CyRide

IOWA STATE UNIVERSITY

August 19, 2010

TIGER II Grant Application:

Ames - Intermodal Transportation Facility Expansion

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PROJECT DESCRIPTION

PROJECT HISTORY & OVERVIEW

Since 2006, the Ames community has worked towards a vision to link all forms of transportation under one facility so that residents, students, faculty and visitors can seamlessly transfer between alternative modes of travel within the city, region and nation. When this planning effort began, regional transportation providers were located on the outskirts of the community where residents/visitors had difficulty accessing services and final destinations within the Ames community. Since that time, they have subsequently moved locations multiple times, not providing a stable environment for patrons. Providing a centralized, consistent location under one facility for regional/intercity transportation providers as well as other transportation modes has become a major focus for the Ames community.

Ames Intermodal Facility TIGER Grant By The Numbers		
Public Partners	3	
Local Private Stakeholders	8	
Congressional Support	2	
Additional Community Support Letters	8+	
Local Funds Invested	$2.58 million (20.1%)	
TIGER Request	$10.3 million (79.9%)	
BCR on One Time $10.3 Million Federal (25-Year Period)	3% Disc. Rate $302 Million BCR = 9.6:1	7% Disc. Rate $147 Million BCR = 6.5:1
Long-Term New Jobs from New Development	192 Direct 118 Indirect 324 Total	
Annual Added Income From One Time $10.3 Million Federal (Long-Term)	$17.0 Million	
Reduction in Annual CO_2e	1,052 Tons	
Reduction in Annual VMT	3,035,721	
Gallons of Fuel Saved/Year	113,524	

At the same time as the community's transportation vision was developing, a parallel vision for one of the community's vital business districts and major economic generators for the city and region was beginning as well, in revitalizing Campustown. The Campustown commercial district exemplifies the epicenter of the "town and gown" blending 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 and that they collectively have a responsibility in ensuring that they do their part in supporting the area's sustainability. Campustown is situated immediately south of the main campus for Iowa State University and has traditionally been the initial gateway to Ames for students and parents. Thus, the image that Campustown expresses plays a significant role in a family's decision as to whether Ames and Iowa State University is the community and higher education institution of choice.

INTERMODAL FACILITY EXPANSION RENDERING: THE AMES COMMUNITY'S COMPLETED VISION

Presently, Campustown is in a period of transition that is characterized by struggles to retain reasonable vacancy rates, downturns in business income to a point where less than desirable maintenance to the building and transportation infrastructure is being completed, and the diversity of businesses is not being maintained. The cumulative results are a declining image, crumbling infrastructure and increasing numbers of empty storefronts.

As a result, the rejuvenation of Campustown has become a high priority (City of Ames' City Council's goal) and efforts are already underway to redevelop and revitalize Campustown with the selection of a master developer, LANE4. The opportunity to link transportation within the city, region and nation also created an untapped opportunity to provide the catalyst for a significant Transit Oriented Development potential within Ames' Campustown Business District and Central Iowa.

The two community visions intersected (transportation connectivity and economic revitalization of Campustown) when it was discovered that the development of an Intermodal Facility connecting all forms of transportation could be located adjacent to this redevelopment. The transportation and parking components of the Intermodal Facility would not only provide the needed transportation connectivity, but provide a majority of the parking needs for the revitalization of Campustown to spur this development. The financial vehicle that begins to create these community vision is TIGER I and is hoped that this TIGER II application will complete that vision to allow all of the transportation and economic benefits discussed later in this application to be realized. While the first phase of this facility, funded under TIGER I, begins to construct the infrastructure, it is the remaining intermodal elements funded under TIGER II that can make a major impact on the community, region and nation.

INTERMODAL FACILITY PHASE 1/EXPANSION NEXUS

While the vision/Intermodal Facility concept grew within the community through a massive, coordinated planning effort, which culminated in a feasibility study and a $43 million dollar application to the TIGER I program, its funding has proven to be a challenge. The community was one of the fortunate recipients of TIGER I funding at a 20% level ($8.463 million), requiring a scaled-back version of the facility.

Intermodal Facility Revenues & Expenses Covering Circulator Route Expenses	Revenue	Expenses	Surplus/(Deficit)
TIGER I Intermodal 401 parking spaces	$155,322.00	$136,537.00	$18,785.00
CyRide 10 Minute Circulator	$0	$200,000.00	$ (200,000.00)
TIGER I Subtotal	**$155,322.00**	**$336,537.00**	**$ (181,215.00)**
TIGER II Intermodal Expansion 639 parking spaces	$397,002.00	$196,337.00	$200,665.00
CyRide 10 Minute Circulator	$0	$200,000.00	$(200,000.00)
TIGER II Subtotal	**$397,002.00**	**$396,337.00**	**$665.00**

The community worked very hard to include as many of the transportation components as possible with the lower funding level, but one very important transportation component had to be left out – CyRide (public transit provider in Ames) and its connection within the community leaving regional and national customers without a way to complete their trip. The reason CyRide could not be included in the project was due to the circulator route's cost from the Intermodal Facility, connecting to Iowa State University's campus and all other transit routes within the City of Ames. This annual operating cost was estimated at $200,000 per year with the first two years to be paid from the initial TIGER capital grant package (original $43 million dollar project). After that initial time period, parking revenues from the 750 parking spaces would have generated sufficient revenue to pay for the circulator's cost. When only 401 spaces could be included in the first phase project, there was not sufficient revenue to support the circulator system as indicated in the above table noting the $181,215 deficit. It was determined that a parking facility of 639 total spaces would allow sufficient revenues in the first year of operations for the transit circulator as denoted above. A detailed 25-year revenue/expense spreadsheet was completed to ensure long-term financial viability of the Intermodal Phase I and Expansion.

It is critical that the facility include both the first and expanded phases adding the parking component to the expansion phase, which will not only provide a much larger economic benefit than the first phase can achieve, but is essential to completing the transportation connections within the community.

INTERMODAL FACILITY EXPANSION COMPONENTS

The following three major linkages are included in the expansion phase of the facility and will dramatically improve the positive impact and livability that the facility will bring to this small urban community in central rural Iowa:

- **Transportation Links** – Inclusion of CyRide at the facility to provide a circulator route connecting facility users to ISU campus, Campustown Business District, and throughout the entire Ames community to drastically improve the livability of the project. An additional 20 parking spaces for a vanpool/carpool

program would be added as originally conceptualized making up to 40 total reduced-rate spaces for this use in the facility.

- **Bicycle/Pedestrian Path Link** – Extension/expansion of the bicycle/pedestrian path from the facility site through the adjacent Iowa State University Arboretum connecting to existing paths allowing a major east-west connection through Ames from the high-residential area in west Ames to ISU campus. Funding under the TIGER I grant allowed for only a partial connection on the Intermodal site itself. This TIGER II request would allow for a full connection through the Ames community and beyond to regional trails. In addition, 12 more bike lockers will be added to expand this important usage at the facility.

- **Parking and Supportive Infrastructure for the Revitalized Campustown Business District** – Expansion of the parking through a new, separate and distinct 339 space parking structure situated just west of the original TIGER I ramp that will accommodate the full need for intensified redevelopment of mixed-uses within the Campustown business district. Furthermore, traffic signals will be added/upgraded with street infrastructure upgrades to accommodate the weight of the transit buses' operating to/from the facility providing connections throughout the community.

The Intermodal Facility Expansion project components of transportation, bicycle/pedestrian and parking are displayed in Concept Floor plan Design and include the following detailed elements:

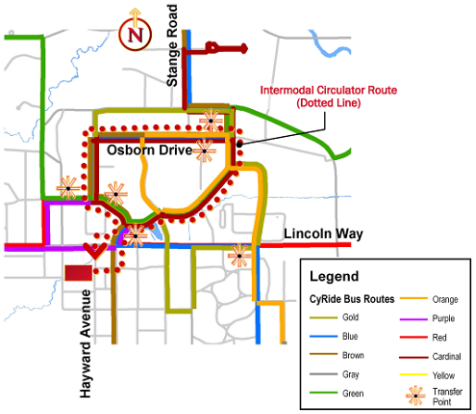
TRANSIT FACILITY COMPONENTS

The expansion components of the Ames Intermodal Facility build upon the first phase of the project to provide 100% of the transportation links within the community and maximize the economic benefits that can be generated through these intermodal connections. The project currently under development through TIGER I will provide Ames residents and visitors the connection to the nation and region on private intercity bus carriers and the Heart of Iowa Regional Transit Association (HIRTA), the regional paratransit service serving Story County, but not within the Ames community. Therefore, this expansion project, requesting TIGER II program dollars, would fund the following to make this connection:

- Two transit bays with overhead canopy for CyRide customers to board the vehicles in comfort from the often harsh Midwestern climate.
- Two 40-foot hybrid-electric buses to be operated by CyRide to/from the facility, which will lower the overall emissions while providing more service to the region.
- Automatic Vehicle Location (AVL) system - 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: These would include 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 message signs at the Intermodal Facility and/or other selected stops. Real-time bus arrival times will be available via the website and PDA's such as Blackberry's and IPhone's.

CYRIDE WAITING AREA –
Hybrid buses, Canopy, AVL/NextBus technology

A circulator route, diagramed on the following page, will operate between the Intermodal Facility and the ISU campus connecting intercity patrons with several major campus transfer locations allowing access to the entire Ames community. The transit circulator will be funded through use of parking revenues from the Intermodal facility. CyRide's customers will share an indoor waiting area with the regional and national private carriers, which will be constructed under Phase I of the Intermodal Facility project.



INTERMODAL FACILITY CIRCULATOR ROUTE MAP
THE AMES COMMUNITY'S COMPLETED VISION

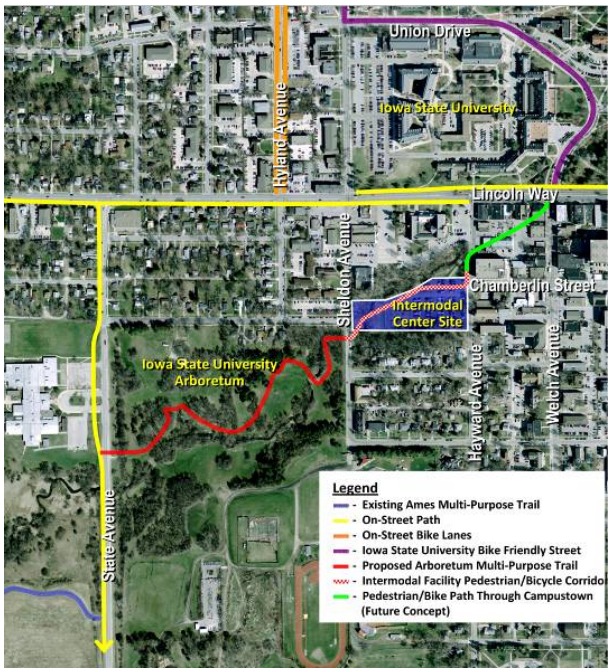
As a means of reducing system-wide emissions, the circulator would operate with two hybrid buses (purchased as part of this project) equipped with Automatic Vehicle Location (AVL) equipment for ease of use by riders. The new circulator route would not increase CyRide's spare ratio as both buses requested within this application would operate during the peak hour when ISU is in session offering approximately 10-minute headways during the day. Spare buses in CyRide's existing fleet would also be used as spare buses for this new circulator route. Overall, the Intermodal expansion project requesting TIGER II funds, substantially enhances the livability of the facility by allowing direct connections at the facility between the national, regional and local transit providers.

BIKE AND PEDESTRIAN CONNECTIONS AND COMPONENTS

The Intermodal Facility is a place where all modes of transportation, including bicycle and pedestrians, will gather, interchange and disperse within the community, region and nation. After construction of this facility, residents, students and visitors will be able to ride their bike to this facility in Central Ames, park their bike in a safe, weather-protected locker, use the facility's showers/locker room and take CyRide into campus, throughout the community or to a retail shop/office in the Revitalized Campustown Business District. Therefore, it is critical that the facility include staging and customer parking for bicycle and pedestrian services.

Specifically, the facility expansion would extend the bike path constructed under phase I (pink line on the map to the right), west through the ISU Arboretum (red line) linking to an existing bike path to the west connecting up with a major private student housing/residential area. This aspect of the project adds enhanced livability within the community. To serve this portion of the facility, the following programming criterion includes:

- A 2,050 foot shared-use bike and pedestrian path through the ISU Arboretum. The path through the ISU Arboretum was one of the transportation elements removed to meet the smaller TIGER I budget.
- Emphasized pedestrian and bicyclist street crossings at Sheldon Avenue and Hayward Avenue.
- 12 bike lockers which have convenient access to the locker rooms that include showers/restrooms for bike/pedestrian commuters that was contained in the Phase I project.



BIKE PATH CONNECTIONS AS
PART OF TIGER II GRANT

Following the initial Intermodal Facility Phase I project, the bike/pedestrian link will remain unlinked without this final segment through the Iowa State University Arboretum, thereby discouraging the use of bicycle/pedestrian

usage. Showers and public restroom amenities are being constructed as part of the first phase of the facility allowing for an enjoyable, comfortable and relaxing trailhead for bike commuters and enthusiasts. Therefore, completing this project adds enhanced livability within the community as well as for regional commuters living outside of Story County.

PARKING FACILITY COMPONENTS

The Ames Intermodal Facility and Expansion would provide parking for the following four purposes:

1. Replacement of displaced surface parking on the current parking lot site.
2. Additional parking for Campustown Business District's Redevelopment.
3. Parking for the transit park-n-ride, vanpool/carpool and bicycle/pedestrian users.
4. Additional parking to aid in relieving congested condition on the ISU campus.

While the first phase and expanded facility together are designed to meet each of these needs, the highlighted parking purposes reflect the facility expansion's purposes proposed for construction as part of TIGER II. These two purposes: the redevelopment of Campustown and to support transportation uses at the facility will encourage Ames, and residents of surrounding communities, to view the facility and the development spurred from it as a destination location where individuals can enjoy the restaurants, retail, office and possibly hotel business resulting from the initial investment of the TIGER II project.

It is the partners' intent to further expand this project in yet another phase to add an additional parking deck level to the phase 1 project at some point in the future which would increase the facility by 100 spaces, bringing the total number of spaces close to the original 750 desired parking spaces. Discussions are currently taking place with the Campustown Developer regarding this possible third phase. This future concept demonstrates the commitment that the partners have to the Campustown site as a critical piece of multimodal transportation infrastructure.

CAMPUSTOWN/ISU AREA PARKING SHORTAGE NEED

Partner/Activity Addressed	Space Demand (Estimate)
Iowa State University/ Over capacity facilities	700
Campustown redevelopment demand (See *Campustown Study*)	271
Transportation (Carpool/Vanpool/Intercity bus users)	70
Adjacent area residents	50
TOTAL	**1,091**

Iowa State University and other large employers in Ames and in central Iowa support carpool and vanpool programs. The Intermodal Facility would be considered as a common meeting place/destination for participants utilizing these regional programs. There are currently more than 18 organized and highly utilized carpools/vanpools serving more than 180 individuals traveling to/from Ames and the surrounding smaller communities and the Des Moines metro area, located 30 miles to the south. As a result, the TIGER II funding will allow an additional 20 vanpools to form and decrease emissions by providing ample parking to these car/vanpoolers.

A unique condition created with the project partners is the level of shared parking opportunity that is created. Individually, the partners have need for at least an additional 1,100 parking spaces as indicated above.

Parking Element	Intermodal Expansion
Shared Use - Campustown Redevelopment, Bicycle/ Pedestrian, CyRide Transit Users	319
Regional Vanpool/Carpool	20
TOTAL Spaces	**339**

The variations in the peaking characteristics allow for a facility with 639 total spaces to accommodate this larger demand. However, without the 339 spaces constructed as part of the TIGER II expansion project, parking will be under-developed and the livability and attractiveness of the area for commercial development will be compromised. The preliminary parking distribution by function is displayed in the table above. For a comparison of Phase I and Expansion parking uses, see the Appendix explaining differences between the two projects.

ROADWAY INFRASTRUCTURE IMPROVEMENTS

In developing the expansion parking structure, enhancements to the street network adjacent to the facility are needed to adequately address additional traffic generated by the facility, the weight of CyRide buses as well as changes in access points for land parcels. The following modifications to the street system are proposed as part of the Intermodal Facility Expansion:

- Reconstruct Hayward Avenue from Chamberlain Street north to Lincoln Way - this would provide an extended left and right turn lane at the T-intersection with Lincoln Way. The parking that would need to be removed could be relocated to the proposed parking structure. The northbound section on Hayward Avenue would be similar to the current configuration with the primary difference being a longer left turn bay. The northbound and southbound approaches at Chamberlain Street would be modified to include left turn lanes and shared through/right turn lanes. The depth of the concrete would be increased to accommodate the weight of the hybrid-electric buses operated from the facility.
- Reconstruct Sheldon Avenue from Arbor Street north to Lincoln Way – this would include 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 required, the concept will require expanding the current section from approximately 150 feet south of Lincoln Way to Arbor Street and increasing the depth of the concrete to withstand the wear and tear of hybrid buses.
- Replace the current signals at Lincoln Way/Hayward Avenue and Lincoln Way/Sheldon Avenue and add a new signal at Hayward Avenue/Chamberlain Street to control traffic in/out of the Intermodal Facility. It is important to note that the Lincoln Way and Sheldon Avenue signal will be completed as part of a separate project and not part of the TIGER II project budget, but will be coordinated with its construction to provide the timing needed to support the Intermodal Facility Expansion project.

FACILITY SUSTAINABILITY FEATURES

The proposed project is an expansion of a building designed to attain LEED-Gold certification, which will result in a building that will outperform conventionally-constructed buildings on a variety of energy efficiency metrics. Critical in the design for the expansion will be to address, and enhance, the following elements:

LEED Rating Criteria	TOTAL LEED Points Available	Probable LEED Points	Possible LEED Additions
Sustainable Sites	22	18	4
Water Efficiency	10	6	4
Energy and Atmosphere	35	17	18
Materials and Resources	10	5	5
Indoor Air Quality	0	0	0
TOTAL Core LEED Points	**77**	**46**	**31**
Innovation in Design Credits	5	3	2
Regional Priority	4	4	0
Grant Total LEED Points	**86**	**53**	**33**

- **Bicycle and pedestrian access to storage and shower areas.** The expansion will include additional lockers located proximate to the locker room areas provided in the currently project under development.
- **Energy efficiency of the stair and elevator towers.** As these are the only enclosed areas of the expansion, they need to be the focus of where energy efficiency and use effectiveness is maximized. Efficiency will be the focus in the design process of the glass material incorporated, in how the towers are insulated and in the heating and cooling of the space.
- **Construction materials.** Adhesives, sealants, and paints should all be low-emitting of volatile organic compounds (VOC) or off-gases that are odorous irritating, and/or harmful to the well being of installers and occupants.
- **Control, collection and treatment of runoff.** In the post-construction period, it is anticipated that the site will experience significant improvements in storm water runoff volume and an improvement in surface water quality. It is anticipated that through collection and on-site reuse there will be a 30% reduction in the volume of storm water runoff. It is anticipated that 90 percent of storm water runoff will be treated, resulting in the

removal of 80 percent of the total suspended solids and 40 percent of total phosphorous, compared to conventional development.

The LEED checklist was used in developing the first Phase and expansion phases of the project. The summary on the previous page shows "probable" and "possible" points for each environmental category for the expansion phase only based on the preliminary engineering of this facility expansion and TIGER II project. If calculated independent from the first phase, this analysis showed 53 "probable" points achievable for LEED Silver certification on the expansion phase; with another 33 "possible" points placing the facility undoubtedly in the Gold level of 60-79 points along with the first phase of the facility.

Intermodal Facility Site Location

To provide some initial background, the Campustown site was selected as the preferred site through an exhaustive, multiple site feasibility assessment. The site identification, assessment and selection process was an open process involving Iowa State University, the City of Ames, CyRide, the Government of the Student Body (GSB), the Graduate Professional Student Senate (GPSS), private carriers serving Ames, and the local community. Selection of the Campustown site, over three alternate sites, for the Intermodal Facility incorporated the local needs supported by the facility, transportation service benefits and impacts, compatibility with land use plans, availability of a parcel of a size to serve the long term needs, and facility costs of the location through public and stakeholder input meetings, identified the site at the intersection of Hayward Avenue/Chamberlain Street, within the Ames Campustown Redevelopment District. This site provided the largest benefit for a coordinated transportation network due to its central Ames location, easy access to the city's major employer/traffic generator, Iowa State University, and was located on/or in close proximity to major arterial streets as illustrated in the Site Location map above. The site will accommodate a facility of the size and magnitude needed to link the desired transportation functions and, at the same time, provide a unique economic development opportunity within the community - creating a transportation focal point for the community.

INTERMODAL FACILITY LOCATION

The selected site also addresses the two community goals by linking the disjointed, and continually moving, intercity/regional transit depot (pick up/drop off) throughout the community. In a community with a substantial international population that would use, and could benefit from intercity bus service, service use is marginal due to the either remotely located or seemingly constantly changing depot locations. Carriers have been at the mercy of host businesses that in each case has determined that the private carriers are not a "good fit" with their business plan. Presently, each of the carriers (Jefferson Lines, Burlington Trailways and Executive Express) is situated at temporary locations until the Intermodal Facility completes construction in June 2012. The Intermodal site will not only coordinate these transportation services under one location, but provide stability to the private services offered in Ames at a site location that has not flooded from the project partners' collective experience. The TIGER II expansion project will allow connections locally once arriving at the facility via CyRide's circulator route. An added benefit of this site location is its adjacent proximity to commercial businesses within the Campustown district.

Facility Business Plan

The three partners are in the process of developing a Business Plan that addresses the ownership, continuing control and legal requirements of a DOT grant-funded project. Agreement among the parties on issues such as, management, budgets, revenues and expenses are included in the draft document. A critical component of this document is the ownership of the facility. If selected for funding under TIGER II, the following general management policies/decisions will be implemented:

- Facility Ownership: The grantee, CyRide/City of Ames.

- Facility Management/Operations: The grantee, CyRide/City of Ames under an agreement with its project partner, Iowa State University, due to their extensive parking experience in the Ames community.
- Land Ownership: The land would be donated as part of the local match funding by Iowa State University and a long term lease agreement (50 years, the estimated life of the facility) would be established between the University and CyRide/City of Ames. Similar lease agreements between the city and the University are in place and active for the Ames-ISU Ice Arena, Ames Aquatic Facility and CyRide transit service.

As part of the Business Plan, a revenue/expense analysis was completed to determine if the revenues generated by the facility through parking rates and intercity carrier office leases is sufficient to sustain the long-term operating and maintenance costs associated with the Intermodal Facility Expansion over the next 20 years.

Project Schedule

CyRide will expedite final engineering and construction of the Intermodal Facility Expansion and will begin work on this portion of the facility while the TIGER I, Phase I project completes construction. Through this accelerated schedule, the expansion could be completed six months after the initial phase is completed – December 2012. If approved for TIGER II funding, the following schedule will be followed assuming a February 1, 2011 approval by the U.S. Department of Transportation.

CyRide will enter into a construction management contract with Iowa State University to provide technical construction oversight to ensure a timely completed project. The University's Facilities Planning and Management Department has a successful track record of completing large-scale projects as scheduled.

PROPOSED EXPANSION PROJECT SCHEDULE

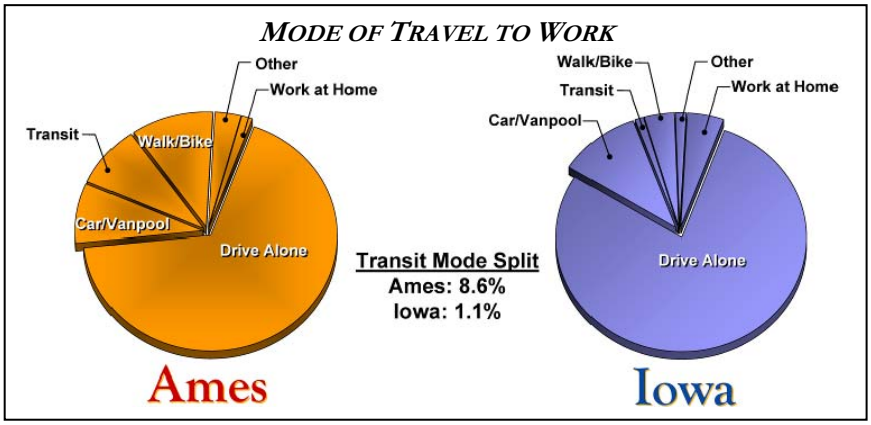
Intermodal Facility Task	Date Initiated/Completed
NEPA Complete	March 29, 2010
Architectural/Engineering Services RFQ Complete	February 2011
AVL Bid Specifications Complete	March 2011
Purchase Hybrid Buses under Existing Options	March 2011
Architectural/Engineering Services Contract	April 2011
Construction Mgr. Selection	May 2011
Final Engineering Complete	June 2011
AVL Award	June 2011
Construction Documents Complete	August 2011
Bid Process/Construction Contract Award	October/November 2011
Construction (13 months)	Nov. 2011/December 2012
Lincoln Way/Hayward Signal Upgrade	June 2012
AVL Deployment	October 2012
AVL Testing	November/December 2012
Sheldon/Hayward Roadway Improvements	June/November 2012
Hybrid Buses Delivered (18 months)	October 2012
Signal Installation Hayward/Chamberlain	November 2012
Occupancy/AVL Go Live/Circulator Route	December 2012

INTERMODAL FACILITY PURPOSE AND URBAN CHALLENGES ADDRESSED

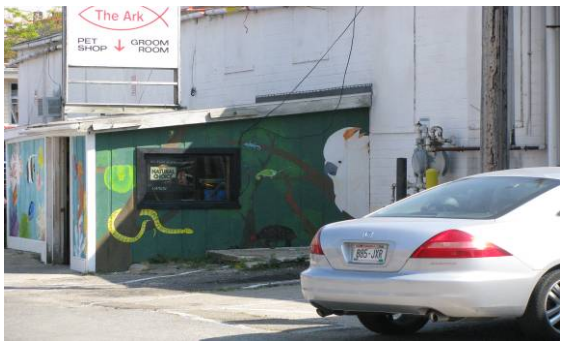
The Ames community's initial challenges addressed only the transportation and economic needs of the community. Since that time, the community has taken a much broader approach and developed a process in which the following conditions and needs were examined: 1) transportation/mobility 2) land use, and 3) social/economic.

From this more comprehensive examination, the three partners identified a range of challenges that could and should be addressed in the community with a goal of increasing livability within the community. The results of this assessment are documented on the next page.

- **Transit Intensive Small Community** – In the past fiscal year, CyRide carried 5.3 million passengers in a community of just over 56,000 in population. This calculates to a per capita annual ridership of approximately 95 trips per person rivaling large metropolitan areas like Chicago and Denver. The "Mode of Travel to Work" graph documents the per capita ridership of other communities in Iowa and the Midwest as compared to Ames. With this transit intensive environment, comes real challenges for a small community and tax base. The local community contributes more than 70% of the operating funds plus local capital funding to support this existing level of service. However, with this transit intensive focus and limited funding, the community has been forced to spend its available resources on its internal, public transit system which has led to a lack of connectivity with regional and national transit carriers. Over the past two years, the intercity carriers' depot has changed locations seven times leading to an extremely inconsistent service pick-up/drop-off area for those utilizing their service. In addition, safety has been a primary concern from intercity patrons being dropped off in a remote area without transportation options to travel elsewhere throughout the community for dinner or housing needs. **The challenge is to provide transit connections with public/private transportation modes that encourages and enhances safety for intercity carrier patrons.**



- **Revitalization of the Campustown Area** – The opportunities and challenges of revitalizing the Campustown area were discussed in the "Project History & Overview" section, but are reiterated under the challenges as its is a blighted area that has a large Transit-Oriented Development potential to economically rebound. The importance the City Council City Council's #1 goal to rejuvenate Campustown and the community's 2008 *Campustown Study* and most recent selection of a master developer, LANE4, for the Campustown area demonstrates not only the community desire and the opportunity available, but a regional developer's perspective as well. The existing condition of this important Ames business district has been in a downward economic and physical condition for the past 40 years. The outward condition of buildings, streets, sidewalks and other infrastructure elements has significantly deteriorated as evidenced by the photos below. This physical deterioration has led to its economic downturn as well. Many vacant storefronts are the current reality and the remaining store owners have asked both the University and City for assistance. This desire for redevelopment is evidenced in the *Campustown Action Association letter of support*. The *Campustown Study*, completed in 2006, identified a need for off-site parking spaces to support the redevelopment effort. Through discussions with developers, this parking component could provide the catalyst to jumpstart the redevelopment. Without this parking, the economic viability of the redevelopment is not possible. **The challenge is for a small Iowa community of 56,000 to**



DETERIORATED CONDITION OF CAMPUSTOWN RETAIL SPACES

CAMPUSTOWN PARKING – TYPICAL CONDITION

ONE OF MANY VACANT CAMPUSTOWN RETAIL STORES

financially support the redevelopment effort *AND* the cost to develop an expansion to the parking/transportation facility that will propel the redevelopment forward.

- **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 Iowa State University's 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 main campus area.

  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 challenge is to identify fringe-area parking alternatives for this parking shortage that will allow the University to continue to grow and meet national education and research initiatives as well as support the Campustown redevelopment effort.**

- **Missing Linkages in the Bicycle and Pedestrian Systems** - Ames is a community that has emphasized use of alternative modes of travel, motorized and non-motorized, in providing mobility to the broader community. While an extensive bike/pedestrian trail system exists today, 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 of which the Intermodal Facility and ISU Arboretum connects (illustrated on page 4 of this application). This section of Ames has seen explosive development and growth over the past 5-7 years. The current trail system along College Creek in the southwest part of the city ends at State Avenue leaving a gap between the University and the southwest side of Ames. **The challenge is to provide missing links along College Creek from an existing shared-use path to the University connecting West Ames with the employment focal point in the community – the University.**

- **Formalized Rideshare/Vanpool Facilities** - A significant number of vanpools are served in the Ames community (18 with approximately 180 participants) with the vehicles gathering in a dozen retail or hotel parking lots throughout the city. Additionally, hundreds of informal carpools have been formed commuting to nearby communities such as Boone, Nevada, Des Moines and Story City. As of the 2000 census, approximately 18.5 percent of Story County residents work outside the county, most traveling to and from the Des Moines metropolitan area 30 miles south of Ames. With the completion of the 2010 census shortly, it is believed that this number will significantly increase. Under TIGER I, the parking spaces allotted are filled if all current vanpools utilize the facility. **The challenge is to identify additional parking expanding the Intermodal Facility to provide an efficient means of collecting and distributing long distance commuters in the community.**

TIGER II GRANT SOLUTION: ALLOW INTERMODAL FACILITY PATRONS CONNECTIONS THROUGHOUT THE AMES COMMUNITY THEREBY PROMOTING LIVABILITY IN AND AROUND AMES, WHILE ALSO SUPPLYING THE SHARED NEED FOR 339 PARKING SPACES AMONG MULTI-PURPOSE USERS PROVIDING A REDEVELOPMENT TOOL FOR THE CAMPUSTOWN AREA. THIS EFFICIENT, MORE INTENSIVE AND ENVIRONMENTALLY-FRIENDLY LAND USE WILL SUPPORT THE CREATION OF 324 NEW, LONG-TERM JOBS (DOCUMENTED IN THE ECONOMIC COMPETETIVENESS SECTION ON PG. 16)

PROJECT PARTIES

The Ames Intermodal Facility is a joint development among the City of Ames, Iowa State University and the Ames Transit Agency (CyRide). A brief description of each entity and their roles and responsibilities under this TIGER II project are as follows:

- **CyRide** – As an agency of the city, CyRide is the designated public transit system for the Ames, Iowa community. The agency has been in operation for 34 years serving both the City of Ames and Iowa State University. Through a unique, three-party agreement among the City of Ames, Iowa State University and the Government of the Study Body representing ISU students, a progressive transportation system with a service level and frequency rivaling much larger communities has been developed operating 18 hours per day with 2-40 minute frequencies providing more than 95 trips per capita and more than 5.3 million annual rides in a

community of 56,000, **providing more rides by a single transit system in a metropolitan area than any other city in Iowa, including the capital city of Des Moines**.

CyRide would own and have federal grant oversight over the Intermodal Facility Expansion project and has the technical capacity to administer a TIGER II grant. The transit system recently was awarded an $8.463 million TIGER I grant through the U.S. DOT and redesigned phase one of the Intermodal Transportation Facility project within the one month allotted timeframe provided. Under CyRide's leadership, this first phase is ahead of schedule as identified in the Memorandum of Understanding illustrating CyRide's commitment to overseeing this project. CyRide is also currently administering over $3.2 million in additional ARRA grants which are replacing approximately 22% of its fleet. Additionally, CyRide administers an annual $10-20 million dollar operating and capital budget housed within the only public municipal Gold LEED certified office facility. The Transit Director, who would have overall responsibility for this grant, has been in the transit management field for 26 years with responsibility in the grant administration area, administering an Intermodal grant in excess of $18 million dollars at a larger transit system.

- **City of Ames** – Ames is a community of approximately 56,000 residents located in Central Iowa. The city's role in this project will be to support the economic development and transportation functions of the project. With its commitment to sustainability and making Ames a livable community, it has set itself apart from similar-sized communities. Ames' most recent awards highlighting transportation in Ames include Mother Earth News, the world's leading magazine dedicated to sustainable living, featuring Ames as one of nine "Great Places You've Never Hear Of" list and Money Magazine's - "Top 100 Livable Cities In The Nation"; the only Iowa community to make the list.

- **Iowa State University** (ISU) - Iowa State University is a land-grant university with a student enrollment of approximately 28,700 and faculty/staff of 6,000. It is one of the world's leading educational institutions and plays a major economic role in the Ames community and Central Iowa region. Its employment, education and research opportunities create an economic draw/connection to the population center of the Des Moines metropolitan area, located 30 miles south of Ames, with a population exceeding 500,000. ISU would provide construction management services for the Intermodal construction project and CyRide would enter into an operating management contract for daily oversight of the facility. The University has extensive, successful experience in both these areas as well as with six LEED Buildings.

  The three partners have a shared goal to make Ames a livable community. This partnership includes numerous joint ventures that have developed over time and are documented in the Past Cooperative Partnerships link. Two examples include the CyRide administrative offices and maintenance facility and the Ames/ISU Ice Arena. CyRide is located on ISU land, however, the city/CyRide own its facility (funded with the FTA Section 5309 program) and the two entities share in the operation of its service. A second shared facility is the Ames/ISU Ice Arena where ISU owns the land and the city owns and operates the facility with each sharing use of the facility. The Intermodal Facility funded by TIGER I and the proposed TIGER II Intermodal Facility Expansion projects are other important examples of a livable community goal where the joint, established partnership among the three entities further enhances community connections. This Ames community deeply believes the Intermodal facility built out to its full vision on the established site location will not only promote lasting economic vitality to the campustown business area, but will also provide regional/national connections via alternative transportation modes for those commuting to and from Ames. The Ames community already utilizes transit 9% compared to Iowa's 1% average. By

"…the economic success of the development will depend on convenient and ample parking to Campustown. Although parking capacity to the area will be increased through the initial phase of intermodal improvements (part of the TIGER I program), it is anticipated that ***an additional 300 parking spaces will be necessary to economically support Campustown*** *businesses within the development.*

Since the revitalization area will be designed to promote walkability throughout the area, this (the Arboretum path connecting the Ames path system with Iowa State University) will ***help support healthy and sustainable transportation*** *to and from the project.*

LANE 4 PROPERTY GROUP

Hunter Harris
LANE 4 Director of Development

providing a seamless connection to the facility through CyRide, the public transit operator, the livability of those utilizing alternative transportation modes into the facility will increase ten-fold.

Lastly, the city and ISU together selected master developer LANE4 within the past year to revitalize the Campustown District, which is located directly adjacent to the Intermodal Facility site. This project takes the *Campustown Study* to a new level of discussions for property owners, businesses, the city and ISU. Preliminary discussions on the redevelopment scope include 50,000 square feet of offices, 58,000 square feet of retail, 120 room hotel and a grocery/convenience store. While the Campustown Redevelopment project is separate from the TIGER II Intermodal Facility expansion, the redevelopment of campustown is certainly contingent upon attaining an additional 300+ parking spaces. This Campustown redevelopment project is currently on-going as illustrated through the attached contract.

GRANT FUNDS AND SOURCES AND USES OF PROJECT FUNDS

CyRide has developed the project budget for the Intermodal Facility with a 79.9% federal TIGER grant request and 20.1% match provided by a variety of local and state funding sources. The budget below was developed through a consortium of construction experts provided by the consulting firm Neumann Monson, currently constructing the first phase of the Intermodal Facility, and architects and engineers from the City of Ames and Iowa State University. The budget reflects estimated expenses plus contingency and administrative costs. The site acquisition value is based on a land appraisal conducted by the Iowa Appraisal and Research Corporation based out of Des Moines, Iowa following Federal Transit Administration regulations on land appraisals/reappraisals.

TOTAL PROJECT BUDGET/USES

Project Element	Unit of Measure	Unit Cost	Units	TOTAL Cost
Site Acquisition –	Acres	Land Appraisal	4.99	$2,200,000
Site Preparation	SF	10% of Const.		$100,000
Parking Structure	Space	$19,937	238	$4,745,000
Bus Road, 2 Bus Bays, Canopy	SF	$50	4,280	$214,000
Bike Lockers/Amenities		$150	12	$32,100
Bike/Pedestrian Path	Lineal Foot	$182	2,050	$373,068
Roadway Imp.- Signals	Each	$175,000	2	$350,000
Roadway Imp.- Street Imp.	Lineal Foot	$900	1,000	$1,328,940
Rolling Stock (2 Hybrid Buses)	Each	$600,000	2	$1,200,000
CyRide AVL/NextStop				$1,360,000
Equipment				$5,000
Design/Project Management				$952,655
TOTAL				**$12,860,763**

LOCAL MATCH SOURCES*

Non-Federal Matching Funds	Description	Dollars	Percent
Land Value (Iowa State University) Land Appraisal Documentation	Site Acquisition	$2,200,000	
CyRide Capital Budget	CyRide buses local match	$204,000	
City of Ames Capital Budget	Lincoln Way/Hayward traffic signal	$175,000	
TOTAL Non-Federal Match		**$2,579,000**	**20.1%**
Budget Sources			
Non-Federal Match		**$2,579,0000**	**20.1%**
Federal TIGER II Request		**$10,281,763**	**79.9%**

* See Partners Local Match Commitment letters/resolutions & City Capital Budget (Pg.20)

INTERMODAL FACILITY - RELATIVE TO PRIMARY SELECTION CRITERIA

Consistent with the grant application review and selection criteria, the local partners have assessed the Intermodal Facility in Campustown relative to the long-term return on the investment and the level of job creation that can be associated with the proposal. Additionally, the local partners have developed supporting material highlighting the **"ready to go"** status of the city, CyRide and the University on construction and operation of not just the Intermodal Facility, but also the rejuvenation/redevelopment of Campustown. The following sections provide documentation of the:

- Key analysis assumptions.
- Results of the range of analyses.
- Conclusions as they relate to the selection criteria.

ANTICIPATED LONG-TERM OUTCOMES

STATE OF GOOD REPAIR

The proposed Intermodal Facility contributes to the State of Good Repair (SGR) of local transportation infrastructure in two basic ways:

- First, the project improves the efficiency and performance of existing transportation infrastructure. This improvement will contribute to the revitalization of the local area, which is now economically marginal and considered distressed as classified within the New Market Tax Credit program.
- Second, the project will be designed, constructed, operated and maintained in accordance with asset management practices optimizing its capital investment while minimizing long term maintenance costs.

CURRENT AND FUTURE CONDITIONS OF TRANSPORTATION INFRASTRUCTURE

There are two basic infrastructure components to the project:

- The site of the Intermodal Facility itself.
- The streets, sidewalks and paths connecting the site to the remainder of the area transportation infrastructure.

The Intermodal Expansion project will greatly enhance the efficient performance of local transportation without materially expanding the land consumed by the current facilities.

LOT 60 – CURRENT CONDITION

Intermodal Site

The Intermodal Facility greatly multiplies the efficiency of an existing surface parking lot by increasing its capacity, providing for inter-modal connections, and creating a non-motorized link between two important destinations allowing for a **"better and higher use" of the land** for transportation purposes. This site is and will continue to be the location desired for additional parking and transportation connections by the Ames community.
The current site has a **single transportation use** as a 230 space surface parking lot assigned to ISU students who reside in nearby residence halls as shown above. The site currently does not provide any dedicated pedestrian and bicycle facilities linking the ISU Arboretum with the main campus. Finally, the site provides no parking to support local adjacent campustown businesses and does not link to other transportation modes.

The **Intermodal Facility – Phase I** project funded under TIGER I will provide 401 spaces to replace the 230 surface parking spaces allowing expansion of 171 total parking spaces. Fifty of those spaces are designated for transit purposes, thereby allowing only 121 additional spaces for other alternative shared uses or to stimulate campustown redevelopment. These 121 spaces do not address the 271 space need identified in the *Campustown Study* or the 300 indicated by the master developer LANE4 to produce all the multi-use expansion to the Campustown area as envisioned.

The **Intermodal Expansion – Phase 2; TIGER II** project will further expand the transportation value of the site by providing for **full transit connections via CyRide throughout Ames as well as increasing to 639 parking spaces in a site now only containing 230 spaces.** These additional spaces aggressively address the parking need by the community's priority Campustown redevelopment and additional growth of Iowa State University. Further, the project entails the construction of pedestrian and bicycle pathways through ISU's Arboretum and provides another 12 bike lockers for storage and bike rider use. Intermodal Facility patrons will be able to know when the buses arrive via NextBus technology signage throughout the terminal and routes.

INTERMODAL PHASE I/EXPANSION CONCEPTUAL DRAWING

Street Access

The streets accessing the facility include Lincoln Way, Hayward Avenue and Sheldon Avenue. These streets are operating at a level-of-service of C and D. After minor improvements associated with the project, service is not expected to change because the increment of traffic added to any one of the adjacent intersections is minor relative to the current and proposed cross sections. Rather, the streets and signals adjacent to the Intermodal Facility will be upgraded with state-of-the-art signals at Hayward and Sheldon replacing signals that are past their useful life operating on outdated technology and that cannot adequately address progression needs in the corridor. Note that the Sheldon signal is not part of the TIGER II budget, but is part of another local project. However, the implementation of the signal upgrade will coordinate with the Intermodal Expansion – Phase 2 project. An additional new signal at Hayward and Chamberlain will further improve traffic flow through the neighborhood.

Included with the project concept is rehabilitation and upgrading of Hayward Avenue from Chamberlain Street to Lincoln Way without widening its cross section. Parking would be removed from one side directly adjacent to the Lincoln Way intersection allowing for the northbound left turn and right turn bays to be extended. The cross section of Sheldon Avenue at Lincoln Way would be extended to the south an additional 400 feet and the south approach left/through and right turn lane assignments would be reconfigured as a left turn and through/right turn lane to better accommodate left turn traffic. The improvements to Sheldon Avenue can be accomplished within the current right-of-way. These street and intersection improvements each address an improved transportation state of good repair.

CONSISTENCY WITH LOCAL EFFORTS TO PROMOTE STATE OF GOOD REPAIR

The Intermodal Facility is consistent with the goals and objectives of the *Ames Area Long Range Transportation Plan (LRTP)* which calls for the preservation of existing infrastructure, a cornerstone of the state of good repair criterion:

> **Goal 2— Transportation Performance - Provide efficient transportation service with needed capacity, convenience, health, and safety for all users….**
>
> i. Preserve and maintain the existing transportation facilities including pavement, signage, striping, signal systems, and other transportation infrastructure.[1]

[1] Pages 2-1 and 2-2 of *2030 Ames Area MPO Long Range Transportation Plan*.

The Intermodal Facility addresses this goal by more effectively providing efficient transportation service through the connection of numerous modes of existing transportation in Ames. This existing transportation structure is maintained and improved. Additionally, the Intermodal Facility Expansion is a key component of the transit section of an approved LRTP.

The current Ames Area MPO *Transportation Improvement Program (TIP)* underscores this commitment by placing priority on preservation projects. The project is contained in the FY2010 TIP and in the *State of Iowa's STIP*. Minor revisions to the project cost reflected in the *FY2011 TIP* and STIP will be completed in September 2010 to coincide with the reduced dollars requested in this TIGER II grant application.

As the current condition of a connected transportation system does not exist in Ames, transportation connectivity will improve on a continuum from zero or non-existent to a world-class example of transportation excellence.

CONTRIBUTION TO ECONOMIC REVITALIZATION

The project is expected to contribute to revitalizing a part of Ames that is considered economically marginal and distressed under *New Market Tax Credit* criteria. Without the project, the revitalization would be postponed, and most likely not initiated at all. **Therefore, a no build alternative would garner zero, new long-term jobs in the community over the next 20 years. Consequently, none of the long-term economic benefits ($176-$302 million) would occur if this facility expansion were not built**. This statement is supported by the desire to redevelop this area since the mid-1960's without results and the fact that lease rates have not increased in the past 10 years and have actually decreased in some instances. As has been discussed earlier (and will be referred to again later) the rejuvenation of the Campustown area is part of the City of Ames and of ISU's goals. Providing additional parking in the immediate area is a key facet to this rebirth. As will be shown later, the parking and transit elements of the facility expansion will help generate approximately 324 new long-term jobs contributing approximately $14 million in annual labor income and $34.6 million in new sales.

OPTIMIZING LONG TERM COSTS

The project will use a construction method that balances and optimizes the initial capital outlay and the construction schedule with short and longer term facility maintenance. As construction would not be initiated until after grant selection has been made (approximately November 2011), cold winter weather could influence construction practices with some influencing maintenance needs and costs. Therefore, preparation of a coordination plan is critical to minimizing life-cycle costs.

Cost Item	Annual Cost/ Space	Annualized Total Cost
Employee Salary / Benefits /Security	$81.85	$52,300
Liability Insurance	$31.30	$20,000
Utilities and Telephone	$41.40	$26,450
Elevator Maintenance	$15.34	$9,800
Equipment Maintenance	$7.04	$4,500
Housekeeping & General Maintenance	$40.75	$26,037
Parking Supplies	$7.82	$5,000
Legal & Accounting	$3.91	$2,500
Loss & Damage	$3.91	$2,500
Maintenance Supplies	$8.61	$5,500
Snow Removal	$23.47	$15,000
Miscellaneous	$10.64	$6,800
Parking Facility O/M Costs/Yr/Space	$276.04	
TOTAL Annual Facility O/M Costs (Yr. 1)		**$176,387**
Circulator Route Costs = (30,666 miles * $1.89/mile) + (4,554 hr. * $29.38/hr.)		$200,000
TOTAL ANNUAL COSTS		**$376,387**

A key factor in maintaining the new facility in a State of Good Repair will be to implement a rigorous *asset management program*. CyRide, who will manage the facility, prepares an investment-specific asset management program for each capital facility/asset that is put into service as is evidenced by its current *CyRide Facilities Maintenance Plan*. As part of Final engineering, a project-specific long-term maintenance and management plan will be prepared for the Intermodal Facility. The plan will layout the weekly, monthly, semi-annual and other periodic term maintenance needs that will establish maintenance standards as well as a maintenance routine keeping the facility at or near its optimal performance level.

Additionally, the access roads to the facility will be similarly included in the City of Ames ongoing maintenance program. Lastly, CyRide will incorporate the hybrid vehicles into its current *Vehicle Maintenance Plan* and; therefore, adequately maintain these assets per federal requirements.

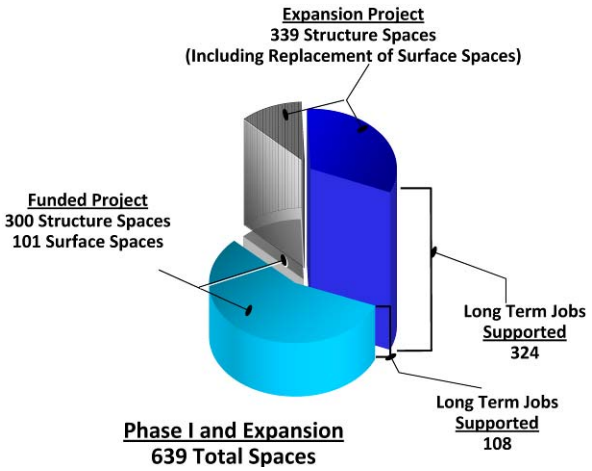
SUSTAINABLE FACILITY EXPENSES

Parking rates have been established for the first phase project that will also apply for the facility expansion project requesting TIGER II funding. These revenues are summarized in the section "Intermodal Facility Phase 1/Expansion Nexus" and will fund the operating and maintenance expenses incurred on an annual basis. The expenses are based upon current expenses with similar parking structures in Ames as summarized on the previous page and detailed in a *25-year revenue/expense spreadsheet*. A State of Good Repair for this infrastructure investment will be ensured through adequate parking rates, which cover a high-quality operating and maintenance program and the transit route linking the facility throughout the Ames community.

ECONOMIC COMPETETIVENESS

Assessment of the economic benefits and costs associated with the proposed expansion of the Intermodal Facility have been divided into the short-term construction period and, as emphasized in the TIGER Grant Selection Criteria, the long-term operating period. Additionally, consistent with the direction provided in the Notice of Funding Availability, economic competitiveness has been characterized as:

- Improvements to the transportation system, with an emphasis on interconnectivity of the range of modal systems in the area, which will lead to increased efficiency for travelers.
- The number, quality and value to the region of the jobs that are directly and indirectly created by the Intermodal Facility.



CAMPUSTOWN EMPLOYMENT PHASE I AND EXPANSION

Key Expansion (TIGER II) Project Findings:

- ♦ Provides 37% of Long Term Parking Increment
- ♦ Creates 75% of the Long Term Benefits

BUILDING ON THE TIGER I INVESTMENT

The proposed project is part of a **long term** commitment by the City of Ames, Iowa State University and CyRide to develop a transportation facility that truly serves as a collection and distribution hub for local, regional and national travelers. When fully implemented the facility will:

- Provide additional parking for Iowa State University, which will reduce the historical parking shortage.
- Be the catalyst for redevelopment of Campustown by providing parking that is not feasible to provide through a private and/or local-only funding plan.
- Provide CyRide with a transit facility that vastly improves the connectivity of Ames to the region and the nation through integrating local transit with intercity carriers and employing state-of-the-art traveler information systems.

As the needs of each of the stakeholders vary widely, each phase of the project will provide unbalanced benefits between key partners. The initial phase, funded and under development, will provide a greater benefit to the university by creating pedestrian/bicycle improvements, replacing an aging parking lot with well lighted, secure parking, and providing edge of campus locker and restroom facilities. While a more limited Campustown benefit during the first phase's parking component is anticipated. The facility's economic benefits, driven by the Campustown redevelopment, will be more pronounced through the proposed expansion, which will provide approximately 339 parking spaces that will support the rehabilitation and additional employment opportunities.

As the economic return is much greater for the Campustown redevelopment, the increased regional employment that is anticipated to result from the redevelopment is the critical determinant in the benefit-cost analysis. The

attached figure displays the increment of parking by current project and the expansion, as well as, the increment of Campustown redevelopment employment anticipated to be supported by the parking spaces by phase.

The remainder of the benefit and cost analysis focuses on the return that is forecasted from the additional Campustown parking, which is provided in the proposed Intermodal facility expansion. **The key finding from the benefit-cost analysis is that the expansion project that contains approximately 37 percent of the total long term project parking supply, would yield approximately 75 percent of the net benefit/return on the investment.**

IMPROVING THE EFFICIENCY, RELIABILITY AND COST COMPETITIVENESS OF THE REGION

Selection of the *Campustown site*, over three alternate sites, for the Intermodal Facility incorporated the local needs supported by the facility, transportation service benefits and impacts, compatibility with land use plans, availability of a parcel of a size to serve the long term needs, and facility costs of the location. Local needs identified in the early stages of the initial transportation planning work that led to development of the Intermodal Facility concept are highlighted in the "Project History & Overview" section of this application.

The alternatives analysis process used in evaluating the range of sites employed a mixture of qualitative and quantitative measures of the benefits and impacts/costs for the concept. The key reasons for selecting the Campustown site, which are heavily weighted towards the transportation system improvements that the facility on this site provides, are listed below.

- **Congestion relief** - Provides shared parking opportunity for two of the most congested areas of Ames (Campustown and ISU)
- **Multimodal Connectivity -** Fills in missing links in trails system, brings intercity carriers to transit dependent populations, provides intercity carriers access to CyRide's transit distribution system, provides bike/walk commuters with locker facilities at their destination, which is also the key employment area, provides secure parking and CyRide distribution for inter-regional carpools/vanpools originating or destined for Ames
- **Support of Land Use Plans -** Provides the critical parking element needed for Campustown redevelopment as outlined in the 2008 *Campustown Study*.
- **Economic Development/ Sustainability -** Provides parking that is critical to gaining support to initiate and advance the Campustown redevelopment outlined in the 2008 *Campustown Study*
- **Land Acquisition/ Ownership -** Location is on Iowa State University parking area (Lot 60) and as replacement of current parking is included, land is readily available.
- **Auto/Bus/Pedestrian Conflict Potential -** Facility is located adjacent to Lincoln Way, the highest volume primary arterial in Ames. Thus, the potential for conflicts as the Ames population rises will intensify in this corridor allowing the efficiency improvement brought as part of this project to positively impact future growth.

While the screening process employed in selecting the Campustown site over the other three sites reflected many qualitative measures relative to how the use on the site addressed community goals, a more traditional and robust analysis of the expected costs and benefits of the facility on the selected site was completed prior to making the final determination that the project provided substantial benefits for the community.

Evaluation of the expected project costs and benefits is derived from the work of two prominent Iowa economists utilizing the IMPLAN Economic Model for Story County (*Preliminary Assessment of the Economic Impact of the Proposed Ames Intermodal Facility – An Analysis of the Campustown Site*). The IMPLAN based assessment quantifies the direct and indirect economic benefits as follows:

- **Direct** – As a result of the availability of parking through the Intermodal Facility, the job creation, labor income and total sales directly paid from the TIGER II grant or as a result of new/redeveloped buildings in Campustown, employing new workers.
- **Indirect** – Job creation, labor income and total sales that result from construction workers (in the short/near term) and new workers in the redeveloped Campustown area spending on groceries, restaurants, durable goods,

etc. within the Central Iowa region. This definition also includes suppliers and services utilized by the construction and new businesses in the Campustown Business District.

SHORT TERM BENEFITS

As a result of the almost $13 million dollar TIGER II expenditure of federal and local funds to expand the Ames Intermodal Facility, substantial near term employment will be created. Specifically, during the construction phase of the expansion, approximately 108 construction sector jobs along with an additional 50 indirect, secondary jobs will be created.

Short Term Economic Impact of Campustown Intermodal Facility Construction, Ames, Iowa

SECTORS	TOTAL SALES	LABOR INCOME	VALUE-ADDED	NEW JOBS
Agriculture	$11,544	$1,110	$4,544	0.1
Transportation and Utilities	$213,997	$60,423	$186,792	1.1
Construction	$12,500,000	$4,695,993	$5,173,563	108.4
Manufacturing	$646,461	$152,476	$202,509	3.0
Wholesale and Retail Trade	$869,510	$359,742	$580,199	12.3
Business Services	$1,331,676	$672,705	$711,421	13.3
Finance, Insurance and Real Estate	$903,515	$141,291	$591,516	5.2
Other Services	$643,964	$223,644	$297,164	13.4
Government	$117,628	$52,126	$64,595	0.7
Total	**$17,238,295**	**$6,359,510**	**$7,812,303**	**157.5**

Source: IMPLAN Model for Story County, Iowa

The aggregate impacts of the construction are estimated to be $17.2 million of total output with $6.4 million of new income connected to the 158 total jobs. The added value to the economy (benefits less the costs) during the construction period is approximately $7.8 million. The table above displays the breakdown of short term job creation by sector.

LONG TERM BENEFITS

Ultimately, the success of the Intermodal Facility in generating jobs will depend on the new business opportunities fostered by proximity to the Intermodal Facility and the parking, local public transit, intercity carrier (private), pedestrian-bicyclist, and vanpool-carpool connections provided. The 2008 *Campustown Study* emphasized that parking and the increased foot traffic that can be associated with a multimodal transportation facility adjacent to Campustown will play a substantial role in spurring construction of approximately 108,000 square feet of new office/retail space for future businesses to occupy. It is anticipated that much of the office space would be occupied by businesses with operations complementary to activities of the university. The *Campustown Study* envisions replacing the portions of the existing marginal quality retail space with upgraded, higher quality, retail space surrounding an attractive plaza with walkways and water features. Iowa State University has indicated a high interest in developing/leasing office space within the Redeveloped Campustown Business District to support new, year-round employment in an area currently frequented only when school is in session, with most activity occurring during the evenings. This will improve the economic vitality of the retail component in the area.

Projections based on the *Campustown Study* suggest that a fully occupied office and retail complex will add a permanent net increase of 300 jobs and the parking supply at the Intermodal Facility is cited by the *Campustown Study* as important in the area's redevelopment. Parking currently being constructed as part of the approved redesigned Intermodal Facility will support a portion of the overall demand, but at 401 spaces, will not provide the amount needed for each of the key components and replacement of the existing long-term university student residence parking. Expanding the initially approved and funded facility to include 339 structured spaces will provide a substantial increment of the current and post-redevelopment parking need in the area.

Since the 2008 Campustown Study, the need for parking and the role that parking plays in the success of the Campustown revitalization has been central to advancement of the redevelopment concept. In early 2010, Iowa State University, with the support of the City of Ames, requested proposals from master developers for a portion of the Campustown area. Eight statements of qualifications/proposals were received for review by the project stakeholders, which is a testament to the quality of the opportunity that Campustown provides. The selected developer, LANE4 has initiated the process of preparing a parcel/location specific concept plan for the revitalization/redevelopment of Campustown. This developer has provided *documentation* indicating:

- Modifications to the level of development the developer proposes for the initial phase of the Campustown revitalization as compared to the assumptions prepared as part of the 2008 *Campustown Study* include:
  - Reflects a higher density of overall redevelopment.
  - Proposes more retail development, which will increase the parking demand and hourly turnover rate for parking.
  - Includes grocery/convenience store development which is complementary to other campustown activities.
- The role that limited parking without the Intermodal Facility's Expansion will play on their assessment of the financial feasibility of redevelopment.
- The importance of the multi-modal connections provided as part of the Intermodal Facility to connect the commercial, office and grocery developments.

POST CONSTRUCTION PERIOD (LONG TERM)
NEW EMPLOYMENT BY QUARTER (2013 TO 2037)

Year	Quarter	New Employment		
		Direct	Indirect	TOTAL
2013	1	10	0	10
	2	12	2	14
	3	13	4	17
	4	15	6	21
2014	1	18	10	28
	2	21	13	34
	3	24	16	40
	4	28	19	47
2015	1	29	24	53
	2	35	30	65
	3	40	36	76
	4	45	41	86
2016	1	49	46	95
	2	61	51	112
	3	73	56	129
	4	86	61	147
2017	1	113	66	179
	2	140	88	228
	3	166	110	276
	4	192	132	324
2018 and Beyond Quarterly Employment		**192**	**118**	**324**

Redevelopment concepts outlined in the 2008 *Campustown Study* and proposed to date as part of LANE4's 2010 master developer concept provide for a variety of jobs. Based on information available from the various sources, jobs provided by the redevelopment of Campustown, which is contingent at least in part on the parking and foot traffic generated by the Intermodal facility, have been divided into the following:

- Higher income professional jobs: Examples may be investment and financial services with typical Central Iowa annual salaries of $71,000.
- Moderate income profession jobs such as scientific research, reflecting average wages of $50,000 each year.
- Low to moderate income jobs (such as business services) with an annual average salary of $37,900.

The proportioned increment of employment from the 2009 estimates, both directly and indirectly associated with the expansion element of the Intermodal facility being in place, are outlined on the table above:

- Direct employment: 192 new employees
- Indirect employment: 118 new employees

These direct and indirect increases represent a 0.7 percent increase in Story County employment. Approximately 107 of these additional jobs will be part-time work in the retail, wholesale and service areas. Having such a large influx of part-time jobs across the street from Iowa State University's campus will be a tremendous boost for college students seeking employment of this type to support their college education. Through a University survey, it was found that 53 percent of students work part-time in support of their studies. While these jobs will not be high-paying, the flexible hours and opportunities for shorter work days (associated with part time work) will help lead to

their ability to attend Iowa State University and for higher-paying careers as these students graduate and enter full-time employment. The table on the previous page identifies new long-term employment by quarter through 2017 associated with construction and redevelopment of Campustown that is facilitated by the Intermodal facility.

The breakdown of long-term job creation by sector, associated with indirect expansion and improvements in property in the vicinity of the Intermodal Facility, is shown in the table below.

EVALUATION OF EXPECTED PROJECT COSTS AND BENEFITS

By providing the much needed parking that can be shared by Campustown businesses (present and future), the Intermodal Facility is forecasted to increase the value and productivity of the adjacent area. Without the project, defined as the Base Condition, it is very likely that the distressed conditions currently experienced in the area will continue to worsen resulting in further degradation of the already fragile economic condition.

LONG TERM ECONOMIC IMPACT OF INTERMODAL EXPANSION ON CAMPUSTOWN REDEVELOPMENT

Sectors	Total Sales	Labor Income	Value-Added	New Jobs
Agriculture	$33,353	$3,033	$13,772	0.3
Transportation and Utilities	$391,547	$122,295	$523,068	2.3
Construction	$336,727	$143,333	$167,972	3.4
Manufacturing	$543,230	$128,747	$159,692	2.5
Wholesale and Retail Trade	$1,410,623	$554,137	$880,354	22.0
Business Services	$15,028,176	$6,952,515	$7,607,618	159.5
Finance, Insurance and Real Estate	$14,388,671	$5,155,099	$6,497,994	87.0
Other Services	$2,117,311	$695,097	$965,262	44.5
Government	$368,491	$171,648	$205,754	2.3
TOTAL	**$34,618,129**	**$13,925,904**	**$17,021,486**	**323.8**

Source: IMPLAN Model for Story County, Iowa

As the cost of providing parking will be high from either a land area (approximately 3 acres is needed to accommodate the parking demand in surface lots) or cost perspective (over $20 million for the 400 to 500 spaces needed in Campustown alone), it is highly unlikely that much, if any of the redevelopment would occur without gaining outside assistance for a parking structure. The project, by providing the key ingredient of parking and supplemental ingredients that bring more people to the area, has the potential to induce real estate investment that will provide a benefit to the area, the region, the state and the nation. For this analysis, it has been concluded that the reported value added economic benefit will represent the net results of the benefits and costs. Discounting the net positive return on investment for a period of 25 years and dividing the result by the costs of the facility and redevelopment construction, generates the benefit-cost ratio.

The benefits, and costs, have been measured, netted out and quantified as value-added in the economy. The value-added analysis has taken into account the local labor market and how the Ames market can be altered by the investment into the Intermodal facility. The economic potential presented for the short-term and long-term periods has been converted into an estimate of the return on investment or benefit-cost analysis. As directed in the TIGER instructional information, the return on investment analyses assumed discount rates reflective of:

- An assumed average expected return on private capital: 7 percent per year.
- An estimate of the social rate of time preference: 3 percent per year.

Using the grant-specified discount rates and projecting the value that can be added in creating 324 new jobs/adding approximately $17.0 million per year to the local and regional economy, results in a rate of return on the $13 million dollar TIGER II public sector investment of approximately 6.5 to 1. Expressed as dollars brought into the economy the $13 million public sector investment combined with the $15.8 million private sector investment into

Campustown, results in $147 million dollars in benefits to the region, at the seven percent discount rate. The net benefit-cost analysis stream results illustrate these figures over a 25-year period.

QUALITY OF JOBS

As indicated on the previous page under the long-term benefits, the presence of the Intermodal Facility with its supply of parking for Campustown would support the area's redevelopment. About 200 of the jobs anticipated to be part of this redevelopment would be professional occupations with annual salaries of between about $40,000 and $71,000 with the other portion highly-coveted part-time jobs for college students.

INDUCED LONG TERM ECONOMIC IMPACTS

This section of the grant discusses long term indirect economic impacts of the proposed Intermodal Facility.

COLLATERAL BENEFITS

The planned Intermodal Facility will foster numerous improvements to the transportation flow within Ames and between Ames and other cities resulting in improve quality of life in general. These will also have associated economic rewards that are more difficult to quantify, but merit mention.

1) Bike and pedestrian paths: The planned Intermodal Facility has an added objective of creating a link among Iowa State University, Campustown, the Arboretum, and the existing bike/walking path along College Creek. The Arboretum is a European-style public green space for the public and ISU's athletic programs that is otherwise underutilized because there is no link with the ISU campus. In renovating Campustown and building the Intermodal Facility, plans call for extending the existing bike/walking path through the Arboretum, along College Creek, and through Campustown to the Campus. The resulting path would allow individuals to commute to Campus by bicycle from the outskirts of West Ames with only four road crossings, a distance of about 2.5 miles. It will also provide a green walkway that connects the Campus to the Arboretum in what is certain to become a heavily used accessible path for commuters, joggers and walkers.

2) College Creek upgrades: College Creek exits the Arboretum, but is channeled down an overgrown ravine for a block before being buried in a storm sewer under Campustown. It reemerges on campus as a beautiful lake that feeds a small clear stream that meanders through campus. Options in the Campustown Study re-open the channel through Campustown and provide for pedestrian/bike facilities. As this project will aid in advancing the redevelopment opportunity it will also support the opportunity to upgrade the banks of the creek. The College Creek Restoration Study currently being examined by the City of Ames and Iowa State University would support the development of the Intermodal Facility through enhanced livability.

3) Vanpool systems and inter-metro commuting: Census figures estimate that almost 20% of Story County residents now work in Polk County while almost 10% of Ames employees live in Polk County. There is a large pool of commuters going each direction between Ames and Des Moines. The Intermodal Facility provides a location for Park and Ride van services from Ames to Des Moines, and it provides the terminus of vanpools from Des Moines to Ames. With roughly 22% of all jobs in Story County located on the Iowa State campus, the Intermodal Facility is the perfect terminus for commuters wishing to use group commuting services from Des Moines.

4) Intercity Carrier System: The intercity carriers who would use the facility are excited about the possibility of the Intermodal Facility and have stated that they would expect to see a 10 to 20 percent increase in ridership with a permanent, Campustown location.

SUMMARY OF ECONOMIC IMPACTS

The previous tables are condensed and summarized in the table on the next page. Considering long-term direct and indirect benefits, the Intermodal Facility is expected to annually generate about $34 million in long-term sales, $14 million in labor income and just over 300 jobs.

SUMMARY OF ECONOMIC BENEFITS

Factor	Total Sales	Labor	Jobs
Short Term Benefits			
Direct/Indirect Short Term	$17,238,300	$6,359,500	158
Long Term Benefits			
Direct/Indirect Long Term	$33,749,600	$13,690,900	310
Visitors and Conventions	$868,500	$235,000	14
Total Long Term Benefits	$34,618,100	$13,925,900	324
Intangible Benefits	*Moves some on campus parking to off campus*		
Quality Jobs	*High paying jobs as part of redevelopment*		
Collateral Benefits	*Bike/Ped connections, long distance commuters*		

Source of Benefits: IMPLAN Model for Story County, Iowa

LIVABILITY

The Intermodal Facility will significantly improve the quality of life and livability in Ames, Iowa by enhancing user mobility, accessibility for economically disadvantaged persons, senior citizens and persons with disabilities.

Specifically, these livability improvements made through the facility expansion includes:

- Addition of the public transit provider, CyRide, connecting individuals to/from motorized and non-motorized transportation modes allowing for convenient, linked connections in a "one-stop shop" type of facility. With over 9% of Ames residents taking public transit, this element is essential to the facility and community. Additionally, the visibility of this facility within the community will assist residents and visitors in knowing where and how to access all transportation services traveling throughout Ames and the region. Bringing CyRide to the project adds value to the facility that can be sustained operationally through the parking revenues promoting a healthy, safe and walkable neighborhood.
- Addition of a linked bicycle/pedestrian path through Iowa State University's scenic Arboretum and Intermodal Facility site adjacent to a creek, in turn connecting with the fast growing, west side of Ames and Iowa State University's central campus will allow for a relaxing, enjoyable commute or recreational use.
- Catalyst to revitalize a blighted commercial Campustown Business District and bring new life and services to Ames residents and visitors through a mixture of grocery, retail, office and educational facility.
- Urban fringe parking on Iowa State University's campus, prioritizing academic and research facility construction within central campus and support services such as parking on the fringe making the campus a more livable, walkable university.
- The Intermodal Facility is a result of more than 6 years of community planning through numerous studies – Coordinated Human Service/Transportation Plan, Transportation Improvement Plan, Long Range Transportation Plan, ITS Architecture, 2005 Campus Parking Supply and Demand Feasibility Study, 2005 Intermodal Transportation Center Study, and the 2008 Campustown Study.

Each of these aspects enhances the livability of Ames, but together it creates a unique American community that focuses on walking, bicycling and transit options as opposed to the automobile.

SUSTAINABILITY

The Intermodal Facility will improve sustainability through six aspects of the project as detailed below with more in-depth emission and fuel savings calculations provided under the Sustainability Calculations link:

- **Hybrid Buses** - CyRide currently operates diesel buses with an average fleet age of 12.4 years, an average of 5 years higher than the national fleet age. Some vehicles currently in operation were manufactured in 1973 and emit millions more tons of CO_{2e} into the air each year than their hybrid counterparts. The facility's circulator route, operating in a low-density residential neighborhood, makes the hybrid bus application a great sustainable solution in an urban environment. The **annual** savings in operating hybrid buses over diesel buses would be 3,062 fewer gallons of diesel used and 29.6 less tons of CO_{2e} emitted.
- **LEED Gold Facility** - The Intermodal Facility Expansion LEED design standard is detailed in the "Project Description" section of this grant – pg. 6. Buildings built to LEED certification standards outperform conventionally-constructed buildings on a variety of metrics. Compared to the national baseline, a LEED-Gold building can be expected to use 44 percent less energy, have a 34 percent reduction in CO2 emissions and cost 13 percent less per gross square foot in maintenance costs. In addition, the site will experience significant improvements in storm water runoff volume and water quality. On average, there will be a 30% reduction in the rate of storm water runoff and 90 percent of storm water runoff will be treated to remove 80 percent of the total suspended solids and 40 percent of total phosphorous, compared to conventional development.
- **Bicycle/Pedestrian Connections** – The Intermodal Facility will encourage commuting by bicycle and walking as a result of the shower and bike locker facilities incorporated into the facility. In addition, 12 more bike lockers will be included in the expansion, therefore, taking 24 cars off of Ames road network, assuming a conservative locker turnover of twice a day. This aspect of the facility will reduce 48,960 vehicles miles, 1,780.4 gallons of gasoline and 16.5 less tons CO_2e per year.
- **Circling for A Parking Space** - Currently, individuals driving to the Campustown Business District find it difficult to secure an open parking space on the street. It is filled with student parking, lucky business patrons or individuals that come early. This creates circling of the block numerous times before either giving up or finding an open space. The initial Intermodal project will only add 121 more spaces that are not dedicated to existing parkers and transit users. By constructing the Intermodal Facility Expansion, the amount of "circling" will be dramatically reduced in constructing 339 spaces not currently dedicated to a group of users and available for Campustown patrons. The reduction in gallons of gasoline and emissions is 663.9 gallons and 6.1 less tons CO_2e each year.
- **Vanpool/Carpool Parking Expansion** - The facility's expansion will increase parking for vanpool/carpool uses by an additional 20 spaces. This is a program not heavily promoted within the Ames community as there is not a formalized parking coordination effort. Currently, vanpools/carpools park in abandoned lots to travel outside of Ames; however, requests continually are taken for a formalized program within the Ames community. With the new facility, this promotion could be accomplished as commuters traveling from outside Ames could park at the Intermodal facility. This expansion of parking spaces for van/carpooling programs will reduce 2,601,000 vehicle miles, 94,582 gallons of gasoline and 876.1 tons CO_2e each year.
- **Connected Transportation Modes** – By co-locating all transit vehicles open to the general public in one location, and providing a connection via CyRide (public transit provider) it is estimated that 13,435.3 fewer gallons of gasoline will be used each year, which results in 123.8 less tons CO_2e emissions annually.

TOTAL ESTIMATED SUSTAINABILITY

Sustainability Measure	Savings
Vehicle Miles Traveled	3,035,721
Fuel (gallons)	113,524
CO_2e Emissions (tons)	1,052
Dollars Saved Annually - Fuel savings and CO_2e emission reductions) (See Sustainability Calculations)	$338,598

SAFETY

Ames enjoys a significantly higher number of commuters using CyRide's public transit system as detailed in the "Intermodal Facility Purpose and Urban Challenges Addressed" section of this grant, as well as, individuals currently walking or biking throughout the community. A positive result of this inclination toward alternative modes of transportation within the community is a lower level of traffic accidents, which are trending downward as CyRide's ridership dramatically increases to record levels. This is also reflected in CyRide's nationally-recognized, award winning safety record. By integrating a CyRide circulator into the facility, this will provide seamless non-vehicular access to the alternative transportation modes already housed within the facility. Furthermore, CyRide has immediate radio access to the City of Ames Police Department as situations occur throughout the community and at the Intermodal facility. This safety presence is especially important since ISU's Department of Public Safety was removed as a element from the original TIGER application, but safe transportation connections and reduced congestion/accidents can both be accomplished with this facility expansion. Including CyRide as a transportation mode within the facility would establish a continual safety presence since CyRide is a safe haven to anyone in the community.

The construction of the Intermodal Facility is believed to reinforce this non-auto orientation by providing facilities that will further encourage transit, bicycles and walking; however, the community was unable to quantify the Intermodal Facility's contribution to this continued low traffic accident rate.

PRIMARY SELECTION CRITERIA SUMMARY

- **Economically enhanced community – through the creation of 158 short *and* 324 long-term, quality jobs in an economically distressed business district.**
- **Livable community – through a connected transportation system, shared parking usage in the Intermodal Facility requiring fewer parking spaces, connected bike/pedestrian paths and trailheads.**
- **Sustainable community – through a connected transportation system utilizing fewer natural resources, a building expansion designed to LEED standards and enhanced bicycle/pedestrian connections making daily commuting by alternative modes more attractive.**

INTERMODAL FACILITY - RELATIVE TO PRIMARY SELECTION CRITERIA

INNOVATION

CyRide will utilize a portion of the TIGER II grant ($1.36 million) to purchase and install an Automatic Vehicle Location (AVL) system on its vehicles, combined with NextBus technology. This technology utilized within the Intermodal Facility and transfer/shelter locations will provide an innovative solution to information dissemination. The technology system will be incorporated into CyRide's website allowing its riders and its transportation partners to access information about the transit circulator's schedule adherence and allowing for timed connections to the intercity, regional public and private carriers. Real-time information will allow CyRide riders to easily utilize its services and connections to other modes of transportation providing an incentive to leave their cars and use public transportation options available at the Intermodal Facility. It will create an atmosphere in the business district where students and residents want to be. The AVL system can provide one additional component of a "connected" vibrant and revitalized Ames activity center.

PARTNERSHIP

The level of collaboration and partnership in the Ames community around the Intermodal Facility has been extensive. Overall, approximately 21 letters of support are provided by: Iowa's Senators, the three project partners, stakeholders such as the Campustown businesses, transportation providers that will be housed in the facility including the HIRTA, regional public operator serving elderly and disabled persons in Story County and lastly community supporters including Iowa State University's student government, human service agencies, Iowa DOT,

Story County Board of Supervisors, Ames Chamber of Commerce, etc. This substantial support demonstrates the groundswell of excitement generated by the Intermodal Facility Expansion project.

This support is further demonstrated by the financial commitments made by Iowa State University ($2,200,000), the City of Ames ($175,000), and CyRide ($204,000). Providing over $2.58 million dollars locally from a community of 56,000 in population demonstrates the community and state's commitment to making this Intermodal Facility Expansion a success under the grant, as well as for the long-term impact of the community. While this is a large financial commitment for the community, the Intermodal Facility Expansion and Campustown Redevelopment will not be possible without TIGER II grant funding. The community cannot afford to support both the parking and the campustown development within these difficult economic times.

A third aspect of the partnerships and collaboration created in Ames for this project is the progressive work on redeveloping the site by the community partners. LANE4 was selected in May 2010 to develop a master plan for the campustown area and create a more livable community throughout the area. The City of Ames, Iowa State University and ISU's Government of Student Body all partnered to engage this developer and strengthen campustown through redevelopment. Without the 339 structured parking spaces, LANE4 will need to accommodate surface parking within Campustown and, therefore, take up valuable real-estate that could be utilized for building generating economic returns. The community partners are hopeful that TIGER II funding can help realize the full community vision.

A fourth and final aspect of the partnerships and collaboration created in Ames for this project, is the attendance at the three public meetings held on the Intermodal Phase I and Intermodal Expansion project as well as the number of requests for presentations to organizations within the community over the past year. These were as follows:

- Three public meetings – Over 107 people attended providing comments in support of the project
- Presentations at:
  - Ames City Council
  - CyRide Board of Trustees
  - Iowa State University Senior Management (including the University President)
  - Story County Board of Supervisors
  - Government of the Student Body
  - Graduate and Professional Students Senate
  - City of Ames Historical Commission
  - South Campus Area Neighborhood Association
  - Campustown Businesses

FEDERAL WAGE RATE REQUIREMENTS

The Federal Wage Rate Certification requirement is provided as a link.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) APPROVAL

CyRide received NEPA approval for the Ames Intermodal Facility site on March 29, 2010 which remains in effect for a five-year period. This approval denotes any permits or actions needed by other agencies as required. This approval was based upon the full proposed Intermodal Transportation Facility uses defined on the project description within the documented categorical exclusion on file with the Federal Transit Administration as originally conceptualized.