TIGER Discretionary Grant Application

AMES INTERMODAL TRANSPORTATION FACILITY PHASE II

CyRide

IOWA STATE UNIVERSITY

March 2012

Providing 324 long term /158 short term jobs and connecting all forms of transportation within an urban area, region and nation

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TABLE OF CONTENTS

EXECUTIVE SUMMARY

The Ames Intermodal Facility Phase II Executive Summary is divided into a brief explanation of the project, the project's assets as it relates to the TIGER grant's primary and secondary criteria, project readiness and a discussion of the vision/impact that a 2012 TIGER award could have on the community of Ames, Iowa.

PROJECT SUMMARY

The Ames Intermodal Facility Phase II meets all of the criteria for the TIGER discretionary program enabling a small community committed to alternative transportation and a sustainable lifestyle to impact the region and nation. The Ames Intermodal Facility Phase II project, requesting **$10 million in 2012 TIGER funding**, will provide the bulk of the economic benefits to the community/region/nation and complete the essential transportation links (detailed below) with the community between bike, bus, walking and cars. Specifically, the project will provide:

1. **Alternative Transportation Links** (Public Transit & Additional Vanpool/Carpool Parking) – CyRide will be able to operate service as a result of the revenues generated by the additional Phase II parking spaces, allowing parking to fund transit operations connecting this facility to the community. Additionally, 20 van/carpool parking spaces will be added increasing the total to 40 free spaces for the both phases of the facility.
2. **Bicycle/Pedestrian Path Link** – The Phase I project allows for an extension of the bicycle/pedestrian path from the facility site through the adjacent Iowa State University Arboretum, connecting to existing paths in Ames. In addition, 12 more bike lockers will be added.
3. **Pedestrian/Sidewalk Link** – A new pedestrian corridor will be developed linking two new highly utilized recreational complexes, located within 2 blocks, with the Intermodal Facilities' parking and transportation services.
4. **Parking and Supportive Infrastructure for the Revitalized Campustown Business District** – Expansion of parking through a new, separate and distinct, but coordinated 339 space parking structure situated just west of the original TIGER I ramp, along with the addition of one more deck on the Phase I structure. Improvements to the surrounding street and signal infrastructure to accommodate this more intensive land use.

PRIMARY EVALUATION CRITERIA SUMMARY

The Ames Intermodal Facility Phase II project addresses the primary evaluation criteria as follows:

1. **State of Good Repair** – This project improves the condition of transportation by conveniently co-locating and coordinating the transportation systems offered in Ames. While Inter-city bus carriers will be relocated to the facility in Phase I, there is no connection from the facility to disperse its users throughout the community without adding CyRide (public transit) to the project. Phase II will provide the ability to add a CyRide route between the facility and central Iowa State University campus. In addition, vanpools are scattered throughout the community where free transportation can be found. Phase II will allow an additional 20 free spaces for vanpools/carpools within the facility designed as the transportation focal point for the community. Finally, the extension of the bike path from the facility provides a missing link to a path in west Ames and a pedestrian link to major recreational facilities. Each of these components allows for the improvement of the transportation system as a whole, allowing for all modes of travel throughout the community, region and nation. The coordination of these transportation elements in a better and higher use of a previous surface parking lot provides a significant improvement to the transportation infrastructure within Ames.

2. **Economic Competitiveness** – Based on an economic model used in Iowa called IMPLAN, the Phase II project provides even greater benefits than the first phase. The Phase II project calculates a total direct and indirect, medium to long range benefit of 324 additional jobs adding a value of over $147 million in new economic benefit to the Central Iowa community and Middle America over a 25 year period. The return on investment is estimated at 6.7 to 1 at a 7% discount rate.

3. **Livability** – There are several livability improvements - the increased connectivity between transit modes; between the nearby recreational facilities where patrons can park at the facility and walk to the events; the connections made in the bike path to allow for travel from West Ames, through the facility to campus and other areas of Ames. Together these improvements increase the livability of Ames residents, the many visitors to the university community and for Iowa residents.

4. **Environmental Sustainability** – The project's reduction of vehicle miles traveled, fuel usage and CO_2e emissions is respectively calculated as follows: 3 million miles, 113,000 gallons of fuel and 1,049 tons of emissions. This equates to an annual dollar savings of $412,080. This is accomplished through the operation of a hybrid bus using less fuel and lowing emissions, design of the facility to LEED Gold standards, benefits of bicycle and pedestrian connections, reduction of circling to find a parking space, the increase in vanpool/carpool usage due to free parking availability at the facility and the connection of transit modes at the facility.

5. **Safety** – The main emphasis of this structure is not on safety as this is not a significant issue in the small community of Ames; however, there is one ancillary safety benefit to the facility – reduction of accidents through fewer vehicles miles traveled due to its more convenient use of transit to make connections. With a 50% higher utilization of alternative transportation modes in Ames than Iowa (29.6% transit/walk/bike/carpool/vanpool in Ames vs. 15.4% in Iowa) this enhanced transportation coordination through the Phase II project will further increase non-vehicular travel with fewer accidents.

6. **Job Creation and Near-Term Economic Activity** – The Phase II project estimates that 157 construction jobs will be created in Central Iowa over the course of its 12-month construction. This will add $7.8 million dollars to the short-term economy in Central Iowa.

SECONDARY SELECTION CRITERIA

The Secondary Selection Criteria for the 2012 TIGER program addressed by the Ames Intermodal Facility Phase II project is as follows:

1. **Innovation** – The inclusion of real-time bus tracking technology (Automatic Vehicle Location equipment) at the terminal and at highly-used transfer locations throughout campus is an innovative use of this technology at a bus terminal where multiple types of transit patrons will be able to utilize the information and better plan their travel.

2. **Partnership** – The combined financial, planning and construction management resources of the City of Ames, Iowa State University and CyRide demonstrate the collaborative nature of this project. The partners have established a cooperative operating agreement and long-term land lease agreement for the project. With over 20 Letters of Support from Human Service Agencies, Businesses, Governments, university students and other agencies; the interest and partnerships created to move this project forward are strong. The numerous public meetings held on the Phase I and II projects, as well as, inclusion of new ideas by the public, (pocket park on the site and desire for Gold LEED certification) demonstrate the iterative process that was used to design the Phase II project.

PROJECT READINESS

The Ames community is poised to expeditiously move forward on the next and final phase of the Ames Intermodal Facility (Phase II) beginning in July 2012 immediately after the 2012 TIGER awards are announced. In June 2012, CyRide will be 100% complete with Phase I of the facility and open to the public, with a ribbon-cutting ceremony and speaker confirmations set for June 15, 2012 at 1:00 pm CST. As stated within the proposed project schedule on page 24, CyRide envisions the Phase II project can be obligated by September 2012, begin construction bidding by January 2013 and award construction by March 2013. **The Ames Intermodal Facility Phase II project would be constructed and open in March 2014.** CyRide staff has previously demonstrated its technical ability and commitment to the project by meeting all the required deadlines of the TIGER program within the TIGER I award. Furthermore, all planning and environmental approvals are complete for this project.

Ames Intermodal Facility Phase I
100% Complete by June 2012
Ribbon-Cutting Ceremony Confirmed: June 15, 2012

CONCLUSION

With a small community of 58,000, of which 30,000 are students attending Iowa State University, the tax base of 28,000 residents has struggled with connecting transportation modes in addition to redeveloping a vital business district at the same time, as each depends on the other for its success. The 2012 TIGER program would provide the community with vital resources that could not be obtained elsewhere to improve its transportation infrastructure, while at the same time providing the catalyst to allow significant redevelopment of an economically distressed but vital business district in the core of Middle America. With significant short and long-term economic benefits combined with completion of the transportation linkages, the Ames Intermodal Facility Phase II project meets and exceeds the requirements of the 2012 TIGER program.

I) 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, university 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	7		
Congressional Support Letters	1		
Additional Community Support Letters	10+		
Local Funds Invested	$2.6 million (21%)		
TIGER Request	$10.0 million (79%)		
Meets Econ. Distressed Area Definition per 42.U.S.C. 3161	YES		
BCR on One Time $10.0 Million Federal (25-Year Period)	3% Disc. Rate	7% Disc. Rate	
	$302 Million BCR = 10.0:1	$147 Million BCR = 6.7:1	
Jobs Resulting from 2012 TIGER	Direct	Indirect	Total
Medium- to Long-Term	192	132	324
Short-Term	157	0	157
TOTAL	349	132	481
ANNUAL Added Income From One Time $10.3 Million Federal (Long-Term)	$17.0 Million		
Reduction in Annual CO_2e	1,049 Tons		
Reduction in Annual VMT	3,060,201		
Gallons of Fuel Saved/Year	113,287		

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 of the Iowa State University (ISU) and Ames communities. Both the university and city 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 and livability. Campustown is situated immediately south of the main campus for ISU and has traditionally been the initial gateway to Ames for students and parents.

INTERMODAL FACILITY PHASE II RENDERING: THE AMES COMMUNITY'S COMPLETED VISION

Presently, Campustown is in a period of transition that is characterized by a struggle to retain reasonable vacancy rates, the downturn in business income leading to less than desirable maintenance to buildings and transportation infrastructure, and maintaining diversity of businesses. 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 underway to redevelop and revitalize Campustown with discussions with potential development firms. 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 through this application.

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 concept also supported four of six main goals from the *Long Range*

Transportation Plan (pg. 2-2) to "Develop a Safe and Connected Multi-modal Network" (Goal#1), "Foster Livability, Quality of Life and Sustainable Development" (Goal #2), "Supporting Area Economic Opportunities (Goal#4) and "Maximize the Benefits of Transportation Investments to Provide Efficient Transportation Service" (Goal #5). 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 this coordinated community vision is TIGER I and is hoped that this 2012 TIGER Discretionary grant 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 the new 2012 TIGER Discretionary Grant program that can make a major impact on the community, region and nation.

INTERMODAL FACILITY PHASE I/II NEXUS

While the Intermodal Facility vision/concept grew within the community through a massive, coordinated planning effort, its funding has proven to be a challenge. The community was one of the fortunate recipients of TIGER I funding at 20% of its requested funding ($8.463 million), requiring a scaled-back version of the facility.

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 that time 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 estimated 750 parking spaces in the original application would have generated sufficient revenue to pay for the circulator's cost. When only 385 spaces could be included in the first phase project, there was not sufficient revenue to support the circulator system as indicated in the table below noting the estimated $103,736 deficit. It was later determined through the redesign of Phase I and II that a parking facility of 633 total spaces would allow sufficient revenues for the transit operation of a circulator as denoted below. A detailed *20-year revenue/expense spreadsheet* was completed to ensure long-term financial viability of the Intermodal Phase I and II projects.

Intermodal Facility Revenues & Expenses Covering Circulator Route Expenses	Revenue	Expenses	Surplus/ (Deficit)
TIGER I Intermodal Phase I **385** parking spaces	$158,058	$131,794	$26,264
CyRide 20 Minute Circulator	$0	$130,000	$(130,000)
TIGER I Subtotal	**$158,058**	**$261,794**	**$(103,736)**
FY2012 TIGER Intermodal Phase II **633** parking spaces total	$349,689	$196,337	$153,353
CyRide 20-Minute Circulator	$0	$130,000	$(130,000)
TIGER II Subtotal	**$349,689**	**$326,337**	**$23,353**

It is critical that the facility include both the first and second phases adding the additional parking component to the project, 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 PHASE II COMPONENTS

The following four major linkages are included in the Phase II project and will dramatically improve the positive impact and livability that the facility will bring to this small urban community in central Iowa:

1. **Transportation Links** – Inclusion of CyRide (local public transit provider) 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 **vanpools/carpools** would be added as originally conceptualized totaling **40 free spaces** for this use in the facility.

2. **Bicycle/Pedestrian Path Link** – Extension of the bicycle/pedestrian path from the facility site through the adjacent Iowa State University Arboretum, connecting to existing paths. This will allow a major east-west connection through Ames from a high-residential area in west Ames to ISU campus. Funding under the TIGER I grant allowed for only a small section to be constructed on the Intermodal site itself, leaving the east-west connection still unlinked. This TIGER Discretionary program request would allow for a full connection to the highly dense West Ames community and beyond to regional trails. To compliment this connection, **12 more bike lockers** will be added to expand this important usage at the facility. Also, to enhance the bike/pedestrian experience within the Intermodal Facility site, the creek meandering through the north section of the site, adjacent to the path, would be cleaned up, stabilized and beautified to make for an enjoyable alternative transportation experience.

3. **Pedestrian/Sidewalk Link** –Within several blocks of the Phase I Ames Intermodal facility, are two major recreational facilities currently being constructed to the north and south. Both are scheduled for completion in 2012, allowing a new pedestrian corridor to be developed as part of this project linking these two complexes with the Intermodal Facilities' parking and transportation services. These multi-million dollar projects are a result of the availability of transportation services and parking in the corridor funded with the TIGER I program.

4. **Parking and Supportive Infrastructure for the Revitalized Campustown Business District** – Expansion of parking through a new, separate and distinct, but coordinated 339 space parking structure situated just west of the original TIGER I ramp, along with the addition of one more deck on the Phase I structure, will accommodate the full need for intensified redevelopment of mixed-uses within the Campustown business district and recreational complexes. The revenue from the additional parking will support the CyRide circulator route component. 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 Phase II 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 Phase II components of the Ames Intermodal Facility will 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 Phase I project, which will be completed prior to award of 2012 TIGER funding in June 2012, will provide Ames residents and visitors the connection to the nation and region on private intercity bus carriers and HIRTA, the regional Paratransit carrier serving Story County, and within the Ames community. Therefore, this second phase of the project, requests TIGER program dollars, to fund the following to make the final transit connections:

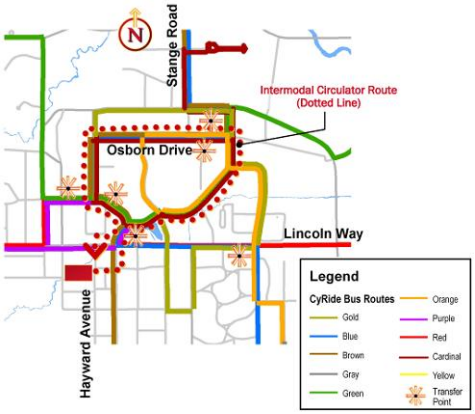
CYRIDE WAITING AREA: HYBRID BUSES, CANOPY, AVL/NEXTBUS TECHNOLOGY

- Two transit bays with overhead canopy for CyRide customers to board vehicles in comfort from the often harsh Midwestern climate.
- One 40-foot hybrid-electric bus to be operated by CyRide to/from the facility, which will lower the overall emissions while providing connected service to the region.
- Automatic Vehicle Location (AVL) System Signage - Three signs (one at the facility's terminal building and two at major transfer points on campus for community/campus connections) would allow for user-friendly signage for all individuals to know, in real-time, the arrival time of the next bus at these key system bus stops.

The core system would be purchased with 100% local dollars through the Government of the Student Body's commitment of student fee dollars and is generally described below:

- Core bus AVL system: Software program to be used by dispatchers for operations management that periodically receives real-time updates on fleet vehicle locations.
- Management and passenger information features: These would include schedule adherence monitoring, onboard mobile data terminals, text messaging, possible automatic passenger counting as well as real-time passenger information using message signs, website and PDA's such as Blackberry's and iPhone's.

- A circulator route, diagramed below, 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 one hybrid bus (purchased as part of this project) equipped with Automatic Vehicle Location (AVL) equipment. The new circulator route would operate service with 20-minute headways during the day. CyRide has spare buses within their existing fleet to accommodate this route when the new hybrid vehicle needs periodic maintenance as outlined within their *Vehicle Maintenance Plan*. Overall, the Intermodal Phase II project requesting TIGER funds substantially enhances the livability of the facility by allowing direct connections at the facility between the national, regional and local transit providers and the greater Ames community.

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's second phase, residents, students and visitors will be able to ride their bike to this facility from locations throughout Ames, park their bike in a safe, weather-protected locker, use the facility's showers/locker room and take CyRide into campus or 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.

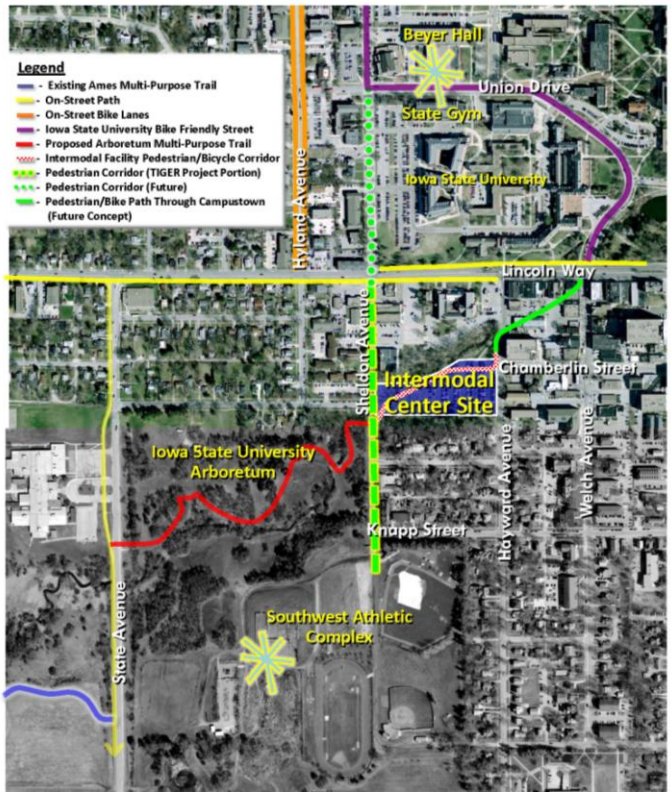
Specifically, the second phase of the facility would extend the bike path constructed under phase I (red/white dotted line on the map on the following page), west in Phase II through the Iowa State University (ISU) Arboretum (red line) linking to an existing bike path to the west connecting up with a major private student/community housing area. This aspect of the project adds enhanced livability within the community providing access to a high-density residential area in West Ames. Additionally, the pedestrian corridor between two major recreational facilities connecting the second phase of the Intermodal Facility is also illustrated on the map on the following page (green dashes). To serve this portion of the facility, the following phase II criterion includes:

- A 2,050 foot shared-use bike and pedestrian path through the ISU Arboretum. This path was one of the transportation elements removed to meet the smaller TIGER I budget.
- A 1,270 foot pedestrian corridor along Sheldon Avenue, 6' wide between Knapp Street and Lincoln Way. It would be located on the west side of the site connecting the Phase II Intermodal Facility with the two recreational facilities, providing a walkable corridor.
- Emphasized pedestrian/bicyclist street crossings at Sheldon Avenue and Hayward Avenue.
- Additional 12 bike lockers allowing bike/pedestrian commuters convenient access to a locker room that include showers/restrooms already contained in the Phase I project.

Following the initial Phase I project, the bike/pedestrian link will remain unlinked without this final segment

through the ISU Arboretum contained in Phase II of the project, thereby discouraging the use of bicycle/pedestrian usage. Currently, 13% of the Ames community commutes via bicycles to work (See Mode to Work; pg. 10) and these additional connections would strengthen this 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.

Further north-south connections would be made to two recreational complexes. The first complex is a $46 million dollar renovation/expansion of the State Gym/Beyer Hall recreational facilities opened in January 2012. The second is the expansion/renovation of the Southwest Athletic Facility that will contain softball, baseball, two rugby and a paint ball field to be completed fall 2012 that attracts fans from around the nation as well as serving the Iowa Games, which encourages participation from every resident in the State of Iowa. The Iowa Games attract over 15,000 weekend athletes, school children and senior citizens to a statewide Olympic-style competition. Convenient transit and parking options that connect the Intermodal facility and the larger recreational complex will provide a regionally and nationally significant transportation component to the overall project for which the Intermodal Facility's Phase II project provides the critical parking/transit link. The **pedestrian corridor linking these two recreational complexes** traverses the west side of the proposed Intermodal Facility's Phase II project, where parking and transportation services will be critical to accessing these community assets making Ames a more livable, small urban center. This component of the project will increase utilization of the facility during non-traditional times, improving its efficiency, generating additional revenue for transit and enhancing the community and providing regional/national benefits of the program.



BIKE PATH CONNECTIONS AS PART OF TIGER GRANT

PARKING FACILITY COMPONENTS

The Ames Intermodal Facility Phase I and II, combined, provide parking for the following four purposes:

1. Replacement of displaced surface parking on the original parking lot site.
2. Additional parking for Campustown Business District's Redevelopment and regional recreational facilities.
3. Parking for the transit park-n-ride, vanpool/carpool and bicycle/pedestrian users.
4. Additional parking to aid in relieving congested conditions on Iowa State University's campus.

While the first and second phase projects together are designed to meet these needs, the parking purposes in red specifically reflect the Phase II project purposes proposed for construction as part of the 2012 TIGER Discretionary program. These two purposes, the redevelopment of Campustown/recreational facilities 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, recreation and possibly hotel business resulting from the initial and this secondary investment of the TIGER program.

The Phase II project would build a second parking structure next to and attached to the existing Phase I structure and an additional deck on the Phase I TIGER project. Discussions are currently taking place with potential

Campustown Developers regarding the redevelopment portion of the project. This Phase II concept demonstrates the commitment that the partners have to the Campustown site and livability components of a project as a critical piece of multimodal transportation infrastructure.

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 2012 TIGER 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 to the right. The variations in the peaking characteristics allow for a facility with 633 total spaces (294 Phase I omitting surface parking spaces and 339 in Phase II) to accommodate this larger demand. However, without the 339 spaces constructed as part of the Phase II project, parking will be under-developed and the livability and attractiveness of the area for commercial development will be compromised. The preliminary parking distribution of this Phase II project by function is displayed in the table to the right. For a comparison of Phase I and II parking uses, see the *Appendix* explaining differences between the two projects.

CAMPUSTOWN/ISU AREA PARKING SHORTAGE NEED

Partner Need/Activity Addressed	Parking 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 (apt. and single-family residential)	50
TOTAL	**1,091**

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

ROADWAY INFRASTRUCTURE IMPROVEMENTS

In developing the Phase II 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 are proposed as part of the Phase II project:

- **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** – This would 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 the Phase I project and not part of the Phase II project budget, but will be coordinated with its construction to provide the timing needed to support the Intermodal Facility Phase II project.

FACILITY SUSTAINABILITY FEATURES

The proposed project is the second phase 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 Phase II project will be to address, and enhance, the following elements:

- **Bicycle and pedestrian access to storage and shower areas.** The second phase will include additional lockers located proximate to the locker room areas provided in the project currently under construction.
- **Energy efficiency of the stair and elevator towers.** As these are the only enclosed areas of Phase II, they need to be the focus of where energy efficiency and use effectiveness is maximized. Efficiency was 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 will be low-emitting of volatile organic compounds (VOC) or off-gases that are not 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 detailed in the Sustainability section of this application.
- **The LEED checklist** was used in developing the first and second phases of the project. The summary on the right shows "probable" and "possible" points for each environmental category for the Phase II project phase based on the preliminary engineering of this phase of the project. If calculated independent from the first phase, this analysis showed 53 "probable" points achievable for LEED Silver certification on the Phase II; 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.

PROJECT DESIGNED TO LEED GOLD

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**

FACILITY BUSINESS PLAN

The three partners have developed a *Business Plan (Operating Agreement)* and *land lease* agreements that address the ownership, continuing control and legal requirements of a DOT grant-funded project. Agreement among the parties on issues such as, land ownership, management of the facility, budgets, revenues and expenses are included in the two documents. A summary of the critical components of these documents are:

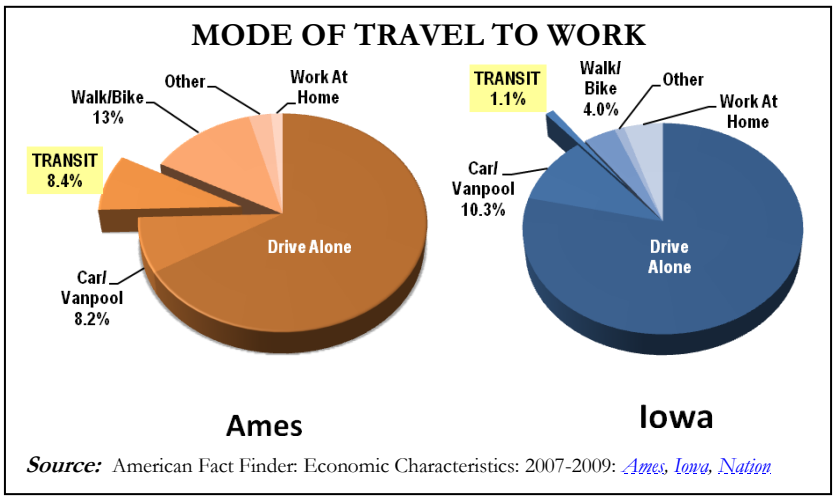
- Facility Ownership: The grantee, CyRide, as an agency of the City of Ames.
- Facility Management/Operations: The grantee, CyRide/City of Ames under an agreement with its project partner, Iowa State University, due to their extensive parking experience in the Ames community associated with university parking and ramp facilities.
- Land Ownership: The land has been donated as part of the local match funding by Iowa State University and a long term lease agreement (41 years, the estimated life of the facility) established between the University and CyRide/City of Ames.

As part of the Business Plan agreement, a *20-year 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 Phase I and II project.

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 Ames. The results of this assessment are documented below.

- **Transit Intensive Small Community** – In the past fiscal year, CyRide carried over 5.8 million passengers in a community of just over 58,000 in population. This calculates to a per capita annual ridership of 106 trips per person, rivaling large metropolitan areas like Chicago and Denver. The "Mode of Travel to Work" graph to the right documents the mode of travel split of other communities in Iowa compared to Ames. Ames residents utilize transit at 8.4% compared to 1.1% within Iowa. **Alternative transportation is a more preferred option within Ames as evidenced by 30% of the community car/vanpooling, walking, biking or taking transit** compared to 15% for Iowa and 18% in the nation. (See American Fact Finder: Economic Characteristics: 2007-2009: *Ames*, *Iowa*, *Nation*) With this transit intensive environment and preference for alternative transportation, comes real challenges for a small community and tax base. The *local community contributes more than 60%* 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 several years, the intercity carriers' depot has changed locations six 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.**



Source: American Fact Finder: Economic Characteristics: 2007-2009: *Ames*, *Iowa*, *Nation*

- **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 it is a blighted area that has a large Transit-Oriented Development potential to economically rebound. This blight

DETERIORATED CONDITION OF CAMPUSTOWN RETAIL SPACES


CAMPUSTOWN PARKING – TYPICAL CONDITION


ONE OF MANY VACANT CAMPUSTOWN RETAIL STORES

is evidenced by Census Tract #11 in Ames, Iowa where the Intermodal Facility is located having a lower per capital income of 80 percent or less of the national average, thereby meeting the definition of "Economically Distressed Area" as defined in 42 U.S.C 3161. Specifically, the per capita income for Census Tract #11 ($13,927) is 51.5% below the national average of $27,041. (See *Economically Distressed Calculations*.) The importance that the City Council (*City Council's #1 goal*) has placed on rejuvenation of Campustown and the community's 2008 *Campustown Study* demonstrates the collective desire and opportunity available. 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 on the previous page.

This physical deterioration has led to its economic downturn. Many vacant storefronts are the current reality which has led to the remaining store owners asking both the University and City for assistance. This desire for redevelopment is evidenced in the *Campustown Action Association letter of support*. The *Campustown Study*, 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 (see developer's assessment to the right). Without this parking, the economic viability of the redevelopment is not possible. **The challenge is for a small Iowa community of 58,000 to financially support the redevelopment effort *AND* the cost to develop a second phase to the parking/transportation facility that will propel the redevelopment forward in an economically distressed area of the community.**

*"…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

- **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 5 of this application). This section of Ames has experienced 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 connect 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 from nearby communities such as Boone, Nevada, Des Moines and Story City. As of the 2010 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. 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 through Phase II to provide an efficient means of collecting and distributing long distance commuters to/from the community.**

II) 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 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 36 years serving both the City of Ames and Iowa State University. Through a unique, three-party agreement among the City, 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 106 trips per capita and over 5.8 million annual rides in a community of 58,000, **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 Phase II as well as Phase I project and has the technical capacity to administer a TIGER grant. The transit system was awarded an $8.463 million TIGER I grant through the U.S. DOT. Under CyRide's leadership, **the Intermodal Facility's first phase will be completed on schedule and within budget in June 2012.** CyRide has also administered and completed grants totaling over $3.2 million in additional ARRA funds. CyRide administers an annual $10-20 million dollar operating and capital budget housed within the only public Gold LEED certified office building. The Transit Director, who would have overall responsibility for this grant, has been in the transit management field for 28 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 58,000 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 29,877 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 has entered 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 seven *LEED Buildings*.

  The three partners have a shared goal to make Ames a livable community as evidenced within the *Long Range Transportation Plan goals* (pg. 2-2). 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 2012 TIGER Intermodal Facility Phase II projects are other important examples of a livable community goal where the joint, established partnership among the three entities further enhances community connections. The Ames community deeply believes the Intermodal facility, built 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.

III) GRANT FUNDS AND SOURCES/USES OF PROJECT FUNDS

CyRide has developed a project budget for the Intermodal Facility with a 79% federal TIGER grant request and 21% match provided by a variety of local 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*	3.955	$2,100,000
Site Preparation	SF	3% of Const.		$180,000
Parking Structure	Space	$16,047	339	$5,440,000
Bus Road, 2 Bus Bays, Canopy	SF	$85	4,280	$365,000
Bike Lockers/Amenities		$2,750	12	$33,000
Bike/Pedestrian Path	Lineal Foot	$188	2,050	$386,000
Roadway Imp.- Signals	Each	$180,000	1	$180,000
Roadway Imp.- Street Imp.	Lineal Foot	$1,464	1,000	$1,464,250
Rolling Stock (1 Hybrid Bus)	Each	$600,000	1	$600,000
CyRide AVL/NextStop				$323,000
Equipment				$25,000
Design/Construction Mgt.				$1,135,000
Creek Landscape	Square Foot	$9.86	21,300	$210,000
Pedestrian Access (west side)	Lineal Foot	$90	1,270	$115,000
Grant/Project Administration	Payroll Hours	$50	1,000	$50,000
TOTAL				**$12,606,250**

LOCAL MATCH SOURCES*

Non-Federal Matching Funds	Description	Dollars	Percent
Land Value (Iowa State University) *Land Appraisal Documentation*	Site Acquisition	$2,100,000	
CyRide Capital Budget	CyRide buses local match	$102,000	
CyRide Operating Budget	Grant/Project Administration	$50,000	
City of Ames Capital Budget	Hayward Road Improvement	$22,125	
Iowa State University Gen. Fund	Hayward Road Improvement	$22,125	
Iowa State Univ. Govt. of the Student Body	CyRide AVL/NextStop	$305,000	
TOTAL Non-Federal Match		**$2,601,250**	**21%**
Budget Sources			
Non-Federal Match		**$2,601,250**	**21%**
Federal 2012 TIGER Request		**$10,005,000**	**79%**

* See *Partners Local Match Commitment letters/Resolutions*

IV) 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 of Phase II. The following sections provide documentation of the:

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

LONG TERM OUTCOMES ANTICIPATED

STATE OF GOOD REPAIR

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

- The project improves the efficiency and performance of the existing transportation infrastructure. This improvement will contribute to the revitalization of the local area, which is now "economically distressed" as documented by the per capita income of the surrounding area around the Intermodal Facility (census tract 11) of only 51.1% of the national average meeting the 80% or less requirement. (See *Economically Distressed Calculations*.) The area is also classified within the *New Market Tax Credit* program created by Congress to spur new or increased investments into projects located in low-income communities.
- 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.
- The streets, sidewalks and paths connecting the site to the remainder of the area transportation infrastructure.

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

INTERMODAL SITE

The Intermodal Facility greatly multiplies the efficiency of a surface parking lot by increasing its capacity, providing for inter-modal connections, and creating a non-motorized link between 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.

LOT 60 - ORIGINAL CONDITION

The Intermodal site, in its original condition as shown to the right, had a **single transportation use** as a 230 space surface parking lot for single-occupant vehicles assigned to ISU students who reside in nearby residence halls. The site originally did not provide any dedicated pedestrian and bicycle facilities linking the ISU Arboretum with the main campus or parking for shared-use vehicles. Finally, the site provided no parking to support local adjacent campustown businesses and does not link to other transportation modes.

The **Intermodal Phase I** project funded under TIGER I will provide 385 spaces to replace the 230 surface parking spaces allowing expansion of 155 total parking spaces. Fifty of those spaces are designated for transit purposes, thereby allowing only 105 additional spaces for other alternative shared uses or to stimulate campustown redevelopment. These 105 spaces do not address the 271 space need identified in the *Campustown Study* to produce all the multi-use expansion to the Campustown area as envisioned.

AMES INTERMODAL FACILITY PHASE I CONSTRUCTION ON 3-2-12

The **Intermodal Phase II 2012 TIGER** 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 633 parking spaces on a site originally only containing 230 spaces.** These additional spaces aggressively address the parking need of the community's priority Campustown redevelopment and additional growth of Iowa State University as well as the bike and pedestrian benefits previously discussed.

INTERMODAL PHASE I AND II CONCEPTUAL DRAWING

STREET ACCESS

The streets accessing the facility include Lincoln Way, Hayward and Sheldon Avenue. These streets are operating at a level-of-service "C" and "D", on a scale from "A" being most desirable and "F" the least desirable. 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 2012 TIGER Discretionary grant budget, but is part of another local project coordinated with this TIGER project. An additional new signal at Hayward/Chamberlain (included as part of the Phase II project) 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 5 – Maximize the Benefits of Transportation Investments to Provide Efficient Transportation Service*** *i. Preserve and maintain existing transportation infrastructure and enhance the transportation system to reduce congestion on major corridors.*[1]

[1] *Pages 2-2 of 2035 Ames Area MPO Long Range Transportation Plan.*

The Intermodal Facility addresses this goal by providing more efficient transportation services through the connection of numerous modes of existing transportation in Ames. This existing transportation structure is maintained and improved. Additionally, the Intermodal Facility Phase II is a key component of the approved LRTP's transit section and is contained in the Ames Area MPO's *FY2012 Transportation Improvement Program (TIP)* (Appendix A and pages 13-14), and in the *State of Iowa's STIP*.

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

CONTRIBUTION TO ECONOMIC REVITALIZATION

A substantial portion of the economic return requires the incremental increase in shared-use parking provided in Phase II of the Intermodal facility. Phase I of the facility is anticipated to support 104 new long term quality jobs, which is less than 1/3 of the jobs associated with the full redevelopment. The 248 additional spaces provided in Phase II are anticipated to support commercial redevelopment that would provide space for an additional 226 new quality jobs in the *economically distressed* area. All of the Phase II increment of parking would directly support redevelopment needs in the Campustown area. The net increase of 226 spaces is forecasted to result in a long-term economic return of over $150 million (at a 7% discount rate) or over $660,000 per parking space.

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 = (19,000 miles * $1.77/mile) + (2,870 hr. * $33.50/hr)		$130,000
TOTAL ANNUAL COSTS		**$276,387**

The opportunity for a substantial return on investment is supported by the desire to redevelop this area since the mid-1960s. Without being able to resolve the parking shortage, redevelopment has not occurred and lease rates stagnated over the past 10 years and have actually decreased in some instances. As has been discussed earlier, the rejuvenation of the Campustown area is part of the City of Ames and ISU's goals. Providing additional parking in the immediate area is a key facet to this rebirth. As will be shown later in this document, the parking and transit elements of the Phase II portion of the project will help generate approximately 324 new long-term jobs contributing approximately $14.2 million in annual labor income and $35.3 million in new sales.

OPTIMIZING LONG TERM COSTS

A key factor in maintaining the new facility in a State of Good Repair will be to implement a rigorous *asset management program*. CyRide, the facility's owner, prepares an investment-specific asset management program for each capital facility/asset that they manage. This is illustrated by the current *CyRide Facilities Maintenance Plan*. As part of final engineering on Phase I, a project-specific long-term maintenance and management plan is being prepared for the Intermodal Facility. If Phase II is funded under the 2012 TIGER Discretionary program, the new structures will be incorporated into this plan. 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 vehicle into its current *Vehicle Maintenance Plan* and; therefore,

adequately maintain this asset per federal requirements.

SUSTAINABLE FACILITY EXPENSES

Within the Business Plan document, parking rates have been estimated and will be agreed upon annually by a governing body. These rates will also be applied to the facility's Phase II project requesting 2012 TIGER Discretionary funding. These estimated revenues are summarized in the section "*Intermodal Facility Phase I/II Nexus*" and will fund the operating and maintenance expenses incurred on an annual basis. The expenses are based upon estimated expenses at the Phase I opening in June 2012 based on similar parking structures in Ames as summarized on the previous page and detailed in a *20-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 COMPETITIVENESS

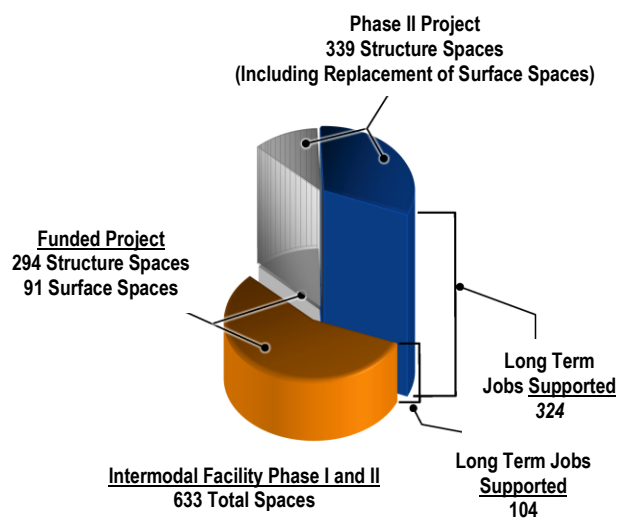
Assessment of the economic benefits and costs associated with the proposed second phase of the Intermodal Facility have been divided into the short-term construction period and, as emphasized in the TIGER Grant Selection Criteria, the long-term operating period. Additionally, consistent with the direction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

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

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 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.
- 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 additional parking for Iowa State University, which will reduce its historical parking shortage.



CAMPUSTOWN EMPLOYMENT PHASE I AND II

Key Phase II Project Findings:

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

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 ***completed in June 2012***, 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 Phase II.

The increased regional employment that is anticipated to result from the Phase II redevelopment is the critical determinant in the benefit-cost analysis. The "Campustown Employment Phase I and II" figure above displays the increment of parking and Campustown redevelopment's long-term employment anticipated to be supported by the parking spaces (324 jobs in Phase II versus 104 in Phase I).

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 Phase II. **The key finding from the benefit-cost analysis is that the Phase II project that provides approximately 37 percent of the total long term project parking supply, would yield approximately 75 percent of the net benefit/return on investment.**

IMPROVING THE EFFICIENCY, RELIABILITY AND COST COMPETITIVENESS OF THE REGION

The Intermodal Facility Phase I and II *alternatives analysis process* used in evaluating the range of sites employed a mixture of qualitative and quantitative measures of the project's benefits and impacts/costs for the concept, both locally and regionally. 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 opportunities for two of the most congested areas of Ames (Campustown and ISU) – **Improved Efficiency**.
- **Multimodal Connectivity -** Fills in missing links in trails system, brings intercity carriers to transit dependent populations, provides intercity carrier access to CyRide's transit distribution system, provides bike/walking commuters with locker facilities at their destination, provides secure parking, and CyRide distribution for inter-regional carpools/vanpools originating or destined for Ames – **Improved Efficiency & Reliability**.
- **Support of Land Use Plans -** Provides the critical parking element needed for Campustown redevelopment as outlined in the 2008 *Campustown Study* and two local, regional and nationally significant recreational facilities through improved State of Good Repair, connected walkways. The facility supports four of the six Ames Area Metropolitan Planning Organization's *Long Range Transportation Goals*. (pg. 2-2) – **Improved Efficiency & Cost Competitiveness.**
- **Economic Development/Sustainability -** Provides parking that is critical to gaining support to initiate and advance the Campustown redevelopment outlined in the 2008 *Campustown Study* – **Improved Cost Competitiveness.**
- ***L*and Acquisition/Ownership -** Location is on Iowa State University's former parking area Lot 60 and as replacement of this parking is included, land is readily available and more efficient through use of one facility for multiple land uses - **Improved Efficiency & Cost Competitiveness.**
- **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 (signal, roadway modifications) to positively impact future growth – **Improved Efficiency**.

INDUCED LONG TERM ECONOMIC IMPACTS

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

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 for long and short-term employment 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 2012 TIGER Discretionary 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 for new businesses in the Campustown Business District.

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. The amount of parking currently being constructed as part of the approved redesigned Intermodal Facility Phase I will support a portion of the overall demand, but at 155 uncommitted spaces, will not provide the amount needed for each of the key components of the *parking mix demand* shown on page 6. Constructing 248 additional parking spaces under Phase II will offer over approximately 400 total uncommitted spaces (Phase I: 155 + Phase II: 248) that will provide adequate parking for carpool/vanpool, intercity bus users, and shared key components (campus redevelopment demand, ISU and adjacent area residents). Expanding the initially approved and funded facility to include 633 total 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 the advancement of the redevelopment concept. Conversations with potential developers interested in the Campustown Redevelopment project have indicated:

- Modifications to the level of development assumed in the 2008 *Campustown Study* could be included to enhance the livability of the neighborhood, Ames and region:
  - A higher density of overall redevelopment.
  - More retail development, which would increase the parking demand and hourly turnover rate for parking.
  - A grocery/convenience store development, which would be complementary to other campustown activities.
- The critical role that limited parking, without the Intermodal Facility's Phase II construction, would play on the financial feasibility assessment, and ultimate interest in redevelopment of the area.
- The importance of the multi-modal connections, included as part of the Intermodal Facility, to connect the commercial, office and grocery developments.
- Redevelopment concepts outlined in the 2008 *Campustown Study* 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

POST CONSTRUCTION PERIOD (LONG TERM) NEW EMPLOYMENT BY QUARTER (2014 TO 2037)

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

traffic generated by the Intermodal facility, particularly Phase II, 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 estimates, both directly and indirectly associated with the Phase II element of the Intermodal facility being in place, are outlined on the table on the previous page:

- Direct employment: 192 new employees
- Indirect employment: 132 new employees

These direct and indirect increases represent a 0.7 percent increase in Story County employment. Approximately 107 of these additional jobs are anticipated to 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 2018 and beyond associated with construction and redevelopment of Campustown that is facilitated by the Intermodal facility's second phase.

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

LONG TERM ECONOMIC IMPACT OF INTERMODAL PHASE II 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

By providing the much needed parking that can be shared by Campustown businesses (present and future), the Intermodal Facility's Phase II is forecasted to increase the value and productivity of the adjacent area. Without the project, 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.

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 Phase II project, providing the key ingredient of parking and supplemental ingredients that bring more people to the area, will have 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

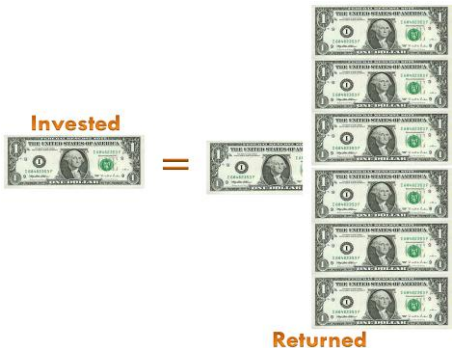
the net positive return on investment for a period of 25 years and dividing the result by the costs of the facility and redevelopment construction, generates the benefit-cost ratio.

The benefits, and costs, have been measured, netted out and quantified as value-added in the economy taking into account the local labor market and how the Ames market can be altered by the investment into the Intermodal Facility's second phase. 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 $12.6 million dollar 2012 TIGER Discretionary grant's public sector investment of approximately 6.7 to 1.** When expressed as dollars brought into the economy, the $12.6 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.

INTERMODAL FACILITY PHASE II RETURN ON INVESTMENT



LIVABILITY

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

Specifically, these livability improvements made through the facility's second phase include:

- 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 higher ridership and percent use of multi-modal transportation in Ames, the Phase II facility's coordinated approach to transportation makes it easier to identify transportation access points within the community. Additionally, the visibility of this facility within the community, only achieved in this second phase of the project with the addition of CyRide, will assist residents and visitors in knowing where and how to access **all** transportation services traveling throughout Ames and the region.
- 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.
- Addition of a pedestrian link through the construction of a north-south walkway between two major recreational facilities, that will attract hundreds of spectators and participants, and the Intermodal Facility's parking will allow not only local, but regional and national participants to experience an easier, more enjoyable walk.
- A catalyst to revitalize an *economically distressed* Campustown Business District and bring new life and services to Ames residents/visitors through a mixture of grocery, retail, office and educational facilities.
- 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.

Each of these aspects enhances the livability of Ames, but together they create a unique American community that focuses on walking, bicycling and transit options as opposed to the automobile. This commitment is demonstrated in the *"Mode of Travel" graphic* in this application as well as the U.S. Census' recently published *2009 American*

Community Survey Reports, "Commuting in the United States: 2009" which specifically illustrates higher public transit usage and percentage of persons walking in Ames. **This community embraces alternatives modes by 30% in commute travel, which makes the completion of this facility critical to livability in Ames.**

SUSTAINABILITY

The Intermodal Facility's second phase 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 Bus** - CyRide currently operates diesel and hybrid buses with an average revenue fleet age of 10.3 years an average of 4 years higher than the national fleet age for transit systems under 200,000 in population. 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 a hybrid bus would be 1,935 fewer gallons of diesel and 18.7 less tons of CO_{2e}.
- **LEED Gold Facility** - The Intermodal Facility Phase II LEED design standard is detailed in the "Project Description" section of this grant – pg. 7. 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 facility's second phase will encourage bicycle commuting and walking as a result of the shower and bike locker facilities incorporated into the facility and the east-west linkage with existing paths. With the additional bike lockers included in this second phase, 36 cars will be taken off of Ames road network, assuming a conservative locker turnover of three times a day in a biking community (13%). This aspect of the facility will reduce 73,440 vehicles miles, 2,670.5 gallons of gas and 24.7 less tons CO_2e each year.
- **Circling for A Parking Space** - Currently, individuals driving to the Campustown Business District find it difficult to secure an open parking space. Street parking is filled by students, 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 105 more spaces not dedicated to existing parkers and transit users. By constructing the Phase II project, the amount of "circling" will be dramatically reduced in constructing 319 spaces (339 less 20 vanpool) not currently dedicated for any use and available for Campustown patrons. The annual reduction in gallons of gas and emissions is 663.9 gallons and 6.1 less tons CO_2e.
- **Vanpool/Carpool Parking Expansion** - The facility's Phase II will increase vanpool/carpool parking by an additional 20 spaces. 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	3,060,201
Fuel (gallons)	113,287
CO_2e Emissions (tons)	1,049.4
Dollars Saved Annually - Fuel savings and CO_2e emission reductions) (See *Sustainability Calculations*)	$412,080

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 year-after-year 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. 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's second phase is believed to reinforce this non-auto orientation by providing facilities that will further encourage transit, bicycles and walking more than the 30% the community already demonstrates; however, the community was unable to quantify the Intermodal Facility's Phase II contribution to this continued low traffic accident rate.

COLLATERAL BENEFITS

The planned Intermodal Facility's second phase will foster numerous improvements to the transportation flow within Ames, and between Ames and other cities, resulting in improved 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 path/walkway: The planned Intermodal Facility's second phase has an added objective of creating a link among Iowa State University, Campustown, the Arboretum, and two major regional/national recreational facilities as well as enhancing the Phase I 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 Phase II, 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. This provides an east-west connection currently missing in the community.

   Also, the pedestrian walkway connecting the two recreational facilities will provide a well-lit, safe pathway for the residential neighborhood as well as between the Intermodal Facility's Phase II project and the SW Athletic Complex to its south and the Beyer/State Gym facility to its north. This link provides a north-south connection currently missing in the community.

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 on the project site. The College Creek Restoration Study currently being examined by the City of Ames and Iowa State University would provide a blueprint for this TIGER project enhancement supporting the livability of this project and the neighborhood.

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. Therefore, there is a large pool of commuters going each direction between Ames and Des Moines. The Intermodal Facility Phase I and II 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 second phase project is the perfect terminus for

additional commuters wishing to use group commuting services from Des Moines.

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

JOB CREATION & NEAR-TERM ECONOMIC ACTIVITY

SHORT TERM BENEFITS

As a result of the $12.6 million dollar 2012 TIGER Discretionary grant expenditure of federal and local funds to construct the second phase of the Ames Intermodal Facility, substantial near term employment will be created. Specifically, during the Phase II construction, approximately 108 construction sector jobs along with an additional 50 indirect, secondary jobs will be created.

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 to the right displays the breakdown of short term job creation by sector.

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

QUALITY OF JOBS

As indicated on page 17 under the *long-term benefits*, the presence of the Intermodal Facility's second phase would support the area's redevelopment and create 324 long-term jobs. (This is in addition to the 158 short-term jobs listed above.) 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.

SUMMARY OF ECONOMIC IMPACTS

The above tables are condensed and summarized in the table on the following page. Considering long-term direct and indirect benefits, the Intermodal Facility's second phase 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 (Construction)	$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 Annual 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: IMPLAN Model for Story County, Iowa

V) SECONDARY SELECTION CRITERIA

INNOVATION

CyRide will utilize a portion of the 2012 TIGER Discretionary grant ($18,000) to purchase signage as part of a larger technology upgrade that will connect customers with the actual arrival time of buses at the facility and at key transfer locations on its routes. This technology utilized within the Intermodal Facility's terminal area 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 Phase II project. 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's second phase has been extensive. Overall, approximately 20 letters of support or resolutions are provided by: *Iowa's Senators*, the three *project partners* (CyRide, ISU, City of Ames), *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 *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 for the Intermodal Facility Phase II project.

This support is further demonstrated by the financial commitments made by Iowa State University ($2,122,125), the City of Ames ($22,125), CyRide ($152,000) and the students of Iowa State University as represented by the Government of the Student Body ($305,000). Providing over $2.5 million dollars locally from a community of 58,000 in population demonstrates the community and state's commitment to making this Intermodal Facility Phase II 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 Phase II and Campustown Redevelopment will not be possible without 2012 TIGER Discretionary grant funding. The community cannot afford to support both the parking and the campustown development within these difficult economic times. A substantial commitment from Iowa State University and the City of Ames will be needed to support the developer's efforts; therefore, a TIGER Discretionary grant will allow the Phase II project, to financially impact this Midwest community and make this overall development a success.

VI) PROJECT READINESS & NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) APPROVAL

PROJECT SCHEDULE

The Intermodal Facility Phase II project was conceptually designed alongside the first phase, and as such, will be able to quickly complete the final engineering/bid process, so that the project will be obligated no later than March 2013, a full six months prior to the September 2013 US DOT required obligation date. In addition, final design/construction documents for the additional (3rd) deck on the Phase I structure have previously been completed as it was a bid alternate in the first phase. These factors combined, demonstrate the projects readiness to expeditiously be completed.

CyRide will also enter into a construction management contract with Iowa State University to provide technical construction oversight to ensure a timely, quality-constructed project as demonstrated by the TIGER I project completion on schedule and in budget. The University's Facilities Planning and Management Department has a successful track record of completing large-scale projects as scheduled, ensuring LEED certification is received and projects that remain quality buildings beyond their useful life.

PROPOSED PHASE II PROJECT SCHEDULE

Intermodal Facility Phase II Task	Date Initiated/Completed
NEPA **Complete**	March 29, 2010
3rd Deck Construction Documents **Completed**	January 2011
Ames Intermodal Phase I Completed	**June 6, 2012**
Ames Intermodal Facility Ribbon-Cutting	June 15, 2012
AVL Bid Specifications Complete	July 2012
Architectural/Engineering Services RFQ	July 2012
FTA Grant Agreement Executed	September 2012
Architectural/Engineering Services Contract	September 2012
Purchase Hybrid Bus under Existing Options	September 2012
Final Arch./Engineering Complete	November 2012
Construction Documents Complete	January 2013
Bid Process/Construction Contract Award	January – March 2013
Construction (12 months)	March 2013 - Mar. 2014
Lincoln Way/Hayward Signal Upgrade	June 2013
Sheldon/Hayward Roadway Improvements	June - November 2013
AVL Purchase TIGER-Funded Signage	July 2013
Signal Installation Hayward/Chamberlain	September -November 2013
Hybrid Bus Delivered (16 months)	January 2014
Phase II Occupancy /Circulator Route Begins	**March 2014**

ENVIRONMENTAL APPROVALS

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 (Phase I and II) defined on the project description within the documented categorical exclusion on file with the Federal Transit Administration as originally conceptualized.

LEGISLATIVE APPROVALS

The Phase II Intermodal project does not require State approval for its construction. Local elected official support is documented by the City of Ames Authorizing Resolution supporting and committing local funds to the project.

STATE/LOCAL PLANNING

The completed Intermodal Facility Phase I and II feasibility study is a result of more than 7 years of community planning through numerous studies including *ITS Architecture, 2005 Campus Parking Supply and Demand Feasibility Study, 2005 Intermodal Transportation Center Study*, and the *2008 Campustown Study*. Three public meetings were held where over 107 people attended providing comments in support of the project as well as presentations throughout the Ames community to over a dozen local community boards/neighborhoods/organizations gaining

input/guidance at each step in the process.

As a result of these numerous studies and inclusive public process, the Intermodal Transportation Facility – Phase II project has been adopted into several local/state plans including: *Coordinated Human Service/Transportation Plan, FY2012 Transportation Improvement Plan, FY2012 Statewide Transportation Improvement Plan* and the *2035 Long Range Transportation Plan*. Phase II of the Ames Intermodal Transportation Facility project will be quickly adopted into current Capital Improvement Plans if TIGER federal funding is approved. Project partners have already approved *local match commitment letters/resolutions* in support of the project as well as completion of a *land lease agreement*.

TECHNICAL/FINANCIAL FEASIBILITY

CyRide has demonstrated the technical and financial feasibility of the Ames Intermodal Transportation Phase II project throughout this grant application including:

- **State/local planning** - Numerous feasibility studies/plans completed
- **Grant funds and sources** –$12.6 million budget detailed and *local match commitment* for the project
- **Project Parties** – Expertise in grant management described noting successful completion of previous ARRA grants on schedule and under budget
- **Preliminary Phase II project schedule** – Meets September 2013 obligation date requirement with project completion occurring five months thereafter on March 2014
- **Long-term Financial Viability & Implementation Agreements** – The *Business Plan*, *land lease* and *20-year revenue/expense spreadsheet* have been completed to ensure financial viability of the Phase II project
- **Alternative Transportation Supported By Community** – Alternative transportation use is significantly higher in Ames, with **30%** of trips by car/vanpooling, walking, biking or taking transit compared to 15% in Iowa and 18% in the nation. This illustrates that the facility, once built, will be utilized to a greater degree.

In addition, CyRide offers additional information to illustrate the technical/financial feasibility of the project as follows:

1. **Stable Finances/Contingency Reserves** – CyRide develops its *operating* and *capital* budgets annually, which are incorporated into the City of Ames' budgetary process. With an annual operating reserve exceeding 9%, CyRide has a proven track record of managing local and federal assets and projects.
2. **Pre-planning preliminary design complete** – Project partners previously developed the Phase II design so that if additional funding for the project were secured, more transportation elements could be constructed. Therefore, Phase II has been developed to the point of final engineering, which TIGER funding would complete. Furthermore, the third deck was a bid alternate under TIGER I (Phase I which will open in June 2012) so it could be accepted and constructed quickly.

VII) FEDERAL WAGE RATE REQUIREMENTS

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

VIII) FINAL APPLICATION VS. PRE APPLICATION

No material changes have been made between the pre-application versus the final application.