



Transit Board Meeting  
**AGENDA**

**AMES TRANSIT AGENCY  
BOARD OF TRUSTEES**

**CYRIDE CONFERENCE ROOM – August 17, 2023**

1. CALL TO ORDER: 4:00 p.m.
2. Approval of Minutes from July 20, 2023
3. Public Comments
4. Agency Safety Plan – Annual Revision and Certification
5. Award of Contract for Reconditioned Replacement Engines
6. FY 2023 Preliminary Operations Fund Closing Balance – Discussion
7. Monthly Report
8. Fall Meeting Dates / Times
  - August 31 (Special Meeting)
  - September 21
  - October 19
  - November 16
  - December 21
9. Adjourn



**JULY 20, 2023**

**AMES TRANSIT AGENCY BOARD OF TRUSTEES**

The Ames Transit Agency Board of Trustees met on July 20, 2023, at 4:00 p.m. in the CyRide Conference room. President Beatty-Hansen called the meeting to order at 4:01 p.m. with Trustees Janes, Lee, and Schainker present.

**APPROVAL OF JUNE 15, 2023, MINUTES:**

Trustee Janes made a motion to adopt the June 15, 2023, Transit Board minutes as presented; Trustee Lee seconded the motion. (Ayes: 4 Nays: 0) Motion carried.

**PUBLIC COMMENTS:**

None.

**2023 SHOP REHABILITATION PROJECT PLANS AND SPECIFICATIONS:**

Director Neal requested the board approve plans and specifications for the 2023 Shop Rehabilitation Project. The shop was originally constructed in 1983 and is no longer fully meeting the needs of CyRide and its employees. The project aims to consolidate bus parts into one location, improve maintenance employees' work environment, support employee efficiency, and adjust workspaces to enhance safety. State PTIG and local funds have been set aside for this project and were included in the FY 2024 Capital Improvement Plan. Trustee Beatty-Hansen inquired how often we have shop projects. Director Neal answered that we have had smaller ones in the past, but this will be much larger. Trustee Janes asked if it will be expanding the footprint of the building. Clarification was provided that the project will connect the two upper mezzanines to each other, but it will not expand the actual footprint of the building.

Director Neal recommended approval of Alternative #1 to approve the plans and specifications for the 2023 Shop Rehabilitation project so it may be released for bid, which will allow CyRide to update the shop area to improve safety, air quality, noise pollution, storage space, and office layouts.

Trustee Schainker made a motion to approve Alternative #1; Trustee Janes seconded the motion. (Ayes: 4 Nays: 0) Motion carried.

## **AWARD OF CONTRACT FOR FY 2024 FUEL PURCHASES:**

Director Neal requested the board approve the award of contract for FY 2024 Fuel Purchases. CyRide's fuel contract ended June 30, 2023. At the June board meeting, the board rejected the single fuel bid and requested it go out for bid again to try and increase bid responses and ensure the best value for CyRide. CyRide worked with Purchasing to put out a new bid and recovered three bid responses from Renewable Energy Group (REG), Mansfield Oil Company, and New Century FS. REG was determined to be the lowest overall bidder due to a more substantial discount on biodiesel.

Director Neal recommended approval of Alternative #1 to award the fuel contract to REG, which will ensure CyRide can receive fuel in a timely manner, save administrative resources, and allow CyRide to meet the needs of the community.

Trustee Janes made a motion to approve Alternative #1; Trustee Lee seconded the motion. (Ayes: 4 Nays: 0) Motion carried.

## **MONTHLY REPORT:**

**Driver Training Updates:** The Operations Division has been providing refresher training for our drivers, including, but not limited to customer service, the dangers of distracted driving, and anticipating the unexpected. Ongoing training and development are essential to CyRide and emphasize our core goal of safety.

**NOVA Update:** NOVA, the manufacturer of CyRide's battery electric buses and articulated buses, announced they will close their Plattsburg plant in March of 2025 and will leave the United States transit bus market. NOVA will continue to have a large presence in Canada so CyRide should continue to get support for the current vehicles in the fleet. However, this will affect the three BEBs and two articulated buses programmed into this year's Capital Improvement Plan.

### **Fall meeting dates:**

- August 17, 4:00 p.m.
- August 31, 4:00 p.m. (Special Meeting)
- September 21, 4:00 p.m.
- October 19, 4:00 p.m.
- November 16, 4:00 p.m.
- December 21, 4:00 p.m.

**Adjourn:** Trustee Lee made a motion to approve adjourning at 4:18 p.m.; Trustee Schainker seconded the motion. (Ayes: 4 Nays: 0) Motion carried.

---

Bronwyn Beatty-Hansen, President

---

Cheryl Spencer, Recording Secretary



**August 17, 2023**  
**Agency Safety Plan**  
**Annual Revision and Certification**  
**CyRide Resource: Kevin Gries**

**BACKGROUND:**

Operators of public transportation systems that receive federal funds under the FTA’s Urbanized Area Formula Grants program are required to develop and maintain Agency Safety Plans (ASP) that include processes and procedures to implement Safety Management Systems (SMS).

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

The FTA’s rule, 49 CFR Part 673.11(a)(5), requires each organization to specify a process and timeline to review and update its ASP annually to ensure it continues to reflect current SMS practices. CyRide begins its annual review in May, with a final decision on changes being made at the August Transit Board meeting each year.

The FTA has made no significant ASP rule changes in the past year; however, language was added in the Bipartisan Infrastructure Law requiring plans to be developed in cooperation with frontline employees. Based on best practices recommendations and to comply with this requirement, additional language was added under section 2 to include review by CyRide’s Safety Committee when updating the ASP. All other changes made in this year’s revision were minor, reflecting current practices and clarifying rule compliance. The proposed changes to our existing ASP are summarized below by section:

1. Transit Agency Information
  - a. No changes
2. Plan Development, Approval, and Updates
  - a. Added “Cooperation with Frontline Employee Representatives” boxes as recommended by the FTA
  - b. Version Number and Updates: added revision 2023 for ‘Annual ASP review and update’
3. Safety Performance Targets
  - a. Updated System Reliability (Rate) safety performance target for ‘Fixed Route Bus’ based on data from FY2023
4. Safety Management Policy
  - a. Authorities, Accountabilities, and Responsibilities – Removed “Transit Planner/EEO Officer” role description as it is no longer relevant to the requirements of the ASP

5. Safety Risk Management
  - a. Changed “Infrastructure investment” to “Infrastructure/resource investment” and added “PPE” to enhance compliance with 49 USC 5329(d)(D)
6. Safety Assurance
  - a. Changed wording “if possible” to “if practical” when describing the quantification of targeted improvements for safety risk mitigations, as this wording is more accurate.
7. Safety Promotion
  - a. Corrected “National Training Institute” to “National Transit Institute”
  - b. Safety Communication – Changed “Operations Manager” to “Key Staff” for consistency with the Safety Management Policy section.
8. Appendix
  - a. No changes

These proposed modifications reflect compliance enhancements, clarifications, and process improvements made since the implementation of the 2022 ASP revision. The full 2023 ASP revision document will be available at the Transit Board meeting.

**ALTERNATIVES:**

1. Approve and adopt CyRide’s Agency Safety Plan as presented, effective August 17, 2023.
2. Direct staff to proceed according to Transit Board priorities.

**RECOMMENDATION:**

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

**Authorizing Resolution**  
**Ames Transit Agency's Public Transportation Safety Plan 2023 Annual Revision and Certification**

A RESOLUTION APPROVING THE CITY OF AMES, D/B/A AMES TRANSIT AGENCY, PUBLIC TRANSPORTATION AGENCY SAFETY PLAN ANNUAL REVISION AND CERTIFICATION

WHEREAS, safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery, as the Federal Transit Administration (FTA) has adopted the principles and methods of Safety Management Systems (SMS) as the basis for enhancing the safety of public transportation in the United States; and

WHEREAS, on July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, 49 CFR Part 673, which took effect July 19, 2019, requiring all FTA Section 5307 recipient transit agencies to establish a PTASP that meets the requirements of Part 673 by December 31, 2020; and

WHEREAS, the PTASP, and subsequent updates, must be signed by the Accountable Executive and approved by the agency's Board of Directors or an Equivalent Authority; and

WHEREAS, the PTASP must document the processes and activities related to SMS implementation and include performance targets based on the safety performance measures established under the National Public Transportation Safety Plan; and

WHEREAS, the initial PTASP for the Ames Transit Agency has been drafted per 49 CFR 673.11(d) and will remain in effect until the Ames Transit Agency has drafted the next version; and

WHEREAS, the Ames Transit Agency is dedicated to ensuring the necessary processes are in place to accomplish both enhanced safety at the local level and the goals of the National Public Transportation Safety Plan, as the SMS helps organizations improve upon their safety performance by supporting the institutionalization of beliefs, practices, and procedures for identifying, mitigating, and monitoring safety risks.

NOW, THEREFORE, BE IT RESOLVED that the Ames Transit Agency Board of Trustees approves this PTASP and the tenets of SMS, including a Safety Management Policy (SMP) and the processes for Safety Risk Management (SRM), Safety Assurance (SA), and Safety Promotion (SP), per 49 U.S.C. 5329(d)(1)(A). As safety has always been the number one priority at the Ames Transit Agency, this PTASP lays out a process to fully implement and review an SMS on a yearly and ongoing basis to continue compliance with the PTASP final rule.

The undersigned duly qualified Board of Trustees President, acting on behalf of the Ames Transit Agency, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Ames Transit Board of Trustees.

\_\_\_\_\_  
(Signature of Recording Officer)

Board of Trustees President  
(Title of Recording Officer)

August 17, 2023  
(Date)

**August 17, 2023**  
**Reconditioned Replacement Engine Award of Contract**  
**CyRide Resource: James Rendall**

**BACKGROUND:**

CyRide purchased fifteen 40' heavy-duty buses equipped with Cummins ISL engines in 2010. These vehicles are now thirteen years old, with an average mileage of over 340,000. Due to cylinder wear, some of these engines are exhibiting excessive crankcase pressure. The engines in units 126, 127, and 128 are experiencing the most severe issues, leading to them being removed from regular daily service. After evaluating repair options, maintenance personnel have determined that these engines need to be replaced and that purchasing reconditioned engines will provide the best value for CyRide. Reconditioned engines are remanufactured by the original equipment manufacturer, providing a like-new engine with a two-year warranty. CyRide's mechanics will provide the labor to install the reconditioned engines.

On July 26, 2023, CyRide, in coordination with the Purchasing Department, issued a request for quotation (RFQ) No. 2024-025. Bids were due on August 3, 2023. The RFQ required respondents to provide the cost of the base engine, shipping, and "core costs." The core costs will be returned to CyRide when the used engine is returned to the successful bidder. CyRide received three bids in response to the RFQ. After evaluating responses, MHC Kenworth of Des Moines, Iowa, was identified as the lowest bidder. The bids are summarized in the table below, and the AmesBids sheet is attached to the board packet.

Bidder	Reconditioned Engine Cost	Engine Core Cost	Shipping Cost	Total Bid Cost
MHC Kenworth	\$100,515.36	\$15,685.11	\$0.00	\$116,200.47
Trivista Companies Inc.	\$101,771.67	\$17,550.00	\$0.00	\$119,321.67
Housby Online Sales, LLC	\$112,116.39	\$10,500.00	\$2,100.00	\$124,716.39

CyRide currently budgets eight engine replacements per year in the parts budget. Staff has evaluated the parts budget and determined that purchasing three reconditioned engines will not exceed the budgeted amount.

**ALTERNATIVES:**

1. Approve award of contract for the purchase of three reconditioned engines to MHC Kenworth of Des Moines, Iowa, for a total cost of \$116,200.47.
2. Direct staff to proceed according to Transit Board priorities.

**RECOMMENDATION:**

It is the recommendation of the Transit Director to approve Alternative #1. This option will enable CyRide to make needed repairs to the three buses mentioned above and keep them in a state of good repair as required by the Federal Transit Administration.



<b>Event Number</b>	2024-025	<b>Organization</b>	City of Ames Purchasing
<b>Event Title</b>	Reconditioned Bus Engines	<b>Workgroup</b>	Purchasing
<b>Event Description</b>	Ames Transit Agency, dba: CyRide, is accepti	<b>Event Owner</b>	Quinn Eggink
<b>Event Type</b>	RFQ	<b>Email</b>	quinn.eggink@cityofames.org
<b>Issue Date</b>	7/26/2023 03:54:49 PM (CT)	<b>Phone</b>	(515) 239-5128
<b>Close Date</b>	8/3/2023 02:00:00 PM (CT)	<b>Fax</b>	

<b>Responding Supplier</b>	<b>City</b>	<b>State</b>	<b>Response Submitted</b>	<b>Lines Responded</b>	<b>Response Total</b>
MHC Kenworth	Des Moines	IA	7/27/2023 09:19:39 AM (CT)	9	\$116,200.47
Trivista Companies Inc.	ALTOONA	IA	8/1/2023 01:07:10 PM (CT)	9	\$119,321.67
Housby Online Sales, LLC	Des Moines	IA	8/3/2023 10:45:52 AM (CT)	9	\$124,716.39

**August 17, 2023**  
**FY 2023 Preliminary Operations Fund**  
**Closing Balance - Discussion**  
**CyRide Resource: Rob Jennings, Barbara Neal**

**BACKGROUND:**

This is a discussion item to seek Transit Board direction on the potential reallocation of funds from the operations fund closing balance. Formal adoption of any options would be part of budget discussions at the September meeting.

The Transit Board has an established policy that the operations fund closing balance should be between 7.5% and 10% of operating expenses. Funds in excess of the maximum percentage can be considered for reprogramming to meet additional operating or capital needs.

Final operating expenses and the operations fund closing balance will be available at the close of the City of Ames audit process, anticipated in December 2023. The following preliminary estimates are currently available. CyRide and the Finance Department estimate that the FY 2023 operations fund closing balance will be approximately \$9,940,516. However, the board has existing commitments to these fund dollars, as reflected in the table below.

<b>Operations Fund Activity</b>	<b>Dollars</b>
<b>Preliminary Operations Fund Closing Balance</b>	<b>\$9,940,516</b>
FY 2023 Federal Funds*	(\$2,400,000)
10% Closing Balance for FY 2023	(\$1,249,303)
System Recalibration	(\$250,000)
Proposed Biodiesel Pilot Project	(\$86,638)
<b>Anticipated Uncommitted Closing Balance</b>	<b>\$5,954,575</b>

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

With the FY 2023 closing balance expected to exceed the 10% goal, staff would like to discuss reallocating funds toward CyRide’s capital program with the Transit Board. If Trustees are interested in one or more of the following items, CyRide will present each option as part of budget discussions at the September board meeting. Below are some potential options staff has prepared for the uncommitted funds.

- Move \$1,000,000 to the capital fund for a facility expansion/second building local match.
- Move \$1,000,000 to the capital fund for delayed local capital projects.
- OR**
- Move \$2,000,000 to the capital fund for uncommitted capital projects.

## **Facility Expansion**

At the current CyRide site, a significant number of buses are parked outside due to a lack of available space within the building, resulting in additional wear and tear on the fleet and detracting from the appearance of the facility. Additionally, as CyRide continues to pursue sustainable vehicles, there will be a growing need to add additional infrastructure to enable these buses to function correctly. Therefore, a facility expansion at this site will be necessary for future growth.

Recent legislation has substantially increased the Federal Bus and Bus Facilities Expansion program, Section 5339(b). A facility grant would likely require a 20% local funding match. CyRide currently has \$2,715,166 programmed in the Capital Improvements Plan (CIP) for a facility expansion. Adding \$1,000,000 would allow a total design/construction budget of approximately \$18,500,000, which CyRide could use to build additional facility space. This option would support a larger local match that may be difficult for CyRide to accumulate in any other manner.

## **Additional Delayed Local Capital Projects**

CyRide annually transfers \$800,000 to the Capital Reserve fund, with most of these dollars being used as the local match for buses funded at an 80% federal share. Because bus replacement is such a high priority, a significant number of necessary capital projects have been delayed over the past several years. To address this, the Transit Board could authorize transferring an additional \$1,000,000 from the operations fund closing balance, which would allow funding currently unprogrammed local capital projects. These additional projects and the funds necessary to complete them would then be included in the CIP over the next five years.

## **Uncommitted Capital Closing Balance**

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



**August 17, 2023**  
**Monthly Report**  
**CyRide Resource: Barbara Neal**

## **1. Battery Electric Bus Deployment Update**

On July 10, 2023, the battery electric buses were put in service. We have received positive comments from passengers and drivers, and the buses have performed well on route. CyRide is working with the Center for Transportation and the Environment (CTE) to evaluate battery usage and range, with promising results. As we prepare for the ISU school year, we will continue to monitor the buses to evaluate battery performance with larger passenger loads.

## **2. CTAA Sun Conference**

Chris Crippen and I attended the CTAA Sun Conference in Gulfport, Mississippi. We had productive conversations about electric vehicles and challenges other agencies are having possible solutions, and other low or no emission alternatives. The FTA was also in attendance. Dr. Yvette Taylor, the FTA Regional Administrator out of Atlanta, Georgia, spoke about updates in funding and future projects. Daniel Wells, the Government Affairs Specialist assigned to the FTA, also spoke about a project to help with the manufacturing of buses to get more transit vehicles available for purchase. We also had productive peer group roundtable discussions about bus costs and delivery lag times, fare collections and fareless systems, transit technology and real-time data collection, ridership, travel patterns, and a return to post-pandemic ridership, and transit funding.

## **3. Section 5310 Subrecipient Review**

The Iowa DOT conducts compliance and good practices reviews of Section 5310 subrecipients to ensure they meet the conditions for receiving Federal Transit Administration (FTA) funding. On May 4, 2023, CyRide had an onsite review, with a desk audit performed prior to the onsite visit. The Iowa DOT notified CyRide of six items that needed additional attention or improvements to existing practices. CyRide appreciates the feedback from the Iowa DOT and is in the process of implementing these changes.

## **4. Ridership Update**

CyRide ended FY 2023 with an increase in ridership of 12.9% over the last fiscal year. Ridership is around 68% of pre-COVID levels. This fiscal year had increases in cash, pass, and ticket ridership. The ridership of passengers who do not pay a fare, typically ISU students, increased by 12.2%. Seeing increases in all types of passengers demonstrates confidence in using transit. As we continue to recover ridership post-pandemic, finding ways to attract and keep riders will continue to be important.

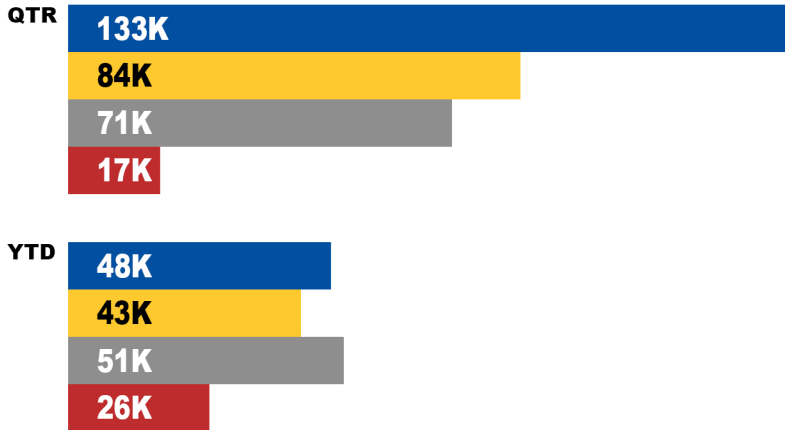
## **5. Quarterly Report**

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 and a summary of some key performance measures for the fourth quarter of the fiscal year, April 2023 through June 2023.

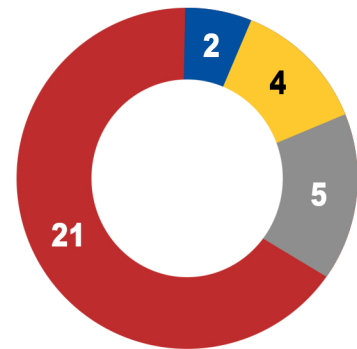
# CyRide Quarterly Operations Report

April 1, 2023 to June 30, 2023 (4th Quarter FY23)  
System Overview - Safety/Fleet

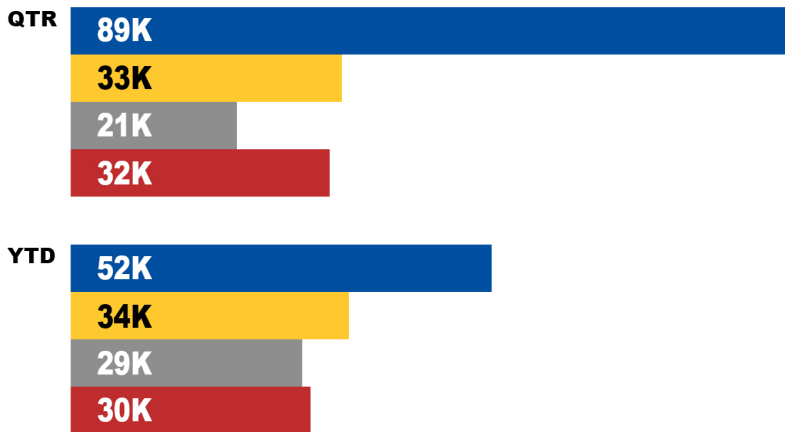
## Miles between Preventable Accidents



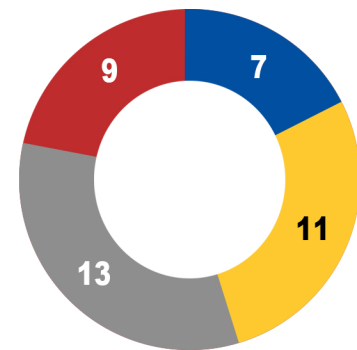
## Preventable Accidents per Quarter



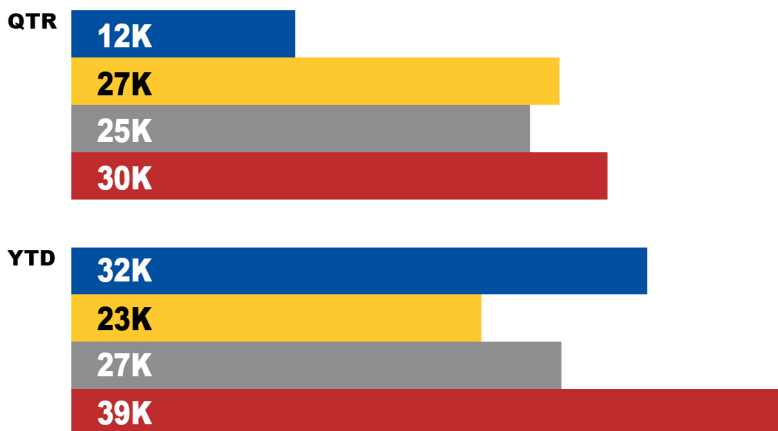
## Miles between Major Mechanical Issues



## Road Calls per Quarter



## Passengers per Comment

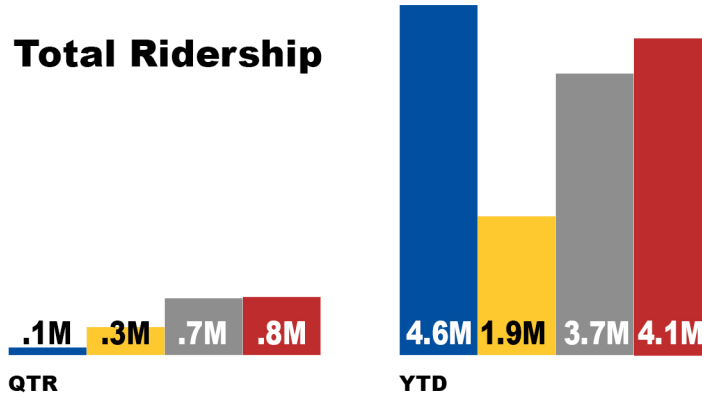


Year ● FY20 ● FY21 ● FY22 ● FY23

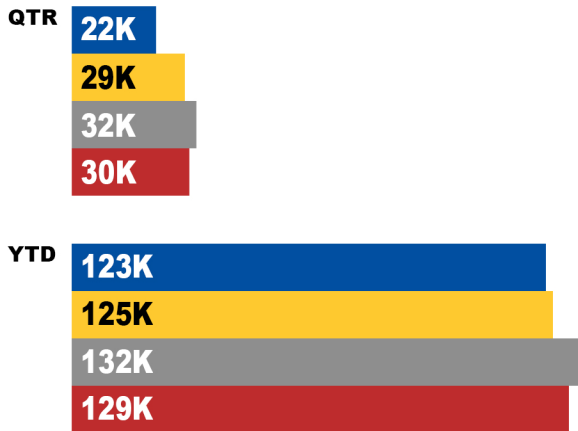
# CyRide Quarterly Operations Report

April 1, 2023 to June 30, 2023 (4th Quarter FY23)  
System Overview - Efficiency

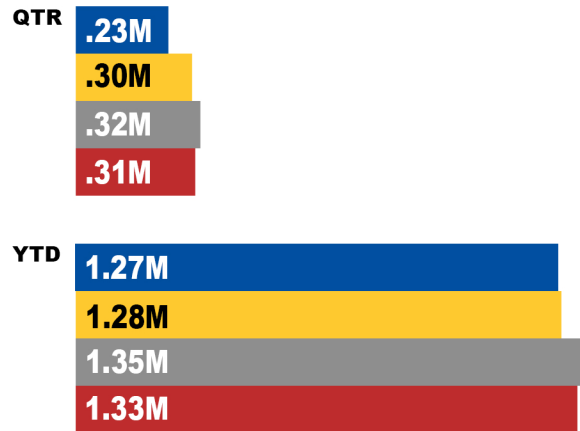
## Total Ridership



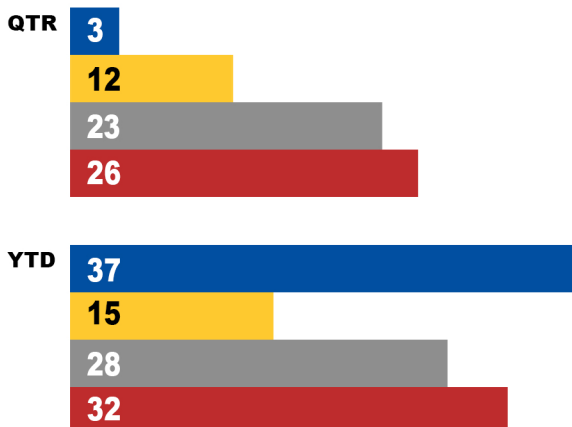
## Revenue Hours



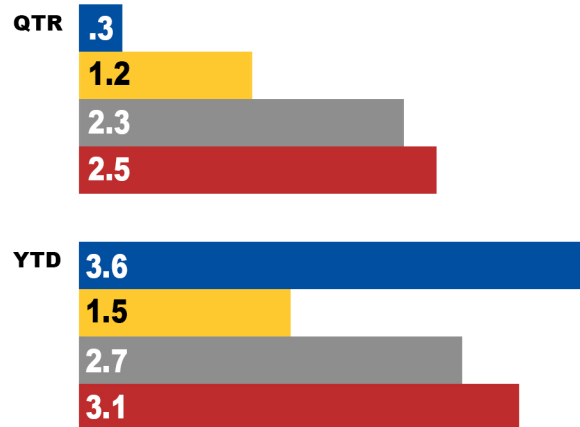
## Revenue Miles



## Passengers per Revenue Hour



## Passengers per Revenue Mile



Year ● FY20 ● FY21 ● FY22 ● FY23

# CYRIDE QUARTERLY OPERATIONS REPORT

April 1st, 2023 to June 30th, 2023 (4th Quarter)

	FY 2023 4th Qtr	FY 2022 4th Qtr	% CHANGE	FY 2023 YTD	FY 2022 YTD	% CHANGE
<b>MAINTENANCE</b>						
Interior Clean	119	72	65.3%	456	313	45.7%
Shop Road Calls	9	13	-30.8%	37	48	-22.9%
Miles per Shop Road Call	38,872	27,282	42.5%	40,147	30,603	31.2%
NTD Minor Mech.	138	68	102.9%	471	280	68.2%
NTD Major Mech.	11	17	-35.3%	50	51	-2.0%
Total NTD Mechanical Prob.	149	85	75.3%	521	331	57.4%
Miles per Major Mech.	31,804	20,862	52.4%	29,709	28,803	3.1%
<b>Gasoline Vehicles</b>						
Gas Miles Driven	41,589	28,857	44.1%	130,287	104,286	24.9%
Total Gallons Gas	5,929	3,982	48.9%	17,614	13,014	35.3%
Total Gas Cost	\$16,635	\$14,298	16.3%	\$52,572	\$38,813	35.5%
Avg. Gas Cost/Gallon	\$2.81	\$3.59	-21.9%	\$2.98	\$2.98	0.1%
Gas Cost per Mile	\$0.40	\$0.50	-19.3%	\$0.40	\$0.37	8.4%
Average Gas MPG	7.0	7.2	-3.2%	7.4	8.0	-7.7%
<b>Diesel Vehicles</b>						
Diesel Miles Driven	308,256	325,805	-5.4%	1,355,161	1,364,676	-0.7%
Total Gallons Diesel	70,013	84,499	-17.1%	291,523	336,151	-13.3%
Total Diesel Cost	\$190,341	\$350,207	-45.6%	\$958,579	\$595,865	60.9%
Avg. Diesel Cost/Gallon	\$2.72	\$4.14	-34.4%	\$3.29	\$1.77	85.5%
Diesel Cost per Mile	\$0.62	\$1.07	-42.6%	\$0.71	\$0.44	62.0%
Average Diesel MPG	4.4	3.9	14.2%	4.6	4.1	14.5%
<b>All Vehicles</b>						
Total Miles Driven	349,845	354,662	-1.4%	1,485,448	1,468,962	1.1%
Total Gallons Fuel	75,942	88,481	-14.2%	309,137	349,165	-11.5%
Total Fuel Cost	\$206,975	\$364,504	-43.2%	\$1,011,152	\$634,678	59.3%
Avg. Cost/Gallon	\$2.73	\$4.12	-33.8%	\$3.27	\$1.82	79.9%
Total Cost per Mile	\$0.59	\$1.03	-42.4%	\$0.68	\$0.43	57.5%
Avg. MPG all Vehicles	4.6	4.0	14.9%	4.8	4.2	14.2%
Small Bus/Sup. Mileage	29,451	18,691	57.6%	80,094	69,021	16.0%
Large Bus Mileage	320,394	335,971	-4.6%	1,405,354	1,399,941	0.4%
% Rev. Mi./Total Miles	89.2%	91.4%	-2.5%	89.2%	91.9%	-2.9%
Percentage Small Bus	8.4%	5.3%	59.7%	5.4%	4.7%	14.8%
Maintenance Expense	\$663,184	\$780,437	-15.0%	\$2,970,429	\$2,519,754	17.9%



# CYRIDE QUARTERLY OPERATIONS REPORT

April 1st, 2023 to June 30th, 2023 (4th Quarter)

	FY 2023 4th Qtr	FY 2022 4th Qtr	% CHANGE	FY 2023 YTD	FY 2022 YTD	% CHANGE
<b>OPERATIONS</b>						
Total Passengers	766,897	732,119	4.8%	4,142,196	3,669,894	12.9%
Average Drivers per Month	133.3	118.0	13.0%	123.6	112.8	9.6%
Driving Hours	39,720	34,134	16.4%	158,438	147,739	7.2%
Drivers Late	30	5	500.0%	77	29	165.5%
Drivers No Show	4	1	300.0%	16	5	220.0%
Late/No Show per Driver	0.26	0.05	401.6%	0.75	0.30	149.5%
Total Comments	26	29	-10.3%	105	136	-22.8%
Driver Fault	6	13	-53.8%	28	40	-30.0%
Undetermined	0	1	-100.0%	3	9	-66.7%
No Fault	9	5	80.0%	34	17	100.0%
System Complaints	3	4	-25.0%	15	51	-70.6%
Service Requests	2	3	-33.3%	7	10	-30.0%
Compliments	6	3	100.0%	18	9	100.0%
Passengers/Comment	<u>29,496</u>	<u>25,245</u>	<u>16.8%</u>	<u>39,449</u>	<u>26,985</u>	<u>46.2%</u>
Pass./Complaint (D & U)	127,816	52,294	144.4%	133,619	74,896	78.4%
Driving Hours/Comment	1,528	1,177	29.8%	1,509	1,086	38.9%
Driving Hrs/Comment (D&U)	6,620	2,438	171.5%	5,111	3,015	69.5%
Accident Reports	29	8	262.5%	83	41	102.4%
Preventable Accidents	21	5	320.0%	58	29	100.0%
Percent Preventable	72.4%	62.5%	15.9%	69.9%	70.7%	-1.2%
Miles/Prev. Accident	16,659	70,932	-76.5%	25,611	50,654	-49.4%
Hours/Prev. Accident	1,891	6,827	-72.3%	2,732	5,094	-46.4%
Unreported Accidents	4	1	300.0%	7	4	75.0%
Damage to Buses/Equip.						
Caused by CyRide	\$4,112	\$2,043	101.2%	\$19,036	15,260	24.7%
Caused by Others	\$4,301	\$222	1837.4%	\$68,260	7,082	863.8%
Caused by Unreported	\$284	\$35	723.2%	\$769	\$186	313.2%
Claims by Others (#)	1	2	-50.0%	15	8	87.5%
Claims by Others (\$)	\$4,214	\$222	1798.2%	\$69,588	\$6,668	943.6%
Personal Injury Claims	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Operations Expense	\$1,998,285	\$1,532,994	30.4%	\$7,282,597	\$6,453,270	12.9%

<b>SYSTEM TOTAL</b>						
Passengers	766,897	732,119	4.8%	4,142,196	3,669,894	12.9%
Revenue Miles	311,922	324,323	-3.8%	1,325,109	1,349,448	-1.8%
Revenue Hours	29,956	31,974	-6.3%	128,818	132,072	-2.5%
Revenue Miles per Hour	10.4	10.1	2.7%	10.3	10.2	0.7%
Pass./Rev. Mile	2.5	2.3	8.9%	3.1	2.7	14.9%
Pass./Rev. Hour	25.6	22.9	11.8%	32.2	27.8	15.7%
Operations Expense	\$1,998,285	\$1,532,994	30.4%	\$7,282,597	\$6,453,270	12.9%
Maintenance Expense	\$663,184	\$780,437	-15.0%	\$2,970,429	\$2,519,754	17.9%
Total Expenses	<u>\$2,661,469</u>	<u>\$2,313,431</u>	<u>15.0%</u>	<u>\$10,253,026</u>	<u>\$8,973,024</u>	<u>14.3%</u>
Farebox Revenue	\$68,995	\$43,976	56.9%	\$216,872	\$161,405	34.4%
Rev./Exp. Ratio	2.6%	1.9%	36.4%	2.1%	1.8%	17.6%
Oper. Exp./Passenger	\$3.47	\$3.16	9.8%	\$2.48	\$2.45	1.2%
Oper. Exp./Rev. Mile	\$8.53	\$7.13	19.6%	\$7.74	\$6.65	16.4%
Oper. Exp./Rev. Hour	\$88.85	\$72.35	22.8%	\$79.59	\$67.94	17.2%

# CYRIDE QUARTERLY OPERATIONS REPORT

April 1st, 2023 to June 30th, 2023 (4th Quarter)

	FY 2023 4th Qtr	FY 2022 4th Qtr	% CHANGE	FY 2023 YTD	FY 2022 YTD	% CHANGE
<b>FIXED ROUTE</b>						
Fixed Route Passengers	760,772	679,110	12.0%	4,112,401	3,595,561	14.4%
Shuttle Passengers	0	46,282	-100.0%	0	46,282	-100.0%
Total Passengers	<u>760,772</u>	<u>725,392</u>	<u>4.9%</u>	<u>4,112,401</u>	<u>3,641,843</u>	<u>12.9%</u>
Transfers	9,015	8,275	8.9%	32,770	27,275	20.1%
Revenue Miles	297,462	300,506	-1.0%	1,250,242	1,260,111	-0.8%
Revenue Hours	28,857	29,892	-3.5%	122,539	124,050	-1.2%
Revenue Miles per Hour	10.3	10.1	2.5%	10.2	10.2	0.4%
Pass./Rev. Mile	2.6	2.4	6.0%	3.3	2.9	13.8%
Pass./Rev. Hour	26.4	24.3	8.6%	33.6	29.4	14.3%
Operations Expense	\$1,927,894	\$1,458,454	32.2%	\$6,976,320	\$6,174,857	13.0%
Maintenance Expense	\$657,695	\$775,229	-15.2%	\$2,937,736	\$2,492,928	17.8%
Total Expenses	<u>\$2,585,589</u>	<u>\$2,233,683</u>	<u>15.8%</u>	<u>\$9,914,056</u>	<u>\$8,667,785</u>	<u>14.4%</u>
Farebox Revenue	\$65,212	\$37,496	73.9%	\$201,795	\$145,807	38.4%
Rev./Exp. Ratio	2.5%	1.7%	50.2%	2.0%	1.7%	21.0%
Exp./Passenger	\$3.40	\$3.08	10.4%	\$2.41	\$2.38	1.3%
Exp./Rev. Mile	\$8.69	\$7.43	16.9%	\$7.93	\$6.88	15.3%
Exp./Rev. Hour	\$89.60	\$74.72	19.9%	\$80.91	\$69.87	15.8%
<b>DIAL-A-RIDE</b>						
Passengers	3,448	3,771	-8.6%	13,783	13,089	5.3%
Revenue Miles	11,452	20,711	-44.7%	56,953	73,340	-22.3%
Revenue Hours	851	1,825	-53.4%	4,807	6,759	-28.9%
Revenue Miles per Hour	13.5	11.3	18.6%	11.8	10.9	9.2%
Pass./Rev. Mile	0.30	0.18	65.4%	0.24	0.18	35.6%
Pass./Rev. Hour	4.1	2.1	96.1%	2.9	1.9	48.1%
Operations Expense	\$61,780	\$66,496	-7.1%	\$254,074	\$236,431	7.5%
Maintenance Expense	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Total Expenses	<u>\$61,780</u>	<u>\$66,496</u>	<u>-7.1%</u>	<u>\$254,074</u>	<u>\$236,431</u>	<u>7.5%</u>
Farebox Revenue	\$3,783	\$6,480	-41.6%	\$15,077	\$15,598	-3.3%
Rev./Exp. Ratio	6.1%	9.7%	-37.2%	5.9%	6.6%	-10.1%
Exp./Passenger	\$17.92	\$17.63	1.6%	\$18.43	\$18.06	2.1%
Exp./Rev. Mile	\$5.39	\$3.21	68.0%	\$4.46	\$3.22	38.4%
Exp./Rev. Hour	\$72.60	\$36.44	99.2%	\$52.86	\$34.98	51.1%
<b>MOONLIGHT EXPRESS</b>						
Passengers	2,677	2,956	-9.4%	16,012	14,962	7.0%
Revenue Miles	3,008	3,106	-3.2%	17,914	15,997	12.0%
Revenue Hours	248	257	-3.5%	1,472	1,264	16.5%
Revenue Miles per Hour	12.1	12.1	0.4%	12.2	12.7	-3.9%
Pass./Rev. Mile	0.9	1.0	-6.5%	0.9	0.9	-4.4%
Pass./Rev. Hour	10.8	11.5	-6.1%	10.9	11.8	-8.2%
Operations Expense	\$8,611	\$8,044	7.0%	\$52,203	\$41,982	24.3%
Maintenance Expense	\$5,489	\$5,208	5.4%	\$32,693	\$26,826	21.9%
Total Expenses	<u>\$14,100</u>	<u>\$13,252</u>	<u>6.4%</u>	<u>\$84,896</u>	<u>\$68,808</u>	<u>23.4%</u>
Exp./Passenger	\$5.27	\$4.48	17.5%	\$5.30	\$4.60	15.3%
Exp./Rev. Mile	\$4.69	\$4.27	9.9%	\$4.74	\$4.30	10.2%
Exp./Rev. Hour	\$56.95	\$51.62	10.3%	\$57.66	\$54.45	5.9%

# CYRIDE QUARTERLY OPERATIONS REPORT

April 1st, 2023 to June 30th, 2023 (4th Quarter)

	FY 2023 4th Qtr	FY 2022 4th Qtr	% CHANGE	FY 2023 YTD	FY 2022 YTD	% CHANGE
<b>OPERATIONS REVENUE</b>						
Farebox	\$68,995	\$43,976	56.9%	\$216,872	\$161,405	34.4%
Transit Contracts	\$3,192	\$51,686	-93.8%	\$266,995	\$312,709	-14.6%
I.S.U.	\$0	\$0	#DIV/0!	\$911,493	\$893,621	2.0%
Student Body Government	\$484,201	\$451,193	7.3%	\$5,952,408	\$5,499,161	8.2%
City of Ames	\$825,993	\$823,227	0.3%	\$1,871,798	\$2,027,023	-7.7%
IDOT - STA	\$259,686	\$139,046	86.8%	\$1,032,499	\$906,093	14.0%
Section 5307	\$3,111,412	\$3,655,743	-14.9%	\$4,977,383	\$5,092,334	-2.3%
Other Grants	\$224,176	\$12,480	1696.3%	\$259,580	\$169,720	52.9%
Other	\$117,709	\$124,520	-5.5%	\$405,858	\$345,408	17.5%
Total Operating Revenue	<u>\$5,095,364</u>	<u>\$5,301,871</u>	<u>-3.9%</u>	<u>\$15,894,886</u>	<u>\$15,407,474</u>	<u>3.2%</u>
<b>TOTAL EXPENSES</b>						
Administration	\$311,000	\$318,180	-2.3%	\$1,269,870	\$1,271,134	-0.1%
Safety & Training	\$148,341	\$128,097	15.8%	\$613,536	\$559,560	9.6%
Promotion	\$0	\$0	#DIV/0!	\$18	\$3,296	-99.5%
Bldg. & Grounds	\$130,459	\$104,055	25.4%	\$489,919	\$388,200	26.2%
Fixed Route	\$2,585,589	\$2,233,683	15.8%	\$9,914,056	\$8,667,785	14.4%
Dial-A-Ride	\$61,780	\$66,496	-7.1%	\$254,074	\$236,431	7.5%
Moonlight Express	<u>\$14,100</u>	<u>\$13,252</u>	<u>6.4%</u>	<u>\$84,896</u>	<u>\$68,808</u>	<u>23.4%</u>
Operating Total	<u>\$3,251,269</u>	<u>\$2,863,763</u>	<u>13.5%</u>	<u>\$12,626,369</u>	<u>\$11,195,214</u>	<u>12.8%</u>
Farebox Revenue	\$68,995	\$43,976	56.9%	\$216,872	\$161,405	34.4%
Farebox Rev./Exp. Ratio	2.1%	1.5%	38.2%	1.7%	1.4%	19.1%
Admin. Expense/Pass.	\$0.77	\$0.75	2.3%	\$0.57	\$0.61	-5.4%
Admin. Exp./Rev. Mile	\$1.89	\$1.70	11.4%	\$1.79	\$1.65	8.8%
Admin. Exp./Rev. Hour	\$19.69	\$17.21	14.4%	\$18.42	\$16.83	9.5%
Total Expense/Passenger	\$4.24	\$3.91	8.4%	\$3.05	\$3.05	-0.1%
Total Expense/Rev. Mile	\$10.42	\$8.83	18.0%	\$9.53	\$8.30	14.9%
Total Expense/Rev. Hour	\$108.53	\$89.57	21.2%	\$98.02	\$84.77	15.6%