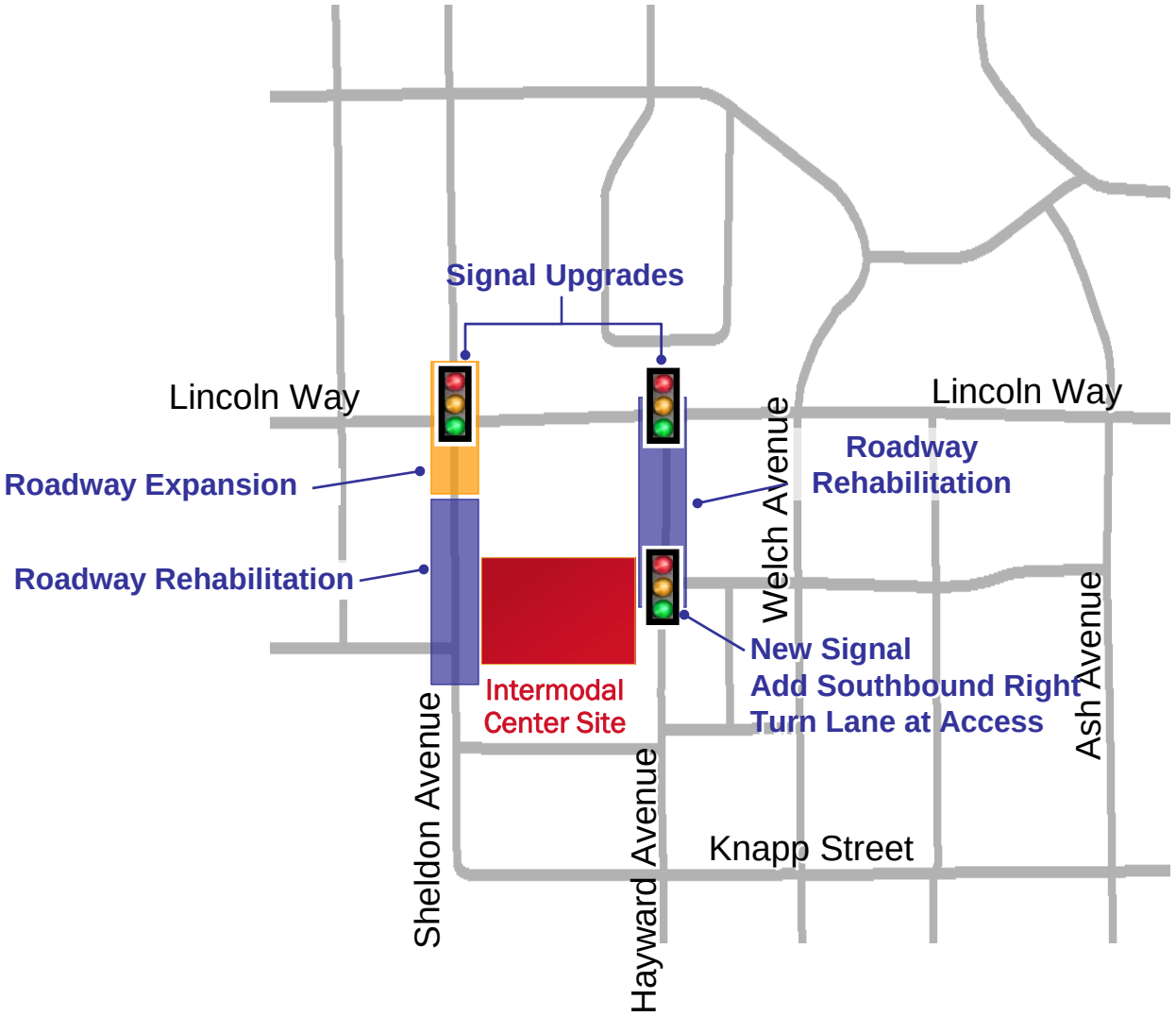

Figure 7
Roadway Infrastructure Improvements

ATTACHMENT C – PUBLIC MEETING NOTICES

Press Release

CyRide
1700 W 6th Street ◆ Ames, IA
Phone: (515) 292-1100
Fax: (515) 239-5578

Contact: Sheri Kyras, CyRide Director (515) 239-5560

FOR IMMEDIATE RELEASE

July 15, 2009

Public Input Sought on Intermodal Facility

AMES, Iowa – CyRide, the City of Ames and Iowa State University invite Ames residents to a public meeting regarding the possible construction of an Intermodal Transportation Facility in Ames. This meeting will be held:

Date:	Thursday, July 23, 2009
Time:	5:30 - 7 p.m.
Location:	Iowa State University
	Memorial Union, Gold Room

An intermodal facility in Ames could provide a transportation hub, allowing users to access public transportation by walking, biking or driving their vehicles. Parking and short-term bicycle storage may be provided. Also, inter-city bus carriers such as Jefferson, Burlington Trailways, and Executive Express, would be accessible at this hub. An intermodal facility creates a coordinated transportation network in the community, as well as an economic catalyst for development.

A new grant opportunity created by the American Recovery and Reinvestment Act of 2009 (Economic Stimulus bill) could potentially fund a facility of this nature in Ames. Public input on an intermodal facility, as it is being designed for this grant opportunity, is welcome at this meeting or by contacting CyRide at www.cyride.com or at 292-1100. A brief presentation followed by the opportunity to meet one-on-one with a member of the project team will be provided at this meeting.

# # #

Press Release

CyRide
1700 University Blvd. ◆ Ames, IA
Phone: (515) 292-1100
Fax: (515) 239-5578

Contact: Sheri Kyras, CyRide Director (515) 239-5563

FOR IMMEDIATE RELEASE

August 19, 2009

Public Input Sought on Intermodal Facility

AMES, Iowa – CyRide, the City of Ames, and Iowa State University invite Ames residents to a public meeting regarding the possible construction of an Intermodal Transportation Facility on Hayward Avenue near Campustown. This meeting will be held:

Date:	Thursday, August 27, 2009
Time:	5:30 - 7 p.m.
Location:	Iowa State University
	Memorial Union, South Ballroom

An intermodal facility in Ames could provide a transportation hub, allowing users to access public transportation by walking, biking, or driving their vehicles. Parking and short-term bicycle storage would be provided. Also, inter-city bus carriers such as Jefferson, Burlington Trailways, and Executive Express, would be accessible at this hub. An intermodal facility creates a coordinated transportation network in the community, as well as an economic catalyst for development.

A new grant opportunity created by the American Recovery and Reinvestment Act of 2009 (Economic Stimulus bill) could potentially fund this type of facility in Ames. Public input on an intermodal facility, as it is being designed for this grant opportunity, is welcome at this meeting. Comments also may be shared by contacting CyRide at www.cyride.com or at 292-1100. The meeting format will include a brief presentation followed by the opportunity to meet one-on-one with a member of the project team.

# # #