



Transit Board Meeting
AGENDA

**AMES TRANSIT AGENCY
BOARD OF TRUSTEES**

ELECTRONIC MEETING

PHONE: US: 1-312-626-6799

ZOOM MEETING ID: 860 8372 4740

VIDEO PARTICIPATION: <https://us02web.zoom.us/j/86083724740>

CYRIDE CONFERENCE ROOM – February 19, 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 January 15, 2021 Minutes

3. Public Comments

4. Surface Transportation Block Grant Program Funding Request FY 2025

5. COVID-19 Research Demonstration Grant Program

6. Iowa Developmental Disability Council Grant Funding Opportunity

7. Monthly Report

8. Spring Meeting Dates / Times

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

9. Adjourn



January 15, 2021

AMES TRANSIT AGENCY BOARD OF TRUSTEES

The Ames Transit Agency Board of Trustees met on January 15, 2021, at 2:00 p.m. via video conference. President Schrader called the meeting to order at 2:02 p.m. with Trustees Beatty-Hansen, Cain, Jeffrey, 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 DECEMBER 16, 2020 MINUTES: Trustee Jeffrey made a motion to adopt the December 16, 2020 transit board minutes as presented and Trustee Beatty-Hansen seconded the motion. (Ayes:5 Nays: None) Motion carried.

PUBLIC COMMENTS: None.

BATTERY-ELECTRIC BUS AND CHARGING EQUIPMENT PURCHASE: Director Neal requested board approval for the purchase of two battery-electric buses and charging equipment. She reviewed the funding that was previously awarded for the project; \$1.6 million in July 2019 from a Lo-No Grant through the FTA, \$390,000 from the Iowa Volkswagen Settlement Grant in August and local funding which was increased by \$138,000 in October board meeting for total of \$173,000.

Official approval from the Iowa Department of Transportation was obtained to use an out-of-state procurement under the Virginia statewide bus contract. Director Neal explained that this allowed CyRide to work with Center for Transportation and the Environment (CTE) to evaluate four bus manufacturers. It was determined that NOVA Bus and New Flyer were the top two original equipment manufacturers (OEMs). She stated when scored by the evaluators and according to CyRide's requirements, NOVA bus was found to be the best fit for CyRide.

Director Neal stated that specifications are finalized six months before the buses are delivered; preliminary pricing is \$842,178 per vehicle. She also explained due to Iowa's cold climate the buses are planned to have diesel auxiliary heaters to extend their range. Specific charging equipment needs are still being determined with CTE and NOVA.

Director Neal recommended approval of Alternative #1, awarding the contract to NOVA Bus in the not-to-exceed amount of \$1,888,000. Awarding a contract to NOVA Bus will allow CyRide to take a major step toward more environmentally sustainable transportation within Ames.

Trustee Beatty-Hansen made a motion to adopt Alternative #1, approving 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. Trustee Jeffrey seconded the motion. (Ayes: 5 Nays: None) Motion carried.

INTERIOR IMPROVEMENT PROJECT CHANGE ORDER APPROVAL: Director Neal requested an increase to the contract amount that was awarded to Story Construction in June for updates to the heating, ventilation, and air conditioning (HVAC) and interior improvements to the CyRide facility. The original project budget of \$129,767, including a \$16,885 contingency, funded by the unused balance of an existing 5309 grant. Director Neal explained that there are two change orders to date for the project totaling \$1,066; \$15,819 of the grant would remain unused. To fully utilize the grant, she requested that the original budgeted amount of \$129,767 be used plus additional capital improvement dollars be used to expand the project, replacing worn materials and upgrades to LED lighting. An additional \$6,513 would be needed to expand the project. To accommodate this requested CyRide reduce the shelter concrete amount in the Capital Improvement Plan to \$18,487, to fully utilize the grant and allow for needed improvements.

The Transit Director recommends approval of Alternative #1, to modify the contract with Story Construction Company.

Trustee Beatty-Hansen made a motion to 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. Trustee Cain seconded the motion. (Ayes: 5 Nays: None) Motion carried.

STATE OF IOWA VOLKSWAGEN SETTLEMENT ROUND THREE – APPLICATION: Director Neal requested approval to submit an application for the third and final round of grant funding from the Volkswagen Settlement Environmental Mitigation Trust. CyRide has received \$170,640 in the first round to fund three new 40-foot buses and \$390,000 in round two to fund a portion of the battery-electric bus project.

Director Neal explained that the funding for seven 40-foot buses has been programmed in the Capital Improvement Plan through both discretionary and formula funding. The proposed request of \$500,000 would offset the local portion needed to complete the purchase.

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.

Trustee Cain made a motion to 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. Trustee Jeffrey seconded the motion. (Ayes: 5 Nays: None) Motion carried.

MONTHLY REPORT:

Transit Chief Safety Officer: Kevin Gries has been named the Transit Chief Safety Officer. He has been with CyRide for 14 years and most recently was in the Operations Manager position. Kevin was actively involved in the development of the Agency Safety Plan and is a welcomed addition to the administrative team.

Rudolph Bus: CyRide's Shop decorated a bus as Rudolph and was entered into our fleet in December. We received many positive comments about Theodore the Turkey and Rudolph.

Virtual Legislative Lobby Day: Director Neal met with key representatives and senators to discuss the State's legislative priorities, including the need to restore Iowa's Rebuild Iowa Infrastructure Fund (RIIF) back to \$1.5 million annually. It was recently announced Governor Reynolds' Budget recommendation is to fully restore RIIF funding in FY 2022.

Representative Feenstra: Director Neal met with Representative Feenstra, who represents Iowa's 4th Congressional District. They discussed the importance of public transit and our legislative priorities on the national level.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA): Federal Transit Administration (FTA) has announced an additional \$14 billion in Federal funding to support transit systems during the pandemic. CyRide will be eligible to receive an additional \$1,081,492 in one-time 5307 funding.

Spring Meeting Dates/Times:

- 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 Jeffrey made a motion to approve adjourning at 2:14 p.m. Trustee Cain seconded the motion. (Ayes: 5 Nays: None) Motion carried.

Jacob Schrader, President

Julie Brousard, Recording Secretary

February 19, 2021
Surface Transportation Block Grant Program
Funding Request FY 2025
CyRide Resource: Shari Atwood

BACKGROUND:

The Ames Area Metropolitan Planning Organization (AAMPO) receives approximately \$1.8 million each year for transportation capital projects within the greater Ames community through the Surface Transportation Block Grant Program (STBG). Eligible capital projects include street improvements, traffic signalization, transit capital, bike paths, and other transportation enhancement projects. Projects selected for this funding and approved in the AAMPO's Transportation Improvement Program could receive up to 80% federal funding. The AAMPO has approved \$225,000 for CyRide in STBG funding since FY 2020 for new bus capital. Grant applications for STBG funding in the FY 2025 budget year are currently being requested, with applications due by March 31, 2021.

CyRide is requesting \$225,000 (approximately 12.5% of the STBG total allocation) for another year of funding for the purchase of buses in FY 2025. If approved, this funding would allow CyRide to upgrade a planned 40-foot heavy duty bus, either to a 60-foot articulated bus or to an all electric vehicle.

CyRide has identified future large bus replacement purchases in its five-year Capital Improvements Plan (CIP); however, funding sources in the outlying years have not yet been identified. STBG funds would provide a funding source for new buses in the CIP in FY 2025. CyRide would incorporate this project into the Transportation Improvement Program in May. The AAMPO will consider requests for this funding at their mid-May 2021 Technical Committee meeting and subsequent Policy Committee meeting.

ALTERNATIVES:

1. Approve a grant request of \$225,000 in bus capital funds from the AAMPO for STBG federal funds in FY 2025.
2. Direct staff to proceed according to Transit Board priorities.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1, to approve a request for \$225,000 in federal STBG funds from the AAMPO. If awarded, these federal funds would help with planned bus purchases and move CyRide toward a more efficient, sustainable fleet.

February 19, 2021
COVID-19 Research Demonstration Grant Program
CyRide Resource: Shari Atwood, Keith Wilbur

BACKGROUND: In November 2020, CyRide submitted a COVID-19 Research Demonstration Program Grant to equip our entire large bus fleet with automatic passenger counters (APCs). The Federal Transit Administration (FTA) received 104 eligible project proposals totaling approximately \$63.4 million. CyRide was fortunate to be awarded \$450,000 as one of the 37 projects (\$15.8 million) granted funding on January 19, 2021.

CyRide’s full research grant request was to fund 78 buses at a total cost of \$527,651, including a required independent evaluation. FTA awarded funding for approximately 74 of the 78 buses. The overall funding levels are shown below.

| | Quantity of APCs | APC Cost | Independent Evaluation | Total Cost (100%) | Federal Share (90%) | CyRide Local Share (10%) |
|---------|------------------|-----------|------------------------|-------------------|---------------------|--------------------------|
| Request | 78 | \$484,068 | \$43,602 | \$527,670 | \$474,903 | \$52,767 |
| Award | 74 | \$458,685 | \$41,316 | \$500,000 | \$450,000 | \$50,000 |

CyRide needs to request board approval to officially submit a Section 5312 grant to FTA through the grantmaking software TrAMS, per the attached authorizing resolution. Overall, the Research Grant funding (\$450,000) will be matched with local funding (\$50,000) which is included in the FY 2021 Capital Improvements Plan for bus technology projects. This will equip approximately 74 APC units across the CyRide fleet.

This project will be administered by the FTA’s Office of Research & Innovation in Washington DC. CyRide has already been in communication with our project manager and they have requested the grant be submitted in TrAMS within 60 days.

ALTERNATIVES:

1. Authorize the Transit Director to execute and file a Section 5312 grant application in the amount of \$450,000 to the FTA.
2. Direct staff to proceed according to Transit Board priorities.

RECOMENDATION:

The Transit Director recommends approval of Alternative #1, to submit an application for federal capital assistance. Approval of this application would allow CyRide to equip APCs across much of the bus fleet. This project will help strengthen public confidence in transit and increase operational efficiencies by allowing better planning of vehicles throughout the system.

February 19, 2021
Iowa Developmental Disability Council
Grant Funding Opportunity
CyRide Resource: Shari Atwood

BACKGROUND: The Iowa DOT recently announced a \$100,000 grant opportunity from the Iowa Developmental Disabilities Council to help facilitate transit projects that address challenges experienced by persons with disabilities engaging with their community. CyRide believes this funding could be used to fund four automatic passenger counters (APCs) for installation in CyRide’s fleet. In conjunction with the COVID-19 Research Demonstration Grant funding, this additional funding source would expand APC coverage to the entire large bus fleet.

The Iowa Developmental Disabilities Transportation Grant funding is available to fund up to 75% of a project, with funds required to be spent by September 30, 2021. To reduce the local funding commitment for the remainder of the APC project CyRide would submit this grant to include four additional APCs and their associated hardware. The independent evaluation on the four APCs would be funded with local dollars due to this grant’s spending requirement deadline.

The following table summarizes the grant request, if approved by the Transit Board and awarded by the Iowa DOT. Local funding for this project has been included in the FY 2021 Capital Improvement Plan.

| Item | Federal Share 75% | Local Share 25% | Total Cost |
|-----------|----------------------|--------------------|------------|
| Four APCs | \$19,037 | \$6,346 | \$25,383 |

The Iowa Developmental Disabilities Transportation Grant submission was due on February 12. An email was sent on February 11 to Transit Board members requesting informal submission approval. CyRide received responses from four Trustees directing staff to move forward with submission.

ALTERNATIVES:

1. Approve submission of the Iowa Developmental Disabilities Transportation Grant funding in the amount of \$25,383 (\$19,037 federal funding and \$6,346 in local funding), for the purchase of up to four automatic passenger counter units and their associated hardware.
2. Direct staff to proceed according to Transit Board priorities.

RECOMENDATION:

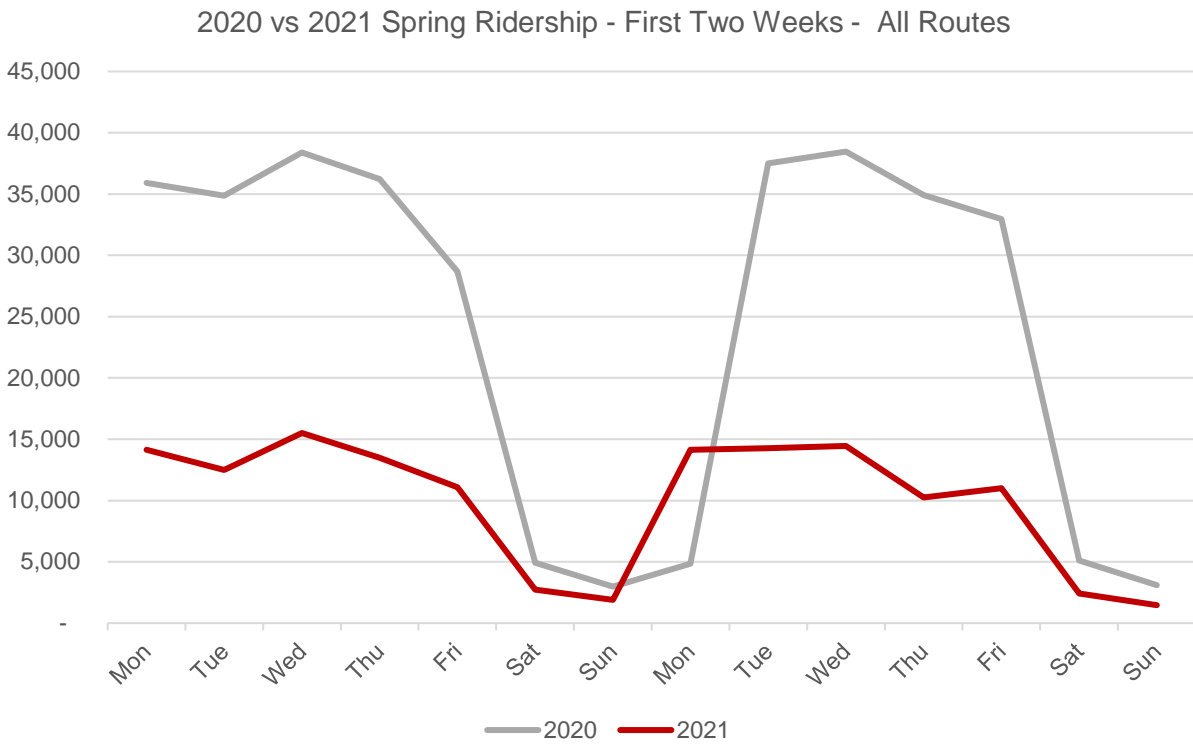
The Transit Director recommends approval of Alternative #1. If awarded, these funds would lower the local funding commitment to install APCs on the buses not covered by the COVID-19 Research Grant. The addition of APCs will help improve public confidence in CyRide and gather important information for future service planning.



February 19, 2021
Monthly Report
CyRide Resource: Barbara Neal

1. Spring Semester Ridership Update

CyRide has been continuing to carefully monitor passenger counts. Since the beginning of the spring semester, ridership has closely mirrored the levels seen at the start of fall service. Overall usage of the system is still modest compared to previous years. The following table shows the ridership from the first two weeks of spring service, compared to the equivalent time period last year.



2. Federal Grant Funding

Each year CyRide submits a federal grant application to receive Section 5307 formula funding allocated to CyRide. In January this funding was appropriated. CyRide receives formula Section 5307 funding based on population and population density, as well as Small Transit Intensive Cities (STIC) funds based on our ability to outperform transit systems with populations from 200,000 – 999,999. CyRide’s total appropriation increased 0.3% for FFY 2021 as shown below.

| Grant Apportionment | FFY 2020 | FFY 2021 | % Change |
|---|--------------------|--------------------|-------------|
| Formula 5307 Funding/Growing States | \$1,121,842 | \$1,122,222 | 0.0% |
| Small Transit Intensive Cities (STIC) funding | \$1,372,287 | \$1,380,267 | 0.6% |
| TOTAL Urbanized Apportionment | \$2,494,129 | \$2,502,489 | 0.3% |

This funding is typically applied to fixed route payroll in the operating budget. However, due to CARES funding in the October board meeting the board directed staff to apply this funding to the Capital Improvement Plan in FY 2023. CyRide will bring a request to file and execute this funding at a later board meeting.

3. Infotainment Monitors

Our three newest Gillig buses (#1142, #1143, #1144) now have intelligent transportation systems installed which include automatic passenger counters (APCs) and interior infotainment screens. These interior infotainment screens display stop ladders to help orient passengers as well as any special safety alerts. However, a portion of time on these digital screens will be diverted to Houck Advertising to display advertising material allowing an additional revenue source for CyRide.



4. Valentine's Day

This Valentine's Day we had fun with our destination signs. We do ❤️ our riders!



5. Second 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 determine trends. Staff has taken some key performance measures and presented them graphically. A detailed system quarterly operations report and a summary of some key performance measures for the second quarter of the fiscal year, October 2020 – December 2020 is attached.

CYRIDE QUARTERLY OPERATIONS REPORT

October 1st, 2020 to December 31st, 2020 (2nd Quarter)

| | FY 2021 2nd Qtr | FY 2020 2nd Qtr | % CHANGE | FY 2021 YTD | FY 2020 YTD | % CHANGE |
|----------------------------|--------------------|--------------------|-------------|----------------|----------------|-------------|
| MAINTENANCE | | | | | | |
| Interior Clean | 81 | 121 | -33.1% | 199 | 206 | -3.4% |
| Shop Road Calls | 7 | 9 | -22.2% | 20 | 21 | -4.8% |
| Miles per Shop Road Call | 51,766 | 46,717 | 10.8% | 35,530 | 37,018 | -4.0% |
| NTD Minor Mech. | 82 | 60 | 36.7% | 149 | 130 | 14.6% |
| NTD Major Mech. | 8 | 7 | 14.3% | 20 | 18 | 11.1% |
| Total NTD Mechanical Prob. | 90 | 67 | 34.3% | 169 | 148 | 14.2% |
| Miles per Major Mech. | 45,295 | 60,065 | -24.6% | 35,530 | 43,188 | -17.7% |
| Gasoline Vehicles | | | | | | |
| Gas Miles Driven | 20,962 | 36,431 | -42.5% | 42,019 | 66,292 | -36.6% |
| Total Gallons Gas | 2,325 | 4,423 | -47.4% | 5,193 | 8,156 | -36.3% |
| Total Gas Cost | 4,061 | 9,016 | -55.0% | \$9,046 | 16,613 | -45.5% |
| Avg. Gas Cost/Gallon | \$1.75 | \$2.04 | -14.3% | \$1.74 | \$2.04 | -14.5% |
| Gas Cost per Mile | \$0.19 | \$0.25 | -21.7% | \$0.22 | \$0.25 | -14.1% |
| Average Gas MPG | 9.0 | 8.2 | 9.5% | 8.1 | 8.1 | -0.4% |
| Diesel Vehicles | | | | | | |
| Diesel Miles Driven | 341,400 | 384,026 | -11.1% | 668,588 | 711,095 | -6.0% |
| Total Gallons Diesel | 77,066 | 97,996 | -21.4% | 147,084 | 181,970 | -19.2% |
| Total Diesel Cost | 108,906 | 198,820 | -45.2% | 202,290 | 361,595 | -44.1% |
| Avg. Diesel Cost/Gallon | \$1.41 | \$2.03 | -30.3% | \$1.38 | \$1.99 | -30.8% |
| Diesel Cost per Mile | \$0.32 | \$0.52 | -38.4% | \$0.30 | \$0.51 | -40.5% |
| Average Diesel MPG | 4.4 | 3.9 | 13.0% | 4.5 | 3.9 | 16.3% |
| All Vehicles | | | | | | |
| Total Miles Driven | 362,362 | 420,457 | -13.8% | 710,607 | 777,387 | -8.6% |
| Total Gallons Fuel | 79,391 | 102,419 | -22.5% | 152,277 | 190,126 | -19.9% |
| Total Fuel Cost | \$112,967 | \$207,836 | -45.6% | \$211,336 | \$378,207 | -44.1% |
| Avg. Cost/Gallon | \$1.42 | \$2.03 | -29.9% | \$1.39 | \$1.99 | -30.2% |
| Total Cost per Mile | \$0.31 | \$0.49 | -36.9% | \$0.30 | \$0.49 | -38.9% |
| Avg. MPG all Vehicles | 4.6 | 4.1 | 11.2% | 4.7 | 4.1 | 14.1% |
| Small Bus/Sup. Mileage | 14,770 | 29,411 | -49.8% | 29,584 | 50,890 | -41.9% |
| Large Bus Mileage | 347,592 | 391,046 | -11.1% | 681,023 | 726,497 | -6.3% |
| % Rev. Mi./Total Miles | 90.1% | 88.0% | 2.3% | 89.7% | 87.8% | 2.1% |
| Percentage Small Bus | 4.1% | 7.0% | -41.7% | 4.2% | 6.5% | -36.4% |
| Maintenance Expense | \$535,799 | \$676,421 | -20.8% | \$983,187 | \$1,104,650 | -11.0% |

CYRIDE QUARTERLY OPERATIONS REPORT

October 1st, 2020 to December 31st, 2020 (2nd Quarter)

| | FY 2021 2nd Qtr | FY 2020 2nd Qtr | % CHANGE | FY 2021 YTD | FY 2020 YTD | % CHANGE |
|---------------------------|--------------------|--------------------|--------------|----------------|----------------|---------------|
| OPERATIONS | | | | | | |
| Total Passengers | 427,146 | 1,843,731 | -76.8% | 873,551 | 2,910,564 | -70.0% |
| Average Drivers per Month | 125.3 | 122.6 | 2.2% | 123.3 | 123.5 | -0.1% |
| Driving Hours | 37,259 | 46,030 | -19.1% | 73,598 | 83,348 | -11.7% |
| Drivers Late | 12 | 13 | -7.7% | 19 | 28 | -32.1% |
| Drivers No Show | 1 | 3 | -66.7% | 9 | 5 | 80.0% |
| Late/No Show per Driver | 0.10 | 0.13 | -20.5% | 0.23 | 0.27 | -15.0% |
| Total Comments | 14 | 60 | -76.7% | 48 | 102 | -52.9% |
| Driver Fault | 7 | 18 | -61.1% | 17 | 29 | -41.4% |
| System Complaints | 5 | 15 | -66.7% | 20 | 30 | -33.3% |
| Service Requests | 0 | 9 | -100.0% | 1 | 11 | -90.9% |
| Compliments | 1 | 4 | -75.0% | 3 | 9 | -66.7% |
| Passengers/Comment | <u>30.510</u> | <u>30.729</u> | <u>-0.7%</u> | <u>18.199</u> | <u>28.535</u> | <u>-36.2%</u> |
| Pass./Complaint (D & U) | 61,021 | 83,806 | -27.2% | 51,385 | 83,159 | -38.2% |
| Driving Hours/Comment | 2,661 | 767 | 246.9% | 1,533 | 817 | 87.6% |
| Driving Hrs/Comment (D&U) | 5,323 | 2,092 | 154.4% | 4,329 | 2,381 | 81.8% |
| Accident Reports | 9 | 18 | -50.0% | 21 | 31 | -32.3% |
| Preventable Accidents | 7 | 12 | -41.7% | 18 | 19 | -5.3% |
| Percent Preventable | 77.8% | 66.7% | 16.7% | 85.7% | 61.3% | 39.8% |
| Miles/Prev. Accident | 51,766 | 35,038 | 47.7% | 39,478 | 40,915 | -3.5% |
| Hours/Prev. Accident | 5,323 | 3,836 | 38.8% | 4,089 | 4,387 | -6.8% |
| Unreported Accidents | 0 | 1 | -100.0% | 0 | 2 | -100.0% |
| Damage to Buses/Equip. | | | | | | |
| Caused by CyRide | 6,052.17 | 3,383.50 | 78.9% | 10,551.49 | 10,123.58 | 4.2% |
| Caused by Others | 556.25 | 1,599.13 | -65.2% | 2,920.78 | 5,866.92 | -50.2% |
| Caused by Unreported | \$0 | \$325 | -100.0% | \$0 | \$378 | -100.0% |
| Claims by Others (#) | 0 | 1 | -100.0% | 1 | 4 | -75.0% |
| Claims by Others (\$) | \$0 | \$2,000 | -100.0% | \$0 | \$9,000 | -100.0% |
| Personal Injury Claims | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| Operations Expense | \$1,709,854 | \$1,750,190 | -2.3% | \$2,943,168 | \$3,041,145 | -3.2% |

| | | | | | | |
|------------------------|--------------------|--------------------|---------------|--------------------|--------------------|---------------|
| SYSTEM TOTAL | | | | | | |
| Passengers | 427,146 | 1,843,731 | -76.8% | 873,551 | 2,910,564 | -70.0% |
| Revenue Miles | 326,374 | 370,102 | -11.8% | 637,162 | 682,476 | -6.6% |
| Revenue Hours | 31,826 | 36,085 | -11.8% | 61,788 | 65,989 | -6.4% |
| Revenue Miles per Hour | 10.3 | 10.3 | 0.0% | 10.3 | 10.3 | -0.3% |
| Pass./Rev. Mile | 1.3 | 5.0 | -73.7% | 1.4 | 4.3 | -67.9% |
| Pass./Rev. Hour | 13.4 | 51.1 | -73.7% | 14.1 | 44.1 | -67.9% |
| Operations Expense | \$1,709,854 | \$1,750,190 | -2.3% | \$2,943,168 | \$3,041,145 | -3.2% |
| Maintenance Expense | <u>\$535,799</u> | <u>\$676,421</u> | <u>-20.8%</u> | <u>\$983,187</u> | <u>\$1,104,650</u> | <u>-11.0%</u> |
| Total Expenses | <u>\$2,245,653</u> | <u>\$2,426,611</u> | <u>-7.5%</u> | <u>\$3,926,355</u> | <u>\$4,145,795</u> | <u>-5.3%</u> |
| Farebox Revenue | \$25,101 | \$55,140 | -54.5% | \$46,223 | \$127,824 | -63.8% |
| Rev./Exp. Ratio | 1.1% | 2.3% | -50.8% | 1.2% | 3.1% | -61.8% |
| Oper. Exp./Passenger | \$5.26 | \$1.32 | 299.5% | \$4.49 | \$1.42 | 215.6% |
| Oper. Exp./Rev. Mile | \$6.88 | \$6.56 | 4.9% | \$6.16 | \$6.07 | 1.4% |
| Oper. Exp./Rev. Hour | \$70.56 | \$67.25 | 4.9% | \$63.55 | \$62.83 | 1.1% |

CYRIDE QUARTERLY OPERATIONS REPORT

October 1st, 2020 to December 31st, 2020 (2nd Quarter)

| | FY 2021 2nd Qtr | FY 2020 2nd Qtr | % CHANGE | FY 2021 YTD | FY 2020 YTD | % CHANGE |
|------------------------|--------------------|--------------------|---------------|--------------------|--------------------|---------------|
| FIXED ROUTE | | | | | | |
| Fixed Route Passengers | 423,570 | 1,829,847 | -76.9% | 867,215 | 2,883,696 | -69.9% |
| Shuttle Passengers | 0 | 0 | #DIV/0! | 0 | 3,316 | -100.0% |
| Total Passengers | <u>423,570</u> | <u>1,829,847</u> | <u>-76.9%</u> | <u>867,215</u> | <u>2,887,012</u> | <u>-70.0%</u> |
| Transfers | 418 | 8,103 | -94.8% | 3,857 | 17,301 | -77.7% |
| Revenue Miles | 313,820 | 354,664 | -11.5% | 613,927 | 652,418 | -5.9% |
| Revenue Hours | 30,721 | 34,810 | -11.7% | 59,739 | 63,449 | -5.8% |
| Revenue Miles per Hour | 10.2 | 10.2 | 0.3% | 10.3 | 10.3 | -0.1% |
| Pass./Rev. Mile | 1.3 | 5.2 | -73.8% | 1.4 | 4.4 | -68.1% |
| Pass./Rev. Hour | 13.8 | 52.6 | -73.8% | 14.5 | 45.5 | -68.1% |
| Operations Expense | \$1,668,143 | \$1,694,898 | -1.6% | \$2,865,213 | \$2,930,424 | -2.2% |
| Maintenance Expense | \$529,561 | \$666,370 | -20.5% | \$972,569 | \$1,088,070 | -10.6% |
| Total Expenses | <u>\$2,197,704</u> | <u>\$2,361,268</u> | <u>-6.9%</u> | <u>\$3,837,782</u> | <u>\$4,018,494</u> | <u>-4.5%</u> |
| Farebox Revenue | \$23,954 | \$51,355 | -53.4% | \$44,082 | \$120,008 | -63.3% |
| Rev./Exp. Ratio | 1.1% | 2.2% | -49.9% | 1.1% | 3.0% | -61.5% |
| Exp./Passenger | \$5.19 | \$1.29 | 302.1% | \$4.43 | \$1.39 | 217.9% |
| Exp./Rev. Mile | \$7.00 | \$6.66 | 5.2% | \$6.25 | \$6.16 | 1.5% |
| Exp./Rev. Hour | \$71.54 | \$67.83 | 5.5% | \$64.24 | \$63.33 | 1.4% |

| | | | | | | |
|------------------------|-----------------|-----------------|---------------|-----------------|-----------------|---------------|
| DIAL-A-RIDE | | | | | | |
| Passengers | 1,482 | 2,127 | -30.3% | 2,790 | 4,488 | -37.8% |
| Revenue Miles | 8,834 | 9,245 | -4.4% | 16,903 | 19,842 | -14.8% |
| Revenue Hours | 811 | 834 | -2.8% | 1,538 | 1,810 | -15.0% |
| Revenue Miles per Hour | 10.9 | 11.1 | -1.7% | 11.0 | 11.0 | 0.3% |
| Pass./Rev. Mile | 0.17 | 0.23 | -27.1% | 0.17 | 0.23 | -27.0% |
| Pass./Rev. Hour | 1.8 | 2.6 | -28.3% | 1.8 | 2.5 | -26.8% |
| Operations Expense | \$30,200 | \$41,184 | -26.7% | \$58,392 | \$87,296 | -33.1% |
| Maintenance Expense | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| Total Expenses | <u>\$30,200</u> | <u>\$41,184</u> | <u>-26.7%</u> | <u>\$58,392</u> | <u>\$87,296</u> | <u>-33.1%</u> |
| Farebox Revenue | \$1,147 | \$3,785 | -69.7% | \$2,141 | \$7,816 | -72.6% |
| Rev./Exp. Ratio | 3.8% | 9.2% | -58.7% | 3.7% | 9.0% | -59.0% |
| Exp./Passenger | \$20.38 | \$19.36 | 5.2% | \$20.93 | \$19.45 | 7.6% |
| Exp./Rev. Mile | \$3.42 | \$4.45 | -23.3% | \$3.45 | \$4.40 | -21.5% |
| Exp./Rev. Hour | \$37.24 | \$49.38 | -24.6% | \$37.97 | \$48.23 | -21.3% |

| | | | | | | |
|--------------------------|-----------------|-----------------|---------------|-----------------|-----------------|---------------|
| MOONLIGHT EXPRESS | | | | | | |
| Passengers | 2,094 | 11,757 | -82.2% | 3,546 | 19,064 | -81.4% |
| Revenue Miles | 3,720 | 6,193 | -39.9% | 6,332 | 10,216 | -38.0% |
| Revenue Hours | 294 | 441 | -33.4% | 511 | 730 | -30.0% |
| Revenue Miles per Hour | 12.7 | 14.0 | -9.8% | 12.4 | 14.0 | -11.4% |
| Pass./Rev. Mile | 0.6 | 1.9 | -70.3% | 0.6 | 1.9 | -70.0% |
| Pass./Rev. Hour | 7.1 | 26.7 | -73.2% | 6.9 | 26.1 | -73.4% |
| Operations Expense | \$11,511 | \$14,108 | -18.4% | \$19,563 | \$23,425 | -16.5% |
| Maintenance Expense | \$6,238 | \$10,051 | -37.9% | \$10,618 | \$16,580 | -36.0% |
| Total Expenses | <u>\$17,749</u> | <u>\$24,159</u> | <u>-26.5%</u> | <u>\$30,181</u> | <u>\$40,005</u> | <u>-24.6%</u> |
| Exp./Passenger | \$8.48 | \$2.05 | 312.5% | \$8.51 | \$2.10 | 305.6% |
| Exp./Rev. Mile | \$4.77 | \$3.90 | 22.3% | \$4.77 | \$3.92 | 21.7% |
| Exp./Rev. Hour | \$60.45 | \$54.78 | 10.4% | \$59.09 | \$54.80 | 7.8% |

CYRIDE QUARTERLY OPERATIONS REPORT

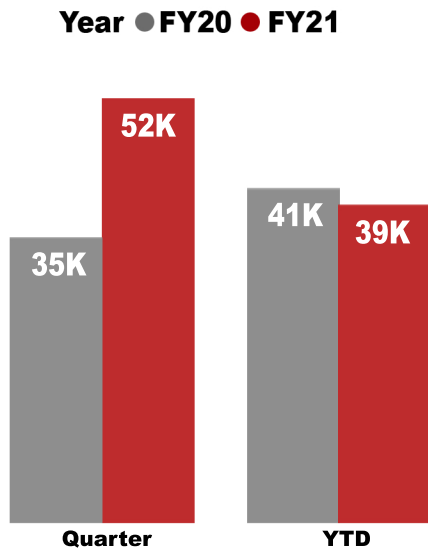
October 1st, 2020 to December 31st, 2020 (2nd Quarter)

| | FY 2021 2nd Qtr | FY 2020 2nd Qtr | % CHANGE | FY 2021 YTD | FY 2020 YTD | % CHANGE |
|---------------------------|--------------------|--------------------|---------------|--------------------|--------------------|---------------|
| OPERATIONS REVENUE | | | | | | |
| Farebox | \$25,101 | \$55,140 | -54.5% | \$46,223 | \$127,824 | -63.8% |
| Transit Contracts | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| I.S.U. | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| Student Body Government | \$2,417,002 | \$0 | #DIV/0! | \$2,417,002 | \$0 | #DIV/0! |
| City of Ames | \$925,688 | \$923,145 | 0.3% | \$1,099,361 | \$1,068,992 | 2.8% |
| IDOT - STA | \$230,140 | \$227,539 | 1.1% | \$423,128 | \$452,190 | -6.4% |
| Section 5307 | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| Other Grants | \$1,236,148 | \$39,735 | 3011.0% | \$1,236,148 | \$39,735 | 3011.0% |
| Other | \$66,775 | \$83,486 | -20.0% | \$98,512 | \$152,540 | -35.4% |
| Total Operating Revenue | <u>\$4,900,854</u> | <u>\$1,329,045</u> | <u>268.8%</u> | <u>\$5,320,374</u> | <u>\$1,841,281</u> | <u>188.9%</u> |
| TOTAL EXPENSES | | | | | | |
| Administration | \$182,302 | \$219,144 | -16.8% | \$375,998 | \$449,492 | -16.4% |
| Safety & Training | \$96,430 | \$101,665 | -5.1% | \$201,309 | \$208,527 | -3.5% |
| Promotion | \$0 | \$0 | #DIV/0! | \$0 | \$0 | #DIV/0! |
| Bldg. & Grounds | \$56,440 | \$93,674 | -39.7% | \$109,858 | \$145,356 | -24.4% |
| Fixed Route | \$2,197,704 | \$2,361,268 | -6.9% | \$3,837,782 | \$4,018,494 | -4.5% |
| Dial-A-Ride | \$30,200 | \$41,184 | -26.7% | \$58,392 | \$87,296 | -33.1% |
| Moonlight Express | <u>\$17,749</u> | <u>\$24,159</u> | <u>-26.5%</u> | <u>\$30,181</u> | <u>\$40,005</u> | <u>-24.6%</u> |
| Operating Total | <u>\$2,580,825</u> | <u>\$2,841,094</u> | <u>-9.2%</u> | <u>\$4,613,520</u> | <u>\$4,949,170</u> | <u>-6.8%</u> |
| Farebox Revenue | \$25,101 | \$55,140 | -54.5% | \$46,223 | \$127,824 | -63.8% |
| Farebox Rev./Exp. Ratio | 1.0% | 1.9% | -49.9% | 1.0% | 2.6% | -61.2% |
| Admin. Expense/Pass. | \$0.78 | \$0.22 | 249.0% | \$0.79 | \$0.28 | 185.0% |
| Admin. Exp./Rev. Mile | \$1.03 | \$1.12 | -8.3% | \$1.08 | \$1.18 | -8.4% |
| Admin. Exp./Rev. Hour | \$10.53 | \$11.49 | -8.3% | \$11.12 | \$12.17 | -8.6% |
| Total Expense/Passenger | \$6.04 | \$1.54 | 292.1% | \$5.28 | \$1.70 | 210.6% |
| Total Expense/Rev. Mile | \$7.91 | \$7.68 | 3.0% | \$7.24 | \$7.25 | -0.2% |
| Total Expense/Rev. Hour | \$81.09 | \$78.73 | 3.0% | \$74.67 | \$75.00 | -0.4% |

CyRide Quarterly Operations Report

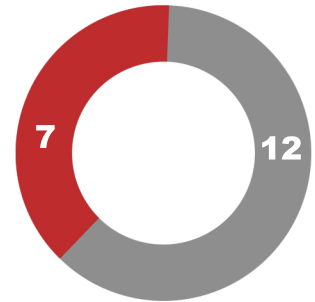
October 1, 2020 to December 31, 2020 (2nd Quarter)
System Overview - Safety/Fleet

Miles between Preventable Accidents



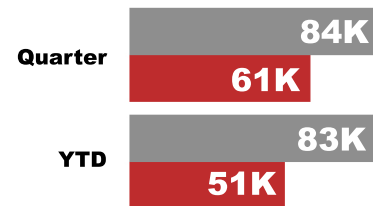
Preventable Accidents per Quarter

Year ● FY20 ● FY21



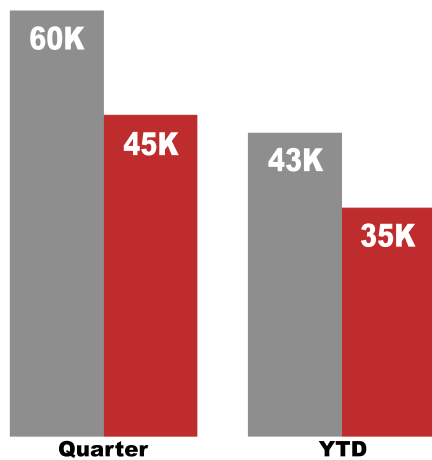
Passengers per Comment

Year ● FY20 ● FY21



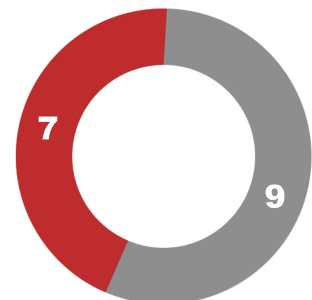
Miles between Major Mechanical Issues

Year ● FY20 ● FY21



Road Calls per Quarter

Year ● FY20 ● FY21



CyRide Quarterly Operations Report

October 1, 2020 to December 31, 2020 (2nd Quarter)
System Overview - Efficiency

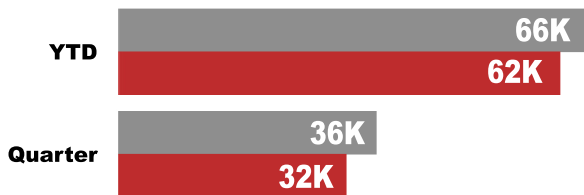
Total Ridership

Year ● FY20 ● FY21



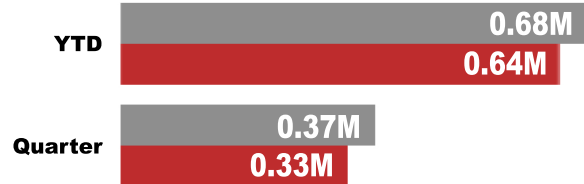
Revenue Hours

Year ● FY20 ● FY21



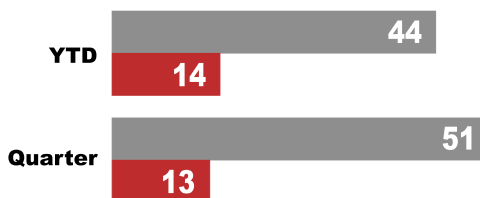
Revenue Miles

Year ● FY20 ● FY21



Passengers per Revenue Hour

Year ● FY20 ● FY21



Passengers per Revenue Mile

Year ● FY20 ● FY21

