



Transit Board Meeting  
**AGENDA**

**AMES TRANSIT AGENCY  
BOARD OF TRUSTEES**

**ELECTRONIC MEETING**

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

**ZOOM MEETING ID: 846 9499 2477**

**VIDEO PARTICIPATION: <https://us02web.zoom.us/j/84694992477>**

**CYRIDE CONFERENCE ROOM – March 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 February 19, 2021 Minutes

3. Public Comments

4. Articulated Bus Purchase

5. Ten-Year Agreement for Transit Services

6. HIRTA Contract and Annual Customer Survey

7. Monthly Report

8. Spring Meeting Dates / Times

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

9. Adjourn



**February 19, 2021**

**AMES TRANSIT AGENCY BOARD OF TRUSTEES**

The Ames Transit Agency Board of Trustees met on February 19, 2021, at 2:00 p.m. via video conference. President Schrader called the meeting to order at 2:06 p.m. with Trustees Beatty-Hansen, Cain, Jeffrey, and Ludwig 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 JANUARY 15, 2021 MINUTES:** Trustee Jeffrey made a motion to adopt the January 15, 2021 transit board minutes as presented and Trustee Beatty-Hansen seconded the motion. (Ayes:5 Nays: None) Motion carried.

**PUBLIC COMMENTS:** None.

**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING REQUEST FY 2025:** Director Neal requested board approval for the submission of a grant for FY 2025 to the Ames Area Metropolitan Planning Organization (AAMPO) through a program called the Surface Transportation Block Grant Program (STBG) for \$225,000 that is due on March 31, 2021. She explained that each year the AAMPO receives approximately \$1.8 million for transportation capital projects in Ames; transit capital projects are eligible for funding at 80% through the STBG program. Previous requests included \$225,000, which was awarded in 2020 for upgrading a 40-foot bus to a 60-foot articulated bus.

Director Neal stated that if the FY 2025 grant were awarded, it could be used to upgrade a 40-foot bus to a 60-foot bus or a battery-electric bus. Trustee Jeffrey asked if the type of bus had to be defined in the grant submission. Shari Atwood, Transit Planner, stated that the type of bus did not have to be specified in the grant request.

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

Trustee Jeffrey made a motion to adopt Alternative #1, to approve a grant request of \$225,000 in bus capital funds from the AAMPO for STBG federal funds in FY 2025. Trustee Ludwig seconded the motion. (Ayes:5 Nays: None) Motion carried.

**COVID-19 RESEARCH DEMONSTRATION GRANT PROGRAM:** Director Neal shared that the COVID-19 Research Demonstration Grant submitted in November was awarded to CyRide for \$450,000 on January 19, 2021. The award will fund approximately 74 of the 78 automatic passenger counters (APCs) requested at a 90% federal share. She explained that the \$50,000 local match required for this project was included in the FY 2021 Capital Improvement Plan (CIP). Director Neal stated that formal board approval to submit a Section 5312 grant to the Federal Transit Administration (FTA) is required to utilize the funds.

The Transit Director recommended approval of Alternative #1, to authorize the Transit Director to execute and file a Section 5312 grant application in the amount of \$450,000 to the FTA.

Trustee Cain made a motion to authorize the Transit Director to execute and file a Section 5312 grant application in the amount of \$450,000 to the FTA. Trustee Jeffrey seconded the motion. (Ayes: 5 Nays: None) Motion carried.

**IOWA DEVELOPMENTAL DISABILITY COUNCIL GRANT FUNDING OPPORTUNITY:** Director Neal requested formal board approval to submit a grant to the Iowa Developmental Disabilities Council for \$25,383. If received, the grant would fund the 4 remaining APCs that were not funded with the COVID-19 Research Demonstration Grant at a 75% federal share or \$19,037, lowering the local funding commitment to fully equip the large bus fleet. She explained that informal approval to proceed with the submission of the grant had already been obtained from the board via email due to the submission deadline being before the board meeting.

The Transit Director recommended approval of Alternative #1, to 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.

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

## **MONTHLY REPORT:**

**Spring Semester Ridership Update:** A graph showing a comparison of ridership for the first two weeks of the semester with the same time last year was reviewed. Ridership is reflective of the same levels seen this past fall and is much lower than the same time last year. Trustee Ludwig asked if there would be a push to promote ridership in the fall. Director Neal said that CyRide was planning to increase efforts to welcome students back and promote the habit of riding the bus. There was a discussion about how in-person classes could affect these numbers.

**Federal Grant Funding:** A chart comparing 2020 and 2021 formula Section 5307 Funding and Small Transit Intensive Cities (STIC) funding was reviewed. There was no change in the Section 5307 funding that is based on population and population density. There was a change of .6% in STIC funding that measures CyRide's ability to outperform larger transit agencies. This funding is typically applied to payroll, but due to the CARES funding it was applied to the CIP.

**Infotainment Monitors:** Three new Gillig buses have intelligent transportation systems that include APCs and interior infotainment screens. These screens display safety and service messages, including the next few stops coming up along the route, as well as allow for additional revenue from advertisements through Houck Advertising.

**Valentine's Day:** Bus destination signs displayed fun Valentine's Day messages. Community feedback was positive.

**Second Quarterly Report:** Information for the second quarter operations and key performance measures are detailed in the board packet. Low ridership is impacting the statistics for things such as passengers per customer comment.

**Spring Meeting Dates/Times:**

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

**Adjourn:** Trustee Ludwig made a motion to approve adjourning at 2:20p.m. Trustee Jeffrey seconded the motion. (Ayes:5 Nays: None) Motion carried.

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Jacob Schrader, President

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Julie Brouard, Recording Secretary

**March 19, 2020**  
**Articulated Bus Purchase**  
**CyRide Resource: James Rendall**

**BACKGROUND:**

Over the past several years CyRide has been working to increase the number of 60-foot articulated buses in the fleet. This follows recommendations from both the Alternatives Analysis Study of the Orange Route Corridor in 2016 and the System Redesign Study in 2017, which supported expanding the use of articulated buses, particularly on the #23 Orange route. These larger vehicles allow for higher capacity of passengers during peak periods, reducing the need to operate extra buses.

CyRide currently owns six 60-foot articulated buses, all manufactured by NOVA Bus of Plattsburg, New York. The Capital Improvement Plan (CIP) has four additional articulated buses programmed, with one purchase each year between FY 2021 and FY 2024. Expanding to a total of ten articulated buses would allow the #23 Orange route to be run exclusively with these vehicles.

The following sources are available to fund the FY 2021 articulated bus project and are programmed in the CIP.

Item	Federal Share (80%)	Local Share (20%)	Total Cost
Section 5307	\$383,360	\$95,840	\$479,200
Section 5309	\$80,362	\$20,091	\$100,453
Section 5307 – Surface Transportation Block Grant	\$225,000	\$56,250	\$281,250
<b>Funding Summary</b>	<b>\$688,722</b>	<b>\$172,181</b>	<b>\$860,903</b>

This new bus would replace an existing 40-foot bus that is past its useful life, moving CyRide closer to meeting its federal Transit Asset Management (TAM) plan goals. Newer buses provide significantly cleaner emissions and a lower operational cost per mile.

Reviewing options for procurement, CyRide has determined the most cost-effective method for purchasing this new bus is utilizing a state cooperative procurement schedule. The use of another state’s procurement schedule is authorized under the FAST Act <sup>1</sup> for grantees acquiring rolling stock and related equipment. Statewide purchasing schedules allow CyRide to reduce administrative time and leverage the buying power of many agencies, which would not otherwise be available if CyRide were to pursue an independent procurement process. After an analysis of available options, the pending State of Washington contract has been identified as offering the best value for CyRide. The contract language is

<sup>1</sup> <https://www.congress.gov/114/bills/hr22/BILLS-114hr22enr.pdf> - see “Sec. 3019 Innovative Procurement” (b)(B)(i) language on digital page 177 which states: “a grantee may participate in a cooperative procurement contract without regard to whether the grantee is located in the same State as the parties to the contract.”

finalized with signatures expected soon. If an issue arises that prevents the contract from being completed in a timely fashion, this item will be returned to the Transit Board for further consideration.

CyRide's current fleet of NOVA articulating buses have proven to be cost effective and reliable. There are significant savings realized by keeping the articulated bus fleet standardized to one manufacturer, including a reduction in spare parts inventory, lower costs for additional training, and quicker repair times. As a result, CyRide has selected NOVA Bus to be the original equipment manufacturer for this purchase.

The estimated price from NOVA Bus has been quoted at \$760,740. The purchase of additional technologies like automatic vehicle location hardware, 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 NOVA Bus of Plattsburg, New York, at the not-to-exceed amount of \$860,903. The delivery date of the bus will be approximately 6 to 8 months after a purchase order is issued.

**ALTERNATIVES:**

1. Approve the award of contract for one 60-foot articulated bus to NOVA Bus of Plattsburg, New York, for a total not-to-exceed amount of \$860,903.
2. Direct staff to proceed according to Transit Board priorities.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1. The purchase of this new articulated bus will move CyRide closer to the goal of operating the #23 Orange route exclusively with articulated buses. This new bus will also help CyRide achieve its TAM plan goals and increase the overall sustainability of the fleet.

**March 19, 2021**  
**Ten-Year Agreement for Transit Services**  
**CyRide Resource: Barbara Neal**

**BACKGROUND:**

The City of Ames, Iowa State University, and the Iowa State University Student Government have a joint agreement for transit services, which enables the continued operation of CyRide under the oversight of the Ames Transit Agency Board of Trustees. This agreement for transit services addresses the budgeting process, payment of agreed levels of contribution, liability responsibility, disposition of property, and other joint concerns. The most recent version of the agreement entered into force on July 1, 2011 and will expire on June 30, 2021. To continue CyRide operations, an updated agreement is attached for consideration by the Transit Board. The agreement has been reviewed by the Legal Department.

Two changes are being proposed to the current agreement. First, a new ten-year term has been set, starting on July 1, 2021 and ending on June 30, 2031. Second, all references to the Government of the Student Body have been changed to either “Student Government” or “StuGov”. All other terms and conditions will remain the same.

Signatories to the agreement include Iowa State University, the Iowa State Board of Regents, the City of Ames, and the Iowa State University Student Government. If approved by the Transit Board, the agreement would need to be subsequently reviewed and considered by each organization.

**ALTERNATIVES:**

1. Approve a new transit agreement entitled, “An Agreement for Joint Action in Support of Transit Services in the City of Ames” covering a ten-year period beginning July 1, 2021, and distribute the document to the signatory agencies for their review and consideration.
2. Table action on this agreement until a future date.
3. Do not approve a new ten-year agreement to provide joint transit services and direct staff to proceed according to Transit Board priorities.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1, entering into an updated agreement for transit services in the city of Ames. The previous agreement has served the community well by allowing for a much higher level of service than would be possible with separate efforts and has reduced the duplication of transit services. Approving a new ten-year agreement would allow CyRide to continue providing the high-quality transit service Ames has come to rely upon.

**AN AGREEMENT FOR JOINT ACTION IN SUPPORT  
OF TRANSIT SERVICES IN THE CITY OF AMES**

THIS AGREEMENT, made and entered into effective the first day of \_\_\_\_\_, 2021 by, between and among IOWA STATE UNIVERSITY (hereinafter referred to as "University"); the IOWA STATE UNIVERSITY STUDENT GOVERNMENT (hereinafter referred to as "StuGov"); and the CITY OF AMES, IOWA (Hereinafter referred to as "City").

WITNESSETH:

1. PURPOSE

1. It is the purpose hereof to establish that the City, the University, and StuGov do agree, each with the other, to participate as hereinafter provided in the support, operation and utilization of a public transit system in the City of Ames, Iowa under the management, control and governance of the Ames Transit Agency Board of Trustees.

2. BUDGET FOR TRANSIT SERVICES

1. It is agreed by the parties hereto that the budget for transit services hereunder, and the parties' contributions thereto, from July 1, 2021 to June 30, 2022 is as shown in Appendix A attached hereto.
2. It is further agreed that the parties hereto shall agree each year, prior to January 21, upon a budget for transit finances for the ensuing fiscal year. Said budget shall be in two parts.

Part I shall show the Transit Improvement budget as follows:

1. Estimated revenues, divided as follows:
  - (1) Federal and State grants.
  - (2) Contribution from the City
  - (3) Contribution from the University
  - (4) Contribution from the StuGov
  - (5) Miscellaneous revenues
2. Estimated expenditures divided as follows:
  - (1) Services
  - (2) Supplies and materials
  - (3) Equipment
  - (4) Real estate and improvements

Part II shall show an operating budget as follows:

3. Estimated revenues divided as follows:



- (1) Federal and State grants
- (2) Contribution from the City
- (3) Contribution from the University
- (4) Contribution from the StuGov
- (5) Fares, advertising and miscellaneous

4. Estimated expenditures:

- (1) Personnel Services
- (2) Contractual
- (3) Commodities
- (4) Capital
- (5) Other

c. The Ames Transit Agency shall cause such a proposed budget to be submitted not later than the first day of January each year, to the Ames City Council, the University Administration and the ISU Student Government. The final decisions of the Ames City Council, the University Administration and the StuGov shall be reported back to the Ames Transit Agency Board of Trustees which shall adjust the budget if necessary, to conform to the level of contribution available from each party hereto. If either the City, University, or StuGov fixes its contribution at less than the amount requested by the Ames Transit Agency Board of Trustees, the contribution of the others shall be decreased proportionately, unless the others shall decide to pay a larger proportion.

d. Should any budget established hereunder prove, after operational experience, to be demonstrably inequitable to any party or parties hereto, redress shall be accomplished by credits and adjustments in the next subsequent budget.

e. Payment of the agreed level of contribution by the StuGov is to be made from student fees assessed for that purpose. Therefore, it is recognized that, due to the enrollment fluctuations, there will always be some disparity, plus or minus, between the amount of the StuGov contribution budgeted and the sum actually realized from student fees for that purpose.

- (1) StuGov shall have no liability or carry-over debt in subsequent years because of fees being less than the budgeted amount.
- (2) However, when fees are collected in an amount exceeding the agreed level of contribution the excess shall also be paid over to the Ames Transit Agency to be retained as a credit to a reserve account. Any such amount shall be invested at interest and interest earned credited to the reserve account.
- (3) Funds in the said reserve account shall be used by the Ames Transit Agency to offset any deficiency of revenue from student fees for the StuGov contribution. Should the amount in such reserve account ever be, in the judgement of the Ames Transit Agency Board of Trustees, substantially greater than any reasonably foreseeable deficiency of revenue aforesaid, the reserve fund may be drawn upon by the Ames Transit Agency to expand or enhance transit services.

- (4) However, any considered expenditure of funds in the reserve account by the Ames Transit Agency, other than to offset a fee revenue deficiency, must be approved by a majority vote of the StuGov Senate.

### 3. ADMINISTRATION

- a. The Administration of this agreement shall be by the Ames Transit Agency Board of Trustees, an administrative agency of the City of Ames, Iowa, organized and existing pursuant to the provisions of Chapter 392 Code of Iowa, 1985.

### 4. DURATION

The duration of this agreement shall be ten years beginning on the first day of July, 2021 and ending on the thirtieth day of June, 2031. During this lease period the parties shall begin the process of review, evaluation and planning that will conclude in a decision on continuing joint support of a public transit system after the expiration of this agreement.

### 5. PROPERTY

All property, real and personal, hereinafter acquired for the purpose of implementing this agreement shall be held in the name of the City of Ames or the Ames Transit Agency, an administrative agency of the City of Ames, Iowa, and acquired and disposed of only in accordance with the policies, procedures and laws pertaining to the said City of Ames, Iowa.

### 6. LIABILITY

Any liability for any damage, loss, obligation, claim or demand of any kind whatsoever, directly or indirectly resulting from or arising out the operation of this agreement, including the operation of the aforesaid transit system, which is not compensated by insurance, bond, or other indemnification, shall be shared equally by all of the parties to the agreement to the extent permitted by law.

### 7. DISPOSITION OF PROPERTY ON TERMINATION

As soon as practicable after termination of this agreement, the City, University and StuGov shall dispose of all property acquired under this agreement, including surplus funds, in an equitable manner based upon the proportion of each parties pecuniary contribution at the beginning of and during the course of this agreement. However, it is expressly understood and agreed that in recognition of the transit buses of the City and of ISU used by the Ames Transit Agency, but not acquired hereunder, there shall be excluded from the property to be disposed of and distributed on termination, eight (8) buses then selected by the City, said buses to be the property of the City and one bus to be selected by ISU, said bus to be the property of ISU. Also, it is expressly understood and agreed that any balance in the "reserve fund" provided for under paragraph 2e, including the interest earned on the investment thereof, will be paid over to and become the property of StuGov. If no agreement as to disposition of remaining assets is reached within six months of termination of this agreement, the City, University and StuGov shall, within 30 days thereafter, each appoint some person as its representative, and the Ames Transit Agency Board of Trustees shall appoint two additional persons, and these five people shall prepare and recommend a complete plan for the disposition of all property acquired hereunder, and such plan shall provide for the continuation of the use of the property for a transit system in the City of Ames, if practicable.

IN WITNESS WHEREOF the parties hereto have caused this instrument to be signed by their authorized representatives as of the date first above written.

**UNIVERSITY**

By \_\_\_\_\_  
Pam Elliott Cain, Senior Vice President

**CITY OF AMES**

By \_\_\_\_\_  
John Haila, Mayor

**ATTEST:**

By \_\_\_\_\_  
Diane Voss, City Clerk

**GOVERNMENT OF STUDENT BODY**

BY \_\_\_\_\_  
Morgan Fritz, President

**AMES TRANSIT AGENCY BOARD OF TRUSTEES**

By \_\_\_\_\_  
Jacob Schrader, President

**IOWA STATE BOARD OF REGENTS**

BY \_\_\_\_\_  
Mark Braun, Executive Director

**CYRIDE THREE PARTY REVENUE HISTORY  
Budgeted Amount**

YEAR	City Total	Tax Levy	Intermodal	ISU Total	ISU Basic	Intermodal	GSB Total	SG Basic	GSB MLX	3 Parties	Parking	Shuttles	Total Local
1981-82	\$271,160	\$271,160		\$100,000	\$100,000		\$355,600	\$355,600		\$726,760			\$726,760
1982-83	\$307,412	\$307,412		\$125,000	\$125,000		\$355,600	\$355,600		\$788,012			\$788,012
1983-84	\$324,610	\$324,610		\$133,000	\$133,000		\$424,180	\$424,180		\$881,790	\$37,200		\$918,990
1984-85	\$324,610	\$324,610		\$133,000	\$133,000		\$424,180	\$424,180		\$881,790	\$38,883		\$920,673
1985-86	\$324,610	\$324,610		\$133,000	\$133,000		\$489,391	\$489,391		\$947,001	\$39,253		\$986,254
1986-87	\$357,071	\$357,071		\$146,300	\$146,300		\$538,330	\$538,330		\$1,041,701	\$41,275		\$1,082,976
1987-88	\$368,140	\$368,140		\$150,835	\$150,835		\$555,018	\$555,018		\$1,073,993	\$44,509		\$1,118,502
1988-89	\$381,246	\$381,246		\$156,252	\$156,252		\$585,028	\$585,028		\$1,122,526	\$44,706		\$1,167,232
1989-90	\$396,496	\$396,496		\$162,502	\$162,502		\$608,429	\$608,429		\$1,167,427	\$43,637		\$1,211,064
1990-91	\$401,254	\$401,254		\$170,952	\$170,952		\$619,949	\$619,949		\$1,192,155	\$45,469		\$1,237,624
1991-92	\$418,909	\$418,909		\$178,474	\$178,474		\$647,227	\$647,227		\$1,244,610	\$50,265		\$1,294,875
1992-93	\$428,963	\$428,963		\$182,757	\$182,757		\$662,760	\$662,760		\$1,274,480	\$55,555		\$1,330,035
1993-94	\$458,990	\$458,990		\$195,550	\$195,550		\$761,496	\$741,043	\$20,453	\$1,416,036	\$67,177		\$1,483,213
1994-95	\$484,185	\$484,185		\$206,286	\$206,286		\$803,378	\$781,800	\$21,578	\$1,493,849	\$88,223		\$1,582,072
1995-96	\$503,552	\$503,552		\$214,537	\$214,537		\$835,513	\$812,847	\$22,666	\$1,553,602	\$128,662	\$41,720	\$1,723,985
1996-97	\$537,700	\$537,700		\$229,100	\$229,100		\$880,920	\$857,000	\$23,920	\$1,647,720	\$151,768	\$56,000	\$1,855,488
1997-98	\$561,897	\$561,897		\$264,410	\$264,410		\$947,065	\$920,565	\$26,500	\$1,773,372	\$157,034	\$56,000	\$1,986,405
1998-99	\$616,394	\$616,394		\$279,410	\$279,410		\$1,004,202	\$1,004,202		\$1,900,006	\$161,745	\$57,680	\$2,119,431
1999-2000	\$653,378	\$653,378		\$296,175	\$296,175		\$1,064,454	\$1,064,454		\$2,014,006	\$169,126	\$67,158	\$2,250,290
2000-01	\$702,381	\$702,381		\$318,388	\$318,388		\$1,144,288	\$1,144,288		\$2,165,057	\$182,702	\$71,266	\$2,419,025
2001-02	\$755,060	\$755,060		\$342,267	\$342,267		\$1,374,531	\$1,374,531		\$2,471,857	\$198,727		\$2,670,584
2002-03	\$811,689	\$811,689		\$355,957	\$355,957		\$2,125,842	\$2,125,842		\$3,293,488	\$208,000		\$3,501,488
2003-04	\$897,728	\$897,728		\$393,689	\$393,689		\$2,427,167	\$2,427,167		\$3,718,584	\$208,700		\$3,927,284
2004-05	\$925,558	\$925,558		\$405,893	\$405,893		\$2,470,955	\$2,470,955		\$3,802,406	\$213,000		\$4,015,406
2005-06	\$1,018,113	\$1,018,113		\$446,483	\$446,483		\$2,425,000	\$2,425,000		\$3,889,596	\$219,390		\$4,108,986
2006-07	\$1,080,218	\$1,080,218		\$473,718	\$473,718		\$2,572,925	\$2,572,925		\$4,126,861	\$226,450		\$4,353,311
2007-08	\$1,143,951	\$1,143,951		\$501,667	\$501,667		\$2,608,946	\$2,608,946		\$4,254,565	\$236,640		\$4,491,205
2008-09	\$1,210,300	\$1,210,300		\$530,764	\$530,764		\$2,760,265	\$2,760,265		\$4,501,329	\$246,106	\$60,931	\$4,808,366
2009-10	\$1,270,815	\$1,270,815		\$557,302	\$557,302		\$2,898,278	\$2,898,278		\$4,726,396	\$246,106	\$63,368	\$5,035,870
2010-11	\$1,315,294	\$1,315,294		\$576,808	\$576,808		\$3,008,118	\$3,008,118		\$4,900,220	\$253,489	\$36,100	\$5,189,809
2011-12	\$1,376,656	\$1,376,906	\$8,750	\$608,630	\$599,880	\$8,750	\$3,204,263	\$3,204,263		\$5,172,049	\$261,094	\$36,100	\$5,466,743
2012-13	\$1,472,409	\$1,463,659	\$8,750	\$650,622	\$641,872	\$8,750	\$3,499,053	\$3,499,053		\$5,604,584	\$268,927	\$36,100	\$5,927,110
2013-14	\$1,510,464	\$1,501,714	\$8,750	\$667,311	\$658,561	\$8,750	\$3,726,491	\$3,726,491		\$5,886,766	\$275,650	\$36,100	\$6,216,016
2014-15	\$1,576,444	\$1,567,694	\$8,750	\$696,245	\$687,495	\$8,750	\$4,169,944	\$4,169,944		\$6,425,133	\$281,852	\$36,100	\$6,760,585
2015-16	\$1,657,746	\$1,648,996	\$8,750	\$731,900	\$723,150	\$8,750	\$4,746,157	\$4,746,157		\$7,118,303	\$288,193	\$36,100	\$7,460,096
2016-17	\$1,736,393	\$1,736,393		\$761,477	\$761,477		\$4,997,703	\$4,997,703		\$7,495,573	\$294,678	\$36,100	\$7,826,351
2017-18	\$1,821,476	\$1,821,476		\$798,789	\$798,789		\$5,242,591	\$5,242,591		\$7,862,856	\$284,227	\$36,100	\$8,183,183
2018-19	\$1,907,085	\$1,907,085		\$836,332	\$836,332		\$5,488,993	\$5,488,993		\$8,232,410	\$290,906		\$8,523,316
2019-20	\$1,994,811	\$1,994,811		\$874,804	\$874,804		\$5,741,486	\$5,741,486		\$8,611,101	\$272,572		\$8,883,673
2020-21	\$2,037,720	\$2,037,720		\$893,621	\$893,621		\$5,741,486	\$5,741,486		\$8,672,827	\$295,023		\$8,967,850
2021-22	\$2,037,720	\$2,037,720		\$893,621	\$893,621		\$5,741,486	\$5,741,486		\$8,672,827	\$295,023		\$8,967,850
<b>Total</b>	<b>\$38,380,608</b>	<b>\$38,336,858</b>		<b>\$16,773,828</b>	<b>\$16,730,078</b>		<b>\$90,678,689</b>	<b>\$90,563,572</b>	<b>\$115,117</b>	<b>\$145,745,625</b>	<b>\$6,911,941</b>	<b>\$762,923</b>	<b>\$153,507,989</b>
Since '86	5.7%	5.7%		6.0%	6.0%		8.9%	7.6%			4.4%		

**CYRIDE THREE PARTY REVENUE HISTORY**

**REVENUE HISTORY AS A PERCENTAGE OF YEARLY REVENUES**

YEAR	CITY	ISU	SG
1981-82	37.3%	13.8%	48.9%
1982-83	39.0%	15.9%	45.1%
1983-84	36.8%	15.1%	48.1%
1984-85	36.8%	15.1%	48.1%
1985-86	34.3%	14.0%	51.7%
1986-87	34.3%	14.0%	51.7%
1987-88	34.3%	14.0%	51.7%
1988-89	34.0%	13.9%	52.1%
1989-90	34.0%	13.9%	52.1%
1990-91	33.7%	14.3%	52.0%
1991-92	33.7%	14.3%	52.0%
1992-93	33.7%	14.3%	52.0%
1993-94	32.4%	13.8%	53.8%
1994-95	32.4%	13.8%	53.8%
1995-96	32.4%	13.8%	53.8%
1996-97	32.6%	13.9%	53.5%
1997-98	31.7%	14.9%	53.4%
1998-99	32.4%	14.7%	52.9%
1999-2000	32.4%	14.7%	52.9%
2000-01	32.4%	14.7%	52.9%
2001-02	30.5%	13.8%	55.6%
2002-03	24.6%	10.8%	64.5%
2003-04	24.1%	10.6%	65.3%
2004-05	24.3%	10.7%	65.0%
2005-06	26.2%	11.5%	62.3%
2006-07	26.2%	11.5%	62.3%
2007-08	26.9%	11.8%	61.3%
2008-09	26.9%	11.8%	61.3%
2009-10	26.9%	11.8%	61.3%
2010-11	26.8%	11.8%	61.4%
2011-12	26.4%	11.6%	62.0%
2012-13	26.1%	11.5%	62.4%
2013-14	25.5%	11.2%	63.3%
2014-15	24.4%	10.7%	64.9%
2015-16	23.2%	10.2%	66.7%
2016-17	23.2%	10.2%	66.7%
2017-18	23.2%	10.2%	66.7%
2018-19	23.2%	10.2%	66.7%
2019-20	23.2%	10.2%	66.7%
2020-21	23.5%	10.3%	66.2%
2021-22	23.5%	10.3%	66.2%
<b>Average</b>	<b>26.3%</b>	<b>11.5%</b>	<b>62.2%</b>

**ANNUAL PERCENTAGE INCREASES**

YEAR	CITY	ISU	SG
1982-83	13.4%	25.0%	0.0%
1983-84	5.6%	6.4%	19.3%
1984-85	0.0%	0.0%	0.0%
1985-86	0.0%	0.0%	15.4%
1986-87	10.0%	10.0%	10.0%
1987-88	3.1%	3.1%	3.1%
1988-89	3.6%	3.6%	5.4%
1989-90	4.0%	4.0%	4.0%
1990-91	1.2%	5.2%	1.9%
1991-92	4.4%	4.4%	4.4%
1992-93	2.4%	2.4%	2.4%
1993-94	7.0%	7.0%	14.9%
1994-95	5.5%	5.5%	5.5%
1995-96	4.0%	4.0%	4.0%
1996-97	6.8%	6.8%	5.4%
1997-98	4.5%	15.4%	7.5%
1998-99	9.7%	5.7%	6.0%
1999-2000	6.0%	6.0%	6.0%
2000-01	7.5%	7.5%	7.5%
2001-02	7.5%	7.5%	20.1%
2002-03	7.5%	4.0%	54.7%
2003-04	10.6%	10.6%	14.2%
2004-05	3.1%	3.1%	1.8%
2005-06	10.0%	10.0%	-1.9%
2006-07	6.1%	6.1%	6.1%
2007-08	5.9%	5.9%	1.4%
2008-09	5.8%	5.8%	5.8%
2009-10	5.0%	5.0%	5.0%
2010-11	3.5%	3.5%	3.8%
2011-12	4.0%	4.0%	6.5%
2012-13	7.0%	7.0%	9.2%
2013-14	2.6%	2.6%	6.5%
2014-15	4.4%	4.4%	11.9%
2015-16	5.2%	5.2%	13.8%
2016-17	5.3%	5.3%	5.3%
2017-18	4.9%	4.9%	4.9%
2018-19	4.7%	4.7%	4.7%
2019-20	4.6%	4.6%	4.6%
2020-21	2.2%	2.2%	0.0%
2021-22	0.0%	0.0%	0.0%
<b>Average</b>	<b>5.2%</b>	<b>5.7%</b>	<b>7.5%</b>

**March 19, 2021**

**HIRTA Contract and Annual Customer Survey**

**CyRide Resource: Christine Crippen, Barbara Neal**

## **BACKGROUND:**

CyRide is required by the federal government to provide Americans with Disabilities Act (ADA) door-to-door bus service in the Ames community. In 2003, CyRide began contracting this Dial-A-Ride (DAR) service to a third-party Story County transit provider, to operate DAR in conjunction with their regular service. Since 2012, the contract for DAR has been with Heart of Iowa Regional Transit Agency (HIRTA).

At the June 2018 Transit Board of Trustees meeting the Board approved a new three-year contract with HIRTA for DAR service, including an option to extend the contract for two additional years. FY 2022 would represent the fourth year of this agreement if the Transit Board approves a contract extension.

## **Annual Survey**

CyRide annually conducts a DAR survey to gain input on overall customer impressions, as well as gather specific suggestions to improve service. Data from this survey is used to provide feedback to the contractor regarding performance issues.

This year, instead of mailing surveys, CyRide utilized Central Iowa RSVP to contact all eligible DAR customers by phone to complete a customer satisfaction survey beginning February 15, 2021. A total of 29 riders replied to the survey, for a 30.2% response rate. In comparison, CyRide received 28 responses in the previous year's survey, with a 19.4% return rate. The results from the past three years are attached, along with specific comments from this year.

The following are the general highlights from this year's survey and variations from last two years:

- **Overall Satisfaction** - Overall satisfaction with the DAR service ("Satisfied" and "Very Satisfied") has increased over last year, with 90.5% satisfied or very satisfied, compared to 81.8% in 2020. There was an increase in very satisfied responses, which were 76.2%, compared to 45.5% in 2020.
- **Service Improvement** - Customers indicated that service had improved compared to last year. This year, 38.1% of respondents believed the service "had improved," compared to 4% in 2020.
- **Reservations** – There were five questions regarding different aspects of reserving/scheduling of a trip. Call-taker professionalism was the same as last year with 85.7% responding "always." Customers indicated they were able to schedule within 1 hour of their requested time, 94.7% of the time.
- **Driver Actions** – There was an increase in driver satisfaction, with 95.2% satisfied this year compared to 76.2% last year. Drivers requesting the correct fare stayed relatively the same as last year with 94.1%.

- **AMBLE App** – There are five respondents who use the application, which is an increase from last year’s two respondents.
- **General Comments / Suggestions** –There was an increase in comments received, which was likely due to having the survey conducted over the phone.

In summary, customers were more satisfied and believe services had improved from the 2020 survey.

### **DAR Performance Goals**

The Transit Board and CyRide have developed goals for DAR service with HIRTA. The performance measures help ensure passengers receive a high level of service from HIRTA. CyRide will continue to regularly monitor these performance measures and work with HIRTA on improvements, if necessary. In FY 2020, HIRTA carried 7,818 passengers on the DAR service, compared to 8,380 in FY 2019.

### **HIRTA Performance Measures**

Type of Measure	Performance Measure	Goal	FY 2020	FY 2019
Financial	Cost/Passenger**	\$20.00	\$19.72	\$18.97
Quality	Passengers/Comment	1,000	3,909	8,380
Quality	Passenger Rides Before/After Pickup Window	400	464	521
Efficiency	Passengers/Revenue Hour**	2.4	2.3	2.5
Safety	Passenger Injuries	0	0	0
Quality/Efficiency	On-Time Performance*	95.0%	94.2%	94.8%

\*Defined as 10 minutes before or after the scheduled pick-up time.

\*\*Based on end of year quarterly reports.

### **Contract Renewal**

CyRide began discussions with HIRTA regarding renewal of the DAR contract for the FY 2022 budget year. HIRTA has indicated an interest in continuing to provide DAR service on behalf of CyRide, per the attached letter of interest. A comparison of current year rates versus proposed rates is described in the following table.

### **HIRTA Contract Rate for DAR Service**

Rate Category	FY 2022 Rate	FY 2021 Rate	% Change
Weekday Trips	\$17.00 per trip*	\$16.50 per trip*	3.0%
Weeknight Trips	\$51.38 per hour	\$51.38 per hour	0%
Weekend Trips	\$51.38 per hour	\$51.38 per hour	0%

\*Per trip rates are used Monday through Friday during the day when DAR and HIRTA passengers are combined on one bus. The per hour rate is used when only DAR service is operated on evenings and weekends.

The increases proposed are within industry standards for transit operating contracts. The rate increase this year is lower than last year’s increase (3.0% versus 3.125%) and the cost per hour and per trip is lower than CyRide’s cost to provide the service directly.

## **Federal Financial Support**

CyRide receives approximately \$284,000 in “Elderly and Disabled” (Section 5310) federal funding each year to support services that benefit seniors and individuals with disabilities, which includes operating costs for contracted DAR services. If CyRide operated the DAR service directly Section 5310 funding could not be used for operating costs and CyRide would need to fund services with 100% local dollars. If the service continues to be contracted, CyRide can utilize this federal funding for 80% of the operational cost of service, as well as purchase any necessary capital equipment at 85% to support its operation.

If the board does not desire to continue contracting with HIRTA for the next fiscal year and to instead directly operate service, CyRide would need to hire additional staff and purchase a software program to schedule trips.

### **ALTERNATIVES:**

1. Approve continuing the contract with Heart of Iowa Regional Transit Agency (HIRTA) for FY 2022 at a 3.0% increase for weekday trips.
2. Direct staff to proceed according to Transit Board priorities.

### **RECOMENDATION:**

The Transit Director recommends approval of Alternative #1, to continue the contract with HIRTA to provide DAR service for the next fiscal year. Continuing this contract supports the federally required complementary paratransit system for the Ames community, keeps service consistent for passengers, and avoids the high cost of CyRide directly operating the DAR service.

## Dial-A-Ride Survey Comparison of 2019, 2020, 2021

Question/Response	2021	2020	2019
<b>1. How many times over the last 12 months have you ridden Dial-A-Ride services?</b>			
1. I have not ridden	32.1%	9.1%	16.7%
2. Less than 4 times a year	14.3%	13.6%	20.8%
3. Once a month	10.7%	9.1%	12.5%
4. Twice a month	14.3%	22.7%	0.0%
5. Once a week	14.3%	13.6%	8.3%
6. Several times a week	14.3%	31.8%	41.7%
<b>Comments:</b> Have not ridden for a year and it was just to church; have not ridden in last two years; home due to accident/will use more in summer; before COVID rode daily; just started riding; haven't used in two years; moved out of Ames but rode prior; used HIRTA a few times since Jan. 2020 may use it in future; COVID interferes with choices, pre-COVID used several times a week now hardly use; COVID interferes; COVID not riding as much; has been in coma and hospital, now living independently and will be using HIRTA; stopped riding during COVID; was loyal customer before COVID.			
<b>2. Overall, over the past twelve months, how satisfied are you with the service you have been provided by DAR service?</b>			
1. Very dissatisfied	0.0%	4.6%	0.0%
2. Dissatisfied	0.0%	4.6%	0.0%
3. Somewhat Satisfied	9.5%	9.1%	9.5%
4. Satisfied	14.3%	36.4%	28.6%
5. Very Satisfied	76.2%	45.5%	61.9%
<b>Comments:</b> Love it; We've been completely satisfied; they are fantastic			
<b>3. Has Dial-A-Ride service improved this year?</b>			
1. Improved	38.1%	4.0%	21.0%
2. About the same	52.4%	16.0%	79.0%
3. Not improved	9.5%	1.0%	0.0%
<b>Comments:</b> Scared; has not used it long enough to say			
<b>4. Please respond to the following questions by circling the number that best describes your experience in the last 12 months with DAR service. (Respondents indicating "always")</b>			
1. Reserve trips, professionally/politely greeted?	85.7%	81.0%	75.0%
2. When scheduling trips, received a busy signal?	0.0%	10.0%	5.0%
3. When scheduling trips, put on hold for more than 3 mins.?	47.4%	33.3%	16.0%
4. When calling on the weekend to reserve a trip, call returned by 8 pm on Sunday?	45.5%	22.2%	12.5%
5. Ride scheduled within 1 hour of time requested	94.7%	50.0%	45.0%
6. Bus/Van clean and in good working condition	95.5%	76.2%	68.4%
7. Bus driver polite and helpful	95.2%	76.2%	80.0%
8. Wheelchair is tied down and anchored securely to the floor	75.0%	100.0%	85.7%
9. Bus driver charged the correct fare	94.1%	95.2%	84.2%
10. ADA card processed promptly	100.0%	100.0%	75.0%
<b>Comments:</b> Was not offered a seat belt (in wheelchair), don't feel safe because chair is strapped down but I'm not. I don't feel safe if there was an emergency, I could not escape and it scares me. I don't use it often for these reasons. #9 I don't pay a fare; One has been charged for trips that are supposed to be free but said she gets reimbursed for them; have to get 48 hr approval from insurance they pay, same passenger			



Question/Response	2021	2020	2019
would like an ADA card; insurance makes calls for reservations; super helpful and courteous drivers; driver's above and beyond, drivers are nice; like automatic pay; would like to make same day reservations told to call day before, does not know correct fare, and would like an ADA card;			
<b>5. Do you utilize HIRTA's AMBLE app to schedule, cancel trips, manage trips or pay for trips?</b>			
1. Yes	27.8%	18.2%	-
2. No	72.2%	81.8%	-
<b>6. Has a request for a trip been turned down (excluding a same day ride request) by the HIRTA's staff this past year so that you were not able to take the trip using Dial-A-Ride? (ADA regulations allow trips to be negotiated in 1 hour blocks before/after the requested time. If the 'negotiated time' an hour before/after your request does not meet your expectations to book your trip, this is not a denial)</b>			
1. Yes	23.8%	52.4%	15.8%
2. No	76.2%	47.6%	84.2%
<b>7. If your trip request was turned down, what was the reason you were given by the person you talked with on the phone?</b>			
Heavy use			
2 times			
Schedule did not work, they were too busy			
Says he cannot get same day reservation, no bus available			
They were busy			
No available spot			
<b>8. While requesting a ride or riding Dial-A-Ride service, have you ever felt you were personally being discriminated against because of your race, color, national origin (ancestry), or your lack of ability to speak English?</b>			
1. Yes	5.6%	0.0%	0.0%
2. No	94.4%	21.0%	100.0%
<b>9. If yes to the #8 question, please explain the situation below.</b>			
No responses			

Question/Response	2021	2020	2019
<b>10. Please check the reason you ride Dial-A-Ride service.</b>			
1. Medical appointment	91.7%	76.2%	81.5%
2. Work/school	25.0%	23.8%	18.1%
3. Shopping (grocery or other)	50.0%	52.4%	50.0%
4. Personal appointments (such as to the beauty shop)	16.7%	38.1%	27.3%
5. Social trips (such as to visit a friend)	41.7%	28.6%	27.3%
6. Other	33.3%	28.6%	13.6%
Workshops, meetings, presentations			2
Nursing home	1		
Church		3	2
Library, gym	1		
Library	1		
gym	1		
Volunteer		1	
<b>11. Please indicate your race.</b>			
1. White	100.0%	80.0%	90.0%
2. African American	0.0%	10.0%	5.0%
3. Asian	0.0%	0.0%	0.0%
4. Native American or Pacific Islander	0.0%	5.0%	5.0%
5. American Indian or Alaskan Native	0.0%	5.0%	5.0%
6. Hispanic	0.0%	5.0%	5.0%
7. Other	0.0%	5.0%	0.0%
<b>12. Please provide us with any comments/suggestions you have for improving Dial-A-Ride service.</b>			
No			
They should do advertising, are they 24 hours?			



# Heart of Iowa Regional Transit Agency HIRTA Public Transit

Boone, Dallas, Jasper, Madison, Marion, Story, and Warren Counties

3/08/2021

Barb Neal:

The Heart of Iowa Regional Transit Agency (HIRTA) is interested in continuing to contract with CyRide to provide Complimentary ADA Paratransit services in the City of Ames.

We feel this is a successful partnership and look forward to continuing work with CyRide in Fiscal Year 2022.

HIRTA is requesting a 3% increase in compensation for daytime hours:

- 1) \$17.00 for day time hours (6:30am-6:00pm)
- 2) No increase requested for evening/weekend hours (after 6:00pm and weekends) \$51.38
- 3) No increase requested - Fuel surcharge to remain the same at a base rate for fuel being \$2.30 and monthly percentage based on fuel price range schedule.

The 2021 COLA is 1.3% and the remaining 1.7% is to off-set the increase in ridership, which went from 28% of HIRTA's overall ridership in FY20 to 39% in FY21. We also have increased supply expenses due to COVID, and administrative oversight of the program which we have not included in the rate in previous our previous requests.

Thank you for your consideration. We look forward to continuing our partnership with CyRide.

Sincerely,

*Julia Castillo*

Julia Castillo  
Executive Director



**March 19, 2021**  
**Monthly Report**  
**CyRide Resource: Barbara Neal**

**1. Intermodal Lease**

The Ames Intermodal Facility currently has three tenants: Executive Express, Jefferson Lines, and the Ames Police Department's Safe Neighborhood Team. The two private companies pay a monthly rate and the Ames Police Department has a no cost lease. The two private lessee rates are evaluated each year based on the Producer Price Index change from December to December. The commencement date of any tenant rent increases would begin on July 1. This past year the PPI increased 3.5%; however, the lease stipulates the increase cannot be greater than 3% for any lease year. Given the unique economic conditions businesses are continuing to face due to the pandemic, CyRide staff would like to consider keeping lease rates the same as in FY 2021.

At the July 2020 meeting, the board approved a contract amendment for Executive Express adjusting the rent to \$750 per month and eliminating their parking spaces for FY 2021. CyRide has contacted Larry Logeman, the President of Executive Express, regarding the FY 2022 lease rate arrangement. He has requested a continuation of the FY 2021 amendment amount of \$750. CyRide staff believes the current arrangement should be maintained to allow critical infrastructure to remain at the Ames Intermodal Facility.

The proposed FY 2022 monthly lease amounts were included in the projected FY 2022 budget provided by Mark Miller, ISU's Project Manager for the Ames Intermodal Facility. The proposed FY 2022 budget is attached. If the Board is amenable to no increase in the FY 2022 lease amounts, the Legal Department will review the contracts and prepare any necessary contract amendments. After the Legal Department review has been completed, this item will be brought for formal consideration at a future Transit Board meeting.

**2. Houck Contract**

CyRide is currently in the fourth year of a contract with Houck Transit Advertising to sell advertising space on the interior and exterior of the buses. Last June, in addition to authorizing a one-year extension of this agreement, the Transit Board approved a contract amendment removing the minimum annual payment guarantee originally specified in the contract. This was done in consideration of the severe impact the pandemic was having on transit advertising. The contract, as modified, will expire on June 30, 2021 unless the option to extend the contract for a fifth and final year is exercised.

Houck Transit Advertising has been contacted and they are willing to extend the contract under the current terms for an additional year. Following comments from the Transit Board, this item will be brought for formal consideration at a future Board meeting.

### **3. ICAAP FFY 2022**

CyRide was notified in January that the Iowa Clean Air Attainment Program (ICAAP) grant, for up to \$415,555, was funded by the Iowa DOT. Submission of this grant was approved in the August 2020 Transit Board meeting. The savings created by this grant will increase the operations closing balance. This funding will be available next federal fiscal year, starting October 2021, and will help finance the following routes improved within the CyRide 2.0 service modifications:

- #6 Brown, Add Night Service – Year 2
- #11 Cherry, Add Night Service – Year 2, Added Frequency – Year 3
- #12 Lilac, Add Midday Service – Year 2, New Peak Service – Year 3
- #1 Red, Added Frequency – Year 3
- #7 Purple, Added Frequency – Year 3

### **4. Upcoming Federal Reporting Mandate**

The Federal Transit Administration (FTA) has requested approval from the Office of Management and Budget to implement increased mandatory reporting of certain information regarding transit employees, including “[c]umulative counts of transit worker COVID-19 positives, fatalities, recoveries, and unvaccinated employees,” among other information.<sup>1</sup> As an FTA funding recipient, this requirement would apply to CyRide. As a reminder, CyRide received a total of \$8,157,773 in CARES and CRRSSA funding which required \$0 local match. CyRide plans to coordinate with the Human Resources Department to gather this information and to be able to submit it to FTA bimonthly if the rule is officially implemented.

### **5. Federal Triennial Review**

CyRide had previously informed the board that our Triennial Review, originally scheduled for May 2020, would be postponed until after October 1, 2020. This review determines whether CyRide is administering all FTA-funded programs in accordance with 49 U.S.C. Chapter 53, Federal transit law provisions. This review is now ‘virtually’ scheduled for April 12, 2021.

In January 2020, CyRide submitted required information for a desk review audit. CyRide has also responded to requests for information in December 2020 and February 2021.

Prior to the final virtual review in April, CyRide also underwent a four-hour CARES review on March 15, 2021 and will participate in a two-hour pre-discussion of any remaining issues not meeting federal requirements on March 29, 2021. CyRide will inform the Transit Board of any issues at the April 2021 board meeting.

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<sup>1</sup> Refer to 86 FR 13015 for additional details.

**6. American Rescue Plan Act of 2021 (ARP)**

The American Rescue Plan Act of 2021 (ARP) was signed into law on March 11. Among other provisions, it included \$30.5 billion in support for the public transit industry. The primary objective of the transit relief funding is to ensure public transit agencies have sufficient operating revenues, when combined with prior COVID-19 transit allocations under the CARES Act and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). CyRide is exceptionally grateful for this additional support. 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.

**7. Assistant Director of Fleet and Facilities**

We are pleased to share that James Rendall has been named CyRide's Assistant Director of Fleet and Facilities. James has been with CyRide for 14 years and has been covering the responsibilities of this position in an interim capacity since last April. On behalf of everyone at CyRide, I want to congratulate James on his promotion and wish him the best in his new role.

<b>Ames Intermodal Facility FY22</b>													
<b>REVENUE</b>	<b>July</b>	<b>August</b>	<b>September</b>	<b>October</b>	<b>November</b>	<b>December</b>	<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>Total</b>
Meters	\$ 25	\$ 1,800	\$ 2,500	\$ 1,900	\$ 1,400	\$ 550	\$ 400	\$ 880	\$ 650	\$ 150	\$ 250	\$ 250	\$ 10,755
ParkMobile	\$ 275	\$ 350	\$ 450	\$ 300	\$ 275	\$ 150	\$ 150	\$ 200	\$ 150	\$ 225	\$ 50	\$ 25	\$ 2,600
Parking Permits	\$ 130,000	\$ 5,150	\$ 1,500	\$ 1,500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 250	\$ 250	\$ 141,650
Jefferson/Burlington Bus Lines	\$ 1,175	\$ 1,175	\$ 1,175	\$ 1,175	\$ 1,175	\$ 1,175	\$ 1,175	\$ 1,175	\$ 1,175	\$ 1,175	\$ 1,175	\$ 1,175	\$ 14,100
Executive Express Bus Lines	\$ 750	\$ 750	\$ 750	\$ 750	\$ 750	\$ 750	\$ 750	\$ 750	\$ 750	\$ 750	\$ 750	\$ 750	\$ 9,000
Miscellaneous Income		\$ 15											\$ 15
<b>Total Income:</b>	<b>\$ 132,225</b>	<b>\$ 9,240</b>	<b>\$ 6,375</b>	<b>\$ 5,625</b>	<b>\$ 4,100</b>	<b>\$ 3,125</b>	<b>\$ 2,975</b>	<b>\$ 3,505</b>	<b>\$ 3,225</b>	<b>\$ 2,800</b>	<b>\$ 2,475</b>	<b>\$ 2,450</b>	<b>\$ 178,120</b>

**EXPENSES**

Administrative Fees	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 24,000
Credit Card Fees	\$ 2,400	\$ 500	\$ 500	\$ 250	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 4,050
Property Insurance									\$ 7,500				\$ 7,500
Telephone/Data Service	\$ 440	\$ 440	\$ 440	\$ 440	\$ 440	\$ 440	\$ 440	\$ 440	\$ 440	\$ 440	\$ 440	\$ 440	\$ 5,280
Cameras/Security/Ethernet	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 14,400
Elevator Maintenance		\$ 1,200	\$ 2,500				\$ 1,500	\$ -		\$ -		\$ 1,000	\$ 6,200
TicFak Machines/Maintenance	\$ 160	\$ 160	\$ 160	\$ 160	\$ 160	\$ 160	\$ 160	\$ 160	\$ 160	\$ 160	\$ 160	\$ 160	\$ 1,920
General Maintenance	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 18,000
General Lot Maintenance	\$ 600	\$ 100	\$ 600	\$ 600	\$ 600	\$ 850	\$ 600	\$ 600	\$ 850	\$ 600	\$ 1,100	\$ 600	\$ 7,700
Landscape /snow removal/mowing	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,500	\$ 2,500	\$ 1,500	\$ -	\$ 500	\$ -	\$ 9,500
Utilities-Water/Sewer	\$ 1,300	\$ 1,300	\$ 1,400	\$ 1,800	\$ 2,500	\$ 2,500	\$ 3,000	\$ 3,000	\$ 3,000	\$ 2,500	\$ 2,500	\$ 2,000	\$ 26,800
Garbage	\$ 45	\$ 45	\$ 45	\$ 45	\$ 45	\$ 45	\$ 45	\$ 45	\$ 45	\$ 45	\$ 45	\$ 45	\$ 540
Custodial	\$ 700	\$ 1,500	\$ 2,500	\$ 2,200	\$ 2,500	\$ 2,000	\$ 750	\$ 3,000	\$ 1,750	\$ 2,200	\$ 2,000	\$ 2,000	\$ 23,100
Vandalism						\$ 250					\$ 250		\$ 500
<b>Total Expenses</b>	<b>\$ 10,845</b>	<b>\$ 9,945</b>	<b>\$ 12,845</b>	<b>\$ 10,195</b>	<b>\$ 10,995</b>	<b>\$ 12,995</b>	<b>\$ 13,745</b>	<b>\$ 14,495</b>	<b>\$ 19,995</b>	<b>\$ 10,695</b>	<b>\$ 11,745</b>	<b>\$ 10,995</b>	<b>\$ 149,490</b>

<b>Net Profit/Loss</b>	<b>\$ 121,380</b>	<b>\$ (705)</b>	<b>\$ (6,470)</b>	<b>\$ (4,570)</b>	<b>\$ (6,895)</b>	<b>\$ (9,870)</b>	<b>\$ (10,770)</b>	<b>\$ (10,990)</b>	<b>\$ (16,770)</b>	<b>\$ (7,895)</b>	<b>\$ (9,270)</b>	<b>\$ (8,545)</b>	<b>\$ 28,630</b>
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AIF System Fund at FY13	\$ (27,973)	
AIF System Fund at FY14	\$ (2,312)	
AIF System Fund at FY15	\$ 14,376	\$ 14,376
AIF System Fund at FY16	\$ 56,662	\$ 71,038
AIF System Fund at FY17	\$ 32,394	\$ 103,432
AIF System Fund at FY18	\$ 18,369	\$ 121,802
AIF System Fund at FY19	\$ 27,793	\$ 149,594
AIF System Fund at FY20	\$ 35,058	\$ 184,652
AIF System Fund at FY21 (est)	\$ 11,786	\$ 196,438
AIF System Fund at FY22 (est)	\$ 28,630	\$ 225,068