



Transit Board Meeting  
**AGENDA**

**AMES TRANSIT AGENCY  
BOARD OF TRUSTEES**

**CYRIDE CONFERENCE ROOM – February 23, 2022**

1. CALL TO ORDER: 4:00 p.m.
2. Approval of Minutes from January 26, 2022, and February 4, 2022
3. Public Comments
4. Surface Transportation Block Grant Program Funding Request FY 2026
5. Sustainable Transit for a Healthy Planet Statement and Goals
6. Monthly Report
7. Spring Meeting Dates / Times
  - March 23, 2022, 4:00 p.m.
  - April 27, 2022, 4:00 p.m.
  - May 25, 2022, 4:00 p.m.
8. Adjourn



**January 26, 2022**

**AMES TRANSIT AGENCY BOARD OF TRUSTEES**

The Ames Transit Agency Board of Trustees met on January 26, 2022, at 4:00 p.m. in the CyRide Conference room. President Jeffrey called the meeting to order at 4:03 p.m. with Trustees Beatty-Hansen, Cain, Ludwig, Ríos Martínez, and Schainker present.

**APPROVAL OF DECEMBER 8, 2021, MINUTES:** Trustee Ludwig made a motion to adopt the December 8, 2021, transit board minutes as presented, and Trustee Beatty-Hansen seconded the motion. (Ayes: 6 Nays: None) Motion carried.

**PUBLIC COMMENTS:** None.

**2020 HVAC PROJECT CLOSEOUT:** Director Neal requested board approval for the release of retainage in the amount of \$27,185.88 for the completion of the 2020 Heating Ventilation and Air Conditioning (HVAC) Improvement Project (Bid No. 2020-097). The project replaced outdated facility heating, ventilation, and air conditioning (HVAC) equipment throughout the facility. The project budget was \$651,373 and was partially funded through an Iowa Public Transit Infrastructure Grant. The contract was awarded to Mechanical Comfort in the amount of \$539,500 at the March 4, 2020, Transit Board meeting.

Construction started in May 2020 and was substantially completed by January 2022. During the project, there was one change order for \$4,216 due to the necessity to increase the size of a feed wire to accommodate the required electrical power.

The Transit Director recommended approval of Alternative #1. As of January 10, 2022, the project punch list is complete, required project documentation is on file, and Mechanical Comfort has met all contract conditions to the satisfaction of CyRide staff and the A&E firm. Therefore, accepting final completion and release of retainage is the last step needed to complete this upgrade to the CyRide facility.

Trustee Ludwig made a motion to approve Alternative #1, to accept final project completion and approve the retainage in the amount of \$27,185.88 to Mechanical Comfort, Inc. of Ames, Iowa, for the 2020 HVAC Project. Trustee Cain seconded the motion. (Ayes: 6 Nays: None) Motion carried.

**2020 INTERIOR IMPROVEMENTS PROJECT CLOSEOUT:** Director Neal requested the release of \$6,965.95 in retainage from the 2020 Interior Improvements Project (Bid No. 2020-152). The project parameters and history were reviewed. The initial project budget was \$129,767, which fully utilized the balance of a grant. The contract was awarded to Story Construction in the amount of \$102,620 at the June 24, 2020, Transit Board meeting and included the base bid and two alternates.

Construction started in October 2020 and was close to completion in December 2020 with two change orders totaling \$1,066 occurring during the initial construction phase. At the January 15, 2021, Board meeting, the Board authorized expanding the project scope to include three additional change orders and amending the project contract to \$136,280, which allowed CyRide to utilize the remaining grant dollars for replacing worn materials and increasing energy efficiency within the facility. In addition, two change orders occurred after the January 15, 2021, Board action to ensure that the project complied with City of Ames building codes and industry standards.

The Transit Director recommended approval of Alternative #1. As of January 13, 2022, the project punch list is complete, required project documentation is on file, and Story Construction Company has met all contract conditions to the satisfaction of CyRide staff and the A&E firm. Therefore, accepting final completion and release of retainage is the last step needed to complete this upgrade to the CyRide facility.

Beatty-Hansen asked why HVAC components were included in this grant when the other grant covered HVAC equipment. Director Neal explained that this project had HVAC components that were not funded in the 2020 HVAC project. By replacing HVAC equipment in this project, CyRide could fully utilize an existing grant to replace rooftop unit 12.

Trustee Beatty-Hansen made a motion to approve Alternative # 1, to accept final project completion and approve the release of retainage in the amount of \$6,965.95 to Story Construction Company of Ames, Iowa, for the 2020 Interior Improvements Project. Trustee Ríos Martínez seconded the motion. (Ayes: 6 Nays: None) Motion carried.

**BATTERY ELECTRIC BUS FACILITY IMPROVEMENTS PLANS AND SPECIFICATIONS:** Director Neal reviewed the Battery Electric Bus (BEB) Project, stating \$152,200 has been allocated for facility modifications necessary for the arrival of two new battery electric buses this summer. When CyRide's facility was originally constructed, a 208-volt transformer was installed. However, the BEB chargers currently require 480 volts to operate. Staff worked with CyRide's A&E firm and the City of Ames Electric Department to determine that the southwest corner of the building would be the best location for a 480-volt transformer needed to supply electricity to charge the buses. The A&E firm was also consulted to develop plans and specifications for installing pads and platforms for the transformer, switchgear, and charging equipment at a higher elevation to avoid water damage in the event of a flood.

Director Neal presented the proposed timeline for the project, stating that bids would be due on March 9, 2022, reported to City Council on March 22, 2022, and the report of bid and award of contract will be brought to the Transit Board for approval at the meeting scheduled on March 23, 2022. The award of contract will be presented to the City Council at the meeting on April 5, 2022.

The Transit Director recommended approval of Alternative #1, approving the BEB plans and specifications so they may be released for bid. Approval of the plans and specifications will allow CyRide to proceed with facility improvements and alterations needed to support the BEBs.

Trustee Ludwig made a motion to Alternative #1, approving the release of plans and specifications for the CyRide Battery Electric Bus Facility Improvements project. Trustee Beatty-Hansen seconded the motion. (Ayes: 6 Nays: None) Motion carried.

**BATTERY ELECTRIC BUS DESIGN:** Director Neal stated that design proposals were requested from marketing firms to draw attention to the exterior of the battery electric buses arriving this summer. Designs from the winning firm, Trilix, were presented to the board at the December 8, 2021, board meeting, at which time the board narrowed the choices to three designs. A public survey with the three remaining designs was placed on CyRide's website and social media from January 14-21 for people to vote for their favorite design. Design 2, "Electric Plug," received the highest votes, with 747 votes or 43% of the 1,711 votes received. Design 1, "Small Electrons," received the next highest votes with 36%, and Design 3, "Big Electrons," received 21% of the votes.

The Transit Director recommended approval of Alternative #2, to approve Design 2, "Electric Plug," for the exterior of the battery electric bus fleet.

Trustee Cain made a motion to approve Alternative # 2, to Approve Design #2, "Electric Plug," for the exterior of the battery electric bus fleet. Trustee Ludwig seconded the motion. (Ayes: 6 Nays: None) Motion carried.

#### **MONTHLY REPORT:**

**Automatic Passenger Signage:** The large bus fleet is now fully equipped with automatic passenger counter hardware (APC), and the articulated buses will have the software installed this February. At the last board meeting, the Board asked about signage on the buses to encourage APC usage by our passengers. Two of the four different interior bus signs designed to encourage passengers to use the MyRide and MyState apps to determine bus capacities were displayed for the board's review.

**ELDT Regulations Update:** A new regulation created by the FMCSA states that beginning February 7, 2022, anyone obtaining a specialized endorsement, or a Class A or B commercial driver's license (CDL) must complete an entry-level training program to be allowed to take a CDL skills or knowledge test. CyRide was required to self-certify that we meet all the new federal requirements and register on the Training Provider Register. From now on, CyRide will need to certify that drivers are proficient in theory and behind-the-wheel training. The new process could slow down test scheduling, which currently takes three to four weeks, or may help streamline the process. The board will be made aware of any issues that result from the new process.

**OSHA ETS Update:** The vaccination statuses of all employees were obtained to comply with the January 10, 2022, deadline for the OSHA COVID-19 Emergency Temporary Standard (ETS). On January 13, 2022, the Supreme Court reinstated the nationwide injunction of the OSHA ETS. The Federal Transit Administration requires that vaccination statuses be reported, so CyRide will continue to collect the information from employees. Masks will continue to be required on buses through March 18, 2022, and passengers without masks will be provided one.

**Bipartisan infrastructure Law:** Over the next five years, transit funding is expected to increase by 43% through formula and competitive grant funding. Urbanized Area Formula funding (Section 5307) is expected to increase by 30%. Small Transit Intensive Cities (STIC) funding is expected to increase from 2 to 3%. Enhanced Mobility of Seniors and Individuals with Disabilities funding (Section 5310), used for paratransit services, is expected to increase by 43%. Bus and Bus Facilities funding (Section 5339), including competitive funding and funding from the Iowa Department of Transportation, is expected to increase by 30%. Trustee Cain inquired how this additional funding would affect the funding partners. Director Neal said many undetermined factors could affect STIC funding levels, such as the census and ridership recovery. The FTA has not yet released the final apportionments, but staff will continue to take a conservative approach when preparing proformas and budgeting for the local funding partners.

**Spring meeting dates:**

- February 23, 2022, 4:00 p.m.
- March 23, 2022, 4:00 p.m.
- April 27, 2022, 4:00 p.m.
- May 25, 2022, 4:00 p.m.

**Adjourn:** Trustee Ludwig made a motion to approve adjourning at 4:26 p.m. Trustee Beatty-Hansen seconded the motion. (Ayes: 6 Nays: None) Motion carried.

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Liz Jeffrey, President

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Julie Brouard, Recording Secretary

**February 4, 2022**

**AMES TRANSIT AGENCY BOARD OF TRUSTEES**

The Ames Transit Agency Board of Trustees met on February 4, 2022, at 9:00 a.m. in the CyRide Conference room. Vice President Ludwig called the meeting to order at 9:01 a.m. with Trustees Beatty-Hansen, Cain, Ríos Martínez, and Schainker present.

**PUBLIC COMMENTS:** None.

**BATTERY ELECTRIC BUS FACILITY IMPROVEMENTS PROJECT BUDGET AMENDMENT:** Director Neal requested board approval to reallocate additional funds to the battery electric bus facility modifications project. The project was previously approved at the January 26, 2022, board meeting using the architecture and engineering (A&E) firm's estimate of \$152,200. However, following the board meeting, the A&E firm notified staff that the project budget was insufficient due to significant increases in electrical equipment costs, which they were unaware of prior to the January 26, 2022, meeting. Due to the electrical cost increases, the budget was now estimated at \$298,161 and included an 8% contingency budget.

Director Neal reviewed a table that displayed the funding sources for the project. She pointed out that the table shown at the meeting contained the same ending totals as the table in the board packet, but the breakdown of the specific funding sources had been updated to reflect the funding levels from different grants for each component. Staff recommended addressing the funding shortage by using \$44,000 in savings from the depot chargers due to a favorable bid and \$101,961 from the operations closing balance. The City of Ames' final audit process has not concluded, but the anticipated uncommitted amount is projected to be \$1,500,106 above the board directed 10% balance.

Trustee Schainker inquired if the total budget for the project was \$298,161. Director Neal confirmed that \$298,161 was the current total for the facility improvements and reviewed the proposed funding sources for the increased budget. She added that staff is relying on the A&E firm for the best estimate for the project, but final numbers are difficult to predict due to the volatile bidding environment and increased costs of electrical components.

Trustee Beatty-Hansen made a motion to approve Alternative #1, approving the reallocation of \$101,691 from the Operations Fund closing balance, increasing the Battery Electric Bus Facility Improvements project budget to \$298,161. Trustee Cain seconded. Ayes: 5 Nays: None. Motion carried.

Director Neal shared that the trademark office at Iowa State University has contacted her about the "electriCy'd" wording that was on the battery electric buses' exterior design. Therefore, the language will be removed from any communications until approval can be obtained from the trademark office. Additional information will be shared with the board as it becomes available.

**Adjourn:** Trustee Beatty-Hansen made a motion to approve adjourning at 9:11 a.m. Trustee Schainker seconded the motion. (Ayes: 5 Nays: None) Motion carried.

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Liz Jeffrey, President

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Julie Brousard, Recording Secretary

**February 23, 2022**  
**Surface Transportation Block Grant Program**  
**Funding Request FY 2026**  
**CyRide Resource: Shari Atwood**

**BACKGROUND:**

The Ames Area Metropolitan Planning Organization (AAMPO) receives approximately \$1.8 million each year for transportation capital projects within the greater Ames community through the Surface Transportation Block Grant Program (STBG). Eligible capital projects include street improvements, traffic signalization, transit capital, bike paths, and other transportation enhancement projects. Projects selected for this funding and approved in the AAMPO's Transportation Improvement Program could receive up to 80% federal funding. The AAMPO has approved \$225,000 for CyRide in STBG funding since FY 2020 for new bus capital. Grant applications for STBG funding in the FY 2026 budget year are currently being requested, with applications due by March 31, 2022.

CyRide is requesting \$225,000 (approximately 12.5% of the STBG total allocation) of funding for the purchase a bus in FY 2026. If approved, this funding would support allow CyRide in upgrading a standard 40' heavy-duty bus replacement to a battery electric vehicle.

CyRide has identified future large bus replacement purchases in its five-year Capital Improvements Plan (CIP); however, funding sources have not yet been identified in the outlying years. STBG funds would provide a funding source for new buses in the CIP in FY 2026. CyRide would incorporate this project into the Transportation Improvement Program in May. The AAMPO will consider requests for this funding at their mid-May 2021 Technical Committee meeting and subsequent Policy Committee meeting.

**ALTERNATIVES:**

1. Approve a grant request of \$225,000 in bus capital funds from the AAMPO for STBG federal funds in FY 2026.
2. Direct staff to proceed according to Transit Board priorities.

**RECOMMENDATION:**

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



**February 23, 2022**

**Sustainable Transit for a Healthy Planet Challenge**

**CyRide Resource: Shari Atwood**

**BACKGROUND:** On September 15, 2021, the Transit Board approved participation in the Federal Transit Administration (FTA) Sustainable Transit for a Healthy Planet Challenge and made a commitment to:

- 1) Develop a climate action or sustainability plan detailing greenhouse gas reduction strategies,
- 2) Submit the Transit Board approved plan to the FTA by April 15, 2022, and
- 3) Support the FTA initiative by participating in future challenge related events.

CyRide staff began looking at the Healthy Planet Challenge goals and determining how to meet those goals without increasing costs to our local funding partners. At this time, staff believes CyRide's goals should keep within the framework of the established Capital Improvements Plan. Expanding CyRide's goals to reduce emissions and greenhouse gases beyond these levels will require a thoughtful and strategic approach to build a sustainable long-range plan that coordinates with local sustainability efforts within the financial capacity of the funding partners.

Any future Low or No Emission grant submissions will require transit agencies to have a Zero-Emission Transition Plan in place. As more funding becomes available for sustainable vehicles and projects, further study may be needed to determine if existing infrastructure and routes can support this technology. CyRide originally worked with the nonprofit Center for Transportation and the Environment (CTE) to develop our Zero-Emission Roadmap. This plan determined that CyRide could support 17 battery electric buses in our facility and existing routes. As technology for battery electric buses rapidly changes and improves, it may be beneficial to re-evaluate our Zero-Emission Roadmap to determine if CyRide can support more than 17 battery electric buses, and to ensure that the document would meet future Low or No Emission grant requirements.

CyRide staff has developed a policy statement and related goals to detail our reduction strategies and align with the FTA's Healthy Planet Challenge. The goals outlined will help establish short and long-term goals and commitments CyRide will need to undertake to transition to a more sustainable future.

## Climate Action Statement and Fleet Procurement Goals

CyRide recognizes the urgency in addressing climate change and is committed to reducing community greenhouse gas emissions by taking steps to maximize public transit ridership and support low-carbon active transportation modes. CyRide is also committed to reducing the greenhouse gas emissions and consumption of fossil fuels from our fleet of vehicles in a financially and socially responsible manner. CyRide is dedicated to significantly reducing the use of fossil fuels in its bus fleet and facilities within its financial means by 2050 and will develop the following plans to achieve that objective.

### *Goal 1 - Short-term (3-5 years)*

- Replace approximately 7% of the diesel bus fleet with battery electric buses (7 BEB)
- Operate the fleet with 2-10% biodiesel fuel to the maximum extent possible due to Iowa climate
- Expand the number of articulated buses (10) to maximize occupancy and reduce the number of buses on busy routes
- Invest in solar-powered bus shelters, as appropriate
- Expand nonrevenue support vehicles with E85, hybrid, or battery electric vehicles
- Maximize usage of Iowa State University cooling towers to heat and cool the CyRide facility

### *Goal 2 - Long-term*

- Replace approximately 18% of the diesel bus fleet with battery electric buses (17 BEB) by 2050
- Research the ability to transition more of the fleet to zero-emission buses

### *Goal 3 - Other Considerations*

- Deliberate exploration of emerging alternative bus technology and fuels
- Joint community GHG emission reduction goals with partner jurisdictions, City of Ames, and Iowa State University
- Deliberate exploration of sustainable facility improvements to reduce GHG emissions, such as solar roof panels, renewable energy sources, and transitioning to LED lighting
- Market and promote public transit to maximize community ridership
- Encourage battery electric automobile usage for employees and visitors by installing multiple facility outlet chargers
- Program sustainable projects through the annual capital and budgeting processes

The above statement and goals match commitments made in the FY 2022 – FY 2027 Capital Improvements Plan approved by the Transit Board and aligns with the Zero-Emissions Roadmap developed for CyRide by CTE. The Transit Board is not committing to higher capital spending as part of the plan. These goals would lead to less than the 50 - 52% net greenhouse gas reduction encouraged by the FTA. However, this still builds on the progress made since 2005 at CyRide to reduce greenhouse gas emissions. As discussed in the September 2021 Transit Board meeting, CyRide's targets can be different than the FTA commitment level without a negative impact to the organization. If the Transit Board later determines that a more aggressive greenhouse gas reduction strategy is warranted, this policy would not prevent additional capital investments from being made.

If the Transit Board approves the statement and goals as written, staff will submit this plan to the FTA. Alternatively, if changes are desired, the plan will be modified and brought back to the Transit Board at the March 2022 meeting. CyRide has until April 15, 2022, to submit its plan to FTA to meet the established Healthy Planet Challenge commitment.

**ALTERNATIVES:**

1. Approve CyRide's climate action statement and the three sets of goals for submission to FTA.
2. Direct staff to revise the climate action statement, short-term, long-term, or other consequences goals according to Transit Board priorities and bring a revised plan for approval at the meeting on March 23, 2022.
3. Do not submit a Climate Action Plan to FTA by April 2022.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1 or #2. Submission of CyRide's Climate Action Plan and goals to the Federal Transit Administration for their Healthy Planet Challenge will formally demonstrate CyRide's commitment to sustainability through ongoing efforts and fleet procurement goals already approved within financial budgets.

**CyRide Capital - FY21 to FY27**

2/21/22 5:47 PM

		FY21	FY22	FY23	FY24	FY25	FY26	FY27
<b>Capital</b>		<b>Actual</b>						
<b>Beginning Balance</b>		\$ 2,111,446	\$ 2,680,238	\$ 227,632	\$ 514,605	\$ 529,861	\$ 311,532	\$ 161,556
State/Federal Building	80%							
PTIG Building	80%	\$ 410,015	\$ 353,537	\$ 331,548	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000
State/Federal Bus (60' Bus)	80%	\$ -	\$ 874,148		\$ 436,077	\$ 439,450		
State/Federal Bus (40' Bus)	80%	\$ 1,221,960	\$ 5,061,027	\$ 879,946	\$ 853,686	\$ 1,741,517	\$ 1,332,260	\$ 1,358,906
STBG Money		\$ -	\$ 450,000		\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000
State/Federal Bus	85%	\$ -						
VW Award Money		\$ 170,640	\$ 890,000					
State/Federal BEB		\$ -	\$ 1,660,180	\$ 2,502,489			\$ 439,450	\$ 439,450
State/Federal Minibuses	83%	\$ -	\$ 809,387	\$ 135,372				
State/Federal Bus Stops	80%	\$ -	\$ -	\$ -	\$ 48,000	\$ 48,000	\$ 48,000	\$ 48,000
State/Federal Annunciators - LED	80%	\$ -	\$ 101,360	\$ -	\$ -			
State/Federal Annunciators - APC			\$ 469,037					
LED - Signage Infotainment			\$ 35,707	\$ 72,249				
Interior Improvement Project		\$ 94,768						
ISU Parking		\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000
Interest		\$ 20,164	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000
GSB								
Capital Transfer		\$ 1,057,193	\$ 5,300,000	\$ 1,400,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
<b>Capital Revenues</b>		<b>\$ 2,991,740</b>	<b>\$ 16,028,383</b>	<b>\$ 5,345,604</b>	<b>\$ 2,986,763</b>	<b>\$ 3,877,967</b>	<b>\$ 3,468,710</b>	<b>\$ 3,495,356</b>
<b>Total Available</b>		<b>\$ 5,103,186</b>	<b>\$ 18,708,621</b>	<b>\$ 5,573,236</b>	<b>\$ 3,501,368</b>	<b>\$ 4,407,828</b>	<b>\$ 3,780,242</b>	<b>\$ 3,656,912</b>
	Grants							
Interior Improvement Project		\$ 124,560	\$ 5,207					
HVAC Replacement (Phase 1)	PTIG	\$ 517,990	\$ 76,805					
HVAC Replacement (Phase 2)	PTIG		\$ 468,920					
HVAC Replacement (Phase 3)	PTIG			\$ 414,435				
Shop Expansion	PTIG				\$ 750,000			
Spill Free Fueling	PTIG					\$ 262,500		
Gasoline Fueling	PTIG					\$ 487,500		
Facility Expansion	PTIG						\$ 750,000	\$ 750,000
Articulated Bus (Grants)		\$ -	\$ 1,710,903		\$ 850,000	\$ 850,000		
Bus (Grants) BEB		\$ -	\$ 2,293,800	\$ 2,964,986			\$ 908,960	\$ 908,960
Bus (Grants) 40' Buses		\$ 1,437,164	\$ 6,050,200	\$ 1,035,230	\$ 1,067,107	\$ 2,176,896	\$ 1,665,326	\$ 1,698,632
Bus (Grants) Minibuses		\$ -	\$ 970,596					
		3 Large Buses Tot: *3-40' HD BUSES (711, 712, 716)	16 Large Buses Tot. * 2 BEB's (778, 779) * 2 ARTIC (7130, 1141) *12-40' HD BUSES (7132, 7123, 7125, 958, 956, 955, 957, 1140, 7117, 7133, 7124 & 762/785 Lilac EXP) *8 Minibus (333-338; 390-391)	5 Large Buses Tot: *3-40' BEB BUSES (501, 503, 504) *2-40' HD BUSES (953, 954)	3 Large Buses Tot. * 1 ARTIC *2-40' HD BUSES	5 Large Buses Tot. * 1 ARTIC * 4-40' HD BUSES	4 Large Buses Tot. * 1 BEB *3-40' HD BUSES	4 Large Buses Tot. * 1 BEB * 3-40' HD BUSES
HIRTA Bus	5310	\$ -		\$ 96,000				
HIRTA Van	5310		\$ -	\$ 63,261				
Bus Stop Shelters	5310		\$ -		\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000
Annunciators / AVL - LED Signage	5310		\$ 126,700					
LED Signage - Infotainment	5310		\$ 44,634	\$ 90,319				
APC Project	5312		\$ 525,383					
Needs Analysis	5309							
AVL								
Facility Improvements - Exterior			\$ 75,000					
Facility Improvements - Interior		\$ -		\$ 50,000				
AVL (Local)		\$ -	\$ 100,000					
Bus Technology		\$ -	\$ 150,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Support Vehicle		\$ 55,819	\$ 30,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000
		Terrain (White 2014)	Terrain (Red 2015)	Fusion (2016)	Escape (2017)			
Shop Trucks		\$ 27,158						
Shop Equipment		\$ 16,042	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Computers/Office Equip.		\$ 14,808	\$ 40,125	\$ 14,400	\$ 14,400	\$ 14,400	\$ 14,400	\$ 14,400
Concrete		\$ 142,340	\$ 40,000	\$ 40,000	\$ 40,000	\$ 30,000	\$ 30,000	\$ 30,000
Concrete (Shelters)		\$ -	\$ 25,000	\$ -		\$ 25,000		
A&E Services		\$ 46,531	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Security System (Building)		\$ -	\$ 200,000					
Forklift		\$ 33,086						
Maint. Software		\$ -	\$ 50,000	\$ 50,000				
Safety Software			\$ 20,000					
Demand Response Mgmt Software				\$ 50,000				
Protection Rails (Articulated Buses)			\$ 75,000					
Facility Technology		\$ 7,450	\$ 62,550					
Air Compressor (Shop)		\$ -	\$ 25,000					
<b>Capital Expenses</b>		<b>\$ 2,422,948</b>	<b>\$ 13,265,823</b>	<b>\$ 5,058,631</b>	<b>\$ 2,971,507</b>	<b>\$ 4,096,296</b>	<b>\$ 3,618,686</b>	<b>\$ 3,651,992</b>
<b>Ending Balance</b>		<b>\$ 2,680,238</b>	<b>\$ 5,442,798</b>	<b>\$ 514,605</b>	<b>\$ 529,861</b>	<b>\$ 311,532</b>	<b>\$ 161,556</b>	<b>\$ 4,920</b>
<b>Facility Expansion Local Match</b>			\$ 1,715,166					
<b>BEB Local Match (10 Vehicles)</b>			\$ 1,000,000					
<b>40' Bus Local Match</b>			\$ 2,500,000					
<b>Balance without Bus Replacement and Building Fund</b>		<b>\$ 2,680,238</b>	<b>\$ 227,632</b>	<b>\$ 514,605</b>	<b>\$ 529,861</b>	<b>\$ 311,532</b>	<b>\$ 161,556</b>	<b>\$ 4,920</b>



February 23, 2022

Monthly Report

CyRide Resource: Barbara Neal

## 1. New Articulated Bus

Earlier this month, CyRide received delivery of a new 60' articulated vehicle manufactured by NOVA Bus. The new articulated bus is replacing a 40' standard heavy-duty bus beyond its useful life and can carry 50 percent more passengers per trip than the vehicle it is replacing. The addition of this bus has increased the total number of articulated buses in CyRide's fleet to seven, allowing additional #23 Orange route trips to be run in these higher-capacity buses.




## 2. Dial-A-Ride Survey and Contract

CyRide annually conducts a Dial-A-Ride (DAR) survey to gain input on overall customer impressions and gather specific suggestions to improve service. Data from this survey is used to provide feedback to the contractor regarding performance issues. This year, instead of mailing surveys, CyRide will again contact all eligible DAR customers by phone beginning February 15, 2022, to complete a customer satisfaction survey. Final results, including a comparison of previous years, will be presented at a future Transit Board meeting.

At the June 2018 meeting, the Transit Board approved a three-year contract with HIRTA for DAR service, including an option to extend the contract for two additional years. FY 2022 represents the fourth year of this agreement, and FY 2023 would be the last year to extend the contract. CyRide will work with HIRTA to confirm that they are interested in continuing to provide DAR service on behalf of CyRide.

### 3. Valentine's Day

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



### 4. Solar Panel on CyRide Roof

During the Capital Improvement Plan presentation for City Council, an inquiry was made about whether it was possible to install solar panels on CyRide's roof. A high-level preliminary analysis by CyRide staff determined that installing a solar power array on the roof may offset the facility's energy consumption. Based on these initial estimates, staff will begin working with the on-call A&E firm to determine a more specific estimate of solar power's potential impact on CyRide's overall energy reliance on fossil fuels. Staff will explore purchasing, installation, and maintenance costs for solar equipment on the facility's roof.



## **5. Fuel Contract**

CyRide has a fuel purchase contract based on the market rate of fuels, plus mark-up/deduction, which has proven to be a cost-effective way to purchase the quantities of fuel required to operate CyRide's vehicles. The current fuel contract is with Renewable Energy Group (REG) of Ames, Iowa, and will expire on June 30, 2022. A new RFP will be issued to re-bid the fuel contract before the current contract expires. To help CyRide reduce fuel costs, CyRide has reached out to the Purchasing Division to determine if CyRide could combine the annual fuel contract with other City of Ames departments. CyRide staff will continue to look for ways to reduce fuel purchasing costs and bring a solution to the Transit Board at a future meeting.

## **6. Infotainment Monitors**

Four CyRide buses are equipped with interior infotainment screens provided by the current intelligent transportation systems provider, GMV Syncromatics. These TV-style screens display upcoming transfers, stop ladders to help orient passengers, and CyRide promotional messages. Additionally, a portion of time on these screens is diverted to our advertising company for an additional revenue source to CyRide.

The six articulated buses currently in service are equipped with an older model of interior infotainment screens, originally installed in 2017, which have reached end-of-life with their hardware vendor and are no longer capable of showing advertising content. In addition, due to the system's design, the signs cannot show upcoming bus stops or transfers. The Capital Improvements Plan included funding for the replacement of these screens and, where possible, would be supplemented with Section 5310 funding to reduce costs to the local funding partners.

Over the next few months, CyRide will be working with the Purchasing Division to issue a request for proposals (RFP) to replace the obsolete sign hardware. The results of this RFP will be brought to the Transit Board for consideration at a future meeting.

## **7. Transit Advertising Contract**

CyRide currently has a contract with Houck Transit Advertising to sell advertising space inside and outside its buses. This agreement is a three-year contract with two one-year extensions. CyRide has exercised both extensions, and the contract will expire on July 30, 2022.

CyRide will be working with the Purchasing Division to issue a new RFP for advertising services, and the results will be brought to the Transit Board for consideration at a future meeting.

## **8. Ames Intermodal Facility Leases**

The Ames Intermodal Facility currently has three tenants: Executive Express, Jefferson Lines, and the Ames Police Department's Safe Neighborhoods Team. The two private companies pay a monthly rate, and the Ames Police Department has a no-cost lease. The two private lessees' rates are evaluated each year based on the Producer Price Index change from December to December. The commencement date of any tenant rent increases would begin on July 1. The PPI increased 0.8% this past year, and base rent levels would normally increase by this percentage. However, given the ongoing economic issues facing both tenants, CyRide staff recommends maintaining the current amended lease rates for another year.

The proposed FY 2023 monthly lease amounts were included in the projected FY 2023 budget provided by Mark Miller, ISU's Project Manager for the Ames Intermodal Facility. The proposed FY 2023 budget is attached. If the board is amenable to not increasing the FY 2023 lease amounts for the two private companies, CyRide will work with the Legal Department to review the contracts and prepare any necessary contract amendments. After the Legal Department review has been completed, this item will be brought for formal consideration at a future Transit Board meeting.

Additionally, the Ames Police Department lease will expire on June 30, 2022. Currently, the Ames Intermodal has a five-year lease for occupancy. If the board is amenable to a new lease agreement, CyRide will begin working with Ames Police and the Legal Department to prepare the new lease agreement and will bring this item to the board for formal approval in a future meeting.

## **9. Second Quarterly Report**

Each quarter, a detailed report regarding the overall performance of CyRide is generated, which includes fixed route, Dial-A-Ride, and Moonlight Express. This report is used to track performance over time and observe trends in the system. Attached is the detailed system quarterly operations report, along with a summary of some key performance measures for the fourth quarter of the fiscal year, October 2021 – December 2022.



Ames Intermodal Facility -  
FY23

Revenue	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
Sales & services of Auxiliary Enterprises - Parking Permits	110,000.00	1,500.00	11,000.00	1,775.00	4,000.00	500.00	150.00	1,500.00	1,200.00	400.00	0.00	0.00	132,025.00
Intramural Income & Other Revenues - Meters/Parkmobile	700.00	1,500.00	3,200.00	2,500.00	1,250.00	500.00	500.00	1,000.00	1,000.00	1,000.00	900.00	1,000.00	15,050.00
Miscellaneous Revenue - Jefferson Partnerer & Executive Express Bus Lines	2,120.83	2,120.83	2,120.83	2,120.83	2,120.83	2,120.83	2,120.83	2,120.83	2,120.83	2,120.83	2,120.83	2,120.83	25,449.96
<b>Total Revenue</b>	<b>112,820.83</b>	<b>5,120.83</b>	<b>16,320.83</b>	<b>6,395.83</b>	<b>7,370.83</b>	<b>3,120.83</b>	<b>2,770.83</b>	<b>4,620.83</b>	<b>4,320.83</b>	<b>3,520.83</b>	<b>3,020.83</b>	<b>3,120.83</b>	<b>172,524.96</b>
<b>Expenses</b>													
IT Services	496.00	496.00	496.00	496.00	496.00	496.00	496.00	496.00	496.00	496.00	496.00	496.00	5,952.00
Software - Perpetual Licenses & Maintenance	230.00	2,720.00	230.00	0.00	230.00	230.00	230.00	230.00	230.00	230.00	230.00	230.00	5,020.00
Telecommunications - Cellular Telephones & Telecommunications & Printing/Duplication/Copying & Misc. Services	464.36	464.36	464.36	464.36	464.36	464.36	464.36	464.36	464.36	464.36	464.36	464.36	5,572.32
Utilities-Electricity/water/sewage	1,575.00	1,575.00	1,575.00	1,575.00	1,800.00	1,800.00	1,800.00	1,800.00	1,575.00	1,575.00	1,575.00	1,575.00	19,800.00
Insurance	0.00	0.00	0.00	0.00	0.00	0.00	10,500.00	0.00	0.00	0.00	0.00	0.00	10,500.00
Professional Services - Misc. Credit Card Fees	34.68	2,889.80	93.62	100.39	86.30	25.00	25.00	25.00	2,000.00	2,000.00	2,000.00	25.00	24,000.00
Miscellaneous Repair and Maintenance - Custodial/General Lot	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00	6,000.00	6,000.00	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00	62,000.00
<b>Total Expenses</b>	<b>9,800.04</b>	<b>15,145.16</b>	<b>9,858.98</b>	<b>9,635.75</b>	<b>10,076.66</b>	<b>11,015.36</b>	<b>21,515.36</b>	<b>10,015.36</b>	<b>9,790.36</b>	<b>9,790.36</b>	<b>9,790.36</b>	<b>9,790.36</b>	<b>136,224.11</b>
<b>Net Profit/Loss</b>	<b>103,020.79</b>	<b>(10,024.33)</b>	<b>6,461.85</b>	<b>(3,239.92)</b>	<b>(2,705.83)</b>	<b>(7,894.53)</b>	<b>(18,744.53)</b>	<b>(5,394.53)</b>	<b>(5,469.53)</b>	<b>(6,269.53)</b>	<b>(6,769.53)</b>	<b>(6,669.53)</b>	<b>\$ 36,300.85</b>
AIF System Fund at FY13	\$ (27,973.00)												
AIF System Fund at FY14	\$ (2,312.00)												
AIF System Fund at FY15	\$ 14,376.00	\$ 14,376.00	\$ 14,376.00										
AIF System Fund at FY16	\$ 56,662.00	\$ 71,038.00											
AIF System Fund at FY17	\$ 32,394.00	\$ 103,432.00											
AIF System Fund at FY18	\$ 18,369.00	\$ 121,801.00											
AIF System Fund at FY19	\$ 27,793.00	\$ 149,594.00											
AIF System Fund at FY20	\$ 35,058.00	\$ 184,652.00											
AIF System Fund at FY21	\$ 14,642.00	\$ 199,294.00											
AIF System Fund at FY22	\$ 36,125.00	\$ 235,419.00											
AIF System Fund at FY23	\$ 36,300.85	\$ 271,719.85											

# CYRIDE QUARTERLY OPERATIONS REPORT

October 1st, 2021 to December 31st, 2021 (2nd Quarter)

	FY 2022 2nd Qtr	FY 2021 2nd Qtr	% CHANGE	FY 2022 YTD	FY 2021 YTD	% CHANGE
<b>MAINTENANCE</b>						
Interior Clean	77	81	-4.9%	167	199	-16.1%
Shop Road Calls	10	7	42.9%	22	20	10.0%
Miles per Shop Road Call	38,526	51,766	-25.6%	33,032	35,530	-7.0%
NTD Minor Mech.	71	82	-13.4%	141	149	-5.4%
NTD Major Mech.	12	8	50.0%	20	20	0.0%
Total NTD Mechanical Prob.	83	90	-7.8%	161	169	-4.7%
Miles per Major Mech.	32,105	45,295	-29.1%	36,335	35,530	2.3%
<b>Gasoline Vehicles</b>						
Gas Miles Driven	22,853	20,962	9.0%	44,093	42,019	4.9%
Total Gallons Gas	2,677	2,325	15.1%	5,449	5,193	4.9%
Total Gas Cost	7,289	4,061	79.5%	\$14,429	9,046	59.5%
Avg. Gas Cost/Gallon	\$2.72	\$1.75	55.9%	\$2.65	\$1.74	52.0%
Gas Cost per Mile	\$0.32	\$0.19	64.6%	\$0.33	\$0.22	52.0%
Average Gas MPG	8.5	9.0	-5.3%	8.1	8.1	0.0%
<b>Diesel Vehicles</b>						
Diesel Miles Driven	362,407	341,400	6.2%	682,609	668,588	2.1%
Total Gallons Diesel	98,377	77,066	27.7%	174,631	147,084	18.7%
Total Diesel Cost	247,706	108,906	127.4%	428,605	202,290	111.9%
Avg. Diesel Cost/Gallon	\$2.52	\$1.41	78.2%	\$2.45	\$1.38	78.5%
Diesel Cost per Mile	\$0.68	\$0.32	114.3%	\$0.63	\$0.30	107.5%
Average Diesel MPG	3.7	4.4	-16.8%	3.9	4.5	-14.0%
<b>All Vehicles</b>						
Total Miles Driven	385,260	362,362	6.3%	726,702	710,607	2.3%
Total Gallons Fuel	101,054	79,391	27.3%	180,080	152,277	18.3%
Total Fuel Cost	\$254,995	\$112,967	125.7%	\$443,034	\$211,336	109.6%
Avg. Cost/Gallon	\$2.52	\$1.42	77.3%	\$2.46	\$1.39	77.3%
Total Cost per Mile	\$0.66	\$0.31	112.3%	\$0.61	\$0.30	105.0%
Avg. MPG all Vehicles	3.8	4.6	-16.5%	4.0	4.7	-13.5%
Small Bus/Sup. Mileage	14,743	14,770	-0.2%	30,350	29,584	2.6%
Large Bus Mileage	370,517	347,592	6.6%	696,352	681,023	2.3%
% Rev. Mi./Total Miles	92.1%	90.1%	2.2%	92.0%	89.7%	2.7%
Percentage Small Bus	3.8%	4.1%	-6.1%	4.2%	4.2%	0.3%
Maintenance Expense	\$603,930	\$535,799	12.7%	\$1,057,412	\$983,187	7.5%

# CYRIDE QUARTERLY OPERATIONS REPORT

October 1st, 2021 to December 31st, 2021 (2nd Quarter)

	FY 2022 2nd Qtr	FY 2021 2nd Qtr	% CHANGE	FY 2022 YTD	FY 2021 YTD	% CHANGE
<b>OPERATIONS</b>						
Total Passengers	1,030,029	427,146	141.1%	1,812,966	873,551	107.5%
Average Drivers per Month	106.0	125.3	-15.4%	108.5	123.3	-12.0%
Driving Hours	39,527	37,259	6.1%	74,222	73,598	0.8%
Drivers Late	5	12	-58.3%	12	19	-36.8%
Drivers No Show	3	1	200.0%	3	9	-66.7%
Late/No Show per Driver	0.08	0.10	-27.3%	0.14	0.23	-39.1%
Total Comments	35	14	150.0%	75	48	56.3%
Driver Fault	11	7	57.1%	18	17	5.9%
System Complaints	12	5	140.0%	36	20	80.0%
Service Requests	2	0	#DIV/0!	5	1	400.0%
Compliments	3	1	200.0%	4	3	33.3%
Passengers/Comment	<u>29.429</u>	<u>30.510</u>	<u>-3.5%</u>	<u>24.173</u>	<u>18.199</u>	<u>32.8%</u>
Pass./Complaint (D & U)	85,836	61,021	40.7%	90,648	51,385	76.4%
Driving Hours/Comment	1,129	2,661	-57.6%	990	1,533	-35.5%
Driving Hrs/Comment (D&U)	3,294	5,323	-38.1%	3,711	4,329	-14.3%
Accident Reports	17	9	88.9%	27	21	28.6%
Preventable Accidents	13	7	85.7%	18	18	0.0%
Percent Preventable	76.5%	77.8%	-1.7%	66.7%	85.7%	-22.2%
Miles/Prev. Accident	29,635	51,766	-42.8%	40,372	39,478	2.3%
Hours/Prev. Accident	3,041	5,323	-42.9%	4,123	4,089	0.8%
Unreported Accidents	1	0	#DIV/0!	3	0	#DIV/0!
Damage to Buses/Equip.						
Caused by CyRide	3,524.32	6,052.17	-41.8%	5,063.49	10,551.49	-52.0%
Caused by Others	3,179.64	556.25	471.6%	3,628.50	2,920.78	24.2%
Caused by Unreported	\$115	\$0	#DIV/0!	\$152	\$0	#DIV/0!
Claims by Others (#)	3	0	#DIV/0!	4	1	300.0%
Claims by Others (\$)	\$3,180	\$0	#DIV/0!	\$3,214	\$2,365	35.9%
Personal Injury Claims	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Operations Expense	\$1,710,749	\$1,709,854	0.1%	\$3,121,923	\$2,943,168	6.1%

<b>SYSTEM TOTAL</b>						
Passengers	1,030,029	427,146	141.1%	1,812,966	873,551	107.5%
Revenue Miles	354,764	326,374	8.7%	668,870	637,162	5.0%
Revenue Hours	34,836	31,826	9.5%	65,214	61,788	5.5%
Revenue Miles per Hour	10.2	10.3	-0.7%	10.3	10.3	-0.5%
Pass./Rev. Mile	2.9	1.3	121.8%	2.7	1.4	97.7%
Pass./Rev. Hour	29.6	13.4	120.3%	27.8	14.1	96.6%
Operations Expense	\$1,710,749	\$1,709,854	0.1%	\$3,121,923	\$2,943,168	6.1%
Maintenance Expense	<u>\$603,930</u>	<u>\$535,799</u>	<u>12.7%</u>	<u>\$1,057,412</u>	<u>\$983,187</u>	<u>7.5%</u>
Total Expenses	<u>\$2,314,679</u>	<u>\$2,245,653</u>	<u>3.1%</u>	<u>\$4,179,335</u>	<u>\$3,926,355</u>	<u>6.4%</u>
Farebox Revenue	\$32,112	\$25,101	27.9%	\$75,478	\$46,223	63.3%
Rev./Exp. Ratio	1.4%	1.1%	24.1%	1.8%	1.2%	53.4%
Oper. Exp./Passenger	\$2.25	\$5.26	-57.3%	\$2.31	\$4.49	-48.7%
Oper. Exp./Rev. Mile	\$6.52	\$6.88	-5.2%	\$6.25	\$6.16	1.4%
Oper. Exp./Rev. Hour	\$66.45	\$70.56	-5.8%	\$64.09	\$63.55	0.9%

# CYRIDE QUARTERLY OPERATIONS REPORT

October 1st, 2021 to December 31st, 2021 (2nd Quarter)

	FY 2022 2nd Qtr	FY 2021 2nd Qtr	% CHANGE	FY 2022 YTD	FY 2021 YTD	% CHANGE
<b>FIXED ROUTE</b>						
Fixed Route Passengers	1,021,955	423,570	141.3%	1,799,357	867,215	107.5%
Shuttle Passengers	0	0	#DIV/0!	0	0	#DIV/0!
Total Passengers	<u>1,021,955</u>	<u>423,570</u>	<u>141.3%</u>	<u>1,799,357</u>	<u>867,215</u>	<u>107.5%</u>
Transfers	5,915	4,318	37.0%	13,578	7,757	75.0%
Revenue Miles	332,451	313,820	5.9%	627,502	613,927	2.2%
Revenue Hours	32,781	30,721	6.7%	61,416	59,739	2.8%
Revenue Miles per Hour	10.1	10.2	-0.7%	10.2	10.3	-0.6%
Pass./Rev. Mile	3.1	1.3	127.8%	2.9	1.4	103.0%
Pass./Rev. Hour	31.2	13.8	126.1%	29.3	14.5	101.8%
Operations Expense	\$1,641,477	\$1,668,143	-1.6%	\$2,988,546	\$2,865,213	4.3%
Maintenance Expense	\$595,244	\$529,561	12.4%	\$1,044,094	\$972,569	7.4%
Total Expenses	<u>\$2,236,721</u>	<u>\$2,197,704</u>	<u>1.8%</u>	<u>\$4,032,640</u>	<u>\$3,837,782</u>	<u>5.1%</u>
Farebox Revenue	\$29,412	\$23,954	22.8%	\$70,186	\$44,082	59.2%
Rev./Exp. Ratio	1.3%	1.1%	20.6%	1.7%	1.1%	51.5%
Exp./Passenger	\$2.19	\$5.19	-57.8%	\$2.24	\$4.43	-49.4%
Exp./Rev. Mile	\$6.73	\$7.00	-3.9%	\$6.43	\$6.25	2.8%
Exp./Rev. Hour	\$68.23	\$71.54	-4.6%	\$65.66	\$64.24	2.2%

<b>DIAL-A-RIDE</b>						
Passengers	3,040	1,482	105.1%	6,083	2,790	118.0%
Revenue Miles	17,133	8,834	93.9%	33,426	16,903	97.8%
Revenue Hours	1,640	811	102.2%	3,182	1,538	106.9%
Revenue Miles per Hour	10.4	10.9	-4.1%	10.5	11.0	-4.4%
Pass./Rev. Mile	0.18	0.17	5.8%	0.18	0.17	10.3%
Pass./Rev. Hour	1.9	1.8	1.4%	1.9	1.8	5.4%
Operations Expense	\$55,617	\$30,200	84.2%	\$111,960	\$58,392	91.7%
Maintenance Expense	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Total Expenses	<u>\$55,617</u>	<u>\$30,200</u>	<u>84.2%</u>	<u>\$111,960</u>	<u>\$58,392</u>	<u>91.7%</u>
Farebox Revenue	\$2,700	\$1,147	135.4%	\$5,292	\$2,141	147.2%
Rev./Exp. Ratio	4.9%	3.8%	27.8%	4.7%	3.7%	28.9%
Exp./Passenger	\$18.30	\$20.38	-10.2%	\$18.41	\$20.93	-12.1%
Exp./Rev. Mile	\$3.25	\$3.42	-5.0%	\$3.35	\$3.45	-3.0%
Exp./Rev. Hour	\$33.91	\$37.24	-8.9%	\$35.19	\$37.97	-7.3%

<b>MOONLIGHT EXPRESS</b>						
Passengers	5,034	2,094	140.4%	7,526	3,546	112.2%
Revenue Miles	5,180	3,720	39.2%	7,942	6,332	25.4%
Revenue Hours	415	294	41.5%	616	511	20.6%
Revenue Miles per Hour	12.5	12.7	-1.6%	12.9	12.4	4.0%
Pass./Rev. Mile	1.0	0.6	72.7%	0.9	0.6	69.2%
Pass./Rev. Hour	12.1	7.1	70.0%	12.2	6.9	76.0%
Operations Expense	\$13,655	\$11,511	18.6%	\$21,417	\$19,563	9.5%
Maintenance Expense	\$8,686	\$6,238	39.2%	\$13,318	\$10,618	25.4%
Total Expenses	<u>\$22,341</u>	<u>\$17,749</u>	<u>25.9%</u>	<u>\$34,735</u>	<u>\$30,181</u>	<u>15.1%</u>
Exp./Passenger	\$4.44	\$8.48	-47.6%	\$4.62	\$8.51	-45.8%
Exp./Rev. Mile	\$4.31	\$4.77	-9.6%	\$4.37	\$4.77	-8.2%
Exp./Rev. Hour	\$53.79	\$60.45	-11.0%	\$56.39	\$59.09	-4.6%

# CYRIDE QUARTERLY OPERATIONS REPORT

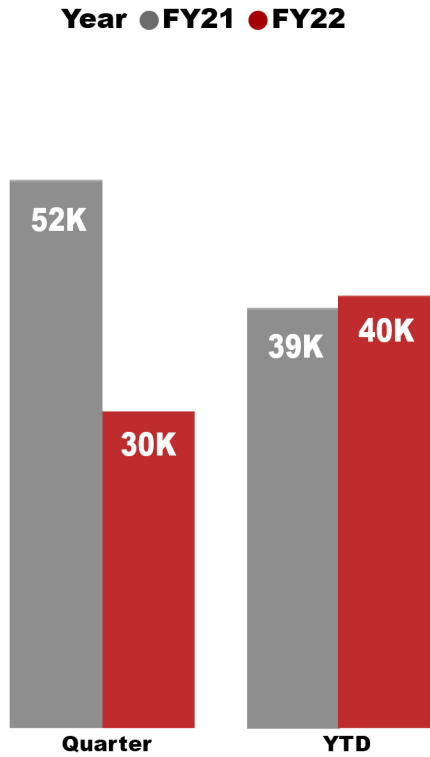
October 1st, 2021 to December 31st, 2021 (2nd Quarter)

	FY 2022 2nd Qtr	FY 2021 2nd Qtr	% CHANGE	FY 2022 YTD	FY 2021 YTD	% CHANGE
<b>OPERATIONS REVENUE</b>						
Farebox	\$32,112	\$25,101	27.9%	\$75,478	\$46,223	63.3%
Transit Contracts	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
I.S.U.	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Student Body Government	\$2,667,272	\$2,417,002	10.4%	\$2,667,272	\$2,417,002	10.4%
City of Ames	\$974,829	\$925,688	5.3%	\$1,093,318	\$1,099,361	-0.5%
IDOT - STA	\$172,750	\$230,140	-24.9%	\$464,223	\$423,128	9.7%
Section 5307	\$902,308	\$0	#DIV/0!	\$902,308	\$0	#DIV/0!
Other Grants	\$46,316	\$1,236,148	-96.3%	\$46,316	\$1,236,148	-96.3%
Other	\$97,177	\$66,775	45.5%	\$136,689	\$98,512	38.8%
Total Operating Revenue	<u>\$4,892,764</u>	<u>\$4,900,854</u>	<u>-0.2%</u>	<u>\$5,385,604</u>	<u>\$5,320,374</u>	<u>1.2%</u>
<b>TOTAL EXPENSES</b>						
Administration	\$242,941	\$182,302	33.3%	\$507,089	\$375,998	34.9%
Safety & Training	\$151,649	\$96,430	57.3%	\$292,245	\$201,309	45.2%
Promotion	\$3,035	\$0	#DIV/0!	\$3,035	\$0	#DIV/0!
Bldg. & Grounds	\$64,304	\$56,440	13.9%	\$113,139	\$109,858	3.0%
Fixed Route	\$2,236,721	\$2,197,704	1.8%	\$4,032,640	\$3,837,782	5.1%
Dial-A-Ride	\$55,617	\$30,200	84.2%	\$111,960	\$58,392	91.7%
Moonlight Express	\$22,341	\$17,749	25.9%	\$34,735	\$30,181	15.1%
Operating Total	<u>\$2,776,608</u>	<u>\$2,580,825</u>	<u>7.6%</u>	<u>\$5,094,843</u>	<u>\$4,613,520</u>	<u>10.4%</u>
Farebox Revenue	\$32,112	\$25,101	27.9%	\$75,478	\$46,223	63.3%
Farebox Rev./Exp. Ratio	1.2%	1.0%	18.9%	1.5%	1.0%	47.9%
Admin. Expense/Pass.	\$0.45	\$0.78	-42.8%	\$0.50	\$0.79	-35.8%
Admin. Exp./Rev. Mile	\$1.30	\$1.03	26.8%	\$1.37	\$1.08	26.9%
Admin. Exp./Rev. Hour	\$13.26	\$10.53	25.9%	\$14.04	\$11.12	26.2%
Total Expense/Passenger	\$2.70	\$6.04	-55.4%	\$2.81	\$5.28	-46.8%
Total Expense/Rev. Mile	\$7.83	\$7.91	-1.0%	\$7.62	\$7.24	5.2%
Total Expense/Rev. Hour	\$79.71	\$81.09	-1.7%	\$78.12	\$74.67	4.6%

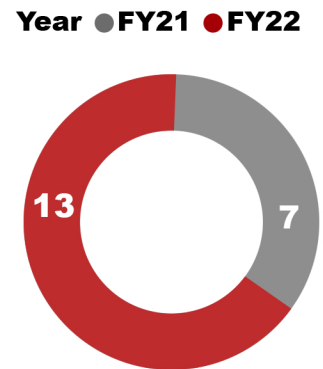
# CyRide Quarterly Operations Report

October 1, 2021 to December 31, 2021 (2nd Quarter FY22)  
System Overview - Safety/Fleet

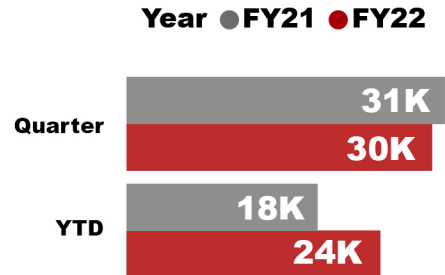
## Miles between Preventable Accidents



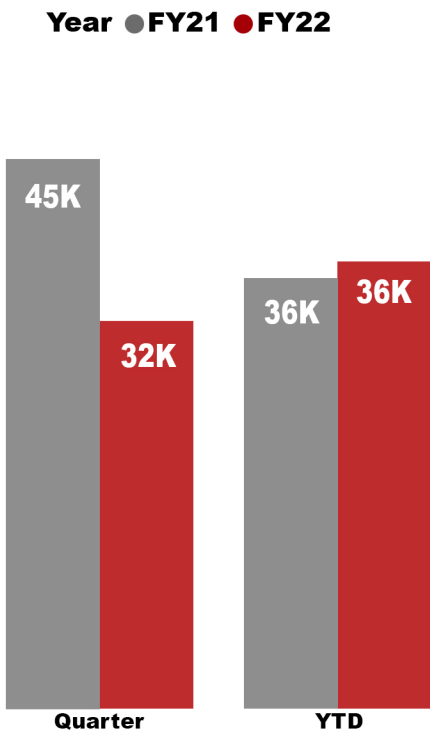
## Preventable Accidents per Quarter



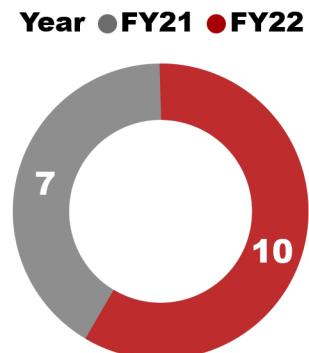
## Passengers per Comment



## Miles between Major Mechanical Issues



## Road Calls per Quarter

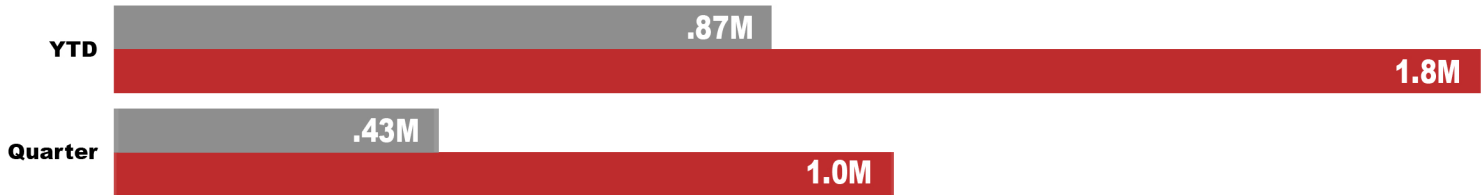


# CyRide Quarterly Operations Report

October 1, 2021 to December 31, 2021 (2nd Quarter FY22)  
System Overview - Efficiency

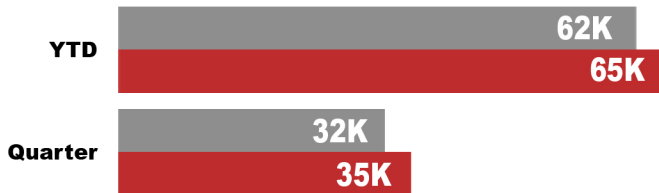
## Total Ridership

Year ● FY21 ● FY22



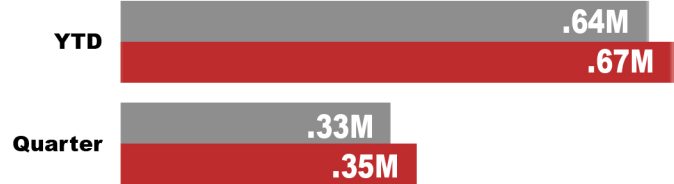
## Revenue Hours

Year ● FY21 ● FY22



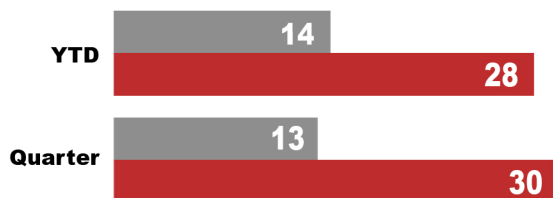
## Revenue Miles

Year ● FY21 ● FY22



## Passengers per Revenue Hour

Year ● FY21 ● FY22



## Passengers per Revenue Mile

Year ● FY21 ● FY22

