

TIGER II Grant
Ames Intermodal Facility
Expansion

August 2010

Meeting Agenda

- **TIGER Program Overview**
 - Purpose
 - Evaluation Criteria
- **TIGER I Grant Recap**
 - TIGER I – Intermodal Facility History
 - Funding Restrictions
 - Timeline

Meeting Agenda

- **TIGER II Grant (Intermodal Expansion)**
 - Grant Funding/Requirements (Compared to TIGER I)
 - Project Elements (Compared to TIGER I)
 - Conceptual Drawings
 - Budget
 - Economic Benefits and Cost/Benefit Analysis
 - Grant Timeline
 - Evaluation Criteria Met
- **Public Comments**

TIGER Program Overview

- Capital Investment
- Surface Transportation Infrastructure
- Significant Impact on Nation, metropolitan area or region

Evaluation Criteria

(At Least One, More Is Better)

- Improve the Condition of Existing Transportation Facilities or Programs
- Create Jobs
- Long-Term Economic Impact
- Foster Livable Communities by Increasing Transportation Choices and Access
- Improve Energy Efficiency, Reduce Dependence on Oil/Greenhouse Gases
- Improve Safety

TIGER I

- **Intermodal Facility History**
 - **Site Location –**
 - Block South of Lincoln Way
 - Between Hayward and Sheldon
 - **Original Project - \$43 Million Dollars**
 - **Approved Funding - \$8.465 Million Dollars**
 - **Redesign – Completed May 17, 2010**
 - Divided into 2 Phases (TIGER I and TIGER II)
 - Phase I (TIGER I) – Currently in Design

TIGER I Grant Recap

- **Funding Restrictions**
 - Department of Public Safety (Campus Security) – Not Eligible
 - Retail Space – Need to Justify, May Only Partially Fund
 - Shuttle Operations – Not Eligible

TIGER I Grant Recap

■ Timeline

Activity	Date
TIGER I Program Requirements Released	May 2009
TIGER I Grants Due	September 15, 2009
CyRide Receives \$8.465 Million Grant	February 17, 2010
Redesigned, Smaller Project Approved	May 17, 2010
Ground-Breaking/Construction Start	January – April 2011
Project Complete	June 2012

TIGER II Grant

■ Grant Funding/Requirements Comparison

- **Total Dollars Available** - \$1.5 Billion vs. \$600 Million
- **Project Size** - \$20 Million Minimum Federal Share vs. \$10 Million
- **Funding Share** – 100% Federal Funds vs. 80% Maximum Federal Funding

TIGER II Grant

■ Program Elements

Project Element	TIGER I	Tiger II
Site Acquisition	X	X
Site Preparation	X	X
Parking Structure	X	X
Dept. of Public Safety		
Retail Space		
Intercity Office/Waiting Area	X	
Bus Road/Bus Bay/Canopy	X	X
Bike Path - Site	X	
Bike Lockers	X	X
Public Restrooms	X	

Project Element	TIGER I	Tiger II
Bike Path- Arboretum		X
Roadway Improvements		
- Signal @ Chamberlain/ Hayward		X
- Street Improvements		X
Buses - 2 Hybrids		X
Shuttle Operations		
CyRide AVL/Next Stop		X
Equipment	X	X
Design/Project Management	X	X

TIGER II Grant

■ Conceptual Drawing 1



TIGER II Grant

■ Conceptual Drawing 2



TIGER II Grant

■ Conceptual Drawing 3



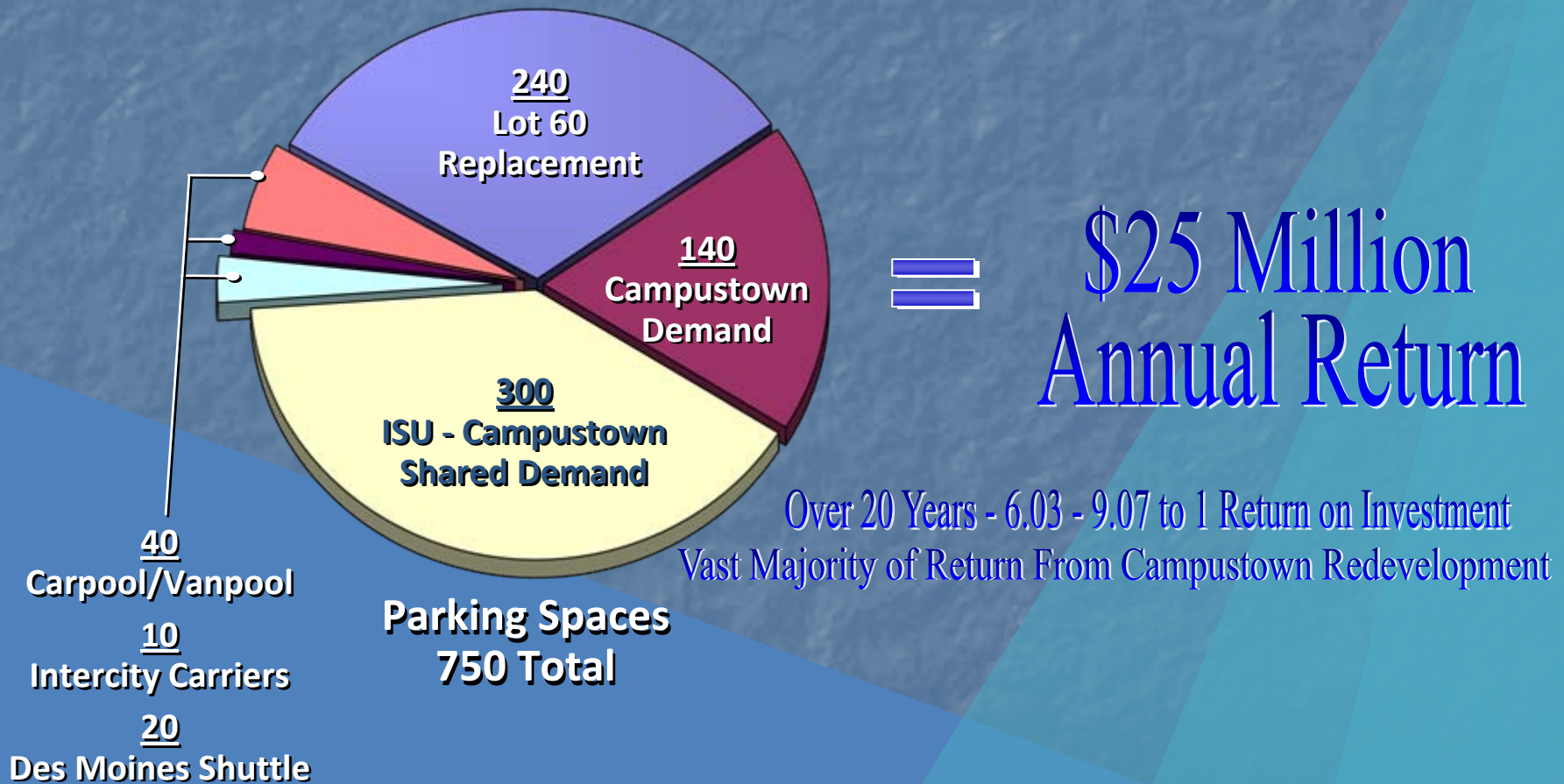
TIGER II Grant

Project Element	TIGER I		TIGER II	
	Grant	Local	Grant	Local
Site Acquisition	\$0	\$0	\$0	\$2,227,500
Site Preparation	\$809,192	\$0	\$100,000	\$0
Parking Structure	\$5,894,146	\$0	\$4,745,000	\$0
Dept. of Public Safety	\$0	\$0	\$0	\$0
Retail Space	\$0	\$0	\$0	\$0
Intercity Office/Waiting Area	\$311,000	\$0	\$0	\$0
Bus Road/Bus Bay/Canopy	\$419,910	\$0	\$214,000	\$0
Bike Path - Site	\$105,500	\$0	\$0	\$0
Bike Lockers	\$27,500	\$0	\$32,100	\$0
Public Restrooms	\$207,500	\$0	\$0	\$0
Bike Path- Arboretum	\$0	\$0	\$373,068	\$0

TIGER II Grant

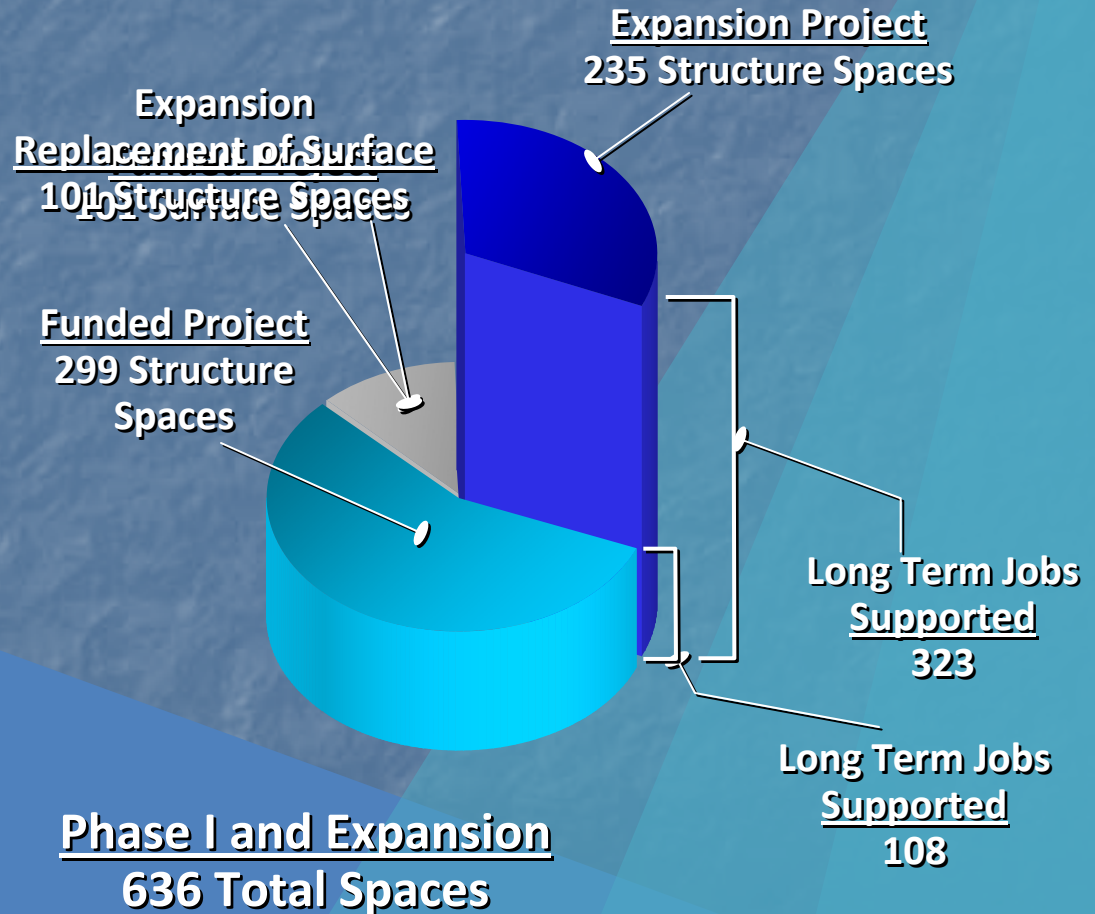
Project Element	TIGER I		TIGER II	
	Grant	Local	Grant	Local
Roadway Improvements				
- Signal @ Chamberlain/ Hayward	\$0	\$0	\$175,000	\$175,000
- Street Improvements	\$0	\$0	\$1,328,940	\$0
Buses - 2 Hybrids	\$0	\$0	\$996,000	\$204,000
Shuttle Operations	\$0	\$0	\$0	\$0
CyRide AVL/Next Stop	\$0	\$0	\$1,500,000	\$0
Equipment	\$105,000	\$0	\$5,000	\$0
Design/Project Management	\$933,752	\$87,500	\$952,655	\$0
TOTAL	\$8,813,000	\$87,500	\$10,421,763	\$2,606,500
Percent	98.5%	1.5%	79.9%	20.1%

Economic Benefit – Original TIGER I Application



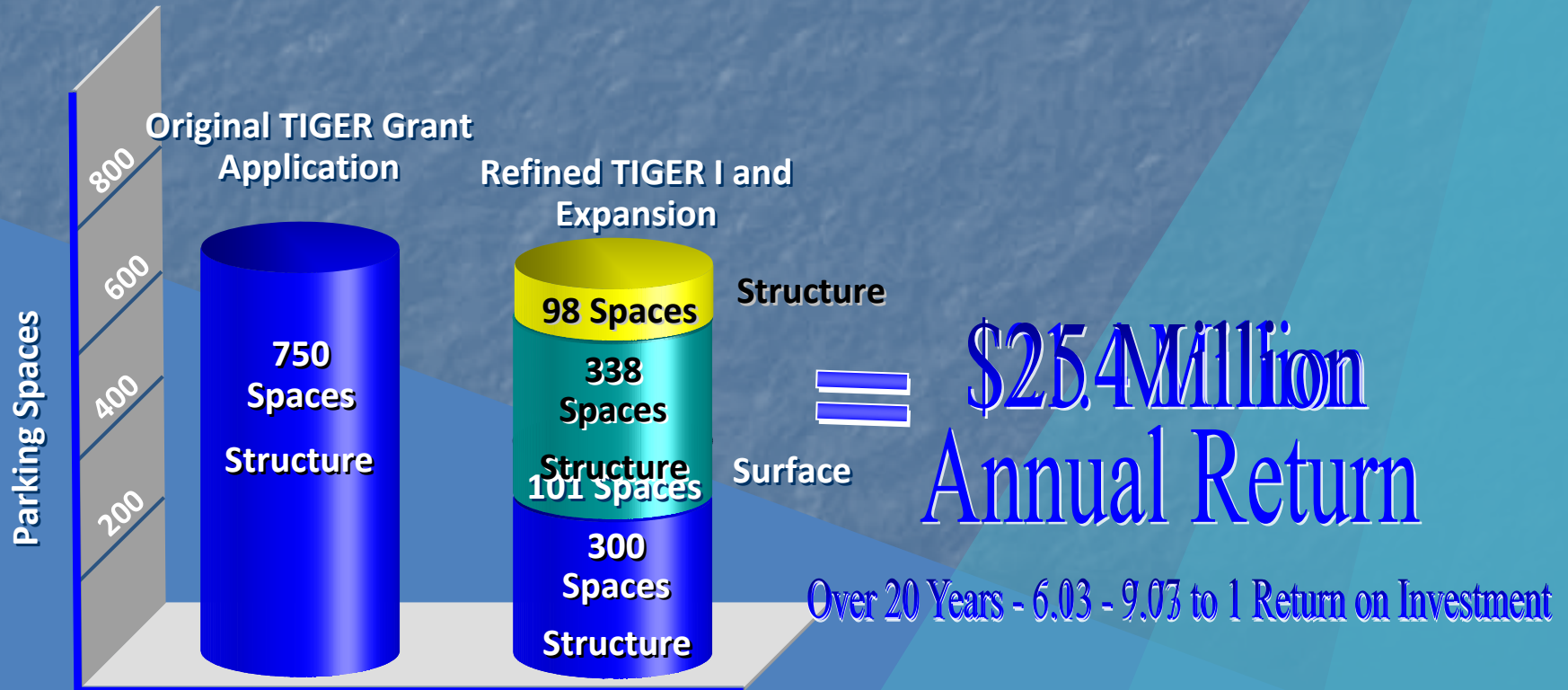
Spaces and Employment Supported

- **Funded Project:**
 - Contains 63% of Parking
 - Provides 25% of the Return on Investment
- **Expansion:**
 - Contains 37% of Parking
 - Provides 75% of the Return on Investment



TIGER II Grant

■ Economic Benefits and Cost/Benefit Ratio



Non-quantified Economic Benefits

- Bike-Pedestrian Access:
 - City of Ames Trails to Iowa State University Bike Friendly Street
- Intercity Carriers:
 - Coordinated Local Distribution
 - Campustown Redevelopment
- Ames Travelers:
 - Signal Enhancements
 - CyRide Bus Location Information
 - More Campustown Parking



TIGER II Grant

- Grant Timeline

Activity	Date
TIGER II Program Requirements Released	April 26, 2010
TIGER II Pre-Application Submitted	July 26, 2010
TIGER II Application Due	August 23, 2010

TIGER II Grant

- Evaluation Criteria Met/Community Benefits
 - Improve the Condition of Existing Transportation Facilities or Programs
 - CyRide Within the Facility – Completes Link to All Types of Ames Transportation
 - Better Connections with Jefferson, Burlington Trailways, Executive Express and HIRTA
 - Create Jobs
 - 300 Construction Jobs To Complete Facility
 - Additional 200 Indirect Jobs Connected with Construction

TIGER II Grant

- Evaluation Criteria Met/Community Benefits
 - Long-Term Economic Impact
 - 435 - 500 Long Term Jobs Created with Redevelopment Spurred by Facility
 - Foster Livable Communities by Increasing Transportation Choices and Access
 - Continues and Connects Bike Path Through Arboretum to West Ames
 - Parking Revenue Will Financially Support CyRide Service From Facility
 - Parking At the Facility Will Allow A Mix of Uses in Campustown Redevelopment

TIGER II Grant

- Evaluation Criteria Met/Community Benefits
 - Improve Energy Efficiency, Reduce Dependence on Oil/Greenhouse Gases
 - Convenient Parking Will Reduce “Circling” Effect To Find a Parking Place
 - Encourage Transit Usage Which Will Reduce Oil Consumption and Greenhouse Gases
 - Improve Safety
 - Reduce Congestion (# of Cars) in Campustown District

Comments?



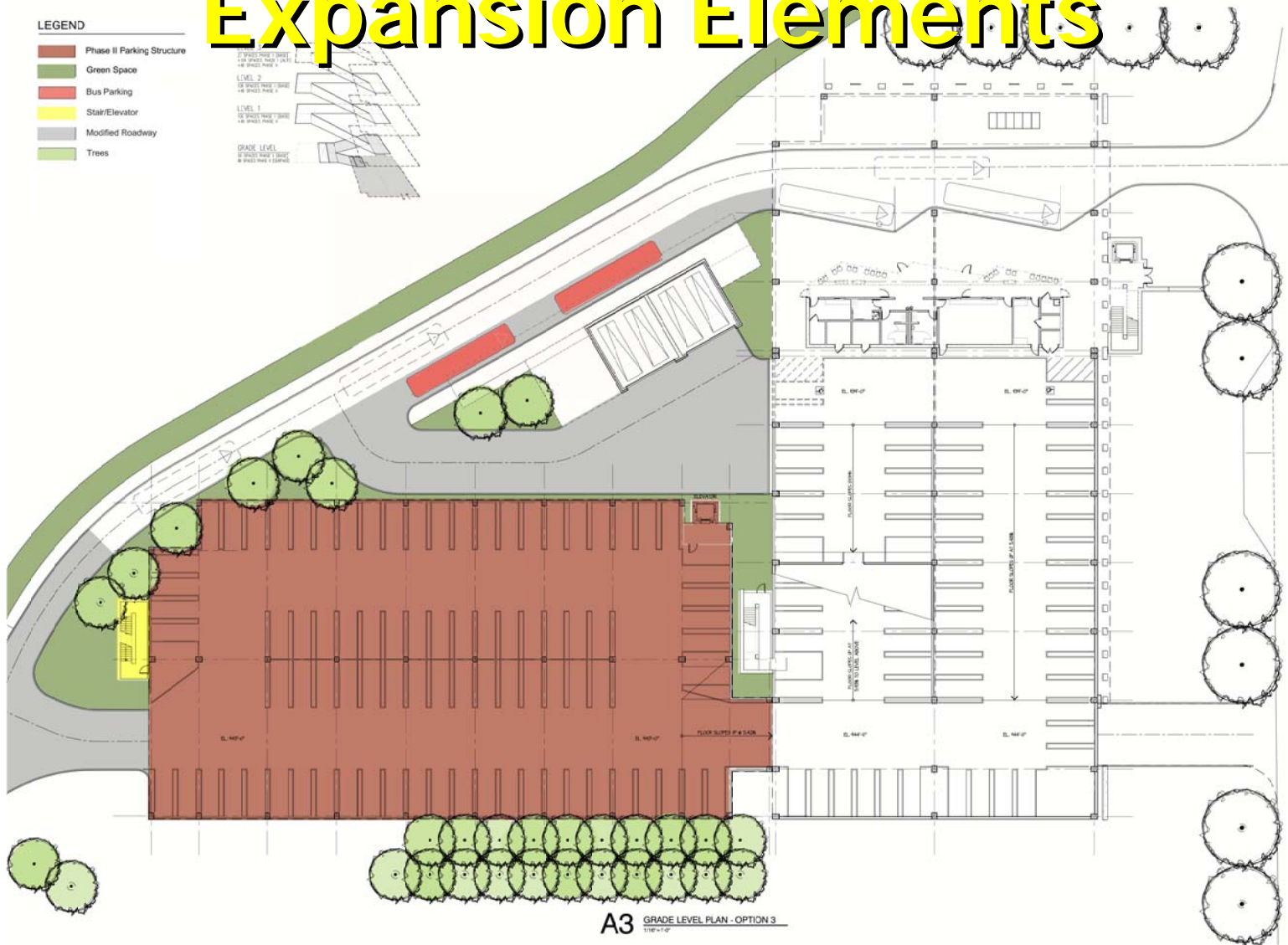
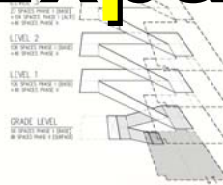
Legend

- Existing Ames Multi-Purpose Trail
- On-Street Path
- On-Street Bike Lanes
- Iowa State University Bike Friendly Street
- Proposed Arboretum Multi-Purpose Trail
- Intermodal Facility Pedestrian/Bicycle Corridor

Intermodal Facility – Expansion Elements

LEGEND

- Phase II Parking Structure
- Green Space
- Bus Parking
- Stair/Elevator
- Modified Roadway
- Trees



A3 GRADE LEVEL PLAN - OPTION 3

Bus Station – TIGER II



Traffic Signals – TIGER II

