



Transit Board Meeting
AGENDA

**AMES TRANSIT AGENCY
BOARD OF TRUSTEES**

PHONE: US: 1-312-626-6799

ZOOM MEETING ID: 847 8474 0215

VIDEO PARTICIPATION: <https://us02web.zoom.us/j/84784740215>

CYRIDE CONFERENCE ROOM – August 11, 2021

1. CALL TO ORDER: 4:30 p.m.
2. Approval of June 17, 2021 and July 29, 2021 Minutes
3. Public Comments
4. Agency Safety Plan Annual Revision and Certification
5. 2021 ICAAP Grant Applications
6. CRRSAA and ARP Act Grant Applications
7. Section 5307 Formula Funding Capital Grant Application
8. Part-Time Transit Driver Hiring Wage Incentive
9. Volkswagen Settlement Environmental Mitigation Trust Award – Informational
10. Purchase of New Buses
11. FY 2021 Preliminary Operations Fund Closing Balance – Discussion
12. Monthly Report
13. Summer and Fall Meeting Dates / Times
 - September 15, 2021, 4:30 p.m.
 - October 13, 2021, 4:30 p.m.
 - November 10, 2021, 4:30 p.m.
 - December 8, 2021, 4:30 p.m.
14. Adjourn

June 17, 2021

AMES TRANSIT AGENCY BOARD OF TRUSTEES

The Ames Transit Agency Board of Trustees met on June 17, 2021, at 2:00 p.m. in the CyRide Conference room. President Jeffrey called the meeting to order at 3:02 p.m. with Trustees Cain, Jeffrey, Ludwig, Ríos Martínez, and Schainker present.

APPROVAL OF MAY 21, 2021 MINUTES: Trustee Ludwig made a motion to adopt the May 21, 2021 transit board minutes as presented and Trustee Cain seconded the motion. (Ayes: 5 Nays: None) Motion carried.

PUBLIC COMMENTS: None.

INTERIOR LED SIGNS: Director Neal explained CyRide's 2020 Section 5310 grant application included funding for interior LED bus signs; Section 5310 funding is to improve mobility for seniors and individuals with disabilities. She advised the displays would be located at the front of the bus, visually displaying the next stop on the route to assist passengers with auditory disabilities. This technology will supplement the automatic vehicle annunciators (AVA) that are already being utilized in the buses.

Director Neal reviewed the funding for the project, stating that \$101,376 in federal funding was received and that \$25,344 in local match was needed for a project total of \$126,720. She indicated the local match was included in the FY 2021 Capital Improvement Plan (CIP). Director Neal added that Syncromatics is providing intelligent transportation systems (ITS) for all CyRide buses. The Purchasing Department was consulted regarding the single-source procurement that is being recommended with a not-to-exceed amount of \$126,720 because the LED system will integrate with the existing ITS, thereby avoiding additional costs and providing better coordination and support by utilizing one source.

Trustee Ríos Martínez inquired if other vendors were considered and if the budget would be enough to complete the project. Keith Wilbur, Transit Technology Coordinator, explained that the LED signs would be connecting directly to an existing system that already provided wiring and if another vendor was utilized, additional equipment and wiring would be needed at an additional cost. Trustee Ríos Martínez further inquired about the number of units covered by the budgeted amount. Director Neal clarified the plan is to equip 88 buses with LED signs and the board would be notified if the plan changed.

Director Neal recommended approval of Alternative #1: to install LED signs on CyRide buses, which will expand access for individuals with disabilities and help passengers better orient themselves while utilizing the system.

Trustee Ludwig made a motion to approve the single-source procurement of interior LED signs from GMV Syncromatics of Los Angeles, California, at a total not-to-exceed amount of \$126,720. Trustee Schainker seconded the motion. (Ayes: 5 Nays: None) Motion carried.

APC AND INDEPENDENT EVALUATION AWARDS: Director Neal reviewed the funding for the automatic passenger counters (APCs). She stated the COVID-19 Research Grant was awarded to cover 90% of the cost of 74 units of the large bus fleet with an award of \$458,715 and the Iowa Developmental Disabilities Council (IDDC) Grant was awarded to fund 75% of the cost of 4 units of the large bus fleet with an award of \$25,383. Director Neal explained the COVID-19 Research Grant requires an independent project evaluation and the IDDC grant requires a completion date of September. An independent evaluation would not be able to be completed by that time, requiring the independent evaluation for the 4 APCs to be funded with local dollars to meet the IDDC deadline. Trustee Cain requested clarification on what was funded with local dollars. Director Neal clarified the project share for each grant and the independent evaluation for 4 APCs would be funded with local dollars, for a project total of \$58,664 in local funds, which were included in the FY 2021 CIP.

Director Neal further explained the research grant identified GMV Syncromatics and Nelson Nygaard as the two project partners, with GMV Syncromatics identified as the APC hardware supplier and manager of the project installation. Live capacity information via APCs is currently provided by Syncromatics on 14 vehicles and is displayed on internal reporting and the MyRide and MyState applications. Director Neal explained that due to the integration required between the automatic vehicle locator (AVL) and APC hardware and software, GMV Syncromatics is the only feasible partner for the project. The Purchasing Department was consulted regarding the single-source procurement and agreed with the recommendation.

Director Neal recommended approval of Alternative #1: to deploy automatic passenger counter units and hardware, project management and the independent evaluation of the project.

Trustee Ludwig made a motion to approve the single-source procurement of 78 automatic passenger counter units and their associated hardware, as well as project management, to GMV Syncromatics of Los Angeles, California in the amount of \$484,098 and approve the single-source procurement of an independent evaluation of the project to Nelson Nygaard of Seattle, Washington for \$43,602, for a total project cost of \$527,701, subject to concurrence from the Federal Transit Administration. Trustee Cain seconded the motion. (Ayes: 5 Nays: None) Motion carried.

MONTHLY REPORT:

ISU Off-Campus Behavior Collaboration Campaigns: Due to the success of the Cyclones Care campaign, CyRide was invited to be part of a multi-disciplinary team with the City of Ames and Iowa State University to focus on incoming college students. CyRide will be helping distribute information about bus services and Moonlight Express in the “Party Like a Cyclone” and “Good Neighbor” campaigns.

Battery-Electric Bus Exterior Design: CyRide will be working with a design firm to develop a unique paint layout for the battery-electric buses that are scheduled to be delivered in the summer of 2022 and in the future. The project will be funded with existing budgeted dollars and will follow a format like the hybrid bus project using community engagement to help select the design. President Jeffrey inquired if advertising spaces would be available on these buses through Houck Advertising. Director Neal indicated the goal is to have a “CyRide look” to maintain a unified fleet.

Federal 2021 Triennial Review Close Out: Every three years the Federal Transit Administration (FTA) conducts a review called the “Triennial Review”. CyRide worked on the review for the past 16 months, with the formal review being completed on April 12th. Due to the pandemic, it was the first time it was held virtually. The review produced zero deficiencies; less than 1% of reviews result in zero deficiencies.

Summer and Fall Meeting Dates/Times:

- August 11, 2021, 4:30 p.m.
- September 15, 2021, 4:30 p.m.
- October 13, 2021, 4:30 p.m.
- November 10, 2021, 4:30 p.m.
- December 8, 2021, 4:30 p.m.

Zero Emissions Initiative: President Biden has released a plan that has a goal of zero emissions by 2050. Transit Planner, Shari Atwood, explained that the FTA is asking agencies to sign a level of commitment to reduce greenhouse gas emissions either through a facility rehabilitation or purchase zero emissions buses by the end of July. President Biden has requested half of the nation’s fleet be changed to zero emissions by 2030 and the entire nation’s fleets be changed to zero emissions by 2050. She said she doesn’t believe that is a feasible plan for CyRide, but some level of commitment does need to be made or it could affect future federal grant opportunities. Under the current funding, it is believed one bus could be replaced each year with a zero emissions vehicle via Surface Transportation Program funding. Director Neal said that because this plan was only announced yesterday (June 16, 2021), she would like to obtain additional details about the plan and allow the board to weigh in on what CyRide is committing to. A short board meeting may be scheduled for July, if necessary. Trustee Cain asked if it was only focused on Transit. Shari Atwood explained the announcement was from the FTA regarding transit facilities and their fleets; impact to other sectors is unknown at this time.

Adjourn: Trustee Cain made a motion to approve adjourning at 3:26 p.m. Trustee Ludwig seconded the motion. (Ayes: 5 Nays: None) Motion carried.

Liz Jeffrey, President

Julie Brouard, Recording Secretary



July 29, 2021

AMES TRANSIT AGENCY BOARD OF TRUSTEES

The Ames Transit Agency Board of Trustees met on July 29, 2021, at 3:00 p.m. in the CyRide Conference room. President Jeffrey called the meeting to order at 3:01 p.m. with Trustees Beatty-Hansen, Cain, Jeffrey, Ríos Martínez, and Schainker present via video conference. Trustee Ludwig present in the CyRide Conference Room.

PUBLIC COMMENTS: None.

2022 HVAC IMPROVEMENTS PROJECT: Assistant Director Crippen reviewed the heating, ventilation, and air conditioning (HVAC) project for which CyRide received Public Transit Infrastructure Grant (PTIG) funding to replace outdated equipment in the maintenance repair bays and the southwest bus storage area. ASK Studios, the on-call architecture and engineering firm, has proposed reducing the number of HVAC rooftop units by consolidating units and adding skylights for more natural light.

ASK Studios estimated the project will cost \$450,711. Assistant Director Crippen summarized the funding available for the project, stating that State PTIG funds from 2021 and 2022 total \$378,219 and \$198,358 of local match was programmed in the Capital Improvements Plan (CIP). She said that the PTIG funds would be fully expended.

The Assistant Transit Director recommended approval of Alternative #1, to approve the plans and specifications from ASK Studios for the 2022 HVAC Improvement Project to be released for bid.

Trustee Cain made a motion to approve plans and specifications for the 2022 HVAC Improvements Project as presented. Trustee Beatty-Hansen seconded the motion. (Ayes: 6 Nays: None) Motion carried.

SUSTAINABLE TRANSIT FOR A HEALTHY PLANET CHALLENGE: Assistant Director Crippen explained the Sustainable Transit for a Healthy Planet Challenge to reduce greenhouse gas emissions, which was launched by the Federal Transit Administration (FTA) in June. The White House has a goal to reduce 50-52% greenhouse gas (GHG) emissions by 2030 and have net-zero emissions by 2050. To support the President's goal, the FTA challenged transit agencies to take a pledge by July 30, 2021 to develop a climate action plan to reduce their greenhouse gas emissions by transitioning to electric buses and making facilities more energy efficient.

Assistant Director Crippen said that CyRide's plan would detail GHG reduction strategies and be due to the FTA by April 15, 2022. She shared this challenge aligns with the Ames City Council goal to complete a Climate Action Plan by the end of 2021 and is expected to improve CyRide's standing for discretionary grants.

The Assistant Transit Director recommended approval of Alternative #1. She explained that participating in FTA's Sustainable Transit for a Healthy Planet Challenge will provide direction for more sustainable practices for CyRide while demonstrating a commitment to sustainability efforts already in progress by the City of Ames and Iowa State University.

Trustee Schainker asked if a 50-52% reduction in GHG was an attainable goal. Assistant Director Crippen advised CyRide is planning for more electric buses. Shari Atwood, Transit Planner, stated that CyRide is not committing to reducing GHG by 50%, but is committing to a plan that the Transit Board can choose what they want to reduce, develop a plan, and then submit the plan to the FTA. Trustee Schainker asked for clarification on what the action required. Shari Atwood, Transit Planner said that an action plan would be developed and then submitted to the FTA. Assistant Director Crippen explained that CyRide is only committing to having a plan and a pledge needs to be taken by July 30, 2021, which says a sustainability plan will be made by April 2022.

Trustee Cain asked for clarification on the action item for the Transit Board. She said that the meeting packet lists three action items that CyRide will pledge to do, but Alternative #1 only lists two of the three items. Trustee Cain proposed an amended alternative to participate in the Sustainable Transit for a Healthy Planet Challenge, striking the section stating, "that details GHG reduction strategies for CyRide and submit the plan to the FTA". Trustee Ludwig inquired if the pledge was required to participate in future sustainability events. Assistant Director Crippen said that it would be required.

Trustee Cain made a motion to approve an amended resolution that included participation in the Sustainable Transit for a Healthy Planet Challenge. Trustee Ludwig seconded the motion. (Ayes:6 Nays: None) Motion carried.

Adjourn: Trustee Ludwig made a motion to approve adjourning at 3:15 p.m. Trustee Ríos Martínez seconded the motion. (Ayes: 6 Nays: None) Motion carried.

Liz Jeffrey, President

Julie Brouard, Recording Secretary



August 11, 2021
Agency Safety Plan
Annual Revision and Certification
CyRide Resource: Kevin Gries

BACKGROUND: On October 28, 2020, the Transit Board approved CyRide's Agency Safety Plan (ASP) as required by the Federal Transit Administration (FTA). Operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants are required to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

Safety is CyRide's number one priority and is of the utmost importance. CyRide's safety plan is based on SMS principles and is a comprehensive, collaborative approach to managing safety. It brings all employees together to control risk, detect and correct safety problems, analyze safety data, and measure safety performance.

The FTA's rule requires each organization to specify a process and timeline to review and update their ASP annually to ensure that it continues to reflect current SMS practices. CyRide has elected to begin its annual review in May, with a final decision on changes being made at the August Transit Board meeting each year.

CyRide's current ASP has been modified to comply with the most recent FTA regulations and recommendations. The proposed changes to our current ASP are summarized below by section:

1. Transit Agency Information
 - a. Name of Chief Safety Officer changed from *Christine Crippen* to *Kevin Gries*
2. Plan Development, Approval, and Updates
 - a. Relevant Documentation added link to October 28, 2020, board meeting minutes
 - b. Version Number and Updates added revision 2021 for annual ASP review and update
3. Safety Performance Targets
 - a. Safety Performance Targets updated to reflect NTD reporting standards per guidance from FTA and simplified category titles
4. Safety Management Policy
 - a. Safety Objectives were clarified
 - b. Employee Safety Reporting Program clarified when reports do or do not need to be reviewed by management
5. Safety Risk Management
 - a. Changed all instances of *probability* to *likelihood* per FTA
 - b. Updated Safety Risk Assessment with detail about the differences between low, medium, serious, and high risk
6. Safety Assurance
 - a. No changes

7. Safety Promotion
 - a. Removed reference to key staff committee meeting minutes
8. Appendix
 - a. Changed title of this section from *Additional Information* to *Appendix*
 - b. Updated Employee Safety Reporting Program (ESRP) form to current version
 - c. Updated risk assessment matrices to current versions
 - d. Added definitions of Safety Performance Targets
9. Additional changes throughout document
 - a. Changed all instances of *Key Staff Committee* to *Key Staff*
 - b. Changed all instances of *Safety Risk Register* to *Safety Register*
 - c. *Quarterly KSC meetings* have been removed

CyRide began implementing the ASP last year, and these proposed modifications reflect process improvements made since the initial revision. The full 2021 ASP revision document will be available at the Transit Board meeting.

ALTERNATIVES:

1. Approve and adopt CyRide's Agency Safety Plan as presented, to be effective on August 11, 2021.
2. Direct staff to proceed according to Transit Board priorities.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1. Adopting these revisions will continue to reinforce CyRide's existing safety culture, ensure compliance with FTA regulations, and maintain the organization's eligibility to receive federal funding.

August 11, 2021
2021 ICAAP Grant Applications
CyRide Resource: Shari Atwood

BACKGROUND: The State of Iowa receives federal Congestion Mitigation and Air Quality (CMAQ) funding, which is used to support the Iowa Clean Air Attainment Program (ICAAP). This statewide competitive program can fund new transportation projects or services throughout Iowa that reduce congestion or improve air quality. A maximum of three years of service can be funded within the first five years of a new service’s operation, with the state providing 80% reimbursement of costs.

In the past CyRide has used this program to fund expanded operations, new routes, and more frequent service within the system, as well as purchase new buses needed to operate these services. This grant funding has helped supplement CyRide’s operating and capital funding for the initial years of a new transit service.

ICAAP grant applications are due October 1, 2021, for federal fiscal year 2023. Applications need to be submitted through the Ames Area Metropolitan Planning Organization (AAMPO) for approval prior to submission to the Iowa DOT. Awards are typically made by the Iowa DOT Commission in January after grants are submitted.

To maximize grant funding for eligible expenses during FY 2023, CyRide would request 80% reimbursement for services added in fall 2019 for expanded night and mid-day service on the #6 Brown, #11 Cherry, and #12 Lilac routes for their third and final year of reimbursement under ICAAP. Estimated operating expenses are detailed below; actual costs and revenues received at the time of billing will modify the actual dollars received if awarded.

Routes	Total Cost	Anticipated Fares	Net Cost	ICAAP (80%)	Local (20%)
#11 Cherry – Night (6:30pm – 10:30pm)	\$39,706	\$194	\$39,512	\$31,609	\$7,903
#12 Lilac – Midday (10:00am – 2:30pm)	\$37,481	\$194	\$37,287	\$29,830	\$7,457
#6 Brown – Night (8:00pm – 10:00pm)	\$35,434	\$111	\$35,323	\$28,258	\$7,065
Total Year 3	\$112,621	\$499	\$112,122	\$89,697	\$22,425

In total, the local operating dollars covered by these ICAAP grants could be up to \$89,697 if all three projects were fully funded, which would provide savings in the operating budget.

ALTERNATIVES:

1. Approve submission of three operating ICAAP grant applications: #11 Cherry for \$31,609, #12 Lilac for \$29,830, and #6 Brown for \$28,258, for a total of \$89,697 in operating expenses on three night and midday services.
2. Direct staff to proceed according to Transit Board priorities.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1, to submit three ICAAP grant applications to support the operating expenses of added night and midday services. If approved, this grant would reduce the local funding required to support current service on these routes during the next federal fiscal year (October 2022 – September 2023), allowing previously committed local dollars to be used for other operating needs.

August 11, 2021
CRRSAA and ARP Act Grant Applications
CyRide Resource: Shari Atwood

BACKGROUND: On December 27, 2020, the U.S. Department of Transportation’s Federal Transit Administration (FTA) announced a total of \$14 billion in federal funding to help the nation’s public transit systems respond to COVID-19. Funding is provided through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021. Subsequently, on March 11, 2021, the American Rescue Plan Act of 2021 (ARP) was signed into law, supplying an additional \$30.5 billion in federal support for public transit to combat the COVID-19 pandemic.

The table below summarizes the supplemental funding under CRRSAA and ARP made available to transit nationwide, and what was individually appropriated to CyRide.

Acts	Amount for Transit	CyRide Appropriation
CRRSAA	\$14 billion	\$1,081,492
ARP	\$30.5 billion	\$6,163,516
Total	\$44.5 billion	\$7,245,008

CyRide can request the CRRSAA and ARP apportionments by filing two grant applications for operating assistance to reimburse CyRide’s operating expenses, specifically wages, in FY 2022 and FY 2023. There is no end date to expend CRRSAA funds, but ARP Act funding must be obligated in a grant by September 30, 2024 and must be used for payroll and operations unless CyRide can certify no employees were furloughed. Collectively, the CRRSAA and ARP funding appropriations are approximately three times CyRide’s annual Section 5307 appropriation of \$2.5 million typically received. Neither CRRSAA nor ARP funding requires a local match, and therefore no local funds will be needed to support these two grant applications.

ALTERNATIVES:

1. Authorize the Transit Director to execute and file two Section 5307 operating grant applications for \$1,081,492 under CRRSAA and \$6,163,516 under ARP for a total of \$7,245,008 to the Federal Transit Administration for FY 2022 and FY 2023 payroll operating expenses.
2. Direct staff to proceed according to Transit Board priorities.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1, to submit two applications for federal operating assistance under CRRSAA and ARP. Approval of these applications will help CyRide continue to respond to the COVID-19 pandemic appropriately and will increase the number of options open to the Transit Board once the full financial impact of the pandemic becomes known.



August 11, 2021

Section 5307 Formula Funding Capital Grant Application

CyRide Resource: Shari Atwood

BACKGROUND: Each year, CyRide submits an annual Section 5307 federal grant application to the Federal Transit Administration (FTA), enabling the organization to receive allocated federal formula funding. Under normal circumstances, CyRide applies these dollars toward the fixed-route payroll in the operating budget. With the significant supplemental funding received from the federal government during the COVID-19 pandemic, the Transit Board previously authorized CyRide to redirect the Section 5307 formula funding in the operating budget toward capital projects instead. The Transit Board also approved moving \$600,000 in local matching dollars to support the federal investment.

The total apportionment available in Section 5307 formula funding for federal fiscal year (FFY) 2021 is shown below, along with last year’s amount for comparison:

Funding Source	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%

To access this funding, CyRide would need to submit a grant application detailing the specific capital projects being supported. As identified and programmed in the Capital Improvements Plan, CyRide is requesting the FFY 2021 Section 5307 formula allocation be used to fund another battery-electric bus project. The anticipated budget for this project is shown below.

Project	Federal %	Federal	Local	Total
Three Battery-Electric Buses (\$870,000 ea.)	85%	\$2,218,500	\$391,500	\$2,610,000
Two Chargers / Dispensers (\$150,000 ea.)	80%	\$240,000	\$60,000	\$300,000
Construction Rehabilitation	80%	\$43,989	\$10,997	\$54,986
TOTAL		\$2,502,489	\$462,497	\$2,964,986

Buses that would be replaced in the fleet with the new vehicle purchases would be 2006 Orion VII’s that are currently 15 years old. They will be 17-18 years old by the time any replacements are delivered.

ALTERNATIVES:

1. Approve authorizing the Transit Director to execute and file a Section 5307 grant application for capital assistance in the amount of \$2,502,489 to the Federal Transit Administration for a battery-electric bus project.
2. Direct staff to proceed according to Transit Board priorities.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1, to submit an application for federal capital assistance toward a battery-electric bus project. This would allow access to the Section 5307 formula funding to expand the sustainable vehicle fleet at CyRide and replace buses that have significantly exceeded their useful life.

August 11, 2021
Part-Time Driver Hiring Wage Incentive
CyRide Resource: Christine Crippen

BACKGROUND: Along with many businesses in Ames and around the country, CyRide has been struggling to hire and retain an adequate number of part-time drivers needed to operate the full academic school year schedule. Efforts are being made to address this situation, such as increased advertising for driver positions and providing flexible testing opportunities for applicants. However, hiring remains lower than normal, and CyRide has been exploring alternative ways to attract new applicants.

Currently, CyRide has 73% of shifts filled for the fall schedule, down from the previous five-year average of 86% filled. The five-year average for hiring new drivers is 42 part-time drivers per year, but last year only 31 part-time drivers were hired, with 3 not making it through training and 3 resigning within the first year. New part-time driver hires are currently paid \$16.96 an hour with an additional \$250 hiring bonus, split into two payments. Below is a selection of the bonuses being paid by companies in Ames and the surrounding areas:

Company	General Description	Sign-On Bonus
Casey's	Basic Entry, no special qualifications	\$300
Link Associates	Part-Time Driver, Class D	\$500
Hearst Autos	Equipment Operator	\$500
Amazon	Multiple Positions	\$1,000
DART	Transit Bus, Trains for CDL	\$2,000
Des Moines Public Schools	School Bus, Trains for CDL	\$2,000

CyRide has historically enjoyed a competitive advantage in hourly pay for starting employees, relative to similar opportunities in the community. Many entry-level positions in Ames now have pay rates at or above \$15 an hour. CyRide has stringent hiring requirements, and with a minimal pay gap, many applicants may be choosing one of these other employers instead of CyRide.

Company	General Description	Wage/Hour
HIRTA	Part-Time Driver	\$11.50
Chick-Fil-A	Part-Time – No special qualifications	\$13
McDonalds	Part-Time – College reimbursement	\$13
Kum & Go	Part-Time – No special qualifications	\$13
Walmart	Part-Time – College reimbursement	\$11 to \$15
Target	Part-Time – College reimbursement	\$15
Panda Express	Part-Time – No special qualifications	\$13 to \$16
Hy-Vee	Part-Time – make own schedule	\$16
Durham Bus Services	Part-Time Driver	\$18.48

The transit driver hourly pay rate is set in the union contract and no adjustments to it are being recommended at this time. However, section 22.7 of the union contract does allow for new employees to be recruited with a hiring wage incentive for difficult-to-fill positions. CyRide staff are recommending a hiring incentive to supplement the current hourly wage and hiring bonus, to be temporarily used in FY 2022 to attract new employees. The budgetary impact would depend on the size of the incentive, the duration it was offered, and the number of employees hired during the period. The costs associated with the different dollar amounts are shown below using CyRide’s average annual hires for the past five years:

Hiring Wage Incentive	# Annual Hires	Annual Budget Impact
\$250	42	\$10,500
\$500	42	\$21,000
\$750	42	\$31,500
\$1,000	42	\$42,000

For comparison, CyRide is estimating it will cost the organization over \$200,000 in overtime and extra wages to cover shifts until new drivers are hired and trained.

After reviewing alternatives, CyRide staff believes a temporary hiring wage incentive of \$750, along with current wages and the existing hiring bonus, would be the most effective approach for the FY 2022 budget year. This incentive would be advertised immediately and would help separate CyRide from other area employers and generate more interest in these difficult-to-fill positions. If any changes are approved by the Board of Trustees, staff would work with the Human Resources Director and the Union to ensure all required processes are followed.

ALTERNATIVES:

1. Approve a temporary part-time transit driver hiring wage incentive of \$750 for FY 2022, and direct CyRide staff to work with the Human Resources Director and the Union to follow the steps detailed in section 22.7 of the Union contract.
2. Approve changing the part-time transit driver hiring wage incentive by a Transit Board directed amount and time duration, and direct CyRide staff to work with the Human Resources Director and the Union to follow the steps detailed in section 22.7 of the Union contract.
3. Do not approve changes to the part-time transit driver wage.

RECOMENDATION:

The Transit Director recommends approval of Alternative #1. Offering a temporary part-time driver incentive wage would improve CyRide’s ability to attract new applicants at a cost less than covering shifts with overtime pay.

August 11, 2021
Volkswagen Settlement
Environmental Mitigation Trust Award - Informational
CyRide Resource: Shari Atwood, Barbara Neal

BACKGROUND: At the January 2021, meeting the Transit Board approved submission of an application to the Iowa Department of Transportation (Iowa DOT) for the third round of grant funding from the Volkswagen (VW) Settlement Environmental Mitigation Trust. This application was for \$500,000 for the purchase of seven 40-foot heavy duty buses. CyRide has previously 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 local funding partners.

In July 2021, CyRide was notified by the Iowa DOT that its full request of \$500,000 had been awarded. Summarized below is the VW Settlement award¹ for round three. The program will provide funding to replace 92 vehicles throughout the state across three categories:

Mitigation Category	Vehicles Replaced	Funding Award
Category 1 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus	67	\$3,148,732
Category 2 - Freight Trucks and Port Drayage Trucks	20	\$708,954
Category 3 - Non-Road Transport and Equipment	5	\$381,542
Total	92	\$4,239,228

Under the third round of VW Settlement funding within Category 1, only Des Moines DART and CyRide were awarded VW funding among transit agencies across the state. Transit systems received \$750,000 (23.8%) of the overall funding in this category. The remaining VW funds within Category 1 went to schools/shuttle bus companies at \$2,398,731 (76.2%).

CyRide has recently learned a fourth round of VW Settlement funding is planned to be released in January 2022 or later. When this opportunity is announced, CyRide will bring an item to the Transit Board identifying projects potentially eligible for funding.

¹ See <https://iowadot.gov/vwsettlement/docs/d2021Cat1-3Cycle3AwardList.pdf>

August 11, 2021

Purchase of New Buses

CyRide Resource: James Rendall

BACKGROUND: CyRide has been awarded funding through both discretionary and formula grants for eight new 40-foot heavy duty diesel buses. Together these grants will cover 97% of the acquisition. The budget for this bus purchase is as follows:

Funding Sources	Amount
Iowa DOT Contract for 5339 Discretionary Funding (82.7%)	\$3,395,156
Iowa DOT Contract for 5307 CMAQ Funding (2.1%)	\$87,963
2021 Iowa's Volkswagen (VW) Settlement Grant (12.2%)	\$500,000
Local Funding (3.0%)	\$121,138
Total Funds Available	\$4,104,257

Local funding of \$229,894 for the purchase of three 40-foot heavy duty diesel buses was included in the FY 2022 Capital Improvements Plan (CIP), approved by the Transit Board in December 2020. Five additional buses were identified for purchase in the FY 2023 CIP. The \$500,000 in VW Settlement funding must be requested in one lump sum. To ensure full utilization of this source, CyRide would purchase all eight buses in FY 2022 for a local match of \$121,138. This would reduce the funding required from the local partners and allow CyRide to replace buses already beyond their useful life earlier than originally planned in the CIP. The following table details the buses being replaced, the original programmed replacement date in the CIP, and the funding sources for executing the bus purchase:

Project	Capital Plan	Federal	Local		Total
			VW	CyRide	
7132	FY 2022	\$436,077	\$76,955	\$0	\$513,032
7123	FY 2022	\$436,077	\$76,955	\$0	\$513,032
7125	FY 2022	\$430,580	\$82,453	\$0	\$513,032
1140	FY 2023	\$436,077	\$0	\$76,955	\$513,032
958	FY 2023	\$436,077	\$76,955	\$0	\$513,032
956	FY 2023	\$436,077	\$76,955	\$0	\$513,032
955	FY 2023	\$436,077	\$32,772	\$44,183	\$513,032
957	FY 2023	\$436,077	\$76,955	\$0	\$513,032
Total		\$3,483,119	\$500,000	\$121,138	\$4,104,257
Percent		84.8%	12.2%	3.0%	100%

The Iowa Department of Transportation completed a statewide heavy duty bus bid in the fall of 2018, which is valid through October 31, 2021. Transit agencies in the State of Iowa can use the resulting contract to purchase buses, saving agencies administrative time and money. Buses manufactured by Gillig Corporation of Livermore, California comprise the majority of the CyRide fleet and awarding this contract to Gillig Corporation will allow CyRide to continue standardizing the fleet.

Gillig Corporation has completed preliminary pricing for the vehicles. The estimated price per bus has been quoted at \$470,606 each, for a total cost of approximately \$3,764,848. Additional technologies like automatic passenger counters are still being considered for the buses. CyRide staff 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, staff is requesting approval of award to Gillig Corporation of Livermore, California, in the not-to-exceed amount of \$4,104,257. The delivery date of the buses will be approximately 18-20 months from the date the purchase order is issued.

Under the terms of the VW grant award, the seven buses being replaced through this funding will be scrapped and rendered inoperable. This will transpire within 30 days after the new buses are placed into service, which is planned for the fall of 2022.

ALTERNATIVES:

1. Approve award to Gillig Corporation of Livermore, California in the not to exceed amount of \$4,104,257 for the purchase of eight new 40-foot heavy duty diesel buses.
2. Do not approve the contract award and direct staff to proceed according to Transit Board priorities.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1. This would allow for the replacement of eight obsolete buses at a low cost to the local funding partners, move CyRide closer to meeting its federal Transit Asset Management (TAM) plan goals, and reduce overall fleet emissions with newer, cleaner-burning engines.

August 11, 2021
FY 2021 Preliminary Operations Fund
Closing Balance - Discussion
CyRide Resource: Rob Jennings, Barbara Neal

BACKGROUND: This is a discussion item to seek Transit Board direction on potential reallocation of funds toward CyRide’s capital program. **CyRide would present any options as part of budget discussions at the September meeting.**

The Transit Board has an established policy that the operations fund closing balance should be between 7% and 10% of operating expenses. Funds in excess of the maximum percentage can be considered for reprogramming to meet additional operating or capital needs.

Final operating expenses and the operations fund closing balance will be available at the close of the City of Ames audit process, anticipated in December 2021. The following preliminary estimates are currently available. CyRide and the Finance Department are estimating the FY 2021 operations fund closing balance will be approximately \$10,848,227; however, the board has existing commitments of these fund dollars as reflected in the table below.

Operations Fund Activity	Dollars
Preliminary Operations Fund Closing Balance	\$10,848,227
FY2021 Federal Funds*	(\$2,400,000)
10% Closing Balance for FY 2021	(\$1,035,996)
System Recalibration	(\$250,000)
Local Match Transfer to Capital Reserve Fund for BEB in FY2023	(\$600,000)
FY 2021 Bus & Bus Facilities Discretionary Grant Local Match	(\$562,125)
Anticipated Uncommitted Closing Balance	\$6,000,106

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

With the FY 2021 closing balance expected to exceed the 10% goal, staff would like to have a discussion with the board regarding reallocation of these funds toward CyRide’s capital program. If the Transit Board indicates an interest in one or more of the following items, CyRide would present each option as part of budget discussions at the September board meeting. Below are some potential options staff has prepared for the uncommitted funds.

- Move \$1,000,000 to the capital fund for the local match for 10 battery-electric buses.
- Move \$2,500,000 to the capital fund for local match to purchase 40-foot buses.
- Move \$1,000,000 to the capital fund for a facility expansion/second building local match.
- Move \$4,500,000 to the capital closing balance for uncommitted capital projects.

New Battery Bus Electric Purchases

Congressional leaders are indicating there may be significant increases in the Low or No Emission Grant Program (Section 5339(c)). Current conversations indicate transit systems with over 50 vehicles would need to submit Low-No discretionary grants for a minimum of 10 buses. CyRide is advocating for a modification to this requirement. If this is not changed, a Low-No grant would likely require 10% local fund match of approximately \$870,000 to \$1,000,000 for buses and charging infrastructure. Reserving funding to support a future Low-No grant would ensure CyRide has the resources necessary to pursue this grant opportunity in the future.

New 40' Bus Purchases

There is potential for a substantial increase in federal funding for bus replacements. If adopted, CyRide could be eligible for multiple new bus funding sources. Currently CyRide has three to five buses programmed per year in the Capital Improvements Plan (CIP). If the Transit Board desires, CyRide could recommend an additional \$2,500,000 be transferred from the operations closing balance, allowing funding additional buses at an 80% federal share. These vehicles would replace others that have exceeded their useful life. This additional funding could be held in reserve for local match needed when CyRide's eligibility for new buses exceeds what is currently programmed in the CIP.

Facility Expansion/Second Building

At the current CyRide site, a significant number of buses are often parked outside due to a lack of available space within the building. This results in additional wear and tear on the fleet and detracts from the appearance of the facility. Additionally, as CyRide continues to pursue sustainable vehicles there is a need to add additional infrastructure to enable these buses to function correctly. Moving funds to a facility expansion either at this site or another location will likely be necessary in the future.

Discussions in Washington indicate the potential for a substantial increase in the Federal Bus and Bus Facilities Expansion program (Section 5339(b)). A facility grant would likely require a 20% local fund match. CyRide currently has \$715,166 programmed in the CIP for a facility expansion. Adding an additional \$1,000,000 would allow a total design/construction budget of approximately \$7,000,000, which CyRide could use to build additional bus storage. This option would build a larger local match that may be difficult for CyRide to accumulate in any other manner.

Uncommitted in Capital Closing Balance

This option would allocate funds to CyRide's capital fund and leave the specific purpose uncommitted until an opportunity for any of the previous options arises. The Transit Board could then prioritize its capital needs at that time.

After the final City of Ames audit is completed for the FY 2021 budget year, the audited operating closing balance will be reported to the Transit Board.



August 11, 2021
Monthly Report
CyRide Resource: Barbara Neal

1. IPTA Annual Conference

CyRide staff participated in the Iowa Public Transit Association (IPTA) Annual Meeting and Training Conference, which occurred on June 23 – 25 via Zoom. Each year this conference provides an opportunity for Iowa transit agencies to collaborate on shared objectives, discuss strategies for improving service, and experience collective training to improve the skills of employees. The Transit Director also had the opportunity to give a presentation on the Iowa Developmental Disabilities Council funding for the automatic passenger counter project.

2. Camera System Procurement

Each revenue service vehicle CyRide operates is equipped with a mobile video security system, including cameras and an on-board video recorder. This equipment is important for ensuring safe vehicle operation, liability protection, and customer service verification. In 2016, CyRide issued a request for proposals (RFP) for surveillance equipment, ultimately awarding a contract to Seon Design of Lynchburg, Virginia, to purchase 56 camera systems. This also included the option to purchase additional camera systems in future years.

With five years having elapsed since the original contract, CyRide plans to issue a new RFP in the coming months to update the mobile video security system vendor. Once a vendor is identified through the RFP process, CyRide will bring the results of the RFP to the Transit Board for consideration. The selected vendor would install equipment on the six new cutaway buses being delivered, with the option to install additional hardware on future bus purchases.

3. National Night Out

This year CyRide participated in National Night Out, an event hosted by the Ames Police Department that brings together law enforcement, community partners, and members of the community for a fun and safe evening. CyRide staff brought one of the 40-foot buses, handed out over 300 reusable bags, and had a great opportunity to show a family with a child in a wheelchair how easy it is to load and secure the wheelchair on the bus, allowing them greater access to transportation. This was a positive way to interact with the community and help demonstrate the value of public transportation.

4. Fourth Quarterly Report

Each quarter, a detailed report regarding CyRide's overall performance is generated for fixed route, Dial-A-Ride, and Moonlight Express services. This report is used to track performance over time and determine trends. A detailed system quarterly operations report and a graphic summary of the key performance measures for the fourth quarter of the fiscal year, March 2021 – June 2021, are attached.

CYRIDE QUARTERLY OPERATIONS REPORT

April 1st, 2021 to June 30th, 2021 (4th Quarter)

	FY 2021 4th Qtr	FY 2020 4th Qtr	% CHANGE	FY 2021 YTD	FY 2020 YTD	% CHANGE
MAINTENANCE						
Interior Clean	96	84	14.3%	407	475	-14.3%
Shop Road Calls	11	7	57.1%	40	38	5.3%
Miles per Shop Road Call	30,444	38,105	-20.1%	35,823	37,998	-5.7%
NTD Minor Mech.	72	25	188.0%	322	210	53.3%
NTD Major Mech.	10	3	233.3%	42	28	50.0%
Total NTD Mechanical Prob.	82	28	192.9%	364	238	52.9%
Miles per Major Mech.	33,489	88,912	-62.3%	34,117	51,568	-33.8%
Gasoline Vehicles						
Gas Miles Driven	20,247	19,202	5.4%	84,437	120,944	-30.2%
Total Gallons Gas	2,357	3,432	-31.3%	10,224	16,009	-36.1%
Total Gas Cost	\$5,677	\$5,217	8.8%	\$20,167	\$30,630	-34.2%
Avg. Gas Cost/Gallon	\$2.41	\$1.52	58.5%	\$1.97	\$1.91	3.1%
Gas Cost per Mile	\$0.28	\$0.27	3.2%	\$0.24	\$0.25	-5.7%
Average Gas MPG	8.6	5.6	53.5%	8.3	7.6	9.3%
Diesel Vehicles						
Diesel Miles Driven	314,639	247,535	27.1%	1,348,477	1,322,967	1.9%
Total Gallons Diesel	77,010	48,635	58.3%	301,123	321,613	-6.4%
Total Diesel Cost	\$169,168	\$49,989	238.4%	\$522,859	\$ 559,270	-6.5%
Avg. Diesel Cost/Gallon	\$2.20	\$1.03	113.7%	\$1.74	\$1.74	-0.1%
Diesel Cost per Mile	\$0.54	\$0.20	166.2%	\$0.39	\$0.42	-8.3%
Average Diesel MPG	4.1	5.1	-19.7%	4.5	4.1	8.9%
All Vehicles						
Total Miles Driven	334,886	266,737	25.5%	1,432,914	1,443,911	-0.8%
Total Gallons Fuel	79,367	52,067	52.4%	311,347	337,622	-7.8%
Total Fuel Cost	\$174,845	\$55,206	216.7%	\$543,026	\$589,900	-7.9%
Avg. Cost/Gallon	\$2.20	\$1.06	107.8%	\$1.74	\$1.75	-0.2%
Total Cost per Mile	\$0.52	\$0.21	152.3%	\$0.38	\$0.41	-7.2%
Avg. MPG all Vehicles	4.2	5.1	-17.6%	4.6	4.3	7.6%
Small Bus/Sup. Mileage	15,203	12,728	19.4%	61,447	92,548	-33.6%
Large Bus Mileage	319,683	254,009	25.9%	1,371,467	1,351,363	1.5%
% Rev. Mi./Total Miles	90.5%	88.0%	2.8%	89.6%	88.2%	1.6%
Percentage Small Bus	4.5%	4.8%	-4.9%	4.3%	6.4%	-33.1%
Maintenance Expense	\$578,708	\$453,152	27.7%	\$2,093,483	\$2,116,358	-1.1%

CYRIDE QUARTERLY OPERATIONS REPORT

April 1st, 2021 to June 30th, 2021 (4th Quarter)

	FY 2021 4th Qtr	FY 2020 4th Qtr	% CHANGE	FY 2021 YTD	FY 2020 YTD	% CHANGE
OPERATIONS						
Total Passengers	349,918	73,799	374.2%	1,862,274	4,577,651	-59.3%
Average Drivers per Month	113.0	126.3	-10.5%	120.6	124.6	-3.3%
Driving Hours	32,500	28,125	15.6%	146,204	156,354	-6.5%
Drivers Late	2	10	-80.0%	34	54	-37.0%
Drivers No Show	5	3	66.7%	14	10	40.0%
Late/No Show per Driver	0.06	0.10	-39.8%	0.40	0.51	-22.5%
Total Comments	13	6	116.7%	82	144	-43.1%
Driver Fault	4	0	#DIV/0!	33	39	-15.4%
Undetermined	0	1	-100.0%	0	7	-100.0%
No Fault	4	0	#DIV/0!	15	19	-21.1%
System Complaints	2	4	-50.0%	24	50	-52.0%
Service Requests	1	1	0.0%	3	13	-76.9%
Compliments	2	0	#DIV/0!	7	16	-56.3%
Passengers/Comment	<u>26,917</u>	<u>12,300</u>	<u>118.8%</u>	<u>22,711</u>	<u>31,789</u>	<u>-28.6%</u>
Pass./Complaint (D & U)	87,480	73,799	18.5%	56,433	99,514	-43.3%
Driving Hours/Comment	2,500	4,687	-46.7%	1,783	1,086	64.2%
Driving Hrs/Comment (D&U)	8,125	28,125	-71.1%	4,430	3,399	30.3%
Accident Reports	5	2	150.0%	41	48	-14.6%
Preventable Accidents	4	2	100.0%	33	30	10.0%
Percent Preventable	80.0%	100.0%	-20.0%	80.5%	62.5%	28.8%
Miles/Prev. Accident	83,722	133,369	-37.2%	43,422	48,130	-9.8%
Hours/Prev. Accident	8,125	14,062	-42.2%	4,430	5,212	-15.0%
Unreported Accidents	0	0	#DIV/0!	0	2	-100.0%
Damage to Buses/Equip.						
Caused by CyRide	\$117	\$796	-85.3%	\$13,354	18,183	-26.6%
Caused by Others	\$1,472	\$0	#DIV/0!	\$5,225	13,115	-60.2%
Caused by Unreported	\$0	\$0	#DIV/0!	\$0	\$378	-100.0%
Claims by Others (#)	0	0	#DIV/0!	2	6	-66.7%
Claims by Others (\$)	\$0	\$0	#DIV/0!	\$0	\$19,800	-100.0%
Personal Injury Claims	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Operations Expense	\$1,490,086	\$1,300,590	14.6%	\$6,159,623	\$6,229,028	-1.1%

SYSTEM TOTAL						
Passengers	349,918	73,799	374.2%	1,862,274	4,577,651	-59.3%
Revenue Miles	303,001	234,836	29.0%	1,283,596	1,273,292	0.8%
Revenue Hours	29,196	22,041	32.5%	124,648	122,574	1.7%
Revenue Miles per Hour	10.4	10.7	-2.6%	10.3	10.4	-0.9%
Pass./Rev. Mile	1.2	0.3	267.5%	1.5	3.6	-59.6%
Pass./Rev. Hour	12.0	3.3	258.0%	14.9	37.3	-60.0%
Operations Expense	\$1,490,086	\$1,300,590	14.6%	\$6,159,623	\$6,229,028	-1.1%
Maintenance Expense	\$578,708	\$453,152	27.7%	\$2,093,483	\$2,116,358	-1.1%
Total Expenses	<u>\$2,068,794</u>	<u>\$1,753,742</u>	<u>18.0%</u>	<u>\$8,253,106</u>	<u>\$8,345,386</u>	<u>-1.1%</u>
Farebox Revenue	\$28,594	\$2,686	964.6%	\$102,585	\$185,442	-44.7%
Rev./Exp. Ratio	1.4%	0.2%	802.4%	1.2%	2.2%	-44.1%
Oper. Exp./Passenger	\$5.91	\$23.76	-75.1%	\$4.43	\$1.82	143.1%
Oper. Exp./Rev. Mile	\$6.83	\$7.47	-8.6%	\$6.43	\$6.55	-1.9%
Oper. Exp./Rev. Hour	\$70.86	\$79.57	-10.9%	\$66.21	\$68.08	-2.8%

CYRIDE QUARTERLY OPERATIONS REPORT

April 1st, 2021 to June 30th, 2021 (4th Quarter)

	FY 2021 4th Qtr	FY 2020 4th Qtr	% CHANGE	FY 2021 YTD	FY 2020 YTD	% CHANGE
FIXED ROUTE						
Fixed Route Passengers	346,413	72,670	376.7%	1,848,205	4,534,948	-59.2%
Shuttle Passengers	0	0	#DIV/0!	0	4,749	-100.0%
Total Passengers	<u>346,413</u>	<u>72,670</u>	<u>376.7%</u>	<u>1,848,205</u>	<u>4,539,697</u>	<u>-59.3%</u>
Transfers	6,138	0	#DIV/0!	18,655	24,158	-22.8%
Revenue Miles	290,358	227,942	27.4%	1,235,632	1,221,035	1.2%
Revenue Hours	28,011	21,373	31.1%	120,367	118,105	1.9%
Revenue Miles per Hour	10.4	10.7	-2.8%	10.3	10.3	-0.7%
Pass./Rev. Mile	1.2	0.3	274.2%	1.5	3.7	-59.8%
Pass./Rev. Hour	12.4	3.4	263.7%	15.4	38.4	-60.1%
Operations Expense	\$1,444,099	\$1,274,629	13.3%	\$5,994,452	\$6,036,674	-0.7%
Maintenance Expense	\$576,145	\$453,152	27.1%	\$2,073,811	\$2,090,643	-0.8%
Total Expenses	<u>\$2,020,244</u>	<u>\$1,727,781</u>	<u>16.9%</u>	<u>\$8,068,263</u>	<u>\$8,127,317</u>	<u>-0.7%</u>
Farebox Revenue	\$26,896	\$2,686	901.3%	\$97,535	\$173,652	-43.8%
Rev./Exp. Ratio	1.3%	0.2%	756.4%	1.2%	2.1%	-43.4%
Exp./Passenger	\$5.83	\$23.78	-75.5%	\$4.37	\$1.79	143.8%
Exp./Rev. Mile	\$6.96	\$7.58	-8.2%	\$6.53	\$6.66	-1.9%
Exp./Rev. Hour	\$72.12	\$80.84	-10.8%	\$67.03	\$68.81	-2.6%
DIAL-A-RIDE						
Passengers	2,104	1,129	86.4%	6,348	7,818	-18.8%
Revenue Miles	11,115	6,894	61.2%	36,234	36,413	-0.5%
Revenue Hours	1,059	668	58.5%	3,360	3,343	0.5%
Revenue Miles per Hour	10.5	10.3	1.7%	10.8	10.9	-1.0%
Pass./Rev. Mile	0.19	0.16	15.6%	0.18	0.21	-18.4%
Pass./Rev. Hour	2.0	1.7	17.6%	1.9	2.3	-19.2%
Operations Expense	\$40,943	\$25,961	57.7%	\$129,222	\$154,204	-16.2%
Maintenance Expense	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Total Expenses	<u>\$40,943</u>	<u>\$25,961</u>	<u>57.7%</u>	<u>\$129,222</u>	<u>\$154,204</u>	<u>-16.2%</u>
Farebox Revenue	\$1,698	\$0	#DIV/0!	\$5,050	\$11,790	-57.2%
Rev./Exp. Ratio	4.1%	0.0%	#DIV/0!	3.9%	7.6%	-48.9%
Exp./Passenger	\$19.46	\$22.99	-15.4%	\$20.36	\$19.72	3.2%
Exp./Rev. Mile	\$3.68	\$3.77	-2.2%	\$3.57	\$4.23	-15.8%
Exp./Rev. Hour	\$38.66	\$38.86	-0.5%	\$38.46	\$46.13	-16.6%
MOONLIGHT EXPRESS						
Passengers	1,401	0	#DIV/0!	7,721	30,136	-74.4%
Revenue Miles	1,528	0	#DIV/0!	11,730	15,844	-26.0%
Revenue Hours	126	0	#DIV/0!	921	1,126	-18.2%
Revenue Miles per Hour	12.1	#DIV/0!	#DIV/0!	12.7	14.1	-9.5%
Pass./Rev. Mile	0.9	#DIV/0!	#DIV/0!	0.7	1.9	-65.4%
Pass./Rev. Hour	11.1	#DIV/0!	#DIV/0!	8.4	26.8	-68.7%
Operations Expense	\$5,044	\$0	#DIV/0!	\$35,949	\$38,150	-5.8%
Maintenance Expense	\$2,563	\$0	#DIV/0!	\$19,672	\$25,715	-23.5%
Total Expenses	<u>\$7,607</u>	<u>\$0</u>	<u>#DIV/0!</u>	<u>\$55,621</u>	<u>\$63,865</u>	<u>-12.9%</u>
Exp./Passenger	\$5.43	#DIV/0!	#DIV/0!	\$7.20	\$2.12	239.9%
Exp./Rev. Mile	\$4.98	#DIV/0!	#DIV/0!	\$4.74	\$4.03	17.6%
Exp./Rev. Hour	\$60.37	#DIV/0!	#DIV/0!	\$60.41	\$56.71	6.5%

CYRIDE QUARTERLY OPERATIONS REPORT

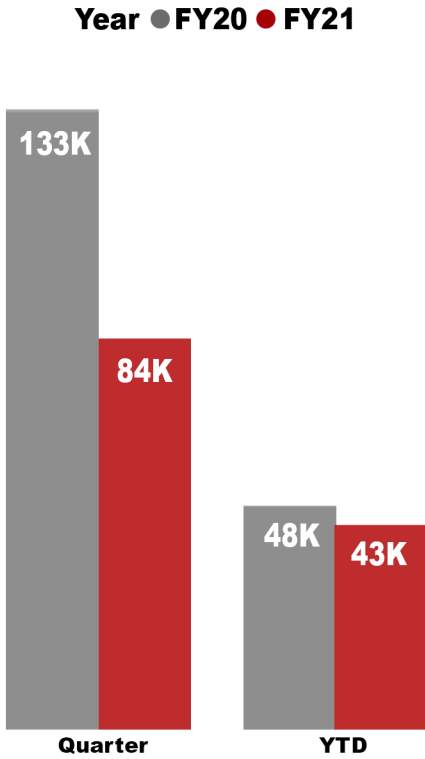
April 1st, 2021 to June 30th, 2021 (4th Quarter)

	FY 2021 4th Qtr	FY 2020 4th Qtr	% CHANGE	FY 2021 YTD	FY 2020 YTD	% CHANGE
OPERATIONS REVENUE						
Farebox	\$28,594	\$2,686	964.6%	\$102,585	\$185,442	-44.7%
Transit Contracts	\$2,318	\$0	#DIV/0!	\$263,341	\$263,355	0.0%
I.S.U.	\$0	\$0	#DIV/0!	\$893,621	\$874,804	2.2%
Student Body Government	\$459,409	\$2,243,667	-79.5%	\$5,130,052	\$4,885,428	5.0%
City of Ames	\$837,512	\$771,334	8.6%	\$2,031,151	\$1,942,861	4.5%
IDOT - STA	\$238,580	\$196,418	21.5%	\$880,958	\$861,902	2.2%
Section 5307	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Other Grants	\$2,728,943	\$61,876	4310.3%	\$5,555,060	\$167,916	3208.2%
Other	\$91,425	\$167,893	-45.5%	\$302,930	\$505,766	-40.1%
Total Operating Revenue	\$4,386,781	\$3,443,874	27.4%	\$15,159,698	\$9,687,474	56.5%
TOTAL EXPENSES						
Administration	\$328,172	\$269,507	21.8%	\$1,068,222	\$1,145,898	-6.8%
Safety & Training	\$145,439	\$84,543	72.0%	\$440,026	\$395,431	11.3%
Promotion	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Bldg. & Grounds	\$73,108	\$78,376	-6.7%	\$355,011	\$389,992	-9.0%
Fixed Route	\$2,020,244	\$1,727,781	16.9%	\$8,068,263	\$8,127,317	-0.7%
Dial-A-Ride	\$40,943	\$25,961	57.7%	\$129,222	\$154,204	-16.2%
Moonlight Express	\$7,607	\$0	#DIV/0!	\$55,621	\$63,865	-12.9%
Operating Total	\$2,615,513	\$2,186,168	19.6%	\$10,116,365	\$10,276,707	-1.6%
Farebox Revenue	\$28,594	\$2,686	964.6%	\$102,585	\$185,442	-44.7%
Farebox Rev./Exp. Ratio	1.1%	0.1%	789.8%	1.0%	1.8%	-43.8%
Admin. Expense/Pass.	\$1.56	\$5.86	-73.3%	\$1.00	\$0.42	137.1%
Admin. Exp./Rev. Mile	\$1.80	\$1.84	-2.0%	\$1.45	\$1.52	-4.3%
Admin. Exp./Rev. Hour	\$18.73	\$19.62	-4.6%	\$14.95	\$15.76	-5.1%
Total Expense/Passenger	\$7.47	\$29.62	-74.8%	\$5.43	\$2.24	142.0%
Total Expense/Rev. Mile	\$8.63	\$9.31	-7.3%	\$7.88	\$8.07	-2.4%
Total Expense/Rev. Hour	\$89.58	\$99.19	-9.7%	\$81.16	\$83.84	-3.2%

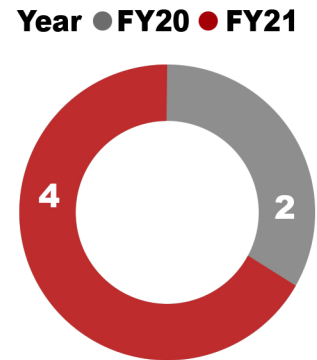
CyRide Quarterly Operations Report

April 1, 2021 to June 30, 2021 (4th Quarter)
System Overview - Safety/Fleet

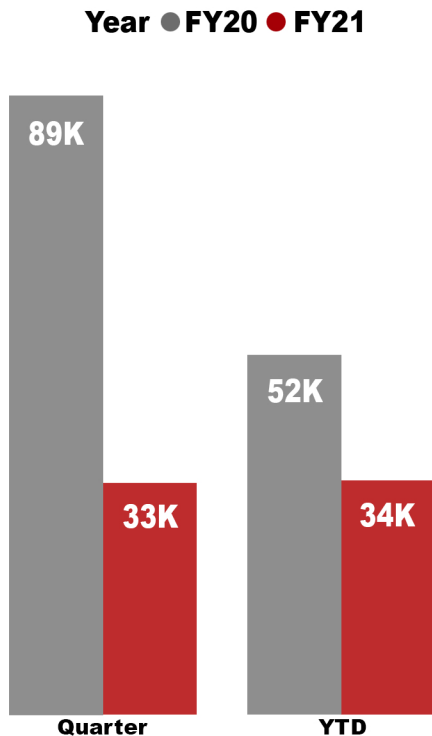
Miles between Preventable Accidents



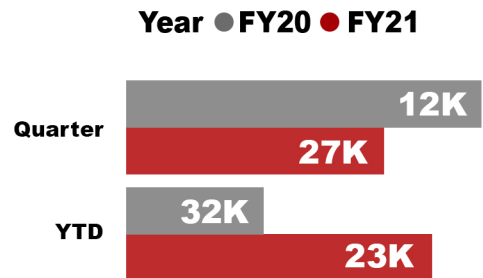
Preventable Accidents per Quarter



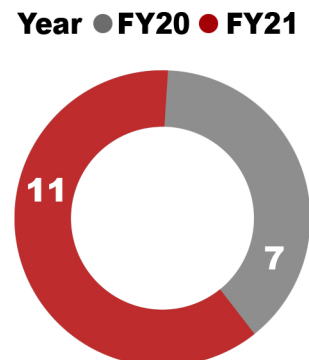
Miles between Major Mechanical Issues



Passengers per Comment



Road Calls per Quarter

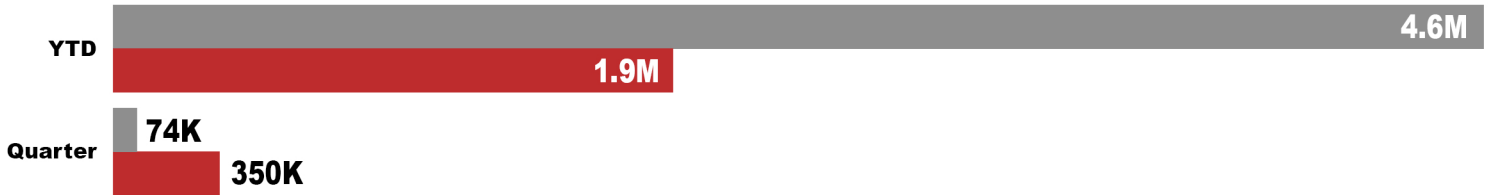


CyRide Quarterly Operations Report

April 1, 2021 to June 30, 2021 (4th Quarter)
System Overview - Efficiency

Total Ridership

Year ● FY20 ● FY21



Revenue Hours

Year ● FY20 ● FY21



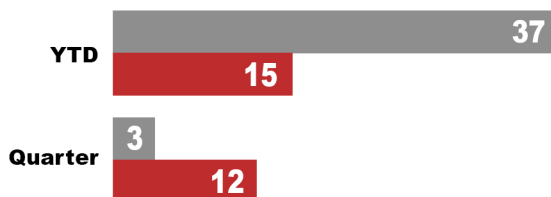
Revenue Miles

Year ● FY20 ● FY21



Passengers per Revenue Hour

Year ● FY20 ● FY21



Passengers per Revenue Mile

Year ● FY20 ● FY21

