



Transit Board Meeting
AGENDA

**AMES TRANSIT AGENCY
BOARD OF TRUSTEES**

ELECTRONIC MEETING

PHONE: US: 1-312-626-6799

ZOOM MEETING ID: 820 3842 6932

VIDEO PARTICIPATION: <https://us02web.zoom.us/j/82038426932>

CYRIDE CONFERENCE ROOM – December 16, 2020

1. CALL TO ORDER: 11:00 A.M.

Electronic Meeting Declaration Reading

This meeting is being held electronically because of the COVID-19 pandemic, and the Governor of Iowa's Public Health Disaster Emergency Declaration which included limits on public gatherings; therefore, it is impractical to hold an in-person meeting. (§21.8(1)(c) and §21.3)

2. Approval of October 28, 2020 Minutes
3. Public Comments
4. New Bus Purchase – Four Gillig Low Floor Buses
5. 2021/2022 Rate Setting Resolutions
6. Fiscal Year 2022 Budget
7. Monthly Report
8. Spring Meeting Dates / Times
 - January 15, 2021, 2:00pm
 - February 19, 2021, 2:00pm
 - March 19, 2021, 2:00pm
 - April 16, 2021, 2:00pm
 - May 21, 2021, 2:00pm
9. Adjourn

October 28, 2020

AMES TRANSIT AGENCY BOARD OF TRUSTEES

The Ames Transit Agency Board of Trustees met on October 28, 2020, at 2:00 p.m. via video conference. President Schrader called the meeting to order at 2:01p.m. with Trustees Cain, Jeffrey, Ludwig, and Schainker present via video conference.

ELECTRONIC MEETING DECLARATION: This meeting is being held electronically because of the COVID-19 pandemic, and the Governor of Iowa’s Public Health Disaster Emergency Declaration which included limits on public gatherings; therefore, it is impractical to hold an in-person meeting.” (§21.8(1)(c) and §21.3)

APPROVAL OF SEPTEMBER 23, 2020 MINUTES: Trustee Jeffrey made a motion to adopt the September 23, 2020 transit board minutes as presented and Trustee Cain seconded the motion. (Ayes: 5 Nays: None) Motion carried.

PUBLIC COMMENTS: None

FREE RIDES ON ELECTION DAY: Director Neal asked for formal board approval of free rides on Nov. 3rd for election day. She explained that many local systems as well as national systems were offering free rides to polling locations to ease access to voting and encourage non-traditional rides. The cost has been estimated at approximately \$150. Director Neal emailed board members for their informal approval prior to the meeting and all six trustees were in favor.

The Transit Director recommended approval of Alternative #1, to allow all passengers to board for free on Election Day to help expand access to voting and generate public goodwill, at a minimal financial cost to the organization.

Trustee Cain made a motion to adopt Alternative #1, to approve allowing all passengers to ride fare-free on both fixed routes and Dial-A-Ride services on Election Day, November 3, 2020. Trustee Ludwig seconded the motion. (Ayes: 5 Nays: None) Motion carried.

MINIBUS PURCHASE: Director Neal reviewed the purchase of six new minibuses, which were 85% funded by the FY19 State of Iowa’s Bus and Bus Facilities grant. CyRide has been working with Hogle Bus Company for estimated costs under the Iowa Department of Transportation statewide bid. Director Neal explained that the preliminary cost for each bus is \$100,975, for a total estimated cost of \$605,850; finalized pricing will be provided when final specifications are submitted to the manufacturer and the buses are being built.

The Transit Director recommended approval of Alternative #1 for the purchase of six minibuses from Hogle Bus Company at a price not to exceed \$658,200. This will allow CyRide to replace six existing buses within its minibus fleet and help CyRide meet its Transportation Asset Management (TAM) plan performance targets.

Trustee Jeffrey made a motion to adopt Alternative #1, to approve award to Hogle Bus Company of Marshalltown, Iowa, in the not to exceed amount of \$658,200 for the purchase of six new 176” wheelbase minibuses. Trustee Ludwig seconded the motion. (Ayes: 5 Nays: None) Motion carried.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN: Director Neal reviewed the requirements of the Public Transportation Agency Safety Plan (PTASP) that the FTA published in July 2018. CyRide is required to write and comply with an agency safety plan that contains the four Safety Management System (SMS) components with key measures and performance targets. Director Neal explained that the plan must list an Accountable Executive, which is listed as the Transit Director and a Chief Safety Officer, who reports to the Accountable Executive. The Chief Safety Office (CSO) has the authority and responsibility for the day-to-day implementation and management of the safety plan. Chris Crippen, Assistant Transit Director of Operations, is currently acting as the CSO until the position is filled in December.

The Transit Director recommended approval of Alternative #1, to approve and adopt CyRide's Public Transportation Agency Safety Plan as presented. Adoption of this alternative will reinforce CyRide's existing safety culture and help maintain compliance with FTA regulations.

Trustee Ludwig made a motion to adopt Alternative #1, to approve and adopt CyRide's Public Transportation Agency Safety Plan as presented, to be effective on October 28, 2020, to be in compliance with the Federal Transit Administration Final Rule. Trustee Jeffrey seconded the motion. (Ayes: 5 Nays: None) Motion carried.

COVID-19 RESEARCH DEMONSTRATION PROGRAM GRANT: Director Neal shared information about a grant opportunity, Public Transportation COVID-19 Research Demonstration Program, that the FTA released on October 5, 2020. The funding is available to support agencies develop, deploy and improve operational efficiencies during the pandemic. CyRide would like to request funding to purchase and install Automatic Passenger Counters (APCs) for the entire large bus fleet. The articulated buses in the fleet already utilize this technology for the #23 Orange circulator route. Director Neal explained how APCs could provide stop-level data and live occupancy counts to both internal and external customers by counting boarding and alighting passengers on every route. She added that live counts will assist operational efficiency, as gathering data is currently a manual process, improve response to overcrowding, provide transparency for customers when determining which trips to utilize to meet their needs, and allow more social distancing.

Director Neal explained that if the grant application is approved, the FTA requires an independent evaluator to oversee the project. CyRide has identified two project partners; Syncromatics has been identified as a project partner for the APC integration on existing equipment and Nelson Nygaard has been identified for the required independent project evaluation.

Director Neal stated that the funding for this project could be requested at a 100% federal share; however, the recommendation is the application be submitted with a 10% local match to increase competitiveness. She explained that the FY21 Capital Improvement Plan (CIP) currently has \$75,000 committed to install APCs on some of the buses and could cover the local funding needed, which is \$52,765. Director Neal added that the FTA requires submissions to be scalable if the award amount is less than requested. The minimum number of vehicles that could be equipped with the APCs is 20 and the maximum is 78.

Trustee Ludwig inquired how soon the equipment could be installed if the grant was approved. Shari Atwood, Transit Planner, stated that if the grant was approved, pre-award authorization could come as early as January 2021. She added that with an aggressive schedule, work on the project could begin as soon as April or May of 2021 and completion possibly in August 2021. Shari Atwood said that technology would need to be included in the Transportation Improvement

Plan, which the Ames Area Metropolitan Organization oversees. Trustee Jeffrey asked if the equipment could be transferred to other buses as buses are taken out of service. Keith Wilbur, Transit Technology Coordinator, answered that the equipment is modular and can be moved.

The Transit Director recommended approval of Alternative #1, to approve submitting a Public Transportation COVID-19 Research Demonstration Program grant to deploy APCs throughout the fleet and conduct an independent project evaluation.

Trustee Cain made a motion to adopt Alternative #1, to approve submitting a Public Transportation COVID-19 Research Demonstration Program grant by November 2, 2020, in the amount of \$527,651 (\$474,886 federal funding and \$52,765 local funding) for the purchase, installation, and deployment of automatic passenger counters throughout the fleet and the required independent project evaluation. Trustee Ludwig seconded the motion. (Ayes: 5 Nays: None) Motion carried.

SUSPENSION AND DEBARMENT FY19 AUDIT FUNDING: Director Neal shared that staff has been working with the City of Ames Finance Department regarding federal purchase requirements. She explained that for federal purchases, payments cannot be made to a party that was suspended or debarred and verification of that information must be documented prior to purchases. Director Neal stated that in FY19, an auditor found that there was no documentation noted for a locally financed fuel contract with Diamond Oil. She added that since the contract was locally funded, it was believed that documentation was not needed.

Director Neal stated that to ensure all projects are not deemed as federally funded, FTA has recommended that CyRide work with our Finance Department to modify the line item description in the budget to include salaries and wages and all federal money be applied to that specific line item. Director Neal confirmed that in past triennial reviews FTA auditors have agreed to the explanation of the designation of federal funds to salaries and wages.

FY20 PRELIMINARY OPERATIONS FUND CLOSING BALANCE: Director Neal stated that the information about the preliminary closing operations balance would provide guidance from the board for budget preparations. She reviewed the board's established policy of maintaining an operating closing balance between 7-10% of operating expenses; funds in excess of this percentage can be reprogrammed for additional operating or capital needs. Director Neal explained that the unaudited FY20 operations fund will have a balance of \$5,913,645. She further explained the commitments of the unaudited operations closing fund, with \$2,400,000 needed for cash flow, \$1,054,179 for the 10% reserve and \$495,620 that is committed to the Low No Battery Electric Bus local match, leaving an estimated \$1,963,922 uncommitted. Final closing balances will be available after the audit process, typically in December.

Director Neal noted although the uncommitted amount is particularly high, there is some uncertainty due to the pandemic which may have financial impact on future CyRide budgets. These include potential losses in STIC funding, funding reductions from census undercounting, decreases in ISU student enrollment, and general reductions in State and/or Federal funding. She is recommending deferring committing the balance above the 10%, except for using a portion of the uncommitted balance during the budget process. Director Neal referenced a 5-year pro forma that detailed operating and capital expenses. She explained that the proposal would use a portion of the CARES funding to reduce the local funding partner commitment and make the increase 0% for FY22, as well as reserve the funds for the 10% closing balance requirement for FY22 and offset additional local funding for capital.

Director Neal asked the board for any feedback or guidance regarding the information presented. No comments were made.

BATTERY ELECTRIC BUS PROJECT UPDATE AND LOCAL MATCH: Director Neal requested to move the local match of \$495,620 originally committed for the Battery Electric Bus Project to the capital fund. Since the Volkswagen Settlement Grant was received, the local funding partner commitments were reduced by \$390,000 to \$105,620. A table was reviewed that identified the funding and current commitments for the project.

Director Neal explained the progress that The Center for Transportation and the Environment (CTE) has made on the procurement, selecting the state of Virginia federally qualified contract, which has contracts with four battery electric bus manufacturers. Preliminary pricing from 3 of the manufacturers has been received, coming in over budget by approximately \$66,000-\$138,000. She said that CyRide is awaiting official approval to use Virginia's contract, which is needed from the Iowa Department of Transportation (Iowa DOT) before a contract can be awarded, due to the Iowa Volkswagen Settlement grant being used for part of the funding. Director Neal requested to keep the original \$495,620 of local commitment for the project because of the higher preliminary price and potential for increases if the Iowa DOT does not approve the usage of the Virginia contract.

The Transit Director recommended approval of Alternative #1, to proceed with movement of funds as identified from the closing balance to capital that will allow the battery-electric bus project to proceed forward without interruption.

Trustee Ludwig made a motion to adopt Alternative #1, to authorize CyRide to move \$495,620 (\$390,000 + \$105,620) from the operations fund closing balance to the capital fund, for use in the battery electric project. Trustee Jeffrey seconded the motion.

Trustee Schainker asked if the total amount that the project would be short was known. Director Neal said that the project could be short by the preliminary quote of \$138,000. She explained that Alternative #2 accounts for the local share of \$105,620 and the \$138,000 short due to the quote being higher than anticipated. She added that it would be possible that the board could have to move additional funds later if the Iowa DOT rejected the approval of the Virginia contract because the pricing would likely be higher. Trustee Schainker said that if additional funds were needed, the board could revisit moving additional funds to the project.

Trustee Ludwig withdrew his motion to adopt Alternative #1 and made a motion to approve Alternative #2, authorizing CyRide to move \$243,620 (\$138,00 + \$105,620) from the operations fund closing balance to the capital improvement budget, for use in the battery electric project. Trustee Jeffrey seconded the motion. (Ayes: 5 Nays: None) Motion carried.

CARES ACT FUNDING: Director Neal reviewed the Coronavirus Aid, Relief and Economic Security (CARES) Act that awarded CyRide \$7,028,297 in funding to cover operating expenses at a 100% federal share. She requested that CARES funding be used for wages only, applying \$6,000,000 in FY21 and \$1,028,297 in FY22.

Director Neal explained that expenses generally eligible under Section 5307 funding would qualify for CARES funds; she went on to explain that when the annual appropriation of section 5307 funds is used for operating expenses, it is provided at a 50% federal share with a local match of 50%. She said that redirecting the annual Section 5307 funds to capital would allow for a higher

federal share of between 80-85%, reducing the local match commitment. Director Neal added that there are several large capital projects that will require funding in the future.

The Transit Director recommended approval of Alternative #1, to immediately draw the CARES funds to allow CyRide to pay commitments and secure itself financially during this pandemic. Directing the annual formula funding to capital will allow CyRide to meet TAM plan goals and move toward a more sustainable fleet.

Trustee Ludwig made a motion to adopt Alternative #1, to authorize CyRide to use \$7,028,297 in CARES Act funding (100% federal funding) toward FY 2021 and FY 2022 operating expenses, specifically wages, and transfer \$600,000 in local funds from the closing balance to capital. Trustee Jeffrey seconded the motion. (Ayes: 5 Nays: None) Motion carried.

MONTHLY REPORT:

Special Student Fee Committee: Director Neal met with the Special Student Fee Committee on Sept. 9th to request a \$5.00 per semester fee increase for FY22. She explained that enrollment declines, activity fee suspension, and a 0% increase in FY21 have negatively impacted the student trust fund balance and the ability to meet future budget commitments. Director Neal is providing additional information and models of the trust fund to the committee to show impacts of various funding situations. Trustee Schainker asked if there will be enough in the trust fund to cover the next year and Director Neal confirmed that trust fund will not be negative next year if the \$5 fee increase and 0% increase for the funding partners are both approved, but future years could have negative balances. There was further discussion about the pro forma model and stabilizing the trust fund with different scenarios.

Director Neal discussed the difficulty in projecting things such as future enrollment and revenues from student fees. Trustee Schainker added that when the system was redesigned, CyRide 2.0, assumed that the increases would be at 5%, so lesser funding would lessen services. Director Neal stated that post-pandemic, an outside analysis of the system will be needed. Trustee Schainker said that due to the financial situation for outlying years, the analysis would be needed by FY22/23.

Resident Satisfaction Survey: Results from the annual Resident Satisfaction Survey that collects information from Ames residents about City services were released. CyRide had 134 comments that contained quality feedback. Responses in the survey will provide valuable information for planning and adjusting services.

Ridership: Information was presented about the decline in current ridership. Current ridership is approximately 10,000 riders per day, compared to about 33,000 riders per day during the same time last year.

HIRTA Biannual Meeting: CyRide met with HIRTA on October 13th to review the Dial-A-Ride (DAR) paratransit service that they provide on behalf of CyRide. HIRTA reported that their ridership is down by approximately 50% due to the pandemic. It was identified that adjustments to the on-time performance measures were needed due to buses arriving early to pick up passengers, which is agreeable to the passengers. Alternative ways to survey DAR passengers was discussed, including a phone survey when a passenger calls to schedule a ride.

New Bus Delivery: Three new 40-foot Gillig buses were delivered this past month. The buses were funded by the Iowa Clean Air Attainment Program (ICAAP), Iowa Volkswagen Settlement Environmental Mitigation Trust Project and local share of 3% of the total cost. The buses will have cleaner emissions and lower operational cost per mile.

Triennial Review Update: The triennial review was delayed until January 2021 due to the pandemic. Interviews and documentation will be held virtually. Additional information has been requested and is due by December 11, 2020. Trustee Ludwig inquired about the purpose of the review. Director Neal answered that reviews are conducted to ensure federal funding is spent according to regulatory requirements.

Fall Meeting Dates/Times:

- November 25, 2020 at 2:00pm
- December 23, 2020 at 2:00pm

Adjourn: Trustee Jeffrey made a motion to approve adjourning at 2:55 pm. Trustee Ludwig seconded the motion. (Ayes: 5 Nays: None) Motion carried.

Jacob Schrader, President

Julie Brouard, Recording Secretary

December 16, 2020
New Bus Purchase – Four Gillig Low Floor Buses
CyRide Resource: James Rendall

BACKGROUND:

CyRide has received funding through six different grant sources for the purchase of four 40' heavy duty (HD) diesel buses. Together, these grants will cover 81% of the costs of the four new buses and provide a total funding ceiling of \$1,945,943. Local funding for these grants is included in the 2020-2025 Capital Improvement Plan. These buses are scheduled to replace four obsolete 40' HD diesel vehicles, which will help move CyRide closer to meeting its federal Transit Asset Management (TAM) plan goals and reduce overall fleet emissions with newer, cleaner burning engines.

The Iowa Department of Transportation completed a statewide HD bus bid in the fall of 2018. Transit agencies in the State of Iowa can use the resulting contract to purchase buses, saving agencies administrative time and money. Buses manufactured by Gillig Corporation of Livermore, California comprise the majority of the CyRide fleet and awarding this contract to Gillig will allow CyRide to continue to standardize the fleet.

The bus manufacturer has completed preliminary pricing for the vehicles. The estimated price per bus from Gillig has been quoted at \$468,509 each, for a total cost of approximately \$1,874,036. The purchase of additional technologies like automatic vehicle location, automatic vehicle annunciators, and automatic passenger counters are still being considered for these buses and will be maintained within the overall project budget. CyRide will continue to refine bus specifications until approximately six months before the vehicles are built, at which point the manufacturer will provide updated pricing. Since vehicle pricing is not finalized until late in the process, CyRide is requesting approval of award to Gillig Corporation of Livermore, California at the not-to-exceed grant amount of \$1,945,943. The delivery date of the buses will be approximately 12 to 18 months from the date the purchase order is issued.

ALTERNATIVES:

1. Approve award to Gillig Corporation of Livermore, California, in the not to exceed amount of \$1,945,943 for the purchase of four new 40' HD diesel buses.
2. Direct staff to proceed according to Transit Board priorities.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1, for the purchase of four 40' buses from Gillig Corporation. This will allow CyRide to replace four obsolete buses, moving CyRide closer to meeting its federal Transit Asset Management (TAM) goals.



December 18, 2020
2021/2022 Rate Setting Resolutions
CyRide Resource: Barbara Neal

BACKGROUND:

City Ordinances require the Transit Board to formally establish fares for the next budget year. Anticipated farebox revenues in the budget do not reflect a change in the fixed route or Dial-a-Ride fare structure, but CyRide is recommending a change to the Miscellaneous Revenue rates section.

On November 14, 2019, the Transit Board approved increasing the shuttle rate from \$86.00 to \$95.00 per hour. Prior to that change, this rate had not been modified since the FY 2014 budget year. This was part of a staff recommendation to increase the shuttle rate over two years, to align with the shop rate and better reflect the cost of operating service. The rate setting resolution this year includes an increase in the shuttle rate, raising it from \$95.00 to \$105.00 to implement the second part of last year's recommendation.

In a format change from prior years, both fares and passes are included in this agenda item. The attached "Rate Setting Resolution 2021-1" and "Rate Setting Resolution 2021-2" sheets detail the proposed 2021/2022 rate structure, changes to the shuttle service rate, and modifications to the dates that passes are sold.

ALTERNATIVES:

1. Approve the 2021/2022 rates, which reflect changes to the Miscellaneous Revenues section from the 2020/2021 rate structure.
2. Direct staff to proceed according to Transit Board priorities.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1, adopting the proposed 2021/2022 rates. This will fulfill City Ordinance requirements, align the cost of shuttle services to the shop rate, and maintain last year's fare structures for the upcoming budget year.

AMES TRANSIT AGENCY BOARD OF TRUSTEES

RATE SETTING RESOLUTION 2021-1

BE IT RESOLVED by the Ames Transit Agency Board of Trustees, pursuant to rate setting authority granted by Section 26A.8, Ames Municipal Code, that:

SECTION ONE – CyRide Rates Effective May 8, 2021

Fixed Route Fares

| | |
|----------|---|
| \$1.00 | Regular cash fare |
| \$0.50 | Reduced cash fare (K-12, Medicare, Medicaid, persons over 65, persons with a disability) |
| \$5.00 | 10-ride reduced fare ticket book (\$.50 per ride) |
| \$10.00 | 10-ride regular fare ticket book, (\$1.00 per ride) |
| \$35.00 | Regular fare monthly pass. |
| \$17.00 | Reduced fare monthly pass (K-12, Medicare, Medicaid, persons over 65, persons with a disability) |
| \$130.00 | Regular Fare Semester Pass (fall and spring). Price varies depending on date purchased. |
| \$65.00 | Reduced Fare Semester Pass (fall and spring). Price varies depending on date purchased. |
| \$120.00 | Regular Fare Winter Pass. November to spring break. Price varies depending on date purchased. |
| \$60.00 | Reduced Fare Winter Pass. November to spring break. Price varies depending on date purchased. |
| \$80.00 | Regular Fare Summer Pass |
| \$40.00 | Reduced Fare Summer Pass |
| \$260.00 | Regular Fare School Year Pass. Price varies depending on date purchased. (May also be used in conjunction with tickets or cash on Dial-A-Ride.) |
| \$130.00 | Reduced Fare School Year Pass. Price varies depending on date purchased. |
| Free | Children under six years of age accompanied by a person age 13 or older (maximum of three children per rider). |
| Free | Attendant accompanying and assisting ADA-eligible person |
| \$10.00 | Replacement fee for lost or stolen passes |
| \$1.00 | Fare for person not assisting passenger riding with ADA-eligible passenger is same fare as an ADA-eligible passenger |

RATE SETTING RESOLUTION 2021-1

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Dial-A-Ride Fares

| | |
|---------|--|
| \$2.00 | Dial-A-Ride cash fare for passengers eligible under the ADA. |
| \$18.00 | Dial-A-Ride cash fare for general public (not ADA eligible). |
| Free | Attendant accompanying and assisting ADA-eligible person on Dial-A-Ride |
| \$2.00 | Fare for person not assisting Dial-A-Ride passenger riding with DAR eligible passenger is same fare as Dial-A-Ride eligible passenger's fare |
| Free | ISU students who are ADA eligible traveling within ¾ mile of a fixed route operating at the time of the ride. |

Miscellaneous Revenues

| | |
|----------|--|
| \$105.00 | Shop rate per hour |
| \$105.00 | Shuttle rate, as subcontractor, to other bus operators, one-hour minimum |
| \$105.00 | Shuttle rate for every hour after the minimum |
| Variable | Fuel surcharge for shuttle service |

Enacted this 16th day of December 2020.

AMES TRANSIT AGENCY BOARD OF TRUSTEES

BY: _____

Jacob Schrader, President

AMES TRANSIT AGENCY BOARD OF TRUSTEES

RATE SETTING RESOLUTION 2021-2

BE IT RESOLVED by the Ames Transit Agency Board of Trustees, pursuant to rate setting authority granted by Section 26A.8, Ames Municipal Code, that:

SECTION ONE – CyRide Rates Effective May 8, 2021

REDUCED FARE PASSES

2021 SUMMER REDUCED FARE PASS

| PURCHASE DATE | Expiration Date | Price |
|--|------------------------|--------------|
| Saturday, May 1, 2021 – Tuesday, August 31, 2021 | August 31, 2021 | \$40.00 |

2021 FALL REDUCED FARE PASS

| PURCHASE DATE | Expiration Date | Price |
|--|------------------------|--------------|
| Monday, August 16, 2021 – Friday, September 10, 2021 | December 31, 2021 | \$65.00 |
| Saturday, September 11, 2021–Friday, December 31, 2021 | December 31, 2021 | \$50.00 |

2021/22 SCHOOL YEAR REDUCED FARE PASS

| PURCHASE DATE | Expiration Date | Price |
|---|------------------------|--------------|
| Monday, August 16, 2021 – Friday, September 10, 2021 | June 1, 2022 | \$130.00 |
| Saturday, September 11, 2021 – Friday, December 3, 2021 | June 1, 2022 | \$115.00 |
| Saturday, December 4, 2021 – Friday, February 11, 2022 | June 1, 2022 | \$65.00 |
| Saturday, February 12, 2022 – Monday, June 1, 2022 | June 1, 2022 | \$50.00 |

2021/22 WINTER REDUCED FARE PASS

| PURCHASE DATE | Expiration Date | Price |
|---|------------------------|--------------|
| Monday, November 1, 2021 – Friday, December 3, 2021 | March 18, 2022 | \$60.00 |
| Saturday, December 4, 2021 – Friday, March 18, 2022 | March 18, 2022 | \$40.00 |

RATE SETTING RESOLUTION 2021-2

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REGULAR FARE PASSES

2021 SUMMER REGULAR FARE PASS

| PURCHASE DATE | Expiration Date | Price |
|--|------------------------|--------------|
| Saturday, May 1, 2021 – Tuesday, August 31, 2021 | August 31, 2021 | \$80.00 |

2021 FALL REGULAR FARE PASS

| PURCHASE DATE | Expiration Date | Price |
|--|------------------------|--------------|
| Monday, August 16, 2021 – Friday, September 10, 2021 | December 31, 2021 | \$130.00 |
| Saturday, September 11, 2021–Friday, December 31, 2021 | December 31, 2021 | \$100.00 |

2021/22 SCHOOL YEAR REGULAR FARE PASS

| PURCHASE DATE | Expiration Date | Price |
|---|------------------------|--------------|
| Monday, August 16, 2021 – Friday, September 10, 2021 | June 1, 2022 | \$260.00 |
| Saturday, September 11, 2021 – Friday, December 3, 2021 | June 1, 2022 | \$230.00 |
| Saturday, December 4, 2021 – Friday, February 11, 2022 | June 1, 2022 | \$130.00 |
| Saturday, February 12, 2022 – Wednesday, June 1, 2022 | June 1, 2022 | \$100.00 |

2021/22 WINTER REGULAR FARE PASS

| PURCHASE DATE | Expiration Date | Price |
|---|------------------------|--------------|
| Monday, November 1, 2021 – Friday, December 3, 2021 | March 18, 2022 | \$120.00 |
| Saturday, December 4, 2021 – Friday, March 18, 2022 | March 18, 2022 | \$80.00 |

SECTION TWO -- \$10.00 Replacement fee for lost or stolen passes

SECTION THREE – Other Conditions

Other conditions pertaining to any Semester Pass are:

1. One person may not use the pass of another, unless the original issue has sold it to the new user, the sale registered in the Ames Transit Agency Office, and the pass replaced by the Ames Transit Agency Office. The person to whom it has been sold may then use the pass.
2. Misuse of the pass may result in confiscation and cancellation of the pass without a refund.

Enacted this 16th day of December 2020.

AMES TRANSIT AGENCY BOARD OF TRUSTEES

By: _____

Jacob Schrader, President



December 16, 2020

FY 2022 Budget

CyRide Resource: Barbara Neal and Rob Jennings

BACKGROUND: CyRide annually develops and presents a budget for consideration by the Transit Board of Trustees reflecting anticipated revenues and expenses for the next budget year. Under the Intergovernmental Agreement between Iowa State University, Student Government, and the City of Ames, the Transit Board of Trustees is required to approve a budget by January 21 of each year.

This budget, along with the capital plan that will be presented, supports the agency goal of connecting people to their community with safe and efficient transportation that exceeds customer expectations. It also supports the goal of reducing carbon emissions and providing a sustainable community in which to live.

There will be significant economic uncertainty over the next year and beyond. In this environment, CyRide is very pleased to present a budget that does not increase costs to the local funding partners, while still including major initiatives designed to improve the quality and efficiency of CyRide services. This is possible thanks to the support of federal, state, and local funding sources, without which CyRide would not be able to operate.

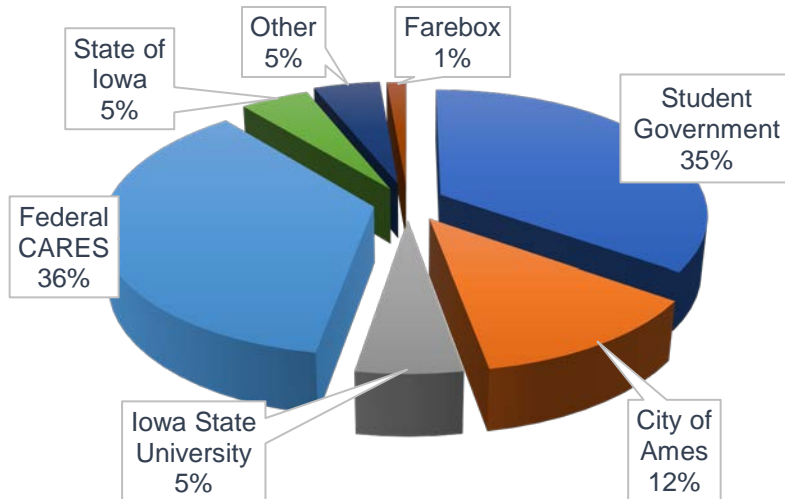
The role of technology will be especially critical over this next budget year. With expected decreases in ridership and revenues, CyRide plans to increase the amount of data collected from the system, leveraging existing and emerging technologies to identify areas where system efficiency can be improved. Expanding the number of vehicles with automatic passenger counting hardware will support this initiative, as well as provide passengers with a real-time view of the number of people on board a bus.

Training will also be vital during this time. CyRide plans to continue developing employees at all levels to reach organizational objectives. A well-rounded staff will help develop new leaders and increase CyRide's ability to adapt to the emerging challenges of the post-pandemic transit future.

Overall, budgeted expenditures are expected to be balanced by anticipated revenues and reserves. Moving forward, CyRide staff will be actively working to develop and implement strategies to stabilize ridership in a cost-effective manner.

Current Year (FY 2021) Amended Budgeted Revenues

CyRide's amended revenue sources for the current fiscal year are shown below. The amended budget uses the one-time Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funding approved by the Transit Board in October 2020.



| Funding Partner | Revenues |
|-----------------------|---------------------|
| Student Government | \$5,741,486 |
| City of Ames | \$2,037,720 |
| Iowa State University | \$893,621 |
| Federal Government | \$0 |
| Federal CARES Act | \$6,000,000 |
| State of Iowa | \$800,000 |
| Other | \$776,023 |
| Farebox | \$227,000 |
| Total Revenues | \$16,475,850 |

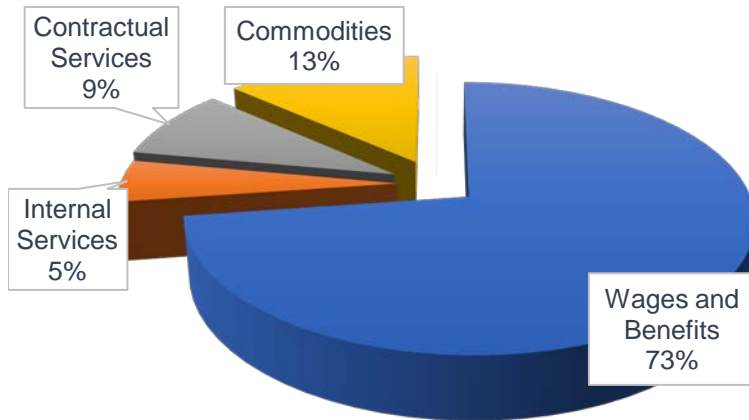
• **Federal** – CyRide's annual section 5307 funds were initially budgeted at \$2,250,000 in the operating budget, directed toward employee wages. In the amended FY 2021 budget these revenues were transferred to capital to fund additional battery electric buses.

- **Federal CARES** – CyRide received timely and significant federal funding to support transit operations during the pandemic. FY 2021 revenues have been amended to indicate the increase in federal funds. CARES Act funding was allocated to transit operator wages to preserve financial stability and ensure transit drivers and other hourly employees continued to be paid even if services were suspended due to the pandemic. Normally, federal funding for operating assistance is only available at 50%; however, CARES Act funding can be applied to support transit operations at 100% with no local match requirement.
- **State of Iowa** – The State of Iowa contribution is budgeted at \$800,000. This funding is the State Transit Assistance (STA) which comes from new car sales and while the pandemic has impacted this revenue source, we anticipate the final funding amount to be similar to the prior year's allocation.
- **Other Revenue** – This includes items such as advertising, transit contracts, reimbursements, interest income, etc. Other revenues are currently budgeted at \$776,023. As previously discussed with the Transit Board, advertising revenues are uncertain at this time and this line item may need further revision as the year proceeds.
- **Fare Revenue** – For the current year fare revenue is budgeted at \$227,000. This reflects an initial projection of lower fare revenues based on longer-term declines in ridership. Free fares during the initial portion of the pandemic and significantly reduced ridership will lead to collected revenues in this category being lower than anticipated.

The inclusion of CARES Act funding in the operating budget has provided CyRide with crucial protection from uncertainty. As the year proceeds, CyRide will be carefully monitoring revenue sources for significant deviations from expected levels and bring additional information to the Transit Board as conditions change.

Current Year (FY 2021) Amended Budgeted Operating Expenses

Shown below are CyRide’s amended operating expenses for the current fiscal year, excluding transfers to support the capital plan.



| Category | Expenses |
|-----------------------|---------------------|
| Wages and Benefits | \$8,802,340 |
| Internal Services | \$622,582 |
| Contractual Services | \$1,045,442 |
| Commodities | \$1,627,100 |
| Other | \$600 |
| Total Expenses | \$12,098,064 |

- **Wages and Benefits** – This is the largest expense in the CyRide budget. For the current budget year, wages and benefits are budgeted at \$8,802,340.

- **Commodities** – For the current year, fuel, parts, lubricants, and other commodities account for \$1,627,100 of expenses. Fuel is currently budgeted at \$2.75 per gallon. CyRide has been fortunate that diesel prices have remained generally low during the pandemic, but volatility in the fuel markets is still possible as the economy continues to restart.
- **Contractual Services** – For the current year, contractual items account for \$1,045,442 of expenses.
- **Internal Services** – For the current year, Internal Services account for \$622,582 of expenses.

With the lower ridership experienced this year, fewer buses have been required to cover busy trips and consequently there has been a reduction in overall expenses incurred. CyRide expects that this trend will continue for the remainder of the current fiscal year.

Reserve Fund Balances

CyRide maintains reserve funds in three separate accounts to provide financial stability to the organization. Reserves are kept in the Transit Operations Fund (Closing Balance), Capital Reserve Fund, and Student Government Trust Fund.

Transit Operations Fund (Closing Balance) – CyRide maintains a closing balance to address unanticipated needs, satisfy the City’s reserve requirements for cash flow purposes, and meet local match requirements for grant opportunities. Transit Board policy is to have a closing balance between 7%–10%. The FY 2020 Operations Fund Closing Balance preserves the Transit Board’s minimum balance goal, with a final balance above the 10% threshold. In normal years this would typically warrant reallocation of funds; however, the pandemic may have a financial impact on future budgets, and a healthy reserve balance will help protect CyRide in the short term. Potential issues include possible losses in STIC funding, funding reductions from census undercounting, decreases in ISU student enrollment, and general reductions in State and/or Federal funding.

| Operations Fund Activity | Dollars |
|--|--------------------|
| FY 2020 Operations Fund Closing Balance | \$5,927,467 |
| FY 2021 Federal Funds* | (\$2,400,000) |
| 10% Reserved for Operating Expenses for FY 2020 | (\$1,052,702) |
| Board Commitment to Low No Grant BEB Local Match | (\$243,620) |
| Local Match Transfer to Capital Reserve Fund | (\$600,000) |
| Anticipated Uncommitted Closing Balance | \$1,631,441 |

* These funds are needed for cash flow purposes, as federal funds are received after the budget year has been completed.

Transit Capital Reserve Fund – This fund is used for grant and capital activities; the balance remaining in the Capital Reserve Fund at the end of the current fiscal year is anticipated to be \$474,814. This will be carried over as the beginning balance for the next fiscal year to fund the purchase of rolling stock and next year’s facility improvement projects.

Transit Student Government Trust Fund – This fund is used to stabilize contributions from the Student Government (SG) to CyRide’s operating budget. The fund balance fluctuates based on ISU enrollment, SG approved fees, and service levels. Three straight years of significant enrollment declines prior to the pandemic, coupled with an activity fee suspension and a zero percent increase in activity fees for the 2020/2021 academic year have dramatically impacted the trust fund balance. Based on current modeling the SG Trust Fund balance is projected to end this fiscal year with a balance of \$156,338. This is below the desired balance goal of \$500,000 set by the committee. In order to ensure stability of the trust fund in future years the students, CyRide, and the Transit Board will need to look at a variety of options to determine the best path forward. CyRide is also working with the Special Student Fee Committee to slowly return the trust fund to a sustainable level. Refer to attached SG Trust Fund Fall for additional details.

FY 2022 Operating Budget Revenue Discussion

| Budgeted Revenues | City Year-End Actuals | | CyRide | | |
|--|------------------------------|-----------------------|------------------------|--------------------------|----------------------------------|
| | FY 2019 Actual | FY 2020 Actual | FY 2021 Amended | FY 2022 Requested | Change FY 2021 to FY 2022 |
| <i>Funding Partner Contributions</i> | | | | | |
| Student Government (SG) | \$5,191,895 | \$5,151,404 | \$5,741,486 | \$5,741,486 | 0.0% |
| SG Trust Fund Transfer | \$235,904 | \$297,097 | - | - | |
| City of Ames | \$1,900,842 | \$1,977,672 | \$2,037,720 | \$2,037,720 | 0.0% |
| Iowa State University | \$836,332 | \$874,804 | \$893,621 | \$893,621 | 0.0% |
| <i>Federal, State, Fares, and Other Revenue</i> | | | | | |
| Federal Government | \$2,406,365 | \$2,494,129 | \$0 | \$2,250,000 | - |
| CARES Act | - | - | \$6,000,000 | \$1,028,297 | - |
| Other | \$1,122,615 | \$1,144,228 | \$776,023 | \$766,173 | -1.3% |
| State of Iowa | \$795,495 | \$861,901 | \$800,000 | \$800,000 | 0.0% |
| Fares | \$226,794 | \$173,650 | \$227,000 | \$201,500 | -11.2% |
| Total Revenues | \$12,716,242 | \$12,974,885 | \$16,475,850 | \$13,718,797 | -16.7% |

The following predictions have been made for revenue sources other than those provided by the funding partners. There are a significant number of variables that could have a major financial impact on future budget years. As previously mentioned, these include potential losses in Small Transit Intensive Cities

(STIC) funding, funding reductions from census undercounting, decreases in student enrollment, general reductions in state or federal funding, and other sources of uncertainty caused by the pandemic.

- **Federal Government Funding** – This represents Federal Transit Administration (FTA) funding sources such as section 5307, section 5310, and STIC. The amount of assistance provided by the federal government is being budgeted at \$2,250,000. STIC funding increases have been introduced in Congress and CyRide is actively working with our trade group representatives to help support increases in this important funding source.
- **Federal Government CARES Act Funding** – This revenue represents the remainder of the one-time CARES Act funding, to be used for wages, budgeted at \$1,028,297. These CARES Act funds may be utilized with no requirement for local match funding.
- **State of Iowa Funding** – This revenue source comes from the State Transit Assistance (STA) funding. The amount of assistance provided by the State of Iowa is expected to remain unchanged at \$800,000 for the FY 2022 budget year. Requests for STA funding increases will likely be introduced in the Iowa Legislature, but the likelihood of passage is unknown at this time.
- **Fare Revenue** – This revenue source is set at \$201,500 in the FY 2022 budget a reduction of \$25,500 from the current budget year to account for declining ridership.
- **Other Revenue** – This revenue source is budgeted at \$766,173, down \$9,850 from the current budget year.

FY 2022 Budget Operating Expense Assumptions

| Budgeted Expenses | City Year-End Actuals | | CyRide | | |
|---------------------------------|-----------------------|---------------------|---------------------|---------------------|---------------------------|
| | FY 2019 Actual | FY 2020 Actual | FY 2021 Amended | FY 2022 Requested | Change FY 2021 to FY 2022 |
| Expenditures by Category | | | | | |
| Wages and Benefits | \$7,892,825 | \$8,168,468 | \$8,802,339 | \$9,128,498 | 3.7% |
| Internal Services | \$585,562 | \$590,763 | \$622,582 | \$686,572 | 10.3% |
| Contractual Services | \$1,137,434 | \$660,084 | \$1,045,442 | \$1,059,530 | 1.3% |
| Commodities | \$1,332,138 | \$1,103,075 | \$1,627,100 | \$1,664,800 | 2.3% |
| Other | \$179,968 | \$339 | \$600 | \$600 | 0.0% |
| Total Expenditures | \$11,127,927 | \$10,522,729 | \$12,098,063 | \$12,540,000 | 3.7% |

The FY 2022 budget operating expenses proposal represents an increase of 3.7% compared to operating expenses in the FY 2021 amended budget. The following information shows proposed operating expenses by category.

- **Wages and Benefits** – This expenditure is being increased by 3.7% overall for FY 2022. This increase is due to contractual and noncontractual wage and benefit increases.
- **Commodities** – The largest portion of this expenditure is fuel, parts, and lubricants. The overall budget for commodities is being increased by 2.3% for FY 2022 from the amended budget.
 - **Fuel** – The FY 2022 budget for fuel has increased 0.2% from the FY 2021 budget. CyRide will be operating fewer services during the 2020/2021 academic year, and thus the average over the previous five years was used to calculate the estimated gallons needed for FY 2022. As the world moves to a post-pandemic environment and fuel use rises,

CyRide needs to prepare for unpredictable fluctuations in prices. Consequently, the recommendation is for the current budget price per gallon of \$2.75 be maintained for the FY 2022 budget year.

- **Parts** – The FY 2022 budget for parts has increased by 6.3% to \$425,000 to reflect the age of CyRide’s fleet and recent engine failures. Newer diesel engines with additional emissions equipment have also proven problematic to maintain. CyRide was able to purchase fifteen new buses ten years ago with stimulus money and these buses are now at a point where it is necessary to perform a mid-life refurbishment addressing corrosion issues.
- **Contractual Services** – Contractual expenditures include payments for services performed by outside professionals, contractors, and vendors for repairs and maintenance. This category also includes utilities paid by CyRide. Contractual expenses for FY 2022 are projected to increase 1.3% overall. This increase is largely due to utilities.
- **Internal Services** – This category includes payments for services performed internally by other City of Ames departments, such as human resource services, data services, messenger services, etc. Internal services for FY 2022 will increase by 10.3% from FY 2021. This cost increase will support adding a full-time Diversity, Equity, and Inclusion coordinator in the HR department in 2021. This new position will assist with recruitment, training of employees, and help all departments support the city’s core values.
- **Funds Transferred to Capital** – The FY 2022 budget reflects a transfer of \$800,000 to the capital fund to purchase buses, facility improvements, equipment, etc. The FY 2021 transfer was \$905,620.

Capital Improvement Plan

CyRide’s annual capital budget provides funding for transit vehicles, building improvements, bus stop renovations, transit technology projects, along with shop and office equipment. CyRide annually develops a five-year Capital Improvement Plan (CIP) to align available resources with programmed capital projects to achieve and maintain a State of Good Repair (SGR) throughout its vehicle fleet, facilities, and other capital equipment. The FTA requires CyRide to have a Transit Asset Management (TAM) plan to manage capital assets and to prioritize funding to maintain our facility and fleet in an SGR. Implementation of the CIP is dependent on the availability of federal, state, and local funding. Effective planning helps provide a framework for capital improvements based on conditions and availability of financial resources. After approval by the Transit Board of Trustees, the CIP is incorporated into the City of Ames Capital Improvement Program in January of each year.

If approved as part of the overall budget, CyRide would begin to purchase items contained in the first year of the CIP beginning July 1, 2021. The remaining years are more fluid in nature due to annual funding increases and decreases. The information below details the CIP’s first year purchases.

FY 2022 Capital Request Summary

| Capital | City Year-End Actuals | | CyRide | |
|--------------------------------------|-----------------------|--------------------|--------------------|--------------------|
| | FY 2019 Actual | FY 2020 Actual | FY 2021 Amended | FY 2022 Requested |
| Beginning Balance | | | \$1,396,280 | \$474,814 |
| Capital Revenues | | | | |
| Federal/State Funding (Grants) | \$806,187 | \$1,136,072 | \$6,934,145 | \$2,581,530 |
| ISU Parking | \$17,000 | \$17,000 | \$17,000 | \$17,000 |
| Interest Revenue | \$55,030 | \$34,970 | \$7,000 | \$7,000 |
| Total Before Transfers | \$878,217 | \$1,188,042 | \$6,958,145 | \$2,605,530 |
| Transfers | | | | |
| Transit Operations | \$800,000 | \$902,520 | \$905,620 | \$800,000 |
| Total Capital Revenues | \$1,678,217 | \$2,090,562 | \$7,863,765 | \$3,405,530 |
| Total Capital Available | - | - | \$9,260,045 | \$3,880,344 |
| Capital Expenditures | | | | |
| Vehicle Replacement & Rehabilitation | | | \$7,174,768 | \$2,755,024 |
| Facility Improvements & Expansion | | | \$801,140 | \$708,920 |
| Technology | | | \$457,011 | \$241,700 |
| Bus Stop Improvements | | | \$152,312 | \$25,000 |
| Shop and Office Equipment | | | \$200,000 | \$70,400 |
| Total Capital Expenditures | | | \$8,785,231 | \$3,801,044 |
| Ending Balance | | \$1,396,280 | \$474,814 | \$79,300 |

- **Three New 40' HD Buses** – CyRide received grant funding for three new 40' buses. CyRide will receive 80-85% state funding for these buses. These buses will replace existing 40' buses and assist CyRide in meeting its federal TAM plan goals.
- **One New 60' Articulated Bus** – CyRide received funding from the Iowa DOT for one additional new 40' bus. The Ames Area MPO also awarded CyRide \$225,000 for a bus purchase in FY2022. With these funds combined, CyRide will be able to upgrade the 40' bus to a 60' bus, moving CyRide closer to the goal of operating all articulated buses on the #23 Orange route.
- **Two New Low-Floor Minibuses** – CyRide received Elderly and Disabled section 5310 funding to purchase two new minibuses. CyRide will receive 80% of the funding for these vehicles. These buses will replace two high-floor minibuses with a new low-floor style that will improve accessibility for passengers using wheelchairs. Replacing these vehicles will also assist CyRide in meeting its federal TAM plan goals.
- **One Support Vehicle** - The plan includes replacement of one CyRide support vehicle. These vehicles are used to support operations.
- **Mid-Life Rehabilitation** – \$30,000 is included for refurbishing vehicles. This will be used to address corrosion issues with buses purchased ten years ago using stimulus money.
- **Heating, Ventilation, and Air Conditioning (HVAC) Improvements** – This includes replacement of HVAC equipment ranging from 15 to 37 years old. All the equipment being replaced is past its useful life. This will assist with CyRide's SGR and TAM plan requirements.

- **Fall Protection Rails** – This includes upgrades to our current safety measures. These rails will provide additional protection for personnel maintaining the articulated buses. This will assist with the safety risk management component of the Public Transit Agency Safety Plan.
- **Bus Technology** – CyRide will invest in bus technology that will improve system efficiency and the riding experience for passengers with disabilities. This will be accomplished by adding network capabilities to buses so that load counts per stop can be captured live with automatic passenger counters. This will allow for a faster response to changes in riding patterns. The same network capabilities will also permit bus video to be live streamed to dispatchers and the police in the event of an incident on a bus. CyRide submitted a new federal grant application in November 2020 to deploy this technology across the entire large bus fleet. If awarded the grant, the goal of full deployment could be accomplished much sooner than anticipated. There will also be an investment in bus display monitors for newly purchased vehicles that will visibly display the next stops along a route to help passengers with disabilities. The same visual LED monitors may also be used for advertising.
- **Safety Software** - CyRide has a regulatory requirement to develop and certify a Public Transportation Agency Safety Plan (PTASP). Safety is CyRide's number one priority and is of the utmost importance. CyRide developed a robust safety and security program by educating, encouraging, and endorsing a strong culture of safety at all levels. CyRide will invest in safety software to help manage PTASP compliance. This software will improve operating performance, simplify reporting, automate administrative tasks, and provide analytic reporting to help mitigate risks, as well as support safety and continuous improvement.
- **Facility Technology** – Upgrades to facility technology encompasses two main areas. Technology originally installed when the CyRide facility was constructed is now over 10 years old and has become obsolete. CyRide is planning to invest \$20,000 in FY 2022 to replace aging equipment. Planned expenditures also include enhancing the facility Wi-Fi system with additional receivers.
- **Bus Stop Improvements** – CyRide 2.0 and the pandemic have created a significant shift in riding patterns leading to a reduction in the amount budgeted for bus stop improvements. CyRide will be updating the bus stop improvement plan in a more stable environment to determine ridership patterns and ensure bus stop upgrades are being implemented where they will enhance the passenger experience for the greatest number of riders. CyRide will budget dollars for smaller projects in the CIP while the plan is updated.
- **Computers/Office Equipment** – The FY 2022 office equipment expenditures include the replacement of computers, laptops, printers, office chairs, and stand-up style desks at an estimated cost of \$20,400. With the exception of stand-up desks, these expenditures are used for replacing old and obsolete equipment.
- **Shop Equipment** - The CyRide Maintenance Division owns several pieces of specialized equipment that are used to maintain buses so that CyRide stays in compliance with FTA regulations regarding vehicle maintenance. The specialized equipment includes parts washers, refrigerant recovery machines, lifts, and electronic diagnostic equipment. One piece of equipment that is planned to be replaced in FY 2022 is a tire balancing machine at an estimated cost of \$15,000. Expenditures in this category are difficult to predict as some of the equipment is up to 37 years old and still reliable. Historically, CyRide has spent between \$45,000 and \$50,000 during a fiscal year for shop equipment.

Remaining Four Years (FY 2023 - FY 2026)

Additional capital projects are scheduled in the remaining four years of the CIP if sufficient federal and state funding is available. Refer to the attached FY 2022 Capital Improvement Plan for full details. Capital items in this period include:

- **40' and 60' Buses** - Two to five buses are scheduled each year of the four remaining years of the CIP. These buses would replace 40' buses and assist CyRide in meeting its federal TAM Plan goal.
- **Battery Electric Buses** – The plan includes replacement of three 40' diesel buses with battery-electric buses in FY 2023. The FY 2021 one-time transfer of annual 5307 funds will be used to support this purchase. Funding is projected to be at an 80% federal share.
- **Support Vehicles** – Administrative vehicles are replaced every four to six years, depending on condition and fiscal constraints.
- **Dial-A-Ride Bus and Van** – In FY 2016, CyRide purchased vehicles which are leased to HIRTA for operation of CyRide's Dial-A-Ride service. CyRide has scheduled their replacement in FY 2023 and FY 2024 at a cost of \$98,874 and \$54,418, respectively.
- **Mid-Life Rehabilitation** – The plan assumes refurbishing vehicles to address corrosion issues and repair in the outlying years at a cost of \$30,000 to \$50,000 per year, for a total four-year cost of \$130,000. This would assist CyRide in keeping vehicles in a state of good repair.
- **Building Improvement and Expansion** – This plan assumes the following:
 - **Spill-Free Fueling System** – CyRide would replace its fuel dispensing system with a spill-free fueling system. The current system was installed in 2003 with used equipment at that time. The new system would allow for quicker, more efficient fueling and a significant reduction in fuel spillage due to a new design that couples with the fuel intake on the bus. This project is budgeted at \$262,500.
 - **HVAC Project – Phase III** – Remaining HVAC equipment that is beyond its useful life would be replaced over the summer of 2023 with the possible assistance of a state grant. This facility equipment was found to be deficient in the TAM Plan.
 - **Facility Expansion** – CyRide has budgeted funds to explore facility improvements and a possible facility expansion.
 - **Water Main Replacement** – CyRide has a water main failing under the parking lot that is scheduled to be replaced in FY 2024.
 - **Concrete** – Funds for concrete replacement are budgeted annually based on the amount of concrete expected to degrade in a given year.

FY 2022 Budget

The Capital Improvement Plan request has been incorporated into a single overall budget request instead of two separate budget items. The CIP budget for FY 2022 includes grants for four large HD buses and the replacement of two minibuses. A State of Iowa Public Transportation Infrastructure Grand (PTIG) grant will also allow CyRide to complete a much-needed facility HVAC improvement project.

The proposed FY 2022 operating budget totals \$12,540,000 and represents an increase of 3.7%, compared to the FY 2021 amended budget. This budget preserves existing levels of service and requires no additional funding from the local partners.

CyRide is seeking board input on the recommended budget and if any modifications should be included. The Transit Board may vote on a final budget at the December meeting or defer action until the January meeting.

ALTERNATIVES:

1. Approve the FY 2022 budget as proposed, with no increase in costs to the local funding partners.
2. Defer approval until the January 2021 Transit Board meeting and direct staff to modify the FY 2022 budget according to Transit Board priorities.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1, to approve the FY 2022 budget as presented. This budget will allow CyRide to continue offering the transit services the community relies upon while minimizing the cost to the funding partners during a particularly difficult financial period.

BUDGET ANALYSIS - 2020 Actual, 2021 Amended, 2022 Requested

CyRide Baseline Budget - CARES FY2021 \$6,000,000 FY2022 \$1,028,297

12/14/2020

| 12/14/20 | 10:14 AM | 16-17 Actual | 17-18 Actual | 18-19 Actual | 19-20 Adopted | 19-20 Amended | 19-20 Final | 19-20 Actual | 20-21 Adopted | 20-21 Amended | 21-22 Requested | % Cha. Am/Ad | % Cha. Am/Act | % Cha. Req./Ad. | % Cha. Req./Am. |
|---------------------------------|------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-----------------|------------------|--------------------|--------------------|
| FIXED ROUTE | | | | | | | | | | | | | | | |
| 550-1221 | Operations | \$6,167,454 | \$6,455,736 | \$6,436,100 | \$6,997,287 | \$6,683,060 | \$6,757,495 | \$6,238,368 | \$6,889,232 | \$6,906,376 | \$7,155,896 | 0.2% | 10.7% | 3.9% | 3.6% |
| 550-1222 | Maintenance | \$2,100,140 | \$2,235,050 | \$2,369,916 | \$2,725,726 | \$2,751,020 | \$2,751,020 | \$2,196,103 | \$2,769,162 | \$2,769,162 | \$2,842,016 | 0.0% | 26.1% | 2.6% | 2.6% |
| 550-1207 | COVID19 Response | | | | | | | | | | | | | | |
| FIXED ROUTE TOTAL | | \$8,267,596 | \$8,690,785 | \$8,806,064 | \$9,723,013 | \$9,434,080 | \$9,508,515 | \$8,434,471 | \$9,658,394 | \$9,675,538 | \$9,997,912 | 0.2% | 14.7% | 3.5% | 3.3% |
| DIAL-A-RIDE | | | | | | | | | | | | | | | |
| 550-1341 | Operations | \$163,968 | \$179,851 | \$160,672 | \$182,139 | \$182,139 | \$182,139 | \$154,967 | \$183,691 | \$183,691 | \$184,315 | 0.0% | 18.5% | 0.3% | 0.3% |
| 550-1342 | Maintenance | \$0 | \$0 | | | | | \$0 | | \$0 | \$0 | | | | |
| DIAL-A-RIDE TOTAL | | \$163,969 | \$179,851 | \$160,679 | \$182,139 | \$182,139 | \$182,139 | \$154,967 | \$183,691 | \$183,691 | \$184,315 | 0.0% | 18.5% | 0.3% | 0.3% |
| ADMINISTRATION/SUPPORT | | | | | | | | | | | | | | | |
| 550-1101 | Administration | \$1,135,853 | \$1,147,601 | \$1,405,819 | \$1,369,642 | \$1,304,676 | \$1,304,676 | \$1,167,463 | \$1,354,796 | \$1,348,461 | \$1,427,492 | -0.5% | 15.5% | 5.4% | 5.9% |
| 550-1102 | Safety/Training | \$342,835 | \$363,673 | \$366,487 | \$447,863 | \$450,152 | \$450,152 | \$397,887 | \$465,160 | \$465,160 | \$482,105 | 0.0% | 16.9% | 3.6% | 3.6% |
| 550-1103 | Promotion | \$4,392 | \$6,613 | \$2,565 | \$10,150 | \$10,150 | \$10,150 | \$1,741 | \$10,250 | \$10,250 | \$10,250 | 0.0% | 488.7% | 0.0% | 0.0% |
| 550-1105 | Bldg/Grounds | \$404,547 | \$436,948 | \$386,302 | \$386,064 | \$389,684 | \$389,684 | \$366,200 | \$410,615 | \$414,963 | \$437,931 | 1.1% | 13.3% | 6.7% | 5.5% |
| 550-1107 | COVID19 Response | | | | | | | | | | | | | | |
| ADMIN/SUPPORT TOTAL | | \$2,012,630 | \$1,954,835 | \$2,161,204 | \$2,213,719 | \$2,154,662 | \$2,154,662 | \$1,933,291 | \$2,240,821 | \$2,238,834 | \$2,357,778 | -0.1% | 15.8% | 5.2% | 5.3% |
| TOTAL OPERATING EXPENSES | | \$10,444,195 | \$10,825,472 | \$11,127,947 | \$12,118,870 | \$11,770,881 | \$11,845,316 | \$10,522,729 | \$12,082,906 | \$12,098,063 | \$12,540,004 | 0.1% | 15.0% | 3.8% | 3.7% |
| TRANSFER TO SG TRUST | | \$83,579 | \$74,755 | \$226,455 | | | | \$464,178 | | | | | | | |
| TRANSFER TO CAPITAL FUND | | \$1,315,166 | \$460,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$902,520 | \$800,000 | \$800,000 | \$800,000 | 0.0% | -11.4% | | |
| TOTAL USED | | \$11,842,940 | \$11,360,227 | \$12,154,402 | \$12,918,870 | \$12,570,881 | \$12,645,316 | \$11,889,427 | \$12,882,906 | \$12,898,063 | \$13,340,004 | 0.1% | 8.5% | 3.5% | 3.4% |
| OPENING BALANCE | | \$1,570,232 | \$3,569,931 | \$4,306,970 | \$4,842,009 | \$4,842,009 | \$4,842,009 | \$4,842,009 | \$1,052,406 | \$1,052,406 | \$4,630,193 | 0.0% | -78.3% | 340.0% | 340.0% |
| OPERATING REVENUE | | \$13,868,574 | \$12,107,961 | \$12,716,242 | \$12,860,173 | \$12,780,173 | \$12,780,173 | \$12,974,885 | \$12,849,349 | \$16,475,850 | \$13,718,797 | 28.2% | 27.0% | 6.8% | -16.7% |
| TOTAL AVAILABLE | | \$15,438,806 | \$15,677,892 | \$16,996,411 | \$17,702,182 | \$17,622,182 | \$17,622,182 | \$17,816,894 | \$13,901,755 | \$17,528,256 | \$18,348,990 | 26.1% | -1.6% | 32.0% | 4.7% |
| Committed Funds | | | | | | | | \$3,243,620 | | | | | | | |
| Closing Balance Excess of 10% | | | | | | | | \$1,631,441 | | | | | | | |
| CLOSING BALANCE | | \$3,569,931 | \$4,317,665 | \$4,842,009 | \$4,783,311 | \$5,051,301 | \$4,976,866 | \$1,052,406 | \$1,018,849 | \$4,630,193 | \$5,008,986 | 354.5% | 340.0% | 391.6% | 8.2% |
| Closing/Operating Total | | 34.2% | 39.9% | 43.5% | 39.5% | 42.9% | 42.0% | 10.0% | 8.4% | 38.3% | 39.9% | | | | |

ISU Student Fees and Trust Fund Summary
Ending Balance goal of \$500,000, with 3% Annual Budget Increase
Fall 2021 Enrollment Projections for 30,000 Students

| CAPITAL & OPERATIONS | Actual 18-19 | Projected 19-20 | Projected 20-21 | Projected 21-22 | Projected 22-23 | Projected 23-24 | Projected 24-25 |
|---------------------------------|-------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Budget Commitment | \$5,488,993 | \$5,741,487 | \$5,741,487 | \$5,741,487 | \$5,913,731 | \$6,091,143 | \$6,273,878 |
| Revenue Collected | \$5,191,896 | \$5,151,404 | \$5,118,768 | \$5,108,733 | \$5,609,015 | \$6,089,452 | \$6,442,314 |
| Surplus/(Deficit) | (\$297,097) | (\$590,083) | (\$622,719) | (\$632,754) | (\$304,717) | (\$1,692) | \$168,436 |
| TRUST FUND | | | | | | | |
| Opening Balance | \$373,981 | \$292,873 | \$774,057 | \$156,338 | (\$471,416) | (\$771,132) | (\$767,824) |
| Interest | \$16,179 | \$17,006 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 |
| Towers Turnaround | (\$26,644) | | | | | | |
| | \$84,397 | | | | | | |
| ICAAP Funds | \$142,057 | \$464,178 | | | | | |
| Transfers In (Out) | (\$297,097) | \$0 | (\$622,719) | (\$632,754) | (\$304,717) | (\$1,692) | \$168,436 |
| Ending Balance | \$292,873 | \$774,057 | \$156,338 | (\$471,416) | (\$771,132) | (\$767,824) | (\$594,388) |
| % of Budgeted Revenue | 5.3% | 13.5% | 2.7% | -8.2% | -13.0% | -12.6% | -9.5% |
| Fee Increase | \$4.25 | \$5.50 | \$0.00 | \$5.00 | \$10.50 | \$10.50 | \$8.50 |
| Total Fees | \$79.60 | \$85.10 | \$85.10 | \$90.10 | \$100.60 | \$111.10 | \$119.60 |
| Official Enrollment | 34,992 | 33,391 | 31,825 | 30,000 | 29,500 | 29,000 | 28,500 |

CyRide Capital Revised - FY20 to FY26

12/10/20 9:49 PM

| | | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 |
|--------------------------------|--------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Capital | | Actual | | | | | | |
| Beginning Balance | | \$ 1,985,631 | \$ 1,396,280 | \$ 474,814 | \$ 79,300 | \$ 2,382 | \$ 3,397 | \$ 3,907 |
| State/Federal Building | 80% | | | | | | | |
| PTIG Building | 80% | \$ 466,899 | \$ 521,098 | \$ 292,093 | \$ 600,000 | \$ 600,000 | \$ 600,000 | \$ 600,000 |
| State/Federal Bus (60' Bus) | 80% CO | \$ 463,722 | \$ 463,722 | \$ 410,426 | \$ 436,077 | \$ 453,520 | | |
| State/Federal Bus (40' Bus) | 80% | \$ - | \$ 1,564,988 | \$ 1,302,734 | \$ 1,744,308 | \$ 853,686 | \$ 2,308,363 | \$ 2,400,694 |
| STBG Money | | | \$ 225,000 | \$ 225,000 | \$ 225,000 | \$ 225,000 | \$ 225,000 | \$ 225,000 |
| State/Federal Bus | 85% CO | | \$ 1,221,960 | | | | | |
| VW Award Money | | | \$ 560,640 | | | | | |
| State/Federal BEB | | | \$ 1,660,180 | | | | | |
| State/Federal Minibuses | 83% | | \$ 559,470 | \$ 249,917 | \$ 79,099 | \$ 46,734 | | |
| State/Federal Bus Stops | 80% | \$ - | \$ - | \$ - | \$ - | \$ 48,000 | \$ 48,000 | \$ 48,000 |
| State/Federal Bus Annunciators | 80% | \$ 669,173 | \$ - | \$ 101,360 | \$ - | \$ - | | |
| STIC Money | | | \$ 62,320 | | | | | |
| Interior Improvement Project | | | \$ 94,767 | | | | | |
| 5307 CIP Funds (BEB) | | | | | \$ 2,400,000 | | | |
| ISU Parking | | \$ 17,000 | \$ 17,000 | \$ 17,000 | \$ 17,000 | \$ 17,000 | \$ 17,000 | \$ 17,000 |
| Interest | | \$ 34,970 | \$ 7,000 | \$ 7,000 | \$ 7,000 | \$ 7,000 | \$ 7,000 | \$ 7,000 |
| GSB | | | | | | | | |
| Capital Transfer | | \$ 902,520 | \$ 905,620 | \$ 800,000 | \$ 1,400,000 | \$ 800,000 | \$ 800,000 | \$ 800,000 |
| Capital Revenues | | \$ 2,090,562 | \$ 7,863,765 | \$ 3,405,530 | \$ 6,908,484 | \$ 3,050,940 | \$ 4,005,363 | \$ 4,097,694 |

| Total Available | | \$ 4,076,193 | \$ 9,260,045 | \$ 3,880,344 | \$ 6,987,784 | \$ 3,053,322 | \$ 4,008,761 | \$ 4,101,601 |
|--------------------------------------|---------------|---------------------|--|---|---|--|---------------------|---------------------|
| | Grants | | | | | | | |
| Bus Wash Rehab | PTIG | \$ 558,998 | | | | | | |
| Interior Improvement Project | | | \$ 129,767 | | | | | |
| HVAC Replacement | PTIG | \$ 56,578 | \$ 651,373 | \$ 468,920 | \$ 487,500 | | | |
| Spill Free Fueling | PTIG | | | | \$ 262,500 | | | |
| Water Main Replacement | PTIG | | | | | \$ 750,000 | | |
| Facility Expansion | PTIG | | | | | | \$ 750,000 | \$ 750,000 |
| Articulated Bus (Grants) | CO | | \$ 850,000 | \$ 850,000 | \$ 850,000 | \$ 850,000 | | |
| Bus (Grants) BEB | | | \$ 2,155,800 | | \$ 3,000,000 | | | |
| Bus (Grants) 40' Buses | | | \$ 3,367,977 | \$ 1,532,628 | \$ 2,052,128 | \$ 1,067,107 | \$ 2,885,454 | \$ 3,000,868 |
| Bus (Grants) Minibuses | | | \$ 658,200 | \$ 312,396 | | | | |
| | | | *10 Large Buses Tot: * 2 BEB's (778, 779) * 1 ARTIC - (7130) *7-40' HD BUSES (711, 712, 716, 7117, 7133, 7124 and 762/785 Lilac Exp2) * 6 minis (333) | 4 Large Buses Tot. * 1 ARTIC (1141) *3-40' HD BUSES (7132, 7123, 7125) *2 Minibus (338,339) | 5 Large Buses Tot: * 1 ARTIC - (1141) *4-40' HD BUSES (958, 956, 955, 957) | 3 Large Buses Tot. * 1 ARTIC *2-40' HD BUSES | 5-40' buses | 5-40' buses |
| HIRTA Bus | 5310 | | \$ - | | \$ 98,874 | | | |
| HIRTA Van | 5310 | | | \$ - | | \$ 58,418 | | |
| Bus Stop Shelters | 5310 | | | \$ - | | \$ 60,000 | \$ 60,000 | \$ 60,000 |
| Annunciators / AVL | 5310 | \$ 836,466 | | \$ 126,700 | | | | |
| Facility Improvements - Exterior | | | | \$ 75,000 | | | | |
| Facility Improvements - Interior | | \$ - | \$ 20,000 | | | | | |
| AVL (Local) | | \$ 23,172 | \$ 100,000 | | | | | |
| Bus Mid-life Rehabilitation | | | \$ 30,000 | \$ 30,000 | \$ - | \$ 30,000 | \$ 50,000 | \$ 50,000 |
| Bus Technology | | \$ - | \$ 75,000 | \$ 75,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| Support Vehicle | | \$ - | \$ 90,000 | \$ 30,000 | \$ 30,000 | \$ 30,000 | \$ 30,000 | \$ 30,000 |
| | Escape (2012) | | Terrain (White 2014) | Terrain (Red 2015) | Fusion (2016) | Escape (2017) | | |
| Shop Trucks | | \$ 29,263 | \$ 22,791 | | | | | |
| Shop Equipment | | \$ 819 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| Computers/Office Equip. | | \$ 13,072 | \$ 32,011 | \$ 20,400 | \$ 14,400 | \$ 14,400 | \$ 14,400 | \$ 14,400 |
| Concrete | | \$ 62,688 | \$ 127,312 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Concrete (Shelters) | | \$ - | \$ 25,000 | \$ 25,000 | \$ - | | \$ 25,000 | |
| A&E Services | | \$ 34,002 | \$ 35,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| Security System (Building) | | \$ - | \$ 200,000 | | | | | |
| Forklift | | \$ - | \$ 40,000 | | | | | |
| Radios | | \$ 341,010 | | | | | | |
| Maint. Software | | \$ - | \$ 50,000 | | | | | |
| Safety Software | | | | \$ 20,000 | | | | |
| Protection Rails (Articulated Buses) | | | | \$ 75,000 | | | | |
| Kronos | | \$ 7,106 | | | | | | |
| Facility Technology | | \$ 1,573 | \$ 50,000 | \$ 20,000 | | | | |
| Air Compressor (Shop) | | \$ - | \$ 25,000 | | | | | |
| Capital Expenses | | \$ 1,964,747 | \$ 8,785,231 | \$ 3,801,044 | \$ 6,985,402 | \$ 3,049,925 | \$ 4,004,854 | \$ 4,095,268 |
| Ending Balance | | \$ 2,111,446 | \$ 474,814 | \$ 79,300 | \$ 2,382 | \$ 3,397 | \$ 3,907 | \$ 6,333 |
| Building Reserve | | \$ 715,166 | | | | | | |
| Balance without Building | | \$ 1,396,280 | \$ 474,814 | \$ 79,300 | \$ 2,382 | \$ 3,397 | \$ 3,907 | \$ 6,333 |

CYRIDE VEHICLE REPLACEMENT & REHABILITATION

PROJECT STATUS: Cost Change,
Revenue Change

City of Ames, Iowa
Capital Improvements Plan

DESCRIPTION/JUSTIFICATION

CyRide will replace buses in the fleet as grant funding opportunities arise to ensure vehicles are in a state of good repair, as required by the Federal Transit Administration. CyRide anticipates future federal funding for new buses through the state's capital funding allocation process. CyRide has five vehicles used for administrative support in the operations division for drivers to switch shifts. These vehicles are on a four to six-year replacement schedule. Dial-A-Ride vehicles are programmed to be replaced every four to six years. Additionally, \$30,000 to \$50,000 per year is being programmed for mid-life bus rehabilitation, corrosion repair, and painting.

In total, these purchases are programmed as follows:

- 2021/22 Replace three large 40' buses (\$1,532,628); replace one large 40' bus with a new articulated 60' bus (\$850,000); replace two minibuses (\$312,396); mid-life rehabilitation; replace one administrative vehicle
- 2022/23 Replace three large 40' buses with battery electric buses; replace four large 40' buses; replace one large 40' bus with a new articulated 60' bus; replace one administrative vehicle; replace the Dial-A-Ride minibus
- 2023/24 Replace two large 40' buses; replace one large 40' bus with a new articulated 60' bus; mid-life rehabilitation; replace one administrative vehicle; replace the Dial-A-Ride van
- 2024/25 Replace five large 40' buses; mid-life rehabilitation; replace one administrative vehicle
- 2025/26 Replace five large 40' buses; mid-life rehabilitation; replace one administrative vehicle

COMMENTS

The new buses will be funded with 80-85% federal funding, including the State of Iowa's Iowa Clean Air Attainment Program (ICAAP) funds that are a distribution of federal dollars. For FY 2022/23 a onetime transfer of annual 5307 funding will be used to support the purchase of three new battery electric buses. For FY 2021/22 to FY 2023/24 the Ames Area MPO approved \$225,000 each year to assist in funding the purchase of new articulated buses.

DESCRIPTION/JUSTIFICATION

CyRide's facility is 37 years old and major components of the building are at the end of their useful life. Additionally, the facility is housing more vehicles than it was originally designed for, creating higher wear and tear on the facility, and a need to explore expansion options in the future. As a result, this plan has been developed to keep the current facility in a state of good repair, as required by the Federal Transit Administration.

- 2021/22 Replace HVAC system phase II (\$468,920); exterior facility improvements (\$75,000); protection rails for articulated buses (\$75,000); concrete replacement (\$40,000); A & E services
- 2022/23 Replace HVAC system phase III; (\$487,500); replace fueling system with spill free fueling (\$262,500); concrete replacement (\$40,000); A & E services
- 2023/24 Water main replacement (\$750,000); concrete replacement (\$40,000); A & E services
- 2024/25 Construct an addition onto existing or new facility (\$750,000); concrete replacement (\$40,000); A & E services
- 2025/26 Construct an addition onto existing or new facility (\$750,000); concrete replacement (\$40,000); A & E services

COMMENTS

HVAC projects (phases II and III) will replace units that are 15 to 37 years old in two consecutive fiscal years. Fall protection rails provide additional safety for personnel maintaining the articulated buses. Concrete replacement is budgeted each fiscal year to replace concrete around the facility as it fails. Spill free fueling replaces the existing system with one that is faster and has less waste. Exterior facility improvements include paint, caulk, and EIFS repair. CyRide has a water main failing under the parking lot that is to be replaced in FY 2023/24. The A & E services would provide technical expertise during the various construction projects, as well as assisting with the preparation of bid documents. This CIP assumes a plan to expand CyRide's facility is developed and that the facility will be built in pieces as funding is identified. To date, CyRide has reserved \$715,166 in local match dollars for a grant to begin constructing more facility space.

LOCATION

CyRide, 601 N. University Blvd.

DESCRIPTION/JUSTIFICATION

Advancements in technology have grown significantly over the past several years. As a result, CyRide will incorporate the following:

- **Bus Technology:** CyRide will invest in bus technology that will improve system efficiency and the riding experience for passengers with disabilities. This will be accomplished by adding network capabilities to buses so that load counts per stop can be captured live with automatic passenger counters. This will allow for a faster response to changes in riding patterns. The same network capabilities will also permit bus video to be live streamed to dispatchers and the police in the event of an incident on a bus. CyRide submitted a new Federal grant application to deploy this technology across the entire large bus fleet. If successful, the goal of full deployment could be accomplished much sooner than anticipated. There will also be an investment in bus display monitors for newly purchased vehicles that will show the next stops along a route to help passengers with disabilities. The same monitors may also be used for advertising.
- **Safety Software:** CyRide has a regulatory requirement to develop and certify a Public Transportation Agency Safety Plan (PTASP). Safety is CyRide's number one priority and is of the utmost importance. CyRide developed a robust safety and security program; by educating, encouraging, and endorsing a strong culture of safety at all levels. CyRide will invest in safety software to help manage PTASP compliance. This software will improve operating performance, simplify reporting, automate administrative tasks, and provides analytic reporting to help mitigate risks and support safety and continuous improvement.
- **Facility Technology:** Upgrades to facility technology encompasses two main areas. Technology originally installed when the CyRide facility was constructed is now over 10 years old and has become obsolete. CyRide is planning to invest \$20,000 in FY 2021/22 to replace aging equipment. Planned expenditures also include enhancing the facility Wi-Fi system with additional receivers.

LOCATION

CyRide, 601 N. University Blvd.

BUS STOP IMPROVEMENTS

PROJECT STATUS: Cost Change

City of Ames, Iowa
Capital Improvements Plan

DESCRIPTION/JUSTIFICATION

CyRide 2.0 and the pandemic have created a significant shift in riding patterns leading to a reduction in the amount budgeted for bus stop improvements. CyRide will be updating the bus stop improvement plan in a more stable environment to determine ridership patterns and ensure bus stop upgrades are being implemented where they will enhance the passenger experience for the greatest number of riders. CyRide will budget dollars for smaller projects in the CIP while the plan is updated.

CyRide will use the number of passengers boarding and alighting from the bus to determine the level of amenities at each stop. Additionally, the Iowa DOT has recently issued a report with recommended bus stop improvements along their roadways. Recommendations from the report will be incorporated into the updated bus stop improvement plan. After the plan has been updated, an increase in funding will be requested for subsequent years.

COMMENTS

Funding for the improvements in FY 2021/22 will be 100% local funding from CyRide's budget. Shelter improvements will resume in FY 2022/23 through FY 2024/25 with three shelters being added or replaced each year.

LOCATION

Various locations throughout Ames.

CYRIDE SHOP AND OFFICE EQUIPMENT

PROJECT STATUS: No Change

City of Ames, Iowa
Capital Improvements Plan

DESCRIPTION/JUSTIFICATION

The FY 2021/22 office equipment expenditures include the replacement of computers, laptops and printers, as well as the replacement of office chairs and stand-up style desks at an estimated cost between \$14,400 to \$20,400. With the exception of stand-up desks, these expenditures are used for replacing old and obsolete equipment.

The CyRide Maintenance Division owns several pieces of specialized equipment that are used to maintain buses so that CyRide stays in compliance with Federal Transit Administration regulations regarding vehicle maintenance. The specialized equipment includes parts washers, refrigerant recovery machines, lifts, and electronic diagnostic equipment. Expenditures in this category are difficult to predict as some of the equipment is up to 36 years old and still reliable. Historically, CyRide has spent between \$45,000 and \$50,000 during a fiscal year for shop equipment.

COMMENTS

In addition to computers and related equipment, CyRide will invest in more stand-up desks as an element of employee wellness. Employees that have received these desks like the ability to alternately stand and sit throughout the workday.

CyRide Maintenance is planning to replace a tire balancing machine during FY 2021/22 at an estimated cost of \$15,000.

LOCATION

CyRide, 601 N. University Blvd.

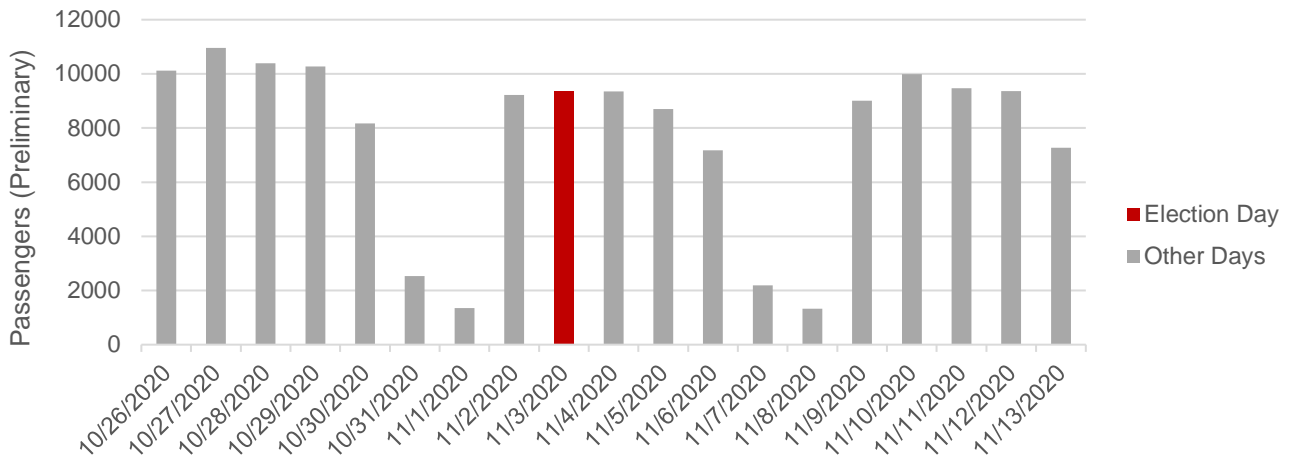


December 16, 2020
Monthly Report
CyRide Resource: Barbara Neal

1. Fare-Free Election Day

Free rides were offered to the public on November 3 for Election Day. In addition to a City of Ames press release and advertising from CyRide, there were several news stories in media outlets listing CyRide as an option for getting to the polls. The general public response observed for this event was positive, with CyRide’s promotion being mentioned on social media by other individuals and organizations.

Ridership information for Election Day is shown in the graph below, compared to passenger counts for the surrounding time period.



CyRide did not observe a significant change in ridership for Election Day relative to other service days. There are several reasons why this could be:

- Pleasant weather for the week of November 2nd may have contributed to lower ridership, including on Election Day.
- While more people voted in Story County this year (51,253 voters) relative to the 2016 general election (50,974 voters), the number of people voting on Election Day was lower due to a larger percentage of early and mail-in voting; this year, 20,784 people voted on Election Day in Story County, compared to 29,386 in 2016.¹
- New riders may be reluctant to use public transit during the pandemic, reducing the effectiveness of messaging that appeared in media outlets.

Overall, CyRide believes the effort was beneficial, particularly given the minimal cost to offer these free rides.

¹ Statistics are from the Iowa Secretary of State’s website, available at <https://sos.iowa.gov/elections/results/index.html>.

2. Theodore the Bus

This fall, to have fun and encourage community riders, we had the shop create a bus with a turkey on it. Theodore was born. Theodore ran on the routes which go throughout the city. We asked kids to watch for the bus and let us know which routes he was on that day. If they emailed which route, they saw him on or if they rode on the bus, they could enter in a drawing for prizes. We also included complimentary tickets to encourage people to ride the bus. We received several entries and emails from parents talking about how their children were excited to see the bus around town.



3. Fall Semester Ridership Update

CyRide continues to carefully track changes in ridership stemming from the pandemic. Preliminary passenger counts from the start of the budget year on July 1 through November 24 are listed below, compared to the same period last year.

| Year-To-Date | 2019 | 2020 | Change |
|-----------------|------------------|----------------|---------------|
| Free Riders | 2,280,835 | 775,708 | -66.0% |
| Non-Free Riders | 143,461 | 54,063 | -62.3% |
| Total | 2,424,296 | 829,771 | -65.8% |

Lower ridership has been observed across all CyRide routes. Passenger counts are down 73.5% on the #23 Orange, and the routes primarily serving the west Ames student population (#7 Purple, #11 Cherry, and #12 Lilac) are down 70.3%. Other routes have fared slightly better, such as the #1 Red (-58.2%) and #3 Blue (-56.3%). CyRide has responded to these ridership trends by removing non-scheduled trips and reducing service where possible to save costs.

These ridership reductions are in line with the rest of the industry. The American Public Transportation Association (APTA) released information comparing ridership from July through September against the same period last year, showing the following changes for the quarter:²

- CyRide (IA): -58.16%
- Des Moines (IA): -64.5%
- Champaign-Urbana (IL): -65.53%
- Blacksburg Transit (VA): -82.23%
- Chapel Hill (NC): -88.21%
- State College (PA): -89.33%
- **Overall US Buses: -51.54%**

Compared to other transit systems serving university communities CyRide has been relatively fortunate. While the winter months are likely to be difficult, CyRide is expecting the situation to improve as warmer weather arrives in the spring and a vaccine becomes available. Staff will continue to update the Transit Board on the general condition of system ridership and recommend further changes as they become appropriate.

² <https://www.apta.com/research-technical-resources/transit-statistics/ridership-report/>

4. Transit Chief Safety Officer Update

The recruitment and hiring process began for the Transit Chief Safety Officer (TCSO) position in November. The Human Resources department worked quickly to open this position and complete the hiring process to have the list be certified by Civil Service at their December meeting. We are waiting for the HR department to finish the official offer and we should have our TCSO in place before January 1.

5. Triennial Review Update

CyRide has finished answering supplemental questions for the federal Triennial Review. The review with the auditor will be on January 19, and will be by video conference instead of an in-person visit.

6. Quarterly Report

Each quarter, a detailed report regarding the overall performance of CyRide is generated. This includes fixed route, Dial-A-Ride and Moonlight Express. This report is used to track performance over time and observe trends in the system. Attached are the detailed system quarterly operations report and a summary of some key performance measures for the first quarter of the fiscal year, July 2020 – September 2020.

7. Spring Meeting Dates and Times

The Transit Board will need to discuss whether a different standard day and time of the month for future board meetings is warranted. CyRide has reviewed Trustee calendars and determined the third Friday of the month at 2:00pm would likely be available. Listed below, for your convenience, are the dates if the board wants to change the meeting day and time for the Spring semester.

- January 15, 2021
- February 19, 2021
- March 19, 2021
- April 16, 2021
- May 21, 2021

CYRIDE QUARTERLY OPERATIONS REPORT

July 1st, 2020 to September 30st, 2020 (1st Quarter)

| | FY 2021 1st Qtr | FY 2020 1st Qtr | % CHANGE | FY 2021 YTD | FY 2020 YTD | % CHANGE |
|----------------------------|--------------------|--------------------|-------------|----------------|----------------|-------------|
| MAINTENANCE | | | | | | |
| Interior Clean | 118 | 85 | 38.8% | 118 | 85 | 38.8% |
| Shop Road Calls | 13 | 12 | 8.3% | 13 | 12 | 8.3% |
| Miles per Shop Road Call | 26,788 | 29,744 | -9.9% | 26,788 | 29,744 | -9.9% |
| NTD Minor Mech. | 67 | 70 | -4.3% | 67 | 70 | -4.3% |
| NTD Major Mech. | 12 | 11 | 9.1% | 12 | 11 | 9.1% |
| Total NTD Mechanical Prob. | 79 | 81 | -2.5% | 79 | 81 | -2.5% |
| Miles per Major Mech. | 29,020 | 32,448 | -10.6% | 29,020 | 32,448 | -10.6% |
| Gasoline Vehicles | | | | | | |
| Gas Miles Driven | 21,057 | 29,861 | -29.5% | 21,057 | 29,861 | -29.5% |
| Total Gallons Gas | 2,867 | 3,733 | -23.2% | 2,867 | 3,733 | -23.2% |
| Total Gas Cost | 4,985 | 7,597 | -34.4% | \$4,985 | \$7,597 | -34.4% |
| Avg. Gas Cost/Gallon | \$1.74 | \$2.04 | -14.6% | \$1.74 | \$2.04 | -14.6% |
| Gas Cost per Mile | \$0.24 | \$0.25 | -6.9% | \$0.24 | \$0.25 | -6.9% |
| Average Gas MPG | 7.3 | 8.0 | -8.2% | 7.3 | 8.0 | -8.2% |
| Diesel Vehicles | | | | | | |
| Diesel Miles Driven | 327,188 | 327,069 | 0.0% | 327,188 | 327,069 | 0.0% |
| Total Gallons Diesel | 70,018 | 83,974 | -16.6% | 70,018 | 83,974 | -16.6% |
| Total Diesel Cost | 93,384 | 162,775 | -42.6% | \$93,384 | \$162,775 | -42.6% |
| Avg. Diesel Cost/Gallon | \$1.33 | \$1.94 | -31.2% | \$1.33 | \$1.94 | -31.2% |
| Diesel Cost per Mile | \$0.29 | \$0.50 | -42.7% | \$0.29 | \$0.50 | -42.7% |
| Average Diesel MPG | 4.7 | 3.9 | 20.0% | 4.7 | 3.9 | 20.0% |
| All Vehicles | | | | | | |
| Total Miles Driven | 348,245 | 356,930 | -2.4% | 348,245 | 356,930 | -2.4% |
| Total Gallons Fuel | 72,885 | 87,707 | -16.9% | 72,885 | 87,707 | -16.9% |
| Total Fuel Cost | \$98,369 | \$170,372 | -42.3% | \$98,369 | \$170,372 | -42.3% |
| Avg. Cost/Gallon | \$1.35 | \$1.94 | -30.5% | \$1.35 | \$1.94 | -30.5% |
| Total Cost per Mile | \$0.28 | \$0.48 | -40.8% | \$0.28 | \$0.48 | -40.8% |
| Avg. MPG all Vehicles | 4.8 | 4.1 | 17.4% | 4.8 | 4.1 | 17.4% |
| Small Bus/Sup. Mileage | 14,814 | 21,479 | -31.0% | 14,814 | 21,479 | -31.0% |
| Large Bus Mileage | 333,431 | 335,451 | -0.6% | 333,431 | 335,451 | -0.6% |
| % Rev. Mi./Total Miles | 89.2% | 87.5% | 2.0% | 89.2% | 87.5% | 2.0% |
| Percentage Small Bus | 4.3% | 6.0% | -29.3% | 4.3% | 6.0% | -29.3% |
| Maintenance Expense | \$447,388 | \$428,229 | 4.5% | \$447,388 | \$428,229 | 4.5% |

CYRIDE QUARTERLY OPERATIONS REPORT

July 1st, 2020 to September 30st, 2020 (1st Quarter)

| | FY 2021 1st Qtr | FY 2020 1st Qtr | % CHANGE | FY 2021 YTD | FY 2020 YTD | % CHANGE |
|---------------------------|--------------------|--------------------|---------------|----------------|----------------|---------------|
| OPERATIONS | | | | | | |
| Total Passengers | 446,405 | 1,066,833 | -58.2% | 446,405 | 1,066,833 | -58.2% |
| Average Drivers per Month | 120.6 | 124.3 | -3.0% | 120.6 | 124.3 | -3.0% |
| Driving Hours | 36,339 | 37,318 | -2.6% | 36,339 | 37,318 | -2.6% |
| Drivers Late | 7 | 15 | -53.3% | 7 | 15 | -53.3% |
| Drivers No Show | 8 | 2 | 300.0% | 8 | 2 | 300.0% |
| Late/No Show per Driver | 0.12 | 0.14 | -9.1% | 0.12 | 0.14 | -9.1% |
| Total Comments | 34 | 42 | -19.0% | 34 | 42 | -19.0% |
| Driver Fault | 10 | 11 | -9.1% | 10 | 11 | -9.1% |
| Undetermined | 0 | 2 | -100.0% | 0 | 2 | -100.0% |
| No Fault | 6 | 7 | -14.3% | 6 | 7 | -14.3% |
| System Complaints | 15 | 15 | 0.0% | 15 | 15 | 0.0% |
| Service Requests | 1 | 2 | -50.0% | 1 | 2 | -50.0% |
| Compliments | 2 | 5 | -60.0% | 2 | 5 | -60.0% |
| Passengers/Comment | <u>13.130</u> | <u>25.401</u> | <u>-48.3%</u> | <u>13.130</u> | <u>25.401</u> | <u>-48.3%</u> |
| Pass./Complaint (D & U) | 44,641 | 82,064 | -45.6% | 44,641 | 82,064 | -45.6% |
| Driving Hours/Comment | 1,069 | 889 | 20.3% | 1,069 | 889 | 20.3% |
| Driving Hrs/Comment (D&U) | 3,634 | 2,871 | 26.6% | 3,634 | 2,871 | 26.6% |
| Accident Reports | 12 | 13 | -7.7% | 12 | 13 | -7.7% |
| Preventable Accidents | 11 | 7 | 57.1% | 11 | 7 | 57.1% |
| Percent Preventable | 91.7% | 53.8% | 70.2% | 91.7% | 53.8% | 70.2% |
| Miles/Prev. Accident | 31,659 | 50,990 | -37.9% | 31,659 | 50,990 | -37.9% |
| Hours/Prev. Accident | 3,304 | 5,331 | -38.0% | 3,304 | 5,331 | -38.0% |
| Unreported Accidents | 0 | 1 | -100.0% | 0 | 1 | -100.0% |
| Damage to Buses/Equip. | | | | | | |
| Caused by CyRide | 4,499.32 | 6,740.08 | -33.2% | \$4,499 | \$6,740 | -33.2% |
| Caused by Others | 2,364.53 | 4,267.79 | -44.6% | \$2,365 | \$4,268 | -44.6% |
| Caused by Unreported | \$0 | \$53 | -100.0% | \$0 | \$53 | -100.0% |
| Claims by Others (#) | 1 | 3 | -66.7% | 0 | 0 | #DIV/0! |
| Claims by Others (\$) | \$0 | \$7,000 | -100.0% | \$0 | \$0 | #DIV/0! |
| Personal Injury Claims | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| Operations Expense | \$1,233,314 | \$1,290,955 | -4.5% | \$1,233,314 | \$1,290,955 | -4.5% |

| | | | | | | |
|------------------------|--------------------|--------------------|--------------|--------------------|--------------------|--------------|
| SYSTEM TOTAL | | | | | | |
| Passengers | 446,405 | 1,066,833 | -58.2% | 446,405 | 1,066,833 | -58.2% |
| Revenue Miles | 310,788 | 312,374 | -0.5% | 310,788 | 312,374 | -0.5% |
| Revenue Hours | 29,962 | 29,904 | 0.2% | 29,962 | 29,904 | 0.2% |
| Revenue Miles per Hour | 10.4 | 10.4 | -0.7% | 10.4 | 10.4 | -0.7% |
| Pass./Rev. Mile | 1.4 | 3.4 | -57.9% | 1.4 | 3.4 | -57.9% |
| Pass./Rev. Hour | 14.9 | 35.7 | -58.2% | 14.9 | 35.7 | -58.2% |
| Operations Expense | \$1,233,314 | \$1,290,955 | -4.5% | \$1,233,314 | \$1,290,955 | -4.5% |
| Maintenance Expense | <u>\$447,388</u> | <u>\$428,229</u> | <u>4.5%</u> | <u>\$447,388</u> | <u>\$428,229</u> | <u>4.5%</u> |
| Total Expenses | <u>\$1,680,702</u> | <u>\$1,719,184</u> | <u>-2.2%</u> | <u>\$1,680,702</u> | <u>\$1,719,184</u> | <u>-2.2%</u> |
| Farebox Revenue | \$21,122 | \$72,684 | -70.9% | \$21,122 | \$72,684 | -70.9% |
| Rev./Exp. Ratio | 1.3% | 4.2% | -70.3% | 1.3% | 4.2% | -70.3% |
| Oper. Exp./Passenger | \$3.76 | \$1.61 | 133.6% | \$3.76 | \$1.61 | 133.6% |
| Oper. Exp./Rev. Mile | \$5.41 | \$5.50 | -1.7% | \$5.41 | \$5.50 | -1.7% |
| Oper. Exp./Rev. Hour | \$56.09 | \$57.49 | -2.4% | \$56.09 | \$57.49 | -2.4% |

CYRIDE QUARTERLY OPERATIONS REPORT

July 1st, 2020 to September 30st, 2020 (1st Quarter)

| | FY 2021 1st Qtr | FY 2020 1st Qtr | % CHANGE | FY 2021 YTD | FY 2020 YTD | % CHANGE |
|------------------------|--------------------|--------------------|---------------|--------------------|--------------------|---------------|
| FIXED ROUTE | | | | | | |
| Fixed Route Passengers | 443,645 | 1,053,849 | -57.9% | 443,645 | 1,053,849 | -57.9% |
| Shuttle Passengers | 0 | 3,316 | -100.0% | 0 | 3,316 | -100.0% |
| Total Passengers | <u>443,645</u> | <u>1,057,165</u> | <u>-58.0%</u> | <u>443,645</u> | <u>1,057,165</u> | <u>-58.0%</u> |
| Transfers | 3,439 | 9,198 | -62.6% | 3,439 | 9,198 | -62.6% |
| Revenue Miles | 300,107 | 297,754 | 0.8% | 300,107 | 297,754 | 0.8% |
| Revenue Hours | 29,018 | 28,639 | 1.3% | 29,018 | 28,639 | 1.3% |
| Revenue Miles per Hour | 10.3 | 10.4 | -0.5% | 10.3 | 10.4 | -0.5% |
| Pass./Rev. Mile | 1.5 | 3.6 | -58.4% | 1.5 | 3.6 | -58.4% |
| Pass./Rev. Hour | 15.3 | 36.9 | -58.6% | 15.3 | 36.9 | -58.6% |
| Operations Expense | \$1,197,070 | \$1,235,526 | -3.1% | \$1,197,070 | \$1,235,526 | -3.1% |
| Maintenance Expense | <u>\$443,008</u> | <u>\$421,700</u> | <u>5.1%</u> | <u>\$443,008</u> | <u>\$421,700</u> | <u>5.1%</u> |
| Total Expenses | <u>\$1,640,078</u> | <u>\$1,657,226</u> | <u>-1.0%</u> | <u>\$1,640,078</u> | <u>\$1,657,226</u> | <u>-1.0%</u> |
| Farebox Revenue | \$20,128 | \$68,653 | -70.7% | \$20,128 | \$68,653 | -70.7% |
| Rev./Exp. Ratio | 1.2% | 4.1% | -70.4% | 1.2% | 4.1% | -70.4% |
| Exp./Passenger | \$3.70 | \$1.57 | 135.8% | \$3.70 | \$1.57 | 135.8% |
| Exp./Rev. Mile | \$5.46 | \$5.57 | -1.8% | \$5.46 | \$5.57 | -1.8% |
| Exp./Rev. Hour | \$56.52 | \$57.87 | -2.3% | \$56.52 | \$57.87 | -2.3% |
| DIAL-A-RIDE | | | | | | |
| Passengers | 1,308 | 2,361 | -44.6% | 1,308 | 2,361 | -44.6% |
| Revenue Miles | 8,069 | 10,597 | -23.9% | 8,069 | 10,597 | -23.9% |
| Revenue Hours | 727 | 976 | -25.5% | 727 | 976 | -25.5% |
| Revenue Miles per Hour | 11.1 | 10.9 | 2.2% | 11.1 | 10.9 | 2.2% |
| Pass./Rev. Mile | 0.16 | 0.22 | -27.2% | 0.16 | 0.22 | -27.2% |
| Pass./Rev. Hour | 1.8 | 2.4 | -25.6% | 1.8 | 2.4 | -25.6% |
| Operations Expense | \$28,192 | \$46,112 | -38.9% | \$28,192 | \$46,112 | -38.9% |
| Maintenance Expense | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| Total Expenses | <u>\$28,192</u> | <u>\$46,112</u> | <u>-38.9%</u> | <u>\$28,192</u> | <u>\$46,112</u> | <u>-38.9%</u> |
| Farebox Revenue | \$994 | \$4,031 | -75.3% | \$994 | \$4,031 | -75.3% |
| Rev./Exp. Ratio | 3.5% | 8.7% | -59.7% | 3.5% | 8.7% | -59.7% |
| Exp./Passenger | \$21.55 | \$19.53 | 10.4% | \$21.55 | \$19.53 | 10.4% |
| Exp./Rev. Mile | \$3.49 | \$4.35 | -19.7% | \$3.49 | \$4.35 | -19.7% |
| Exp./Rev. Hour | \$38.78 | \$47.25 | -17.9% | \$38.78 | \$47.25 | -17.9% |

CYRIDE QUARTERLY OPERATIONS REPORT

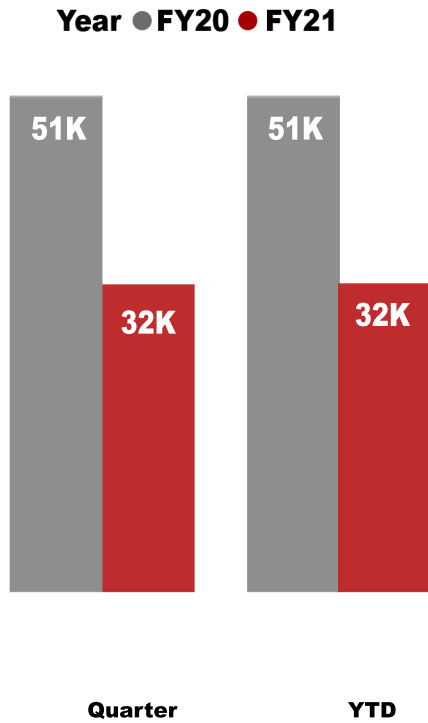
July 1st, 2020 to September 30st, 2020 (1st Quarter)

| | FY 2021 1st Qtr | FY 2020 1st Qtr | % CHANGE | FY 2021 YTD | FY 2020 YTD | % CHANGE |
|---------------------------|--------------------|--------------------|---------------|--------------------|--------------------|---------------|
| MOONLIGHT EXPRESS | | | | | | |
| Passengers | 1,452 | 7,307 | -80.1% | 1,452 | 7,307 | -80.1% |
| Revenue Miles | 2,612 | 4,023 | -35.1% | 2,612 | 4,023 | -35.1% |
| Revenue Hours | 217 | 289 | -24.8% | 217 | 289 | -24.8% |
| Revenue Miles per Hour | 12.0 | 13.9 | -13.6% | 12.0 | 13.9 | -13.6% |
| Pass./Rev. Mile | 0.6 | 1.8 | -69.4% | 0.6 | 1.8 | -69.4% |
| Pass./Rev. Hour | 6.7 | 25.3 | -73.6% | 6.7 | 25.3 | -73.6% |
| Operations Expense | \$8,052 | \$9,317 | -13.6% | \$8,052 | \$9,317 | -13.6% |
| Maintenance Expense | \$4,380 | \$6,529 | -32.9% | \$4,380 | \$6,529 | -32.9% |
| Total Expenses | <u>\$12,432</u> | <u>\$15,846</u> | <u>-21.5%</u> | <u>\$12,432</u> | <u>\$15,846</u> | <u>-21.5%</u> |
| Exp./Passenger | \$8.56 | \$2.17 | 294.8% | \$8.56 | \$2.17 | 294.8% |
| Exp./Rev. Mile | \$4.76 | \$3.94 | 20.8% | \$4.76 | \$3.94 | 20.8% |
| Exp./Rev. Hour | \$57.24 | \$54.83 | 4.4% | \$57.24 | \$54.83 | 4.4% |
| OPERATIONS REVENUE | | | | | | |
| Farebox | \$21,122 | \$72,684 | -70.9% | \$21,122 | \$72,684 | -70.9% |
| Transit Contracts | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| I.S.U. | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| Student Body Government | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| City of Ames | \$173,673 | \$145,847 | 19.1% | \$173,673 | \$145,847 | 19.1% |
| IDOT - STA | \$192,988 | \$224,651 | -14.1% | \$192,988 | \$224,651 | -14.1% |
| Section 5307 | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| Other Grants | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| Other | \$31,737 | \$69,054 | -54.0% | \$31,737 | \$69,054 | -54.0% |
| Total Operating Revenue | <u>\$419,520</u> | <u>\$512,236</u> | <u>-18.1%</u> | <u>\$419,520</u> | <u>\$512,236</u> | <u>-18.1%</u> |
| TOTAL EXPENSES | | | | | | |
| Administration | \$193,696 | \$230,348 | -15.9% | \$193,696 | \$230,348 | -15.9% |
| Safety & Training | \$104,879 | \$106,862 | -1.9% | \$104,879 | \$106,862 | -1.9% |
| Promotion | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| Bldg. & Grounds | \$53,418 | \$51,682 | 3.4% | \$53,418 | \$51,682 | 3.4% |
| Fixed Route | \$1,640,078 | \$1,657,226 | -1.0% | \$1,640,078 | \$1,657,226 | -1.0% |
| Dial-A-Ride | \$28,192 | \$46,112 | -38.9% | \$28,192 | \$46,112 | -38.9% |
| Moonlight Express | <u>\$12,432</u> | <u>\$15,846</u> | <u>-21.5%</u> | <u>\$12,432</u> | <u>\$15,846</u> | <u>-21.5%</u> |
| Operating Total | <u>\$2,032,695</u> | <u>\$2,108,076</u> | <u>-3.6%</u> | <u>\$2,032,695</u> | <u>\$2,108,076</u> | <u>-3.6%</u> |
| Farebox Revenue | \$21,122 | \$72,684 | -70.9% | \$21,122 | \$72,684 | -70.9% |
| Farebox Rev./Exp. Ratio | 1.0% | 3.4% | -69.9% | 1.0% | 3.4% | -69.9% |
| Admin. Expense/Pass. | \$0.79 | \$0.36 | 116.3% | \$0.79 | \$0.36 | 116.3% |
| Admin. Exp./Rev. Mile | \$1.13 | \$1.24 | -9.0% | \$1.13 | \$1.24 | -9.0% |
| Admin. Exp./Rev. Hour | \$11.75 | \$13.00 | -9.7% | \$11.75 | \$13.00 | -9.7% |
| Total Expense/Passenger | \$4.55 | \$1.98 | 130.4% | \$4.55 | \$1.98 | 130.4% |
| Total Expense/Rev. Mile | \$6.54 | \$6.75 | -3.1% | \$6.54 | \$6.75 | -3.1% |
| Total Expense/Rev. Hour | \$67.84 | \$70.49 | -3.8% | \$67.84 | \$70.49 | -3.8% |

CyRide Quarterly Operations Report

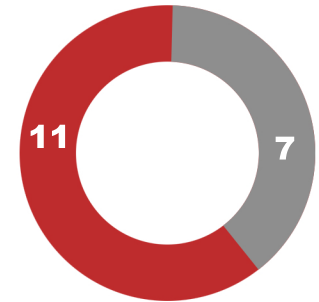
July 1st, 2020 to September 30th, 2020 (1st Quarter)
System Overview - Safety/Fleet

Miles between Preventable Accidents



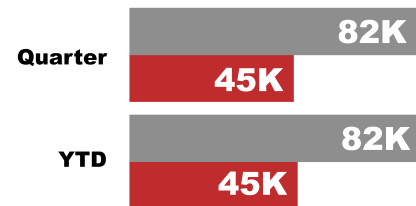
Preventable Accidents per Quarter

Year ● FY20 ● FY21



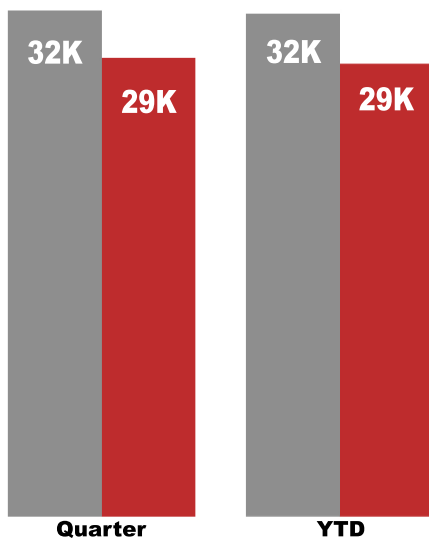
Passengers per Comment

Year ● FY20 ● FY21



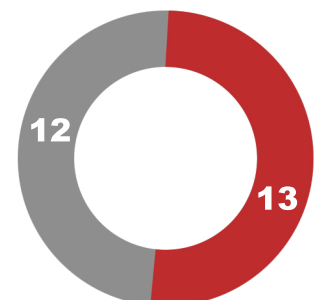
Miles between Major Mechanical Issues

Year ● FY20 ● FY21



Road Calls per Quarter

Year ● FY20 ● FY21

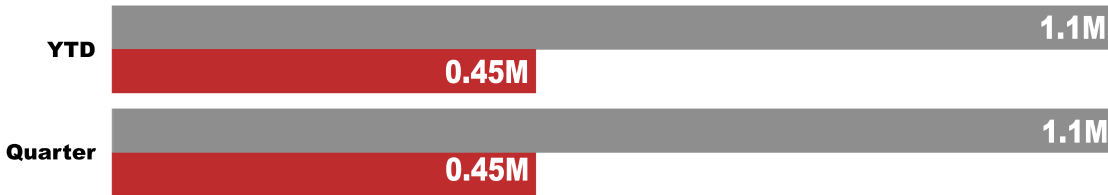


CyRide Quarterly Operations Report

July 1st, 2020 to September 30th, 2020 (1st Quarter)
System Overview - Efficiency

Total Ridership

Year ● FY20 ● FY21



Revenue Hours

Year ● FY20 ● FY21



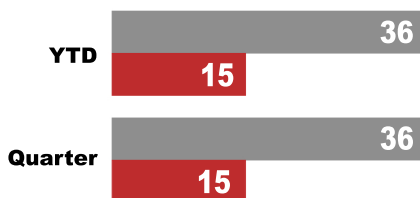
Revenue Miles

Year ● FY20 ● FY21



Passengers per Revenue Hour

Year ● FY20 ● FY21



Passengers per Revenue Mile

Year ● FY20 ● FY21

