



## Transit Board Meeting **AGENDA**

### **AMES TRANSIT AGENCY BOARD OF TRUSTEES**

#### **ELECTRONIC MEETING**

**PHONE: US: 1-312-626-6799**

**ZOOM MEETING ID: 880 5171 7519**

**VIDEO PARTICIPATION: <https://us02web.zoom.us/j/88051717519>**

#### **CYRIDE CONFERENCE ROOM – January 15, 2021**

1. CALL TO ORDER: 2:00 P.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 December 16, 2020 Minutes

3. Public Comments

4. Battery Electric Bus and Charging Equipment Purchase

5. Interior Improvements Project Change Order Approval

6. State of Iowa Volkswagen Settlement Round Three – Application

7. Monthly Report

8. Spring Meeting Dates / Times

- February 19, 2021, 2:00pm
- March 19, 2021, 2:00pm
- April 16, 2021, 2:00pm
- May 21, 2021, 2:00pm

9. Adjourn



**December 16, 2020**

**AMES TRANSIT AGENCY BOARD OF TRUSTEES**

The Ames Transit Agency Board of Trustees met on December 16, 2020, at 11:00 a.m. via video conference. President Schrader called the meeting to order at 11:11 a.m. with Trustees Beatty-Hansen, 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 OCTOBER 28, 2020 MINUTES:** Trustee Jeffrey made a motion to adopt the October 28, 2020 transit board minutes as presented and Trustee Beatty-Hansen seconded the motion. (Ayes:5 Nays: None) Motion carried.

**PUBLIC COMMENTS:** None.

**NEW BUS PURCHASE – FOUR GILLIG LOW FLOOR BUSES:** Director Neal requested board approval for the purchase of four 40-foot diesel buses. She explained that several grant sources cover approximately 81% of the cost, which was included in the FY 2021 Capital Improvement Plan (CIP). Preliminary pricing via the Iowa Department of Transportation statewide bus bid with Gillig Corporation is \$468,509 for each bus. Additional costs for technology will be within the budgeted amount, with final pricing refined six months before the buses are built. Director Neal pointed out that the requested grant amount of \$1,930,378 is a reduction from the amount listed in the board packet, which was \$1,945,943.

Transit Director Neal recommended approval of Alternative #1, with an amendment to the grant amount listed in the board packet, with a not-to-exceed amount of \$1,930,378 for the purchase of four 40-foot 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.

Trustee Jeffrey made a motion to adopt the amended Alternative #1, to approve award to Gillig Corporation of Livermore, California, in the not to exceed amount of \$1,930,378 for the purchase of four new 40-foot diesel buses. Trustee Ludwig seconded the motion. (Ayes: 5 Nays: None) Motion carried.

**2021/2022 RATE SETTING RESOLUTIONS:** Director Neal requested approval of the 2021/2022 Rate Setting Resolution. She explained that this year the format for the approval has been changed to include both the fares and passes in one agenda item. Director Neal noted that the shuttle rate was increased from \$95.00 to \$105.00 to align with the shop rate and the cost of operating service.

The Transit Director recommended approval of Alternative #1, to adopt the proposed 2021/2022 rates, so City Ordinance requirements would be fulfilled, and the cost of shuttle services would align with the shop rate.

Trustee Beatty-Hansen made a motion to adopt Alternative #1, to approve the 2021/2022 rates, which reflect changes to the Miscellaneous Revenues section from the 2020/2021 rate structure. Trustee Jeffrey seconded the motion. (Ayes: 5 Nays: None) Motion carried.

**FISCAL YEAR 2022 BUDGET:** Director Neal stated that the FY 2022 proposed budget has no increases to the local funding partners, but still includes major initiatives, including technology, training, and employee development. Data collection using technology will help improve system efficiency by expanding the number of vehicles using automatic passenger counters (APCs). Director Neal explained that expected decreased ridership and revenues will make technology and training and development for employees a vital part of moving forward in a post-pandemic future.

Director Neal reviewed the current year (FY 2021) amended revenues, which use the one-time Federal Coronavirus Aid Relief and Economic Security (CARES) Act funding that the Transit Board approved in October. She explained that \$2,250,000 from the Federal Government annual Section 5307 funds were moved to capital for the electric bus purchase in FY 2023; capital purchases can increase the federal funding share under this revenue source to 80-85%. Director Neal reviewed a chart that displayed all the revenue sources, totaling over \$16.4 million for the current year. CyRide applied for and was awarded a total of \$7,028,297 in CARES funding; \$6,000,000 of this award was applied to wages in the current year amended budget at a 100% federal share, requiring no local match. She explained that funding from the State of Iowa from new car sales is anticipated to be similar to prior years at \$800,000 and revenues from advertising, transit contracts, reimbursements, and interest income that comprise the “other” category will total \$776,023. She added that farebox revenues are also expected to be lower at \$227,000 because of lower ridership and free fares during the pandemic.

Director Neal summarized a chart that reflected the current year (FY 2021) amended expenses. She stated that wages and benefits are the largest expense at \$8,802,340 and commodities are the next largest expense at \$1,627,100; commodities include fuel, parts and lubricants. She added that fuel prices have remained low during the pandemic and are budgeted at \$2.75 per gallon. Director Neal said that total expenses are projected to be \$12,098,064 and are likely to be lower in FY 2021 due to fewer buses being used to cover busy trips due to low ridership and a shortened academic calendar year.

Director Neal provided a summary of the three reserve funds: Operations Fund, Capital Reserve Fund, and the Student Government Trust Fund. She explained that these separate funds provide stability to the organization. Director Neal stated that the board has a policy to have the closing Operations Fund balance between 7.5-10%. She explained that the anticipated final balance of \$1,631,441 for FY 2021 is above the 10% threshold and will not be reallocated due to uncertainty about future funding resulting from the pandemic. Director Neal said the Capital Reserve Fund will end FY 2021 with a balance of \$474,814 and will carry over to FY 2022 to fund capital purchases. She explained that the Student Government Trust Fund is projected to end the current fiscal year with a balance of \$156,338, which is lower than the goal of \$500,000 due to lower enrollment, activity fee suspension, and no fee increases for the 2020/2021 academic year.

Director Neal gave an overview of the FY 2022 Operating Budget request of \$12,540,000, a 3.7% increase compared to the FY 2021 amended budget. She explained that this budget maintains existing levels of service with no additional funding being requested from the local funding partners.

Director Neal stated the FY 2022 budget revenues will use the regular Federal Government Section 5307 funds toward wages, as well as the remaining \$1,028,297 of CARES funds. She explained that the State of Iowa revenues are expected to be the same at \$800,000, while fare collections are expected to decrease by approximately 11.2% or \$25,000 and other revenues from advertising, transit contracts, reimbursements, and interest incomes are expected to decrease by approximately 1.3% or \$9,850 when compared to the current FY 2021 amended budget.

FY 2022 budget expenses were reviewed by Director Neal. Wages and benefits were increased by 3.7% when compared to the amended FY 2021 budget due to contractual and non-contractual wage and benefit increases. Commodities were increased by 2.3% over the FY 2021 budget; fuel prices were estimated at \$2.75 per gallon for a 0.2% increase and parts were estimated at an increase of 6.3% to account for the aging fleet and one additional unplanned engine failure. Contractual services were increased by 1.3% to account for increases in utilities. Internal services, which pay for services from other city departments, increased by 10.3%, which includes the addition of a diversity and inclusion coordinator in Human Resources to assist other city departments with achieving the organization's goals.

Trustee Schainker asked for clarification of the amended FY 2021 budget federal government allocation and why there was no amount listed in the Operations Fund summary. Director Neal explained that \$2,250,000 from the annual Section 5307 funds were reallocated because it required a 50/50 match of local funds, and there were not enough eligible wage expenses due to the use of \$6,000,000 in CARES funds. Trustee Schainker asked how the difference between \$6,000,000 CARES funding being used this FY 2021 and only \$1,000,000 CARES funds being used in FY 2022 was being accounted for in the budget. Transit Scheduler/Administrative Analyst Rob Jennings explained there will be a \$3.6 million revenue surplus this year that will be carried over to future years. Director Neal pointed out the beginning balance of \$4.6 million in the FY 2022 proposed budget.

Director Neal reviewed the capital fund for FY 2022. With \$800,000 being transferred to the capital fund from the amended FY 2021 budget to FY 2022. Director Neal explained that the Capital Improvement Plan (CIP) contained in the board packet has been incorporated into the overall budget request. She explained that each year a 5-year CIP is developed to ensure that equipment is kept in a state of good repair. The annual capital budget provides funding for transit vehicles, building improvements, bus stop renovations, technology projects, and equipment for the shop and office.

Director Neal reviewed the FY 2022 CIP sheets that detail the budget for vehicle repair and rehabilitation, facility improvements and expansion, technology improvements, bus stop improvements, and shop and office equipment. Through the CIP, vehicles are purchased, corrosion issues on vehicles are addressed, heating, ventilation, and air conditioning (HVAC) components are replaced, safety equipment for fall protection is obtained, improvements to the exterior of the building are made, concrete is added or replaced, technology projects are added or upgraded, concrete is added to bus stops or shelters, specialized maintenance equipment is purchased and maintained, and office equipment, including computers, are purchased.

Director Neal explained that the CIP for FY 2023-2026 is fluid, as many future projects are determined by funding and grant availability. She outlined the proposed vehicle replacement schedule, which replaces two to five 40-foot buses each year, with one 60-foot bus replacing a 40-foot bus in FY 2023 and FY 2024; newer buses will lower emissions, keep vehicles in a state of good repair, and assist in meeting federal TAM plan goals. In FY 2023, three battery electric

buses will be purchased using the one-time transfer of the FY 2021 annual Section 5307 funds. She added that in FY 2023, the bus that is leased to Heart of Iowa Regional Transit Authority (HIRTA) for Dial-A-Ride will be replaced and in FY 2024, the van for the Dial-A-Ride program will be replaced.

Director Neal reviewed other future projects in the CIP for FY 2023-2026, which would upgrade the fuel dispensing system to lessen spills and increase efficiency, replace aging HVAC equipment in the building, address a failing water main in FY 2024, expand the facility in FY 2025 and FY 2026, continue technology purchases, improve bus stops and replace concrete, continue the investment in specialized maintenance equipment, and replace office equipment.

The Transit Director recommended approval of Alternative #1, to approve the FY 2022 budget as presented.

Trustee Schainker made a motion to approve the amended FY 2021 budget as presented and to adopt Alternative #1, which approves the FY 2022 budget as proposed, with no increase in costs to the local funding partners. Trustee Ludwig seconded the motion. (Ayes: 5 Nays: None) Motion carried.

#### **MONTHLY REPORT:**

**Fare-Free Election Day:** Free rides were offered to the public on Election Day. Passenger counts for the day were not much different than other days, but response to the event was positive, with several news stories in media outlets listing CyRide as an option for getting to the polls.

**Theodore the Bus:** CyRide's shop created a bus with a turkey on it for a fun promotion to encourage community engagement. The bus ran on routes throughout the city. A drawing for a prize was held for children who completed an entry when they rode the bus or saw the bus on route and notified us by email. A bus featuring Rudolph will be debuting soon.

**Fall Semester Ridership Update:** Ridership for the fall semester through November 24 is down 65.8% when compared to the same time last year. Other transit systems are also experiencing significant declines in ridership. Ridership will continue to be carefully monitored.

**Transit Chief Safety Officer Update:** The hiring process for the position began in November. The Civil Service Commission will be certifying the list at their next meeting on Thursday. Once the list is certified, an official offer will be extended, and the position should be filled before January 1, 2021.

**Triennial Review Update:** Answers to the supplemental questions have been provided to the federal auditor. A review with the auditor via video conference will take place on January 19, 2021.

**Quarterly Report:** A detailed report of the overall performance is included in the board packet. Key performance measures are listed for fixed route, Dial-A-Ride, and Moonlight Express. Lower ridership is affecting metrics.

**Spring Meeting Dates/Times:**

- January 15, 2021 at 2:00pm
- February 19, 2021 at 2:00pm
- March 19, 2021 at 2:00pm
- April 16, 2021 at 2:00pm
- May 21, 2021 at 2:00pm

**Adjourn:** Trustee Jeffery made a motion to approve adjourning at 11:55 a m. Trustee Schainker seconded the motion. (Ayes: 5 Nays: None) Motion carried.

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Jacob Schrader, President

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Julie Brousard, Recording Secretary

January 15, 2021

**Battery-Electric Bus and Charging Equipment Purchase**

**CyRide Resource: James Rendall, Shari Atwood, and Keith Wilbur**

**BACKGROUND:**

In July 2019, CyRide was awarded nearly \$1.66 million in federal funding from the Federal Transit Administration (FTA) out of the Low or No Emission (Lo-No) Grants Program to utilize toward the purchase of battery-electric buses (BEBs) and necessary infrastructure. In August 2020, CyRide was also awarded \$390,000 from Iowa’s Volkswagen (VW) Settlement grant funding to help offset the local cost of this project. Due to higher than expected pricing, at the October 2020 meeting the Transit Board of Trustees allocated an additional \$138,000 for the two BEBs. Current funding levels in the Capital Improvement Plan are as follows.

Item	Lo-No Grant	VW Grant	Local Share	Estimated Total Cost
Depot Charging Station and Dispensers	\$85,000	\$20,000	\$35,000	\$140,000
Two 40’ Electric Buses	\$1,240,000	\$370,000	\$138,000	\$1,748,000
<b>Total Cost</b>	<b>\$1,325,000</b>	<b>\$390,000</b>	<b>\$173,000</b>	<b>\$1,888,000</b>

Since receiving the award CyRide has been working with the Center for Transportation and the Environment (CTE) to develop specification requirements for the two battery-electric buses.

After reviewing procurement options and securing authorization from the Iowa DOT, CyRide plans to utilize the Commonwealth of Virginia’s statewide bus contract to purchase the BEBs. FAST Act language allows a grantee to purchase rolling stock and related equipment from any state’s cooperative procurement contract or schedule. Virginia’s contract also includes language that allows other FTA funding recipients in or outside the state of Virginia to purchase vehicles using the agreement. This approach allows CyRide to evaluate multiple original equipment manufacturers (OEMs) and enter into a purchase agreement with the OEM determined to be the best fit for the agency. Using a statewide contract also enables CyRide to purchase vehicles at a lower cost than would be expected if an independent request for proposal were to be issued.

Working with CTE, CyRide developed evaluation criteria for the OEMs on the Virginia contract. Based upon the evaluation criteria CyRide identified New Flyer of America, Inc, of St. Cloud, Minnesota, and NOVA Bus, of Plattsburgh, New York, as the two top OEMs that met CyRide’s requirements. After presentations and reference checks, these OEMs were scored as follows:

Criteria	Weight	NOVA	New Flyer
Experience	15%	1.087	1.275
Operational Impact	5%	0.400	0.300
Range of Operation	15%	1.350	1.050
Serviceability	10%	0.850	0.750
Delivery Schedule	10%	0.900	0.925
References	10%	0.800	0.775
Price	35%	3.500	3.460
<b>Total Score</b>		<b>8.887</b>	<b>8.535</b>

Based on the evaluation criteria, CyRide determined the vehicles manufactured by NOVA Bus of Plattsburgh, New York, would be the best selection for CyRide.

Heavy-duty bus specifications are not finalized until approximately 6 months before delivery; therefore, final pricing has not been established. The current pricing provided by NOVA Bus is \$842,178 per vehicle for a total cost of \$1,684,356. Specifications will focus on maximizing range and standardizing the buses to CyRide's current fleet. Due to Iowa's cold climate, these buses are planned to be equipped with diesel auxiliary heaters to supplement the vehicle's standard electric heaters. If CyRide would rely only on electric heat, the effective range of the buses will be greatly reduced. Auxiliary heaters will be automated to ensure that the heaters are only operated when strictly necessary. Delivery of the buses will be approximately 12 to 18 months after a purchase order is issued.

CyRide will also work with CTE and NOVA Bus to purchase appropriate charging equipment. Given the large variability in charging requirements between agencies, the Virginia contract allows coordination with OEMs to determine specific charging needs and supply pricing for equipment. CyRide believes this approach is the correct procurement solution to ensure proper operation of the charging equipment and avoid delays once the vehicles are delivered. CyRide has \$140,000 budgeted for charging equipment.

**ALTERNATIVES:**

1. Approve the award of contract for two battery-electric buses and associated charging equipment to NOVA Bus of Plattsburgh, New York for a total not-to-exceed amount of \$1,888,000.
2. Direct staff to proceed according to Transit Board priorities.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1. NOVA Bus is the best OEM to supply battery-electric buses for the community. Awarding a contract to NOVA Bus will allow CyRide to take a major step toward more environmentally sustainable transportation within Ames.



**January 15, 2020**  
**Interior Improvements Project Change Order Approval**  
**CyRide Resource: James Rendall**

**BACKGROUND:**

The CyRide 2020 Interior Improvements Project (Bid No. 2020-152) was awarded to Story Construction Company of Ames, Iowa, in June 2020. The project started in October 2020 and is nearing completion. Plans and specifications called for updating aging heating, ventilation, and air conditioning (HVAC) equipment, as well as altering interior spaces to correct workspace HVAC deficiencies. The project budget was originally set at \$129,767, with an initial contract award for \$102,620. After Architecture and Engineering (A&E) fees the approved contract left CyRide with a larger contingency fund of \$16,885.

With the project close to final completion and current change orders (#1 & #2) totaling \$1,066, there is currently \$15,819 left in the grant for the project. To ensure grant funds are fully allocated, CyRide would like to utilize the remaining funds plus additional capital improvement dollars to expand the project. This would replace worn materials in spaces not initially included in the bid documents. These changes would also improve energy efficiency by replacing older lighting with modern equivalents.

Due to favorable bids, CyRide initially planned to utilize grant funding for the project design fees. However, CyRide now believes it would be best to fully utilize the grant funding solely for the construction contract and pay for the design fees with the A&E Services funding in the local portion of the capital plan. Removing the design fees from the project budget would leave \$6,513 to be funded by other means to accomplish the requested changes. To accommodate the expanded project, CyRide would reduce the budgeted shelter concrete amount from \$25,000 to \$18,487.

The current funding for this project with the requested changes is listed in the table below; all design fees will be paid out of the FY21 A&E Fees fund and are omitted.

<b>Item</b>	<b>Description</b>	<b>Amount</b>
Story Construction Co.	Base Bid	\$97,975
Add Alternate #1	Install blinds in all north side offices	\$3,400
Add Alternate #3	Replace all remaining corridor lights with LED fixtures	\$1,245
Change Order #1	Change design of window film	\$421
Change Order #2	Relocated fire sprinkler heads	\$645
<b>Current Total</b>		<b>\$103,686</b>
Requested Change Order #3	Replace window blinds in the south side offices	\$2,155
Requested Change Order #4	Upgrade remaining lighting on second floor, except for the conference room, to LEDs.	\$6,809
Requested Change Order #5	Replace remaining carpet on second floor and east stairwell.	\$23,630
<b>Amended Contracted Total</b>		<b>\$136,280</b>

**ALTERNATIVES:**

1. Approve the requested change orders, increasing the contract amount for Story Construction Company of Ames, Iowa, by \$32,594 for an amended project total of \$136,280.
2. Direct staff to proceed according to Transit Board priorities.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1, to modify the contract with Story Construction Company. The requested changes to the project would allow CyRide to continue replacing worn materials and move toward a more sustainable, energy-efficient facility.

January 15, 2021

**State of Iowa Volkswagen Settlement Round Three – Application**

**CyRide Resource: Shari Atwood**

**BACKGROUND:** The Iowa Department of Transportation (Iowa DOT) has announced the third and final round of grant funding from the Volkswagen (VW) Settlement Environmental Mitigation Trust. When complete, this program will have dispersed \$21 million over the course of three years to projects that reduce the output of nitrogen oxides. CyRide has received funding under the first two rounds of the VW Settlement program in the amounts of \$170,640 and \$390,000 respectively, to fund three new buses and the battery-electric bus project, reducing the local match requirements for CyRide’s three local funding partners.

Grant information regarding the VW application for the third and final funding cycle is as follows:

- \$3.15 million will be distributed for school, shuttle and transit buses.
- Funding for new diesel transit buses is \$100,000 maximum per bus or 25%, whichever is less.
- Funds can be used as local match toward a federal award for a project.
- Applications are due by 5 pm CST on March 5, 2021.
- The estimated grant award will be in July/August 2021.
- Projects must be completed within 2 years – December 2023.
- The maximum allocation per agency is \$500,000.

CyRide will be receiving funding from the Iowa DOT for seven new 40-foot heavy-duty buses (HD) through discretionary and formula Section 5339 / Congestion Mitigation and Air Quality (CMAQ) capital funding. The following table lists additional information for these funded awards.

Project	Capital Plan	Federal	Local	Total
Replace 3 Buses (7132, 7123, 7125)	FY 2022	\$1,302,734	\$236,363	\$1,539,097
Replace 4 Buses (1140, 958, 956, 955)	FY 2023	\$1,744,308	\$307,820	\$2,052,127
<b>TOTAL</b>		<b>\$3,047,042</b>	<b>\$544,183</b>	<b>\$3,591,224</b>

CyRide recommends applying for \$500,000 in VW Settlement funds for a portion of the required \$544,183 local match share for these seven buses programmed in the capital plan. The local match dollars are separated out below to illustrate potential VW Settlement funding versus CyRide’s responsibility.

Project	Year/Model	Contract Status	Capital Plan	Federal	Local		Total
					VW	CyRide	
7132*	2002 Gillig	Partial*	FY 2022	\$436,077	\$76,955		\$513,032
7123*	2002 Gillig	Partial*	FY 2022	\$436,077	\$76,955		\$513,032
7125 *	2002 Gillig	Partial*	FY 2022	\$430,580	\$82,453		\$513,032
1140**	2001 Gillig	Pending**	FY 2023	\$436,077	\$76,955		\$513,032
958**	2000 Orion	Pending**	FY 2023	\$436,077	\$76,955		\$513,032
956**	2000 Orion	Pending**	FY 2023	\$436,077	\$76,955		\$513,032
955**	2000 Orion	Pending**	FY 2023	\$436,077	\$32,772	\$44,183	\$513,032
<b>Total</b>				<b>\$3,047,042</b>	<b>\$500,000</b>	<b>\$44,183</b>	<b>\$3,591,224</b>
Percent				85%	14%	1%	100%

\*Contract awarded - \$1,214,771; \$87,963 pending in CMAQ grant in TrAMS per Iowa DOT.

\*\*FTA Awarded 8/11/2020; Iowa DOT Commission Approved 10/13/2020; yet to formally submit under TrAMS per Iowa DOT.

If the VW funding is approved, CyRide would only need to contribute 1% of the cost for purchasing these seven buses.

#### ALTERNATIVES:

1. Approve submitting a Volkswagen Settlement grant, to the Iowa DOT in the amount of \$500,000 for the purchase of seven 40-foot heavy-duty buses.
2. Direct staff to proceed according to Transit Board priorities.

#### RECOMMENDATION:

The Transit Director recommends approval of Alternative #1, to approve submission of a VW Settlement grant. If awarded, these funds could be used to purchase new vehicles at a very low cost to the local funding partners.



**January 15, 2021**  
**Monthly Report**  
**CyRide Resource: Barbara Neal**

### **1. Transit Chief Safety Officer**

We are pleased to share that Kevin Gries has been named CyRide's Transit Chief Safety Officer (TCSO), responsible for strategic policy development, management, and oversight of safety programs. Kevin has been with CyRide for 14 years and was most recently an Operations Manager. Kevin was actively involved in the development of our Agency Safety Plan. Kevin's customer service approach and ability to provide a supportive and collaborative environment is an excellent fit for this position. The safety of our customers and employees is of the utmost importance to CyRide and Kevin will continue to ensure our safety culture is reflected in all decision-making.

### **2. Rudolph Bus**

CyRide was happy to welcome Rudolph to town. Unfortunately, snowbanks got the better of Rudolph, and he went back out with a less shiny nose. Rudolph still looked cute and we got a lot of happy comments about him. The shop did an awesome job creating both Theodore and Rudolph.



### **3. Virtual Legislative Lobby Day**

In December, I attended a virtual Legislative Lobby Day along with several other public transit providers in Iowa. This was an opportunity to discuss our 2021 State legislative priorities, including restoring Iowa's Rebuild Iowa Infrastructure Fund (RIIF) back to \$1.5 million annually and fully allocating tax revenues for State Transit Assistance funding. This past year, RIIF was reduced from \$1.5 million to \$500,000 in its annual allocation. RIIF is distributed through the Iowa DOT's Public Transit Infrastructure Grant (PTIG) program and has most recently funded CyRide's roof replacement, bus wash replacement, and HVAC (heating, ventilation, air conditioning) projects.

### **4. Representative Feenstra**

As a member of the Legislative Committee for the Iowa Public Transit Association (IPTA), I had the opportunity along with other IPTA members to meet with Representative Feenstra, who represents Iowa's 4<sup>th</sup> Congressional District. We had a productive conversation discussing the importance of public transit in his district and our federal legislative priorities

## **5. Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)**

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed into law on December 27. Among other provisions, it included \$14 billion in support for the public transit industry. On January 11, U.S. DOT announced that as part of this package CyRide would be eligible to receive \$1,081,492 in one-time supplemental Section 5307 funding. As with the CARES Act, CRRSAA monies are being provided at a 100% federal share, with no local match requirement, and are available to support both operating and capital needs; however, the Act directs recipients to prioritize payroll and operational needs first.

CyRide is exceptionally grateful for this additional support that we will receive from our congressional delegation in this Act. Details and eligibility requirements regarding the funding are still being provided through FTA webinars and CyRide plans to bring relevant planning items to the Transit Board for approval in a future meeting.

**CyRide Capital Revised - FY20 to FY26**

1/11/21 1:08 PM

		FY20	FY21	FY22	FY23	FY24	FY25	FY26
<b>Capital</b>		<b>Actual</b>						
<b>Beginning Balance</b>		<b>\$ 1,985,631</b>	<b>\$ 1,396,280</b>	<b>\$ 474,814</b>	<b>\$ 79,300</b>	<b>\$ 2,382</b>	<b>\$ 3,397</b>	<b>\$ 3,907</b>
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
<b>Capital Revenues</b>		<b>\$ 2,090,562</b>	<b>\$ 7,863,765</b>	<b>\$ 3,405,530</b>	<b>\$ 6,908,484</b>	<b>\$ 3,050,940</b>	<b>\$ 4,005,363</b>	<b>\$ 4,097,694</b>

<b>Total Available</b>		<b>\$ 4,076,193</b>	<b>\$ 9,260,045</b>	<b>\$ 3,880,344</b>	<b>\$ 6,987,784</b>	<b>\$ 3,053,322</b>	<b>\$ 4,008,761</b>	<b>\$ 4,101,601</b>
	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					
<b>Capital Expenses</b>		<b>\$ 1,964,747</b>	<b>\$ 8,785,231</b>	<b>\$ 3,801,044</b>	<b>\$ 6,985,402</b>	<b>\$ 3,049,925</b>	<b>\$ 4,004,854</b>	<b>\$ 4,095,268</b>
<b>Ending Balance</b>		<b>\$ 2,111,446</b>	<b>\$ 474,814</b>	<b>\$ 79,300</b>	<b>\$ 2,382</b>	<b>\$ 3,397</b>	<b>\$ 3,907</b>	<b>\$ 6,333</b>
<b>Building Reserve</b>		<b>\$ 715,166</b>						
<b>Balance without Building</b>		<b>\$ 1,396,280</b>	<b>\$ 474,814</b>	<b>\$ 79,300</b>	<b>\$ 2,382</b>	<b>\$ 3,397</b>	<b>\$ 3,907</b>	<b>\$ 6,333</b>