



Transit Board Meeting  
**AGENDA**

**AMES TRANSIT AGENCY  
BOARD OF TRUSTEES**

**CYRIDE CONFERENCE ROOM – October 13, 2021**

1. CALL TO ORDER: 4:30 p.m.
2. Approval of September 15, 2021 Minutes
3. Public Comments
4. Lane Worker Hiring Wage Incentive
5. FY 2023 Service Planning – Discussion
6. Annual Transit Asset Management (TAM) Plan – Performance Measures and Targets Update
7. Statewide Bus & Bus Facilities Grant Application
8. Monthly Report
9. Fall Meeting Dates / Times
  - November 10, 2021, 4:30 p.m.
  - December 8, 2021, 4:30 p.m.
10. Adjourn

**September 15, 2021**

**AMES TRANSIT AGENCY BOARD OF TRUSTEES**

The Ames Transit Agency Board of Trustees met on September 15, 2021, at 4:30 p.m. in the CyRide Conference room. President Jeffrey called the meeting to order at 4:31 p.m. with Trustees Beatty-Hansen, Cain, Jeffrey, Ludwig, and Ríos Martínez present.

**APPROVAL OF AUGUST 11, 2021 MINUTES:** Trustee Ludwig made a motion to adopt the August 11, 2021 Transit Board minutes as presented, and Trustee Beatty-Hansen seconded the motion. (Ayes: 6 Nays: None) Motion carried.

**PUBLIC COMMENTS:** None.

**MEMORANDUM OF UNDERSTANDING WITH IUOE LOCAL 234 FOR CYRIDE SHIFT PREMIUM FOR MOONLIGHT EXPRESS:** Director Neal requested a shift premium increase for Moonlight Express shifts that are difficult to fill because of the late-night 10:30 p.m.-2:30 a.m. time span. She said that the bargaining agreement, which is in effect until June of 2022, sets the wages for the position, and currently, there is a \$0.50 per hour shift premium for the Moonlight Express shifts. The \$1.50 per hour increase being requested would bring the total premium to \$2.00 per hour.

Director Neal explained that due to the timing of the Transit Board meeting, the Memorandum of Understanding (MOU) was presented at the City Council meeting on September 14, 2021, which was approved, pending formal board approval. The IUOE Local 234 has confirmed their agreement, and the City of Ames Legal Department has reviewed the MOU.

The Transit Director recommended approval of Alternative #1. Increasing the shift premium for this late-night service is more likely to incentivize drivers to cover these shifts at a very low cost to the organization.

Trustee Cain pointed out that Alternative #1 did not include language to state that the increase is temporary or through the current contract's end.

Trustee Cain made an amended motion to approve the Memorandum of Understanding with the International Union of Operating Engineers Local 234, authorizing an additional shift premium in the amount of \$1.50 per hour for CyRide Moonlight Express, adding that the increase is through the remainder of the contract ending June 30, 2022. Trustee Ludwig seconded the motion. (Ayes: 6 Nays: None) Motion carried.

**FEDERAL SECTION 5307 GRANT APPLICATION – FFY 2022 STBG FUNDING:** Director Neal requested authorization to execute and file a Section 5307 Grant application under the Surface Transportation Block Grant Program sponsored by the Federal Highway Administration and dispersed by the Ames Area Metropolitan Planning Organization (AAMPO). If awarded, 2022 would be the third year CyRide would receive \$225,000, which would be used to upgrade a 40-foot heavy-duty diesel bus to a 60-foot articulated bus. Director Neal reviewed the funding plan programmed in the Capital Improvement Plan; the total cost of the upgrade is \$281,250, with a 20% local share of \$56,250. She added that the addition of another articulated bus would bring the fleet total to nine articulated buses.

The Transit Director recommended approval of Alternative #1. Proceeding with this application would allow CyRide to continue expanding its articulated bus fleet toward the goal of ten articulated buses to operate the #23 Orange Route with these vehicles fully.

Trustee Ludwig made a motion to approve the Transit Director to execute and file a Section 5307 Surface Transportation Block Grant application in the amount of \$225,000 to the Federal Transit Administration. Trustee Ríos Martínez seconded the motion. (Ayes: 6 Nays: None) Motion carried.

**2022 HVAC IMPROVEMENTS PROJECT – AWARD OF CONTRACT:** Director Neal requested approval of the 2022 heating, ventilation, and air conditioning (HVAC) equipment improvement project. Bids were released on August 11, 2021, and due on September 8, 2021. In addition, the project's budget and funding sources were reviewed, with \$378,219 from a Public Transit Infrastructure Grant and \$198,353 from local funds for a total project budget of \$576,577.

Director Neal explained the base bid and the two alternates. Alternative #1 included the installation of two skylights where the removal of rooftop units would create openings, and Alternative #2, which integrates the new equipment into the building's mechanical control system. Trustee Cain asked why Alternative #1 was not being recommended since it was within the total project budget. Assistant Director of Fleet and Facilities, James Rendall, explained that the cost for the skylights was higher than expected and the funds could be used elsewhere for a better value. Trustee Ríos Martínez asked how long HVAC equipment lasts. Assistant Director Rendall said that it typically lasts about 15-20 years.

The Transit Director recommended approval of Alternative #1, to accept the base bid and bid alternative #2 from Stein Heating and Cooling Inc. of Webster City, Iowa, for a total contract award of \$499,600. Approval of the base bid with bid alternative #2 would allow CyRide to replace obsolete HVAC equipment in the facility and permit integration of the new equipment into the existing facility control system.

Trustee Beatty-Hansen made a motion to approve Alternative #1, approve the award of contract to Stein Heating and Cooling Inc. of Webster City, Iowa, for the base bid and alternative #2, at a total cost of \$499,600. Trustee Ríos Martínez seconded the motion. (Ayes: 6 Nays: None) Motion carried.

**FY 2021 PRELIMINARY OPERATIONS FUND CLOSING BALANCE TRANSFER TO CAPITAL FUND:**

Director Neal explained that the Transit Board has a policy that the operations fund closing balance should be between 7.5-10% of operating expenses. The operations fund activity was reviewed, along with a summary of existing commitments; approximately \$6,000,000 is above the 10% closing balance requirement. Director Neal requested approval to reallocate \$4,500,000 of the uncommitted \$6,000,000 in the operating fund to the capital fund, with \$1,000,000 for the local match portion to support the purchase of ten battery-electric buses, \$2,500,000 to fund the local match portion of 40-foot bus purchases, and \$1,000,000 for the local match portion of a facility expansion or building.

Director Neal said that facility grants usually require a 20% local match, so the \$715,000 currently budgeted, coupled with an additional \$1,000,000 that is being requested for reallocation, could fund a \$7,000,000 building project. She reviewed a five-year proforma reflective of the reallocation, providing projections through FY 2027 based on historical data, pointing out that FY 2027 projected a closing operations fund balance of 11%.

Trustee Cain asked for clarification of the ending balance. Director Neal confirmed that the operations closing balance displayed in the proforma includes \$1,036,051 and would be added to the \$1,500,106 that is above the required 10% closing balance. Trustee Schainker said that the \$4,500,000 could be reallocated from operations to capital and remain undesignated. Director Neal clarified that the projects would still be brought to the board for approval, even if they were designated in the reallocation. Shari Atwood, Transit Planner, commented that sometimes the timeframe for CyRide to commit to available buses is only a few days; coordinating board approval in a tight timeline is sometimes difficult, so having the funds allocated ahead of the process allows timely action.

Further discussion was had about when funding for buses would be drawn and how the system recalibration could affect the agency's needs. Director Neal explained that when the money is drawn is dependent on what becomes available through the grant process and what has the most advantageous local match amounts. She also shared that the system recalibration may not occur in FY 2023 due to concerns with impacts to data as the result of COVID-19 and Iowa State University enrollment.

The Transit Director recommended approval of Alternative #1. Reallocating funds as identified from the operations fund closing balance to capital programming will meet the fund balance policy and enable CyRide to have the local match needed to proceed with future grant opportunities.

Trustee Ludwig made a motion to approve Alternative #1, authorizing CyRide to reallocate \$4,500,000 of the FY 2021 operations fund closing balance to the capital project fund for a battery-electric bus project, a facility expansion project, and a 40-foot bus replacement fund. Trustee Beatty-Hansen seconded the motion. (Ayes: 6 Nays: None) Motion carried.

**SUSTAINABLE TRANSIT FOR A HEALTHY PLANET CHALLENGE:** Director Neal said that further information had been received about this initiative since the Board approved the participation component of the challenge in July. Since that meeting, the Federal Transit Administration (FTA) has delayed the deadline to pledge commitment to the challenge until October 29, 2021. She explained that future discretionary grants could be viewed more favorably if CyRide committed to all three components of the challenge, including developing a plan detailing greenhouse gas (GHG) reduction strategy, submitting a Transit Board approved plan to the FTA by April 15, 2022, and supporting future challenge-related events.

Director Neal said that the FTA's action plan templates had been reviewed, and it has been determined that CyRide may set goals that are different from the President's goal of GHG reduction by 50-52% from 2005 levels by 2030 and net zero emissions by 2050. She advised that the board would have the ability to set the final plan commitments to align with board priorities and would not have to commit to higher capital spending unless they desired.

Director Neal reviewed CyRide's progress to reduce GHG since 2005, including the construction of a Gold LEED Certified building, HVAC upgrades, installation of Light-Emitting Diode (LED) lighting, purchase of 12 hybrid buses, purchase of 8 articulated buses, replacement of 6 minibuses and the scheduled purchase of 2 battery-electric buses. She also pointed out that CyRide was still utilizing GMC buses in 2005, which had higher emissions. By replacing these buses and several buses throughout the fleet with cleaner-burning buses, significant progress has already been made to reduce greenhouse gas emissions from 2005 levels.

Trustees Cain and Schainker inquired what impact not participating in the challenge would have on the agency. Director Neal replied that the ramifications of not participating were currently unknown, but it is believed that future grant opportunities could be viewed less favorably if the agency did not commit to all three components. Trustee Beatty-Hansen shared that the City of Ames City Council is developing a climate action plan and had concerns about differing plans. Trustee Schainker said that the City Council could collaborate with CyRide on the plan. Director Neal confirmed that Shari Atwood, Transit Planner, would be drafting the plan that would be brought to the Transit Board for final approval.

The Transit Director recommended approval of Alternative #1. Participating in the FTA's Sustainable Transit for a Healthy Planet Challenge will demonstrate a commitment to sustainability efforts already in progress by the City of Ames and Iowa State University while allowing the Transit Board flexibility to set climate action goals in line with local priorities.

Trustee Ludwig made a motion to approve Alternative #1, approving participation in the Sustainable Transit for a Healthy Planet Challenge and commitment to develop a climate action or sustainability plan detailing GHG reduction strategies, submit the Transit-Board approved plan to the FTA by April 15, 2022, and support the FTA's initiative by participating in future Challenge-related events. Trustee Ríos Martínez seconded the motion. (Ayes: 6 Nays: None) Motion carried.

## **MONTHLY REPORT:**

**Ridership Statistics - First Two Weeks of Fall Semester:** Ridership is 77% of the same period levels in 2019. The past three years of daily ridership for the first two weeks of the semester were displayed in a graph. Historically, the first two weeks are not always the best indicators of future ridership, but it does show that people are riding.

**Destination Iowa State and WelcomeFest:** CyRide was at Hilton Coliseum parking lot for Destination Iowa State to welcome the largest incoming freshman class in the past few years. Information about riding and the automatic passenger counters (APC) project was shared with students to help make them more comfortable with riding. CyRide also participated in WelcomeFest, partnering with other City of Ames representatives to promote activities around Ames, such as "ride CyRide off campus." By talking with representatives, students earned tickets redeemable for a T-shirt listing things to do around town.

**Federal Mask Mandate:** The Transportation Security Administration has extended the mask requirement through January 18, 2022. Passengers have been complying with the mandate and are wearing masks. Masks will continue to be provided to those that don't have one.

**Part-Time Driver Hiring Wage Incentive:** The part-time driver hiring wage incentive has been implemented after working with Human Resources and Legal to approve the hiring bonus language. The bonus is paid in three installments, with \$250 in the first paycheck, \$250 upon completion of training, and \$500 after six months of employment. To increase the number of applicants, CyRide has advertised on the City of Ames website, Iowa State University Job Board, Indeed, Monster, Simply Hired, Zip Recruiter, Link Up, Glass Door, Jobs to Career, What Jobs, and the Iowa State Daily, which is in an online-only format. Drivers are currently being hired without their Commercial Driver's License Permit. They are receiving training to obtain the permit and assistance securing an appointment at the Iowa Department of Transportation.

**ISU Enrollment:** Iowa State University announced that fall semester enrollment is 30,708, which is down from last year. However, the number of new students enrolled has increased. Decreased enrollment will have a significant impact on operations and the budget. Therefore, internal projections are being adjusted to reflect the enrollment number.

**2021-2022 ISU Student Fees and Trust Fund Balance:** The budget process and analysis have begun. In preparation for the Student Fee Committee meeting, the Student Government Trust Fund will be discussed with the two student board members. A budget shortfall is being projected due to COVID-19 activity fee suspension, lower enrollment, and a 0% increase for the 2020-2021 school year. The Transit Board will be updated as more information is available.

**Adjourn:** Trustee Ludwig made a motion to approve adjourning at 5:20 p.m. Trustee Beatty-Hansen seconded the motion. (Ayes: 6 Nays: None) Motion carried.

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Jacob Ludwig, Vice President

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Julie Brouard, Recording Secretary

**October 13, 2021**

**Lane Worker Hiring Wage Incentive**

**CyRide Resource: James Rendall**

**BACKGROUND:** At the August 2021 meeting, the Transit Board authorized CyRide to begin offering a \$750 hiring wage incentive to new transit drivers for the FY 2022 budget year. This incentive was implemented in coordination with the Human Resources department and is being advertised along with the existing \$250 hiring bonus as a “\$1,000 sign-on bonus.” As a result, there has been a significantly higher rate of driver applicants since the approval of the incentive, which has helped CyRide begin to address the current driver shortage.

Another role at CyRide that has proven challenging to hire for is the lane worker position. CyRide lane workers are responsible for preparing buses for the next day’s service, which includes fueling and cleaning, in addition to shelter inspections and ground maintenance throughout the year. Lane working tasks are typically performed early in the morning or late at night. Lane workers are paid the same starting wage as drivers but are less than half-time and do not receive benefits, which compares unfavorably with the driver position for many job seekers. CyRide has six of these positions available, with only half currently filled.

The most recent recruitment for lane workers failed due to a lack of suitable applicants and rejected offers. Given the success of the hiring wage incentive for drivers, we believe adding a similar incentive for lane workers would help improve applicant flow. Therefore, to maintain parity with the driver position, CyRide staff recommend that the same \$750 value be used for a lane worker hiring incentive to be temporarily applied for the remainder of FY 2022. Based on the number of open positions and CyRide’s historical rate of lane worker hires, the total cost of the hiring incentive is anticipated to be no greater than \$3,000.

If approved by the Transit Board, CyRide staff would implement the lane worker hiring wage incentive in the same fashion as the driver wage incentive, including working with the Human Resources Director to ensure that all necessary steps are followed to implement the incentive.

**ALTERNATIVES:**

1. Approve a temporary part-time lane worker hiring wage incentive of \$750 for FY 2022 and direct staff to work with the Human Resources Director to implement the incentive.
2. Direct staff to proceed according to Transit Board priorities.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1. Offering a temporary lane worker hiring incentive would help improve CyRide's ability to attract new applicants for these difficult-to-hire positions at a low cost to the organization.



**October 13, 2021**  
**FY 2023 Service Planning – Discussion**  
**CyRide Resource: Barbara Neal, Rob Jennings**

**BACKGROUND:** As part of the annual budgeting process, CyRide brings service proposals to the Transit Board for possible inclusion in next year’s budget. At this stage, each proposed change is informal and reflects either a customer request submitted via public comment or an internal suggestion by CyRide staff. If the Transit Board indicates an interest in one or more of these items, CyRide will prepare options to present as part of December budget discussions. This report is divided into two areas, customer requests and staff requests.

***Customer Requests***

CyRide has received the following customer requests for service improvements. Summarized below are the comments, the service necessary to meet the request, and the estimated cost needed to implement the suggestion:

Route	Customer Suggestion	Service Change	Estimated Cost
#2 Green Route	Deviate Green route service weekdays by AHS both directions 6:30 am to 9:00 am and 3:30 pm to 6:30 pm	Add additional morning and afternoon trips past AHS	\$58,000
#6 Brown Route	Add 20-minute service on Brown route	Add one bus Monday through Friday all day	\$250,000
#11 Cherry Route	Add weekend Cherry route service	Add one bus on Saturday and Sunday Saturday 8:00 am-10:00 pm, 40 minutes Sunday 8:30 am-11:30 pm, 40 minutes	Sat. \$55,000 Sun. \$56,500 Total \$111,500
#11 Cherry Route	Add weekday Cherry route service during ISU breaks.	Add one bus on break weekdays Monday through Friday 7:00 am–6:10 pm, 40 minutes.	\$25,000

Operating the #11 Cherry route on break weekdays could be made less costly by transitioning the #7 Purple route break weekday service to the #11 Cherry route instead. This service modification would have a net cost between \$4,800 and \$13,700, depending on the hours of service.

**Staff Suggestions**

CyRide staff is not recommending any major service changes. With declining ISU enrollment numbers and ridership, CyRide faces a challenging fiscal environment and will need to balance service needs with funding as it begins the FY 2023 budget process. With this in mind, a thoughtful approach to service requests is necessary. Staff is currently planning under the assumption of a two percent baseline increase for Iowa State Administration and the City of Ames and a zero percent increase for the Student Government to help strengthen the SG trust fund balance. Staff is looking for input on any service changes the Transit Board desires to be included in budget material prepared for the December meeting.

October 13, 2021

**Annual Transit Asset Management (TAM) Plan –  
Performance Measures and Targets Update  
CyRide Resource: Shari Atwood**

**BACKGROUND:** CyRide is required to annually update and submit Transit Asset Management (TAM) plan performance measures and targets, which show how CyRide will operate, maintain and improve its public transit assets. Beyond meeting the regulation requirements, having the fleet in a State of Good Repair (SGR) supports CyRide’s highest priority of safety and is critical to our ongoing success. Prioritizing safety standards and practices allows CyRide to continue providing dependable, efficient, and accessible services that exceed passenger expectations.

***Useful Life Benchmark Information***

The Federal Transit Administration (FTA) classifies revenue and non-revenue vehicles utilizing a useful life benchmark (ULB) performance measure. The ULB estimates how many years a vehicle can be in service and still maintain a state of good repair (SGR). This process lays the groundwork for identifying CyRide’s replacement priorities for capital equipment and facilities. The FTA has identified default ULBs, with the option for transit agencies to set their thresholds. Listed below are the FTA and CyRide ULB ages for each asset class category. Facility conditions are rated based on the Transit Economic Requirements Model (TERM) scale.

Asset Class / Category	FTA ULB / TERM Scale	CyRide ULB / TERM Scale
40’-60’ Buses	14	15
Minibuses (Cutaways)	10	8
Minivan	8	8
Shop Trucks	10	10
CyRide Admin / Maintenance Facility	3.0 TERM Scale	3.0 TERM Scale
Intermodal Facility	3.0 TERM Scale	3.0 TERM Scale

CyRide has two asset categories where the ULB differs from FTA.

- **40’-60’ Buses:** CyRide operates its large bus fleet beyond the FTA recommended ULB age due to funding limitations. Following consultation with the Transit Board, CyRide increased the ULB to reflect the fleet age better. Significant differences from FTA defaults need to be justified; thus, a substantial difference in the ULB is not recommended.
- **Minibuses (Cutaways):** Funding for CyRide’s minibus fleet is typically provided through the Iowa DOT’s competitive process, the Public Transit Management System (PTMS). The Iowa DOT has set a minibus ULB of 8 years within the Statewide TAM Plan. Therefore, CyRide has lowered the minibus ULB to compete with other Iowa transit agencies for replacement.

**Status of FY 2021 Performance Targets**

Under the TAM plan, there are four performance measure categories used to determine the SGR. CyRide uses only three of these categories. CyRide is also required to update performance measures annually and report TAM targets to the National Transit Database (NTD).

- **Rolling Stock** – Revenue vehicles, including most CyRide vehicles – minibuses/cutaways, 40’ HD Buses, 60’ articulated buses, and minivans
- **Equipment** – Non-revenue support service and maintenance vehicles over \$50,000 in acquisition value with an expected life of at least one year, including maintenance trucks and maintenance equipment meeting this value
- **Facilities** – Maintenance and administrative facilities, 601 N. University Blvd., and the Ames Intermodal facility at 129 Hayward Ave.; facility conditions are required to be calculated every four years.

As indicated in the table below, there have not been significant changes to CyRide’s fleet size over the past year.

Asset Class / Category	ULB	2020			2021			2021 Perf. Target
		Vehicles Beyond ULB	Total Vehicles in Fleet	Beyond CyRide ULB	Vehicles Beyond ULB	Total Vehicles in Fleet	Beyond CyRide ULB	
40’-60’ Buses	15	31	81	38%	33	82	40%	42%
Minibuses (Cutaways)	8	6	9	67%	8	9	89%	22%
Minivan	8	0	1	0%	0	1	0%	0%
Shop Trucks	10	0	2	0%	0	2	0%	0%

**Large Buses:** CyRide met the 42% FY 2021 target as projected and ended FY 2021 at 40% of the fleet past its ULB. CyRide added three replacement vehicles in October 2020 and sold two similar vehicles from the fleet. As a result, 33 large buses in CyRide’s total fleet of 82 large buses exceeded the ULB of 15 years at the end of FY 2021.

**Minibuses:** Due to the pandemic and subsequent supply chain disruptions, we experienced a significant delay on the six buses expected to be replaced. As a result, 89% of the fleet remains past its ULB, and CyRide did not meet the 22% target set for FY 2021. We anticipate these vehicles to arrive and be placed in service by the end of October 2021.

**Minivan / Shop Trucks:** CyRide met its intended target of 0% of the fleet past the ULB for FY 2021 in both the minivan and shop trucks categories.

**Facilities:** CyRide will report condition data on the CyRide Maintenance facility and the Ames Intermodal facility in October 2022.

**Updated Performance Targets**

The TAM plan and performance targets are required to be shared with the Ames Area Metropolitan Planning Organization (AAMPO) for inclusion into the Metropolitan Transportation Plan and Transportation Improvement Plan. The Iowa DOT's Public Transit Bureau, which recommends funding via PTMS, also requests this document. Additionally, if the TAM plan requirements are not completed, it may impact future funding.

CyRide recommends the performance targets in the following table for FY 2022. CyRide anticipates receiving eight replacement 40-foot heavy-duty buses in FY 2022, decreasing the number of vehicles past the ULB from 33 (40%) to 25 (30%) in FY 2022. In addition, CyRide will replace six of the nine minibuses in FY 2022, which will result in only 2 (22%) minibuses in the fleet being past the ULB of 8 years.

<b>Asset Category</b>	<b>Asset Class</b>	<b>CyRide ULB</b>	<b>Fleet Exceeding ULB</b>	<b>2022 Perf. Target</b>
<b>Rolling Stock</b>	40'-60' Buses	15	40%	30%
	Minibuses (Cutaways)	8	89%	22%
	Minivan	8	0%	0%
<b>Equipment</b>	Shop Trucks	10	0%	0%
<b>Facilities</b>	Admin/Maintenance Facility	3.0 TERM	0%	0%
	Intermodal Facility	3.0 TERM	0%	0%

CyRide has updated its TAM plan performance targets for 2022-2026, as shown in the following table. The performance measures/targets for FY 2022 were developed using the programmed FY 2022 Capital Improvements Plan (CIP). Years 2023-2026 performance targets were determined based on planned, programmed capital replacement in the five-year CIP. CyRide anticipates replacing eight large buses in FY 2022, eight in FY 2023, and five in FY 2024. In FY 2025, performance targets increase to 34% of the fleet being beyond its ULB due to fifteen large buses purchased under the American Recovery and Reinvestment Act of 2009 reaching the ULB threshold.

Asset Category	Asset Class	Current Fleet Exceeding ULB	2022 Perf. Target	2023 Perf. Target	2024 Perf. Target	2025 Perf. Target	2026 Perf. Target
<b>Rolling Stock</b>	40' - 60' Buses	40%	30%	26%	20%	34%	22%
	Minibuses (Cutaways)	89%	22%	0%	0%	0%	0%
	Minivan	0%	0%	0%	0%	0%	0%
<b>Equipment</b>	Shop Trucks	0%	0%	0%	0%	0%	0%
<b>Facilities</b>	Admin./ Maint. Facility	0%	0%	0%	-	-	-
	Intermodal Facility	0%	0%	0%	-	-	-

**ALTERNATIVES:**

1. Approve CyRide’s recommendation to establish the FY 2022 Transit Asset Management (TAM) plan performance targets to submit to the Federal Transit Administration (FTA).
2. Direct staff to proceed according to Transit Board priorities.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1, to approve FY 2022 TAM plan performance targets for each FTA required asset class/category. Approval of this alternative will allow CyRide to meet its federal obligations and help guide future capital need assessments.

**October 13, 2021**  
**Statewide Bus & Bus Facilities Grant Application**  
**CyRide Resource: Barbara Neal, Shari Atwood**

**BACKGROUND:** On September 20, 2021, the Federal Transit Administration (FTA) announced an opportunity to apply for FY 2021 funds under the Bus and Bus Facilities grant program. The Iowa DOT (IDOT) will be developing a statewide consolidated bus replacement grant application on behalf of all Iowa transit systems throughout the state.

If the Transit Board wishes to participate in this grant submission, the IDOT would need the number of buses CyRide would like included. The Transit Board would also need to set the local funding commitment and authorize staff to develop a letter of support for inclusion in the grant application.

On Monday, October 4, CyRide received the official statewide bus replacement list from the IDOT, which is attached. This list shows CyRide could potentially replace eight 40-foot heavy-duty buses with this funding opportunity. This Bus & Bus Facilities discretionary funding is preferred to the standard statewide process as it guarantees federal funding at 85% as opposed to possibly 80% funding, reducing the local funding required. If the Transit Board approves participation in this application and the state is awarded the grant opportunity, CyRide would save approximately \$25,651 per bus funded, with a maximum savings of \$205,208 if all eight buses are selected. The following table shows the local savings potential relative to replacing the eight buses through the standard IDOT process.

	Fed.	Federal	Local	Total	Funding Source
One 40' Heavy-duty Bus	80%	\$410,426	\$102,606	\$513,032	PTMS Process (CMAQ/ICAAP)
One 40' Heavy-duty Bus	85%	\$436,077	\$76,955	\$513,032	Bus & Bus Facilities
<b>One Bus Local Savings</b>			<b>\$25,651</b>		
Eight 40' Heavy-duty Buses	80%	\$3,283,408	\$820,848	\$4,104,256	PTMS Process (CMAQ/ICAAP)
Eight 40' Heavy-duty Buses	85%	\$3,488,616	\$615,640	\$4,104,256	Bus & Bus Facilities
<b>Eight Buses Local Savings</b>			<b>\$205,208</b>		

Replacing all eight 40-foot vehicles would maximize federal dollars and allow the replacement of vehicles that are significantly beyond their useful life. If CyRide receives funding for these buses under this grant, the maximum local match requirement would be \$615,640. CyRide would use a portion of the \$2.5 million of local match committed to the capital projects fund for bus replacements in the September Board meeting. The federal and local costs for the eight 40-foot large vehicles are as follows.

Federal Share	Local Share	Total
\$3,488,616	\$615,640	\$4,104,256

**ALTERNATIVES:**

1. Approve including eight 40-foot heavy-duty large buses in the State of Iowa's Statewide Bus & Bus Facilities Grant Application, with a local match of \$615,640, and submission of a Letter of Support and Commitment to the Iowa DOT for these vehicles.
2. Approve including a Transit Board-directed number of buses in the State of Iowa's Statewide Bus & Bus Facilities Grant Application, the local match to support this bus purchase, and submission of a Letter of Support and Commitment to the Iowa DOT for these vehicles.
3. Do not participate in the State of Iowa's Statewide Bus & Bus Facilities Grant Application.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1, to approve the inclusion of eight 40-foot heavy-duty buses and submit a Letter of Support and Commitment in the state's grant application. This funding leverages federal dollars to replace buses that are 19 years old and assists in managing CyRide's fleet age.



Year Programmed	Transit #	Sponsor	SYSTEM NAME	SYSTEM ID	Fund(s)	Expense	Prj Type	Obj Type	Unit #	Description	PROPERTY ID	YEAR	VIN #	Funded for Replacement	PTMS POINTS
FY22	4665	Ames	Ames	015	5339	Capital	Replacement	Vehicle	Unit#: 09072	Heavy Duty Bus (40-42 ft.)	09072	2002	1VHAH3H2526502009	N	35.28
FY22	5097	Ames	Ames	015	5339	Capital	Replacement	Vehicle	Unit#: 09070	Heavy Duty Bus (40-42 ft.)	09072	2002	1VHAH3H2526502009	N	35.28
FY22	4666	Ames	Ames	015	5339	Capital	Replacement	Vehicle	Unit#: 09074	Heavy Duty Bus (40-42 ft.)	09074	2002	1VHAH3H2526502012	N	34.55
FY22	5099	Ames	Ames	015	5339	Capital	Replacement	Vehicle	Unit#: 09077	Heavy Duty Bus (40-42 ft.)	09077	2002	1VHAH3H2026502015	N	31.39
FY22	5098	Ames	Ames	015	5339	Capital	Replacement	Vehicle	Unit#: 09071	Heavy Duty Bus (40-42 ft.)	09071	2002	1VHAH3H2326502008	N	31.24
FY22	4661	Ames	Ames	015	5339	Capital	Replacement	Vehicle	Unit#: 09075	Heavy Duty Bus (40-42 ft.)	09075	2002	1VHAH3H2726502013	N	29.59
FY22	5555	Ames	Ames	015	5339	Capital	Replacement	Vehicle	Unit#: 09073	Heavy Duty Bus (40-42 ft.)	09073	2002	1VHAH3H2126502010	N	28.14
FY22	5563	Ames	Ames	015	5339	Capital	Replacement	Vehicle	Unit#: 09076	Heavy Duty Bus (40-42 ft.)	09076	2002	1VHAH3H2926502014	N	27.09
FY22	6176	Burlington	Burlington	097	5339	Capital	Replacement	Vehicle	Unit#: 731	Medium Duty Bus (29-32 ft.)	731	2010	1GBJ5V1999F413310	N	63.92
FY22	6173	Burlington	Burlington	097	5339	Capital	Replacement	Vehicle	Unit#: 732	Light Duty Bus (176" wb)	732	2012	1FDFE4FS7CDA13560	N	63.19
FY22	6201	Burlington	Burlington	097	5339	Capital	Replacement	Vehicle	Unit#: 730	Medium Duty Bus (29-32 ft.)	730	2010	1GBJ5V1959F413160	N	52.93
FY22	6433	Iowa City	Iowa City	371	5339	Capital	Replacement	Vehicle	Unit#: 656	Heavy Duty Bus (40-42 ft.)	656	2007	15GGD211X71077476	N	6.92
FY22	6435	Iowa City	Iowa City	371	5339	Capital	Replacement	Vehicle	Unit#: 660	Heavy Duty Bus (40-42 ft.)	660	2007	15GGD211171077480	N	6.12
FY23	4652	Region 1 / NEICAC-Transit	Region 1	010	5339	Capital	Replacement	Vehicle	Unit#: 12187	Light Duty Bus (176" wb)	12187	2012	1FDFE4FS4CDA94338	N	62.67
FY23	4651	Region 1 / NEICAC-Transit	Region 1	010	5339	Capital	Replacement	Vehicle	Unit#: 12186	Light Duty Bus (176" wb)	12186	2012	1FDFE4FS2CDA94337	N	58.51
FY23	4654	Region 1 / NEICAC-Transit	Region 1	010	5339	Capital	Replacement	Vehicle	Unit#: 14055	Minivan	14055	2014	2C7WDGBG7ER473220	N	48.36
FY23	4653	Region 1 / NEICAC-Transit	Region 1	010	5339	Capital	Replacement	Vehicle	Unit#: 14054	Minivan	14054	2014	2C7WDGBG0ER473219	N	44.29
FY22	6261	Region 10 / ECICOG	Region 10	100	5339	Capital	Replacement	Vehicle	Unit#: 47L	Light Duty Bus (176" wb)	47L	2001	1FDXE4S571HB16330	N	21.51
FY23	5980	Region 11 / HIRTA	Region 11	110	5339	Capital	Replacement	Vehicle	Unit#: 1147	Light Duty Bus (176" wb)	1147	2010	1FDFE4FP9ADA24228	N	82.75
FY22	5992	Region 11 / HIRTA	Region 11	110	5339	Capital	Replacement	Vehicle	Unit#: 6526	Conversion Van	6526	2010	2D4RN4DE3AR165797	N	81.16
FY23	5989	Region 11 / HIRTA	Region 11	110	5339	Capital	Replacement	Vehicle	Unit#: 5521	Light Duty Bus (138" wb)	5521	2010	1FDDE3FS9ADA55487	N	78.17
FY23	5990	Region 11 / HIRTA	Region 11	110	5339	Capital	Replacement	Vehicle	Unit#: 5523	Light Duty Bus (138" wb)	5523	2012	1FDDE3FS8CDA09295	N	61.18
FY23	5991	Region 11 / HIRTA	Region 11	110	5339	Capital	Replacement	Vehicle	Unit#: 5522	Light Duty Bus (138" wb)	5522	2011	1FDDE3FS58DB14908	N	60.3
FY23	5986	Region 11 / HIRTA	Region 11	110	5339	Capital	Replacement	Vehicle	Unit#: 3330	Minivan	3330	2014	57WMD2A65EM101853	N	26.94
FY23	5365	Region 12 / WITS	Region 12	120	5339	Capital	Replacement	Vehicle	Unit#: 1301	Light Duty Bus (176" wb)	1301	2013	1FDDE4FS3CDB30245	N	73.12
FY23	5885	Region 12 / WITS	Region 12	120	5339	Capital	Replacement	Vehicle	Unit#: 1504	Conversion Van	1504	2014	57WMD1A64EM100614	N	70.92
FY23	5361	Region 12 / WITS	Region 12	120	5339	Capital	Replacement	Vehicle	Unit#: 0901	Light Duty Bus (176" wb)	0901	2008	1FD4E45S58DB47841	N	70.36
FY23	5886	Region 12 / WITS	Region 12	120	5339	Capital	Replacement	Vehicle	Unit#: 1402	Conversion Van	1402	2014	2C4RDGBG4ER105331	N	69.04

Year Programmed	Transit #	Sponsor	SYSTEM NAME	SYSTEM ID	Fund(s)	Expense	Prj Type	Obj Type	Unit #	Description	PROPERTY ID	YEAR	VIN #	Funded for Replacement	PTMS POINTS
FY23	5366	Region 12 / WITS	Region 12	120	5339	Capital	Replacement	Vehicle	Unit#: 1302	Light Duty Bus (176" wb)	1302	2013	1FD4E4FS7CDB30247	N	68.34
FY23	5363	Region 12 / WITS	Region 12	120	5339	Capital	Replacement	Vehicle	Unit#: JJ02	Light Duty Bus (176" wb)	JJ02	2009	1GAHG39KX91168328	N	68.33
FY23	6385	Region 13 / SWITA	Region 13	130	5339	Capital	Replacement	Vehicle	Unit#: 1013	Minivan	1013	2010	2D4RN4DE6AR164529	N	128
FY22	6371	Region 13 / SWITA	Region 13	130	5339	Capital	Replacement	Vehicle	Unit#: 1009	Light Duty Bus (176" wb)	1009	2010	1FD4E45S9DA88425	N	103.13
FY22	6376	Region 13 / SWITA	Region 13	130	5339	Capital	Replacement	Vehicle	Unit#: 1016	Light Duty Bus (176" wb)	1016	2010	1FD4E45S19DA91519	N	97.3
FY23	6379	Region 13 / SWITA	Region 13	130	5339	Capital	Replacement	Vehicle	Unit#: 1203	Light Duty Bus (176" wb)	1203	2011	1FD4E4FS6BD09615	N	90.85
FY23	6377	Region 13 / SWITA	Region 13	130	5339	Capital	Replacement	Vehicle	Unit#: 1201	Light Duty Bus (176" wb)	1201	2011	1FD4E4FS2BD09613	N	79.81
FY23	6378	Region 13 / SWITA	Region 13	130	5339	Capital	Replacement	Vehicle	Unit#: 1202	Light Duty Bus (176" wb)	1202	2011	1FS4E4FS4BD09614	N	78.44
FY23	6381	Region 13 / SWITA	Region 13	130	5339	Capital	Replacement	Vehicle	Unit#: 1302	Light Duty Bus (176" wb)	1302	2012	1FD4E4FS9CDB04788	N	69.1
FY23	6383	Region 13 / SWITA	Region 13	130	5339	Capital	Replacement	Vehicle	Unit#: 1304	Light Duty Bus (176" wb)	1304	2012	1FD4E4FS2CDB18958	N	69.03
FY23	6382	Region 13 / SWITA	Region 13	130	5339	Capital	Replacement	Vehicle	Unit#: 1303	Light Duty Bus (176" wb)	1303	2012	1FD4E4FS9CDB04786	N	65.67
FY23	6380	Region 13 / SWITA	Region 13	130	5339	Capital	Replacement	Vehicle	Unit#: 1301	Light Duty Bus (176" wb)	1301	2012	1FD4E4FS9CDB04782	N	49.45
FY23	6384	Region 13 / SWITA	Region 13	130	5339	Capital	Replacement	Vehicle	Unit#: 1305	Light Duty Bus (176" wb)	1305	2013	1FD4E4FS8CDB30242	N	46.09
FY23	3246	Region 14 / SIT	Region 14	140	5339	Capital	Replacement	Vehicle	Unit#: 23-S	Light Duty Bus (176" wb)	23-S	2011	1FD4E4FS7BDA63146	N	57.57
FY22	3245	Region 14 / SIT	Region 14	140	5339	Capital	Replacement	Vehicle	Unit#: 22-S	Light Duty Bus (158" wb)	22-S	2011	1FD4E4FS9BDA63147	N	57.07
FY22	2746	Region 14 / SIT	Region 14	140	5339	Capital	Replacement	Vehicle	Unit#: 21-S	Light Duty Bus (158" wb)	21-S	2011	1FD4E4FS5BDA63145	N	54.66
FY23	3771	Region 14 / SIT	Region 14	140	5339	Capital	Replacement	Vehicle	Unit#: 28-S	Minivan	28-S	2015	2C7WDGBG5FR542164	N	37.47
FY23	3249	Region 14 / SIT	Region 14	140	5339	Capital	Replacement	Vehicle	Unit#: S 26	Light Duty Bus (176" wb)	S-26	2013	1FD4E4FS0DDA25132	N	27.61
FY23	4139	Region 14 / SIT	Region 14	140	5339	Capital	Replacement	Vehicle	Unit#: 29S	Conversion Van	29S	2014	3C6TRVPG3EE126247	N	25.45
FY23	3250	Region 14 / SIT	Region 14	140	5339	Capital	Replacement	Vehicle	Unit#: S 27	Light Duty Bus (176" wb)	S-27	2013	1FD4E4FS2DDA79127	N	23.54
FY22	6198	Region 14 / SIT	Region 14	140	5339	Capital	Replacement	Vehicle	Unit#: 25B	Light Duty Bus (158" wb)	25-B	2011	1FD4E4FS7ADB00355	N	13.84
FY23	6072	Region 15 / 10-15 Transit	Region 15	150	5339	Capital	Replacement	Vehicle	Unit#: 163	Minivan	163	2016	2c7wdgbg3fr705636	N	43.32
FY23	6073	Region 15 / 10-15 Transit	Region 15	150	5339	Capital	Replacement	Vehicle	Unit#: 164	Minivan	164	2016	2c7wdgbg5fr705637	N	40.01
FY23	6071	Region 15 / 10-15 Transit	Region 15	150	5339	Capital	Replacement	Vehicle	Unit#: 162	Minivan	162	2016	2c7wdgbg7fr705638	N	38.65
FY23	6074	Region 15 / 10-15 Transit	Region 15	150	5339	Capital	Replacement	Vehicle	Unit#: 166	Minivan	166	2016	2c7wdgbg9fr705639	N	34.89
FY22	6184	Region 16 / SEIBUS	Region 16	160	5339	Capital	Replacement	Vehicle	Unit#: 112	Light Duty Bus (176" wb)	112	2011	1FD4E4FS8BDB14668	N	81.46
FY22	6181	Region 16 / SEIBUS	Region 16	160	5339	Capital	Replacement	Vehicle	Unit#: 111	Light Duty Bus (176" wb)	111	2011	1FD4E4FS8BDA79999	N	75.36

Year Programmed	Transit #	Sponsor	SYSTEM NAME	SYSTEM ID	Fund(s)	Expense	Prj Type	Obj Type	Unit #	Description	PROPERTY ID	YEAR	VIN #	Funded for Replacement	PTMS POINTS
FY22	6179	Region 16 / SEIBUS	Region 16	160	5339	Capital	Replacement	Vehicle	Unit#: 121	Light Duty Bus (176" wb)	121	2013	1FDDE4FSXCDB30243	N	69.82
FY22	6180	Region 16 / SEIBUS	Region 16	160	5339	Capital	Replacement	Vehicle	Unit#: 122	Light Duty Bus (176" wb)	122	2013	1FDDE4FS1CDB30244	N	63.15
FY23	4885	Region 3 / RIDES	Region 3	030	5339	Operations	Replacement	Vehicle	Unit#: 0917	Light Duty Bus (176" wb)	0917	2010	1FDDE4FS1ADA37916	N	78.47
FY23	4887	Region 3 / RIDES	Region 3	030	5339	Operations	Replacement	Vehicle	Unit#: 1201	Minivan	1201	2012	2C4RDGBG2CR243589	N	77
FY23	4884	Region 3 / RIDES	Region 3	030	5339	Operations	Replacement	Vehicle	Unit#: 0926	Light Duty Bus (158" wb)	0926	2010	1FDDE4FS0ADA52603	N	72.2
FY23	4886	Region 3 / RIDES	Region 3	030	5339	Operations	Replacement	Vehicle	Unit#: 0931	Light Duty Bus (158" wb)	0931	2010	1FDDE4FSXADA52608	N	70.38
FY23	4888	Region 3 / RIDES	Region 3	030	5339	Operations	Replacement	Vehicle	Unit#: 0915	Light Duty Bus (176" wb)	0915	2010	1FDDE4FS8ADA37914	N	70.18
FY22	6274	Region 4 / SRTS	Region 4	040	5339	Capital	Replacement	Vehicle	Unit#: 7550A	Light Duty Bus (176" wb)	7550A	2015	1FDDE4FS4FDA08417	N	2.78
FY22	6460	Region 5 / MIDAS	Region 5	050	5339	Capital	Replacement	Vehicle	Unit#: 10-3	Light Duty Bus (176" wb)	10-3	2010	1FDDE4FS1ADA05208	N	115.52
FY23	6462	Region 5 / MIDAS	Region 5	050	5339	Capital	Replacement	Vehicle	Unit#: 09-7	Light Duty Bus (176" wb)	09-7	2009	1FDDE45P09DA83293	N	82.68
FY23	6463	Region 5 / MIDAS	Region 5	050	5339	Capital	Replacement	Vehicle	Unit#: 09-4	Light Duty Bus (176" wb)	09-4	2009	1FDDE45P79DA83291	N	81.79
FY22	5505	Region 6 / PeopleRides	Region 6	060	5339	Capital	Replacement	Vehicle	Unit#: 312	Light Duty Bus (158" wb)	312	2012	1FDDE4FSXCDA13328	N	54
FY23	5998	Region 6 / PeopleRides	Region 6	060	5339	Capital	Replacement	Vehicle	Unit#: 214	Conversion Van	214	2014	3C6TRVCG8EE107702	N	28.68
FY23	5999	Region 6 / PeopleRides	Region 6	060	5339	Capital	Replacement	Vehicle	Unit#: 114A	Conversion Van	114A	2014	3C6TRVCG6EE107701	N	26.65
FY22	6200	Region 7 / INRTC	Region 7	070	5339	Capital	Replacement	Vehicle	Unit#: 1201	Light Duty Bus (176" wb)	1201	2012	1FDDE4FS2CDA95889	N	46.45
FY22	3860	Region 7 / INRTC	Region 7	070	5339	Capital	Replacement	Vehicle	Unit#: 1401	Light Duty Bus (176" wb)	1401	2015	1FDDE4FS0FDA12030	N	17.73
FY23	5707	Region 7 / INRTC	Region 7	070	5339	Capital	Replacement	Vehicle	Unit#: V061	Conversion Van	V061	2006	1FBSS31196HA87845	N	17.63
FY22	3861	Region 7 / INRTC	Region 7	070	5339	Capital	Replacement	Vehicle	Unit#: 1402	Light Duty Bus (176" wb)	1402	2015	1FDDE4FS2FDA12031	N	15.72
FY22	4908	Region 9 / RBT	Region 9	090	5339	Capital	Replacement	Vehicle	Unit#: 901	Light Duty Bus (176" wb)	901	2013	1FDDE4FS4DDA62801	N	33.75
FY23	4910	Region 9 / RBT	Region 9	090	5339	Capital	Replacement	Vehicle	Unit#: 999	Light Duty Bus (158" wb)	999	2013	1FDDE4FSXDDA62799	N	31.63
FY23	4909	Region 9 / RBT	Region 9	090	5339	Capital	Replacement	Vehicle	Unit#: 998	Light Duty Bus (158" wb)	998	2013	1FDDE4FS8DDA62798	N	29.55
FY23	5418	Region 9 / RBT	Region 9	090	5339	Capital	Replacement	Vehicle	Unit#: 242	Light Duty Bus (176" wb)	242	2015	1FDDE4FS1FDA08438	N	5.03
FY23	5417	Region 9 / RBT	Region 9	090	5339	Capital	Replacement	Vehicle	Unit#: 241	Light Duty Bus (176" wb)	241	2015	1FDDE4FSXFDA08440	N	3.91
FY23	5419	Region 9 / RBT	Region 9	090	5339	Capital	Replacement	Vehicle	Unit#: 243	Light Duty Bus (176" wb)	243	2015	1FDDE4FS3FDA08439	N	3.38
FY23	5415	Region 9 / RBT	Region 9	090	5339	Capital	Replacement	Vehicle	Unit#: 201	Light Duty Bus (176" wb)	201	2015	1FDDE4FS8FDA30498	N	0.54
FY23	5414	Region 9 / RBT	Region 9	090	5339	Capital	Replacement	Vehicle	Unit#: 200	Light Duty Bus (176" wb)	200	2015	1FDDE4FS2FDA30500	N	0.15
FY23	5416	Region 9 / RBT	Region 9	090	5339	Capital	Replacement	Vehicle	Unit#: 202	Light Duty Bus (176" wb)	202	2015	1FDDE4FSXFDA30499	N	0.15
FY22	6328	Waterloo MET	Waterloo	815	5339	Capital	Replacement	Vehicle	Unit#: 210D	Heavy Duty Bus (30-34 ft.)	210D	2010	15GGE2717A1092027	N	29.57

Year Programmed	Transit #	Sponsor	SYSTEM NAME	SYSTEM ID	Fund(s)	Expense	Prj Type	Obj Type	Unit #	Description	PROPERTY ID	YEAR	VIN #	Funded for Replacement	PTMS POINTS
FY22	6329	Waterloo MET	Waterloo	815	5339	Capital	Replacement	Vehicle	Unit#: 310D	Heavy Duty Bus (30-34 ft.)	310D	2010	15GGE2719A1092028	N	29.24
FY22	6331	Waterloo MET	Waterloo	815	5339	Capital	Replacement	Vehicle	Unit#: 110	Heavy Duty Bus (30-34 ft.)	110	2010	15GGE2710A1092029	N	20.98
FY23	5278	Waterloo MET	Waterloo	815	5339	Capital	Replacement	Vehicle	Unit#: 312	Heavy Duty Bus (30-34 ft.)	312	2012	15GGE2712C1092374	N	13.45
FY23	6335	Waterloo MET	Waterloo	815	5339	Capital	Replacement	Vehicle	Unit#: 112	Heavy Duty Bus (30-34 ft.)	112	2012	15GGE2719C1092372	N	11.95
FY22	6304	Waterloo MET	Waterloo	815	5339	Capital	Replacement	Vehicle	Unit#: 512	Medium Duty Bus (to 28 ft.)	512	2012	3FRWF6FCXCV338596	N	6.87
FY22	6316	Waterloo MET	Waterloo	815	5339	Capital	Replacement	Vehicle	Unit#: 515	Light Duty Bus (176" wb)	515	2016	1GB6G5CL2F1241994	N	1.57



October 13, 2021  
Monthly Report  
CyRide Resource: Barbara Neal

## 1. FY 2021 Bus and Bus Facilities Notice of Funding Opportunity

In September, the Federal Transit Administration (FTA) announced the FY 2021 Bus & Bus Facilities Notice of Funding Opportunity (NOFO). FTA will award approximately \$409 million in competitive grants for bus capital and facility projects. Funding through this source allows buses to be federally funded at 85%. In the April 16, 2021 Transit Board meeting, the board approved submission of a CyRide grant application for \$3,747,500 total (\$3,185,375 federal and \$562,125 local) for the purchase of two articulated buses and three battery electric buses.

This grant program is the same as the one from the statewide application agenda item. Staff has reviewed past funding awards and several agencies have received multiple awards for vehicles and facilities from this source, which would maximize the potential for federal funding of replacements for obsolete vehicles within the CyRide fleet.

The deadline to apply is November 19, and if CyRide's request is fully funded, we could replace five obsolete buses. Additionally, these new buses would offer a significant improvement in CyRide's fleet in both reduced operating costs and improved sustainability.

## 2. Public Transit Infrastructure Grants (PTIG) Funding

The Iowa Transportation Commission approved our Public Transit Infrastructure Grant (PTIG) funding request. Submission of CyRide's HVAC Phase III grant request was approved in the April 16, 2021 Transit Board meeting. HVAC phase III improves air quality in two separate areas:

- Tire Shop – the project will upgrade this space by supporting improved space temperature, increasing ventilation, and upgrading controls.
- Paint Booth and Body Shop – the project will also upgrade and supplementing the exhaust system that removes pollutants from the shop area during maintenance operations and improves space temperature and humidity control within the air conditioning equipment.

The total project cost will be \$414,435, with \$331,548 in federal funding.

### 3. Automatic Passenger Counter / LED Sign Project Status

In 2019, CyRide entered into an agreement with GMV Syncromatics to install and support intelligent transportation systems (ITS) onboard the buses. Among other functions, the ITS equipment enables automatic tracking of vehicles for reporting through the MyState app and website and automatic voice announcements (AVA) onboard the vehicles for Americans with Disabilities Act compliance.

In June of this year, the Transit Board authorized the award of two additional projects to GMV Syncromatics to extend the existing ITS equipment. The first project was a significant expansion of automatic passenger counters (APCs) across CyRide's fleet, which supports live reporting of bus occupancy for the public and per-stop data collection for staff. The second project extended the existing AVA system with interior LED signs to help orient passengers within the bus system. To reduce costs, staff coordinated with GMV Syncromatics to perform the installation of these projects in tandem.

At this point in the APC project, the equipment has been installed on 64 of the 78 planned buses. GMV Syncromatics installers will be returning in November to complete installation on the remaining buses. With current fleet usage levels, almost all buses in service now report live capacity information to the public. CyRide staff is continuing to work with the vendor to tweak system accuracy, but overall staff is pleased with the reported data, which is already being used to help inform decisions about the allocation of resources.

For the LED project, the signs are now installed on 68 of 81 planned buses, with the remaining signs scheduled for installation in November. An example of one of the installed signs on a CyRide bus is shown below.



### 4. EASE Outreach

CyRide operates an on-demand bus called the East Ames Service Extension (EASE), operating weekdays between Duff Avenue and Interstate 35 from 7:00 am to 6:00 pm. Since the pandemic, ridership on this route has been very low, and CyRide staff have been exploring ways to increase usage of this route.

Staff contacted and visited 25 different locations in the EASE zone, including hotels, businesses, residence communities, DMACC, Ames Water Treatment Plant, and USDA. EASE flyers, and brochures were distributed and new informational cards about Moonlight Express were made available to the hotels. In addition to distributing printed information about CyRide services, staff spoke with employees and managers at these locations and discussed how CyRide could assist their customers and employees with transportation needs.

## 5. Demand-Response Software

CyRide operates two on-demand services as part of fixed-route operations. The first is the EASE route described in the prior item. The second service is Moonlight Express, which has curb-to-curb service operating between 10:30 pm and 2:30 am on Fridays and Saturdays when Iowa State is in session. These two services currently require passengers to call a CyRide dispatcher to schedule a bus, which is managed using an Excel spreadsheet or pencil and paper. Based on staff observations and customer feedback, this system is not meeting modern passenger expectations, particularly compared to the ride-hailing services currently operating in Ames.

To help improve customer service and expand usage of these two systems, CyRide staff have been evaluating the possibility of adding demand-response software to the transit system. If ultimately authorized by the Transit Board, this type of software would permit passengers to book trips on these routes automatically via an app on their phone in addition to the existing call-in system. Based on information received thus far, the total cost of this software would not be excessive and could fit into the FY 2023 capital budget.

If implemented, on-demand software could also help support the expansion of this type of service to other areas of the community, particularly those not well-served by the existing fixed-route buses. CyRide staff believes that having a scalable approach to on-demand services will be necessary for the upcoming system recalibration study to help support a potential transition from fixed-route to on-demand services in low usage areas of the community.