



Transit Board Meeting
AGENDA

**AMES TRANSIT AGENCY
BOARD OF TRUSTEES**

CYRIDE CONFERENCE ROOM – February 15, 2024

1. CALL TO ORDER: 3:00 p.m.
2. Approval of Minutes from January 18, 2024
3. Public Comments
4. Approval of Amended AAMPO Articles of Agreement
5. Surface Transportation Block Grant Program Funding Request FY 2028
6. Monthly Report
7. Spring Meeting Dates / Times
 - March 21
 - April 18
 - May 16
8. Adjourn



JANUARY 18, 2023

AMES TRANSIT AGENCY BOARD OF TRUSTEES

The Ames Transit Agency Board of Trustees met on January 18, 2023, at 4:00 p.m. in the CyRide Conference room. President Beatty-Hansen called the meeting to order at 4:00 p.m. with Trustees Clark, Janes, Norton, and Schainker present.

APPROVAL OF DECEMBER 21, 2023, MINUTES:

Trustee Janes made a motion to adopt the December 21, 2023, Transit Board minutes as presented; Trustee Norton seconded the motion. (Ayes: 5 Nays: 0) Motion carried.

PUBLIC COMMENTS:

None.

AGENCY SAFETY PLAN REVISION AND CERTIFICATION:

Director Neal requested board approval to adopt revisions to the Agency Safety Plan (ASP). Minor changes to the ASP were made to include strategies to minimize exposure to infectious disease, simplify the plan's review process, and add ASP-related documents to CyRide's records retention policy.

Director Neal recommended approval of Alternative #1. Adopting the revisions would reinforce CyRide's existing safety culture, ensure compliance with FTA regulations, and maintain the organization's eligibility to receive federal funding.

Trustee Janes made a motion to approve Alternative #1; Trustee Clark seconded the motion. (Ayes: 5 Nays: 0) Motion carried.

FEDERAL SECTION 5307 GRANT APPLICATION – FFY 2024 STBG FUNDING:

Director Neal requested authorization to execute and file a Section 5307 Surface Transportation Block Grant (STBG) application. The authorization would be the last funding component necessary for the purchase of the five battery electric buses approved by the board in November 2023. CyRide submitted an STBG application to the AAMPO to receive \$225,000 in funding for a partial bus in March 2020, and the AAMPO approved it in July 2023. The Transit Board is required to authorize the grant application request prior to the formal submission of the grant to the Federal Transit Administration (FTA).

Director Neal recommended approval of Alternative #1. Proceeding with this application would allow CyRide to expand its battery electric bus fleet to seven vehicles while keeping local costs to a minimum.

Trustee Schainker made a motion to approve Alternative #1; Trustee Janes seconded the motion. (Ayes: 5 Nays: 0) Motion carried.

AWARD OF CONTRACT FOR SECURITY SYSTEM UPGRADE PHASE II:

Director Neal requested approval for award of contract for CyRide's Security System Upgrade Phase II project, which will increase building security by adding additional door sensors, cameras, and access control readers. It will also integrate with the City Hall system, centralizing maintenance with the Information Technology division and allowing credentials to be shared between City Hall and the CyRide facility.

On November 29, 2023, Invitation to Bid #2024-079 was released, and bids were due January 10, 2024. A single bid was received from Commonwealth Electric of the Midwest. The bid was determined to be fair and reasonable, and the contractor has a good understanding of the project's scope of work. The base bid and all four alternates totaled \$179,361.

Director Neal recommended approval of Alternative #1. Approving the award of contract for the Security System Upgrade Phase II project to Commonwealth Electric of the Midwest for the base bid plus bid alternates #1, #2, #3, and 4 for a total cost of \$179,361 will help CyRide move forward with its goal of improving security in the facility and integrating with the City of Ames' security system.

Trustee Clark made a motion to approve Alternative #1; Trustee Lee seconded the motion. (Ayes: 5 Nays: 0) Motion carried.

MONTHLY REPORT:

Rear Door Sensors: Technology Coordinator Keith Wilbur designed a custom interface circuit board to address a sensor issue on the back doors of CyRide's low-floor buses. The sensors will make it easier for passengers to operate the back doors and reduce the potential for the doors to close unexpectedly. The maintenance division assisted with installing and testing the sensors.

Battery Electric Bus: CyRide employees verified the electric buses' performance and handling on slippery roads and received positive feedback from operators.

Battery Electric Bus Funding: After evaluating the funding available for the November award of contract for five battery electric buses, it was determined that to maximize the grant, it would be beneficial to use the grant to cover only the battery electric buses and local dollars for the charging hardware and associated installation costs.

B100 Pilot Project Status: Optimus Technologies had an engineering team onsite the week of January 8 to take measurements in preparation for installing equipment on the buses. The fuel storage tank has been assembled and is ready for installation once the vehicles are modified, which is expected to be in early summer.

Jefferson Lines: Jefferson Lines and Burlington Trailways would like to increase the usage of their rented Intermodal facility space starting in February due to construction at the Des Moines station. Jefferson Lines would have staff at the Intermodal office when the buses are scheduled to be in Ames, which would provide better customer service. Trustee Norton asked for additional information about the increase in traffic and passengers this will bring to the Intermodal. Director Neal said she would follow-up with him with the requested data.

Triennial Review: CyRide was notified that the Triennial Review will occur this year. The desk audit phase has begun and is due to the auditor on February 29. An onsite audit will be scheduled for a future date in 2024.

Spring meeting dates:

- February 15, 4:00 p.m.
- March 21, 4:00 p.m.
- April 18, 4:00 p.m.
- May 16, 4:00 p.m.

Adjourn: Trustee Janes made a motion to approve adjourning at 4:19 p.m.; Trustee Norton seconded the motion. (Ayes: 5 Nays: 0) Motion carried.

Bronwyn Beatty-Hansen, President

Cheryl Spencer, Recording Secretary



February 15, 2024

Approval of Amended AAMPO Articles of Agreement

CyRide Resource: Shari Atwood, Barbara Neal

BACKGROUND:

The Ames Area Metropolitan Planning Organization (AAMPO) was officially designated as the MPO of the Ames urbanized area by the Iowa Governor in March 2003. At that time, an “Articles of Agreement” document under Iowa Code Chapter 28E was established and filed with the Secretary of State.

Since the original Articles of Agreement were established, the MPO has undergone several changes regarding how it operates and has had changes to its membership. To better define and reflect how the MPO currently operates, as well as to account for the additional member agencies, an amended and substituted Articles of Agreement 28E was approved by the Transportation Policy Committee on January 23. The following are the primary changes from the original Articles of Agreement:

- Clearly defines that membership is contingent upon acceptance of the 28E agreement and inclusion of at least one representative on the Transportation Policy Committee (TPC).
- Simplifies the process for new member agencies to formally join the AAMPO.
- Provides 60 calendar days for member agencies to approve amendments by the TPC.
- Directly designates the City of Ames as the primary fiscal sponsor of the MPO.
- Details which member agencies are responsible for staffing the MPO, with the City of Ames providing services typically performed by an Executive Direction and Transportation Planner.

All member agencies need to approve the amended Articles of Agreement within 60 calendar days of adoption from the AAMPO meeting.

ALTERNATIVES:

1. Approve the amendment to the AAMPO’s Articles of Agreement (28E agreement).
2. Do not approve the amendment to the AAMPO’s Articles of Agreement.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1, to approve the amendment to the 28E agreement, which will improve overall clarity, better define the roles and responsibilities of the AAMPO and its member agencies, simplify the membership process for the AAMPO, and modify the financial support and staffing responsibilities to better match how the AAMPO operates today.

AMENDED AND SUBSTITUTED ARTICLES OF AGREEMENT
of the
AMES AREA METROPOLITAN PLANNING ORGANIZATION

ARTICLE I – ESTABLISHMENT

The Ames Area Metropolitan Planning Organization (hereinafter referred to as “AAMPO”) is hereby established and created to serve as the official Metropolitan Planning Organization of the Ames urban area, as defined by the U.S. Census Bureau.

ARTICLE II – PURPOSE

The purpose of the AAMPO shall be to carry out metropolitan transportation planning processes and activities for its member agencies in accordance with procedures established by applicable federal, state, and local law.

ARTICLE III – POWERS

Section 1: Pursuant to the provisions of Iowa Code Section 28E.4, the AAMPO shall have the powers to carry out the purpose established in Article II.

Section 2: The AAMPO shall have the power to cooperate with, contract with, and accept and expend funds from federal, state, and local agencies, public or semi-public entities, private individuals, profit, and non-profit corporations, and all other legal entities for the purpose stated in Article II.

Section 3: This Agreement shall not remove or otherwise limit the powers of the AAMPO’s member agencies.

Section 4: The AAMPO, acting through the votes of its governing body, is solely responsible for the official actions of the AAMPO. No member agency, AAMPO representative, committee of the AAMPO, or staff member can act in the name of the AAMPO without duly delegated authority.

ARTICLE IV – MEMBERSHIP

Section 1: Membership in the AAMPO shall be open to all eligible governmental agencies located wholly or partially within the AAMPO’s adopted metropolitan planning area.

Section 2: Membership of an agency in the AAMPO shall be contingent upon the acceptance of these Articles of Agreement by the governing body or administration of the agency seeking membership and inclusion of at least one representative on the Transportation Policy Committee established in Article V.

Section 3: Member agencies may terminate their membership by filing written notice to the AAMPO no later than March 1 of any year, to take effect on July 1 of the following calendar year (sixteen (16) months minimum advance notice).

ARTICLE V – REPRESENTATION

Section 1: The activities of the AAMPO shall be directed by the Transportation Policy Committee.

Section 2: The Transportation Policy Committee shall adopt bylaws for the transaction of its duties. The Transportation Policy Committee bylaws shall, at a minimum, establish the voting representation of the committee, establish committee officers, establish meeting rules and voting procedures, and detail the primary purpose and functions to be carried out by the committee.

Section 3: Representation shall be established in the Transportation Policy Committee bylaws with consideration given to the respective population and land area within the AAMPO boundary of each member agency. The Iowa Department of Transportation, Federal Highway Administration, and Federal Transit Administration shall each have a minimum of one nonvoting advisory representative on the Transportation Policy Committee.

Section 4: Representation may be amended through the Transportation Policy Committee bylaws to ensure appropriate representation for any expansion of the metropolitan planning area or the addition or removal of member agencies.

Section 5: Representatives to the Transportation Policy Committee shall be appointed by the respective governing body or administration of each member agency. Each member agency may appoint alternate representatives in a number not to exceed the number of its regular representatives.

Section 6: Alternate representatives shall have the same voting rights at meetings of the Transportation Policy Committee as the member agency's regular representative for which they are substituting for.

Section 7: The Transportation Policy Committee shall establish a Transportation Technical Committee composed of representatives from member agencies and other appropriate regional agencies and organizations. The Transportation Technical Committee shall establish its own bylaws, which shall establish purpose, function, representation, officers, meeting procedure, and amendment procedure. The primary function of the Transportation Technical Committee shall be to serve as the advisory body of the Transportation Policy Committee, which shall include the review and development of recommendations to the Transportation Policy Committee on all matters referred to it by the AAMPO.

Section 8: A voting representative or alternate representative cannot not serve on both the Transportation Policy Committee and Transportation Technical Committee simultaneously nor can they serve on behalf of multiple agencies and organizations on any committee of the AAMPO.

Section 9: The Transportation Policy Committee may establish other committees as needed.

ARTICLE VI – FINANCES AND STAFFING

Section 1: The Transportation Policy Committee shall approve a budget for each fiscal year annually through the AAMPO’s Transportation Planning Work Program.

Section 2: The City of Ames shall be the primary fiscal sponsor for the AAMPO. Other member agencies may annually provide additional support to the AAMPO as deemed appropriate.

Section 3: All staff responsibilities, services, and duties to be performed by the AAMPO shall be performed by employees of the City of Ames and Ames Transit Agency. The City of Ames shall provide to the AAMPO the services typically performed by an Executive Director and Transportation Planner. The Ames Transit Agency shall provide to the AAMPO the services typically performed by a Transit Planner. Member agencies may provide additional staffing and services to the AAMPO as needed.

Section 4: The City of Ames shall provide accounting services and an accounting system for the AAMPO’s finances.

ARTICLE VII – TERMINATION

Section 1: This Agreement and the AAMPO may be terminated upon an affirmative vote of the Transportation Policy Committee.

Section 2: Upon termination of this Agreement and the AAMPO, should that occur, any assets and liabilities shall be distributed to or liquidated by the member agencies in proportion to their respective fiscal contribution to the AAMPO during the previous five completed fiscal years.

ARTICLE VIII – AMENDMENTS

Section 1: These Articles of Agreement may be amended upon an affirmative vote of the Transportation Policy Committee.

Section 2: All member agencies shall enact a measure of approval of any amendments to these Articles of Agreement or shall forfeit their membership in the AAMPO. Member agencies shall be granted sixty (60) calendar days from the approval of amendments to these Articles of Agreement by the Transportation Policy Committee to provide the AAMPO their measure of approval.

ARTICLE IX – APPROVAL AND DURATION

Section 1: Member agencies shall execute this agreement by enacting a measure of approval.

Section 2: This Agreement shall be of perpetual duration except that it may be terminated in the manner described in Article VII or amended in the manner described in Article VIII.

February 15, 2024
Surface Transportation Block Grant Program
Funding Request FY 2028
CyRide Resource: Shari Atwood

BACKGROUND:

The Ames Area Metropolitan Planning Organization (AAMPO) receives approximately \$2.1 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 (TIP) could receive up to 80% federal funding. The AAMPO has approved \$225,000 for CyRide in STBG funding each year since FY 2020 for new buses. Grant applications for STBG funding in the FY 2028 budget year are currently being requested, with applications due by March 31, 2024.

Battery electric buses (BEBs) have risen in cost by approximately 35% since CyRide's first BEB order. Due to this substantial increase, CyRide met with AAMPO staff to discuss a possible increase to CyRide's previous STBG funding requests for FY 2025-2027. The AAMPO has approximately \$500,000 available in uncommitted STBG funding. AAMPO staff agreed to increase CyRide's previous STBG allocations from \$225,000 to \$377,050 for years 2025, 2026, and 2027, pending approval through the TIP process. Overall, this would provide CyRide with an additional \$456,150 in funding for bus upgrades over three years.

CyRide estimates that BEBs will cost approximately \$1.3 million per vehicle by 2028. Therefore, CyRide is requesting \$400,000 of funding for the partial purchase of a BEB in FY 2028. If approved, this funding would help support upgrading a standard 40' heavy-duty bus to a BEB. This STBG funding could alternatively be utilized to partially fund a standard 40' heavy-duty diesel bus.

CyRide's five-year Capital Improvements Plan (CIP) has future bus replacements programmed, with funding sources not yet identified in the outlying years. If awarded, the STBG funds would provide funding for the FY 2028 CIP. The AAMPO will consider requests for this funding at their mid-May 2024 Technical Committee meeting and subsequent Policy Committee meeting.

ALTERNATIVES:

1. Approve a grant request of \$400,000 in bus capital funds from the AAMPO for STBG federal funds in FY 2028.
2. Direct staff to proceed according to Transit Board priorities.

RECOMMENDATION:

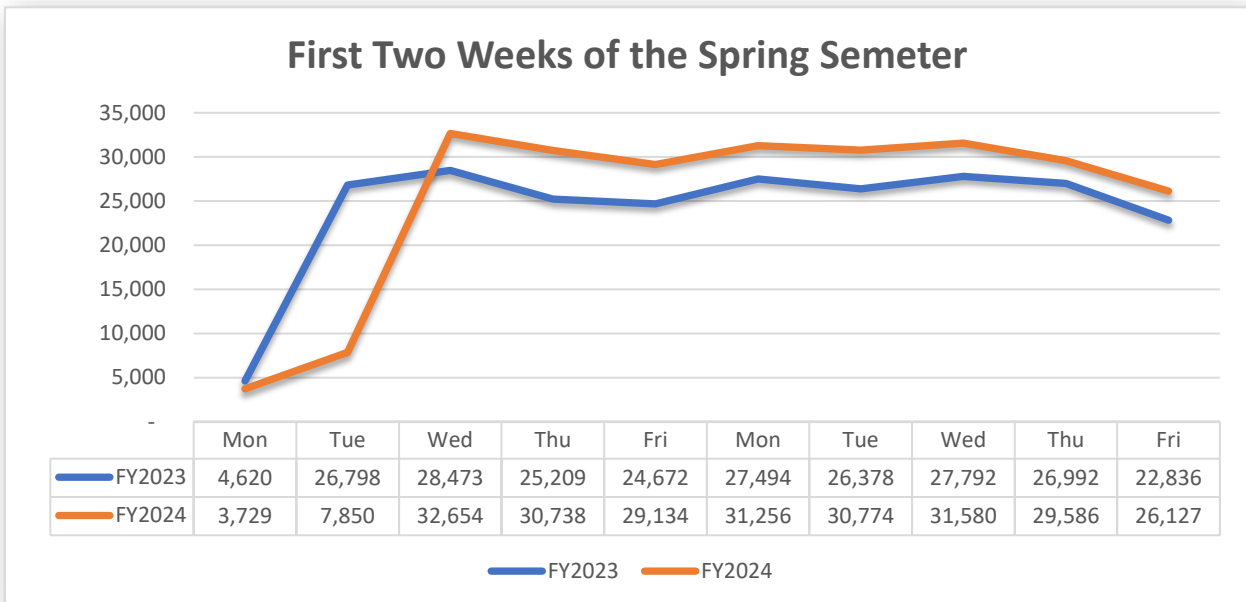
The Transit Director recommends approval of Alternative #1, to approve a request for \$400,000 in federal STBG funds from the AAMPO. If awarded, these federal funds would help with planned bus purchases and move CyRide toward a more efficient, sustainable fleet.



February 15, 2024
Monthly Report
CyRide Resource: Barbara Neal

1. Spring Semester Ridership Update

CyRide has been continuing to monitor passenger counts thoroughly. Since the beginning of the spring semester, ridership has closely mirrored the levels at the start of fall service. Overall system usage continues to trend positively and is up an average of 5.08% versus last year. The following table shows the ridership from the first two weeks of spring service compared to the equivalent time last year.



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. CyRide will contact all eligible DAR customers by email or telephone beginning February 18 to complete a customer satisfaction survey. Results, including a comparison of previous years, will be presented at a future Transit Board meeting.

At the May 2023 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 2025 represents the second year of this agreement. CyRide will work with HIRTA to confirm that they are interested in continuing to provide DAR service on behalf of CyRide.

3. 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' leases will expire on June 30, 2024. If the board is amenable, CyRide will begin working with Executive Express, Jefferson Lines, and the Legal Department to negotiate a new five-year lease agreement and a proposed rate for FY 2025. Any new lease agreements will be brought to the Transit Board for formal consideration at a future meeting.

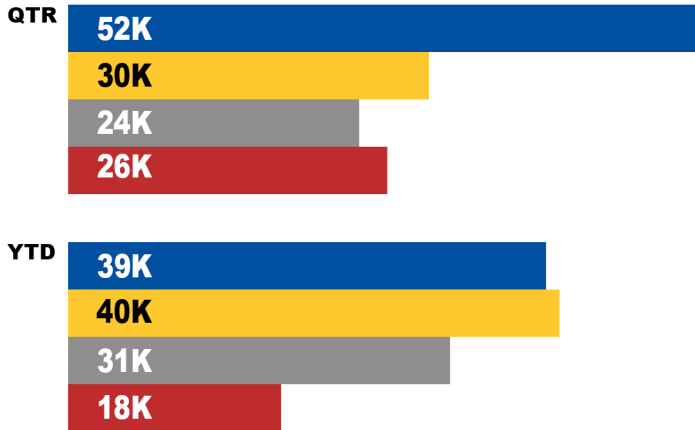
4. Second Quarterly Report

Each quarter, a detailed report regarding the overall performance of CyRide is generated, which includes fixed route, Dial-A-Ride, and Moonlight Express services. This report is used to track performance over time and observe trends in the system. Attached is a detailed system quarterly operations report and a graphic summary of the key performance measures for the second quarter of the fiscal year, October 2023 through December 2023.

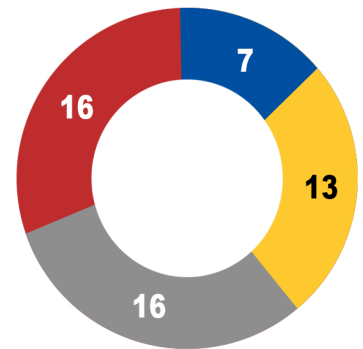
CyRide Quarterly Operations Report

October 1, 2023 to December 31, 2023 (2nd Quarter FY24)
System Overview - Safety/Fleet

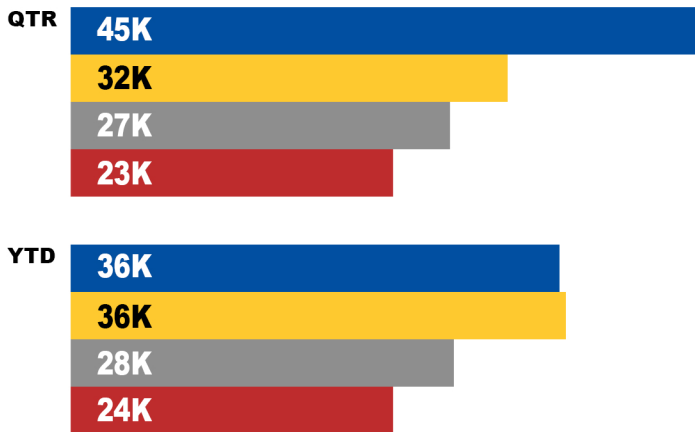
Miles between Preventable Accidents



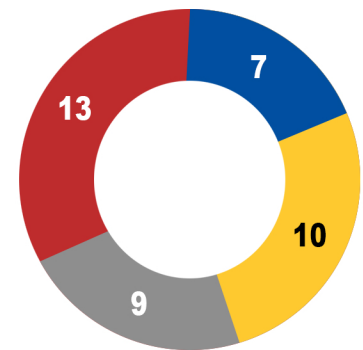
Preventable Accidents per Quarter



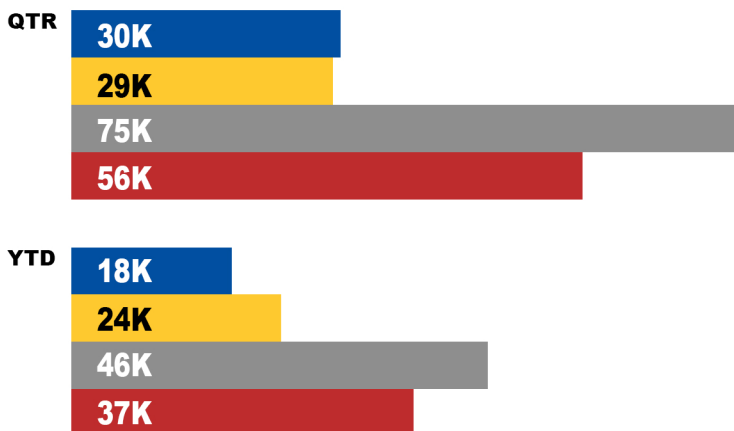
Miles between Major Mechanical Issues



Road Calls per Quarter



Passengers per Comment

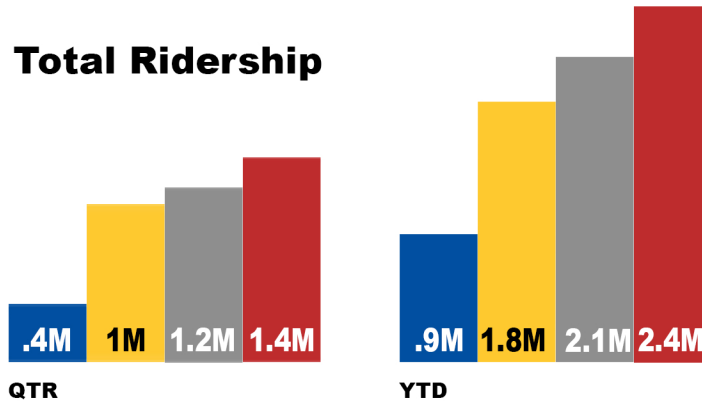


Year ● FY21 ● FY22 ● FY23 ● FY24

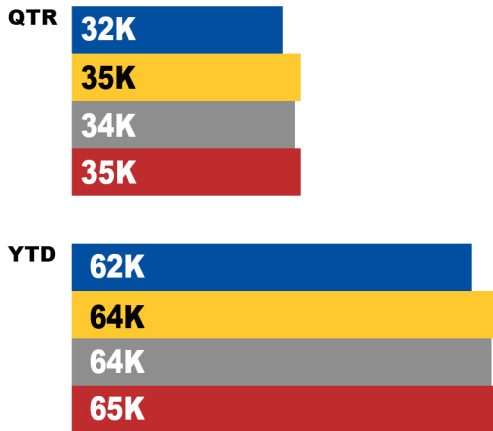
CyRide Quarterly Operations Report

October 1, 2023 to December 31, 2023 (2nd Quarter FY24)
System Overview - Efficiency

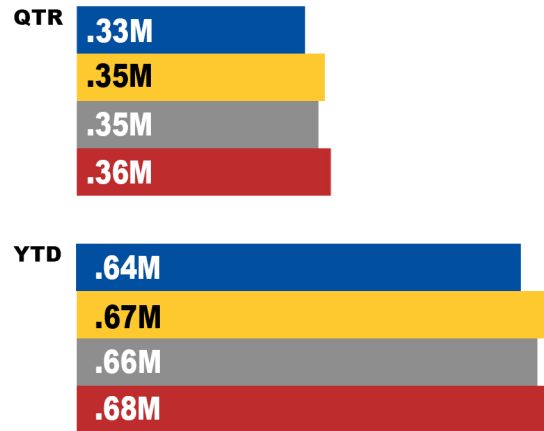
Total Ridership



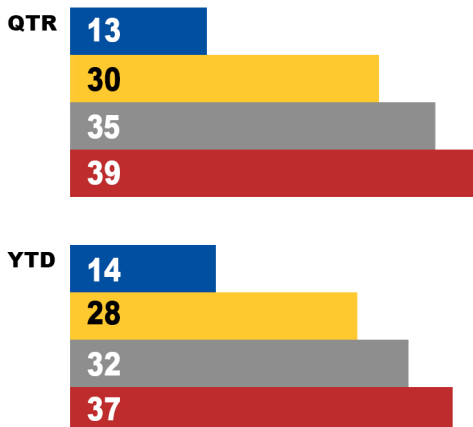
Revenue Hours



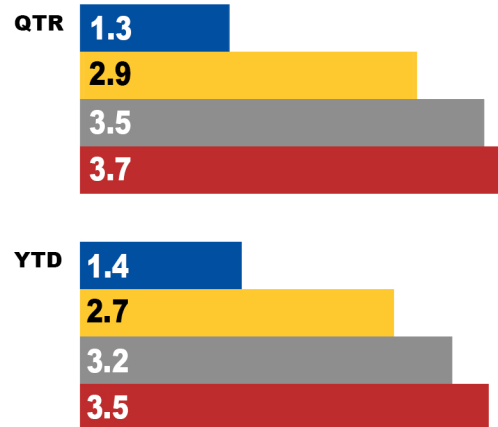
Revenue Miles



Passengers per Revenue Hour



Passengers per Revenue Mile



Year ● FY21 ● FY22 ● FY23 ● FY24

CYRIDE QUARTERLY OPERATIONS REPORT

October 1st, 2023 to December 31st, 2023 (2nd Quarter)

	FY 2024 2nd Qtr	FY 2023 2nd Qtr	% CHANGE	FY 2024 YTD	FY 2023 YTD	% CHANGE
MAINTENANCE						
Interior Clean	79	104	-24.0%	177	238	-25.6%
Shop Road Calls	13	9	44.4%	20	22	-9.1%
Miles per Shop Road Call	32,460	42,669	-23.9%	39,432	32,857	20.0%
NTD Minor Mech.	126	104	21.2%	323	184	75.5%
NTD Major Mech.	18	14	28.6%	33	26	26.9%
Total NTD Mechanical Prob.	144	118	22.0%	356	210	69.5%
Miles per Major Mech.	23,443	27,430	-14.5%	23,898	27,802	-14.0%
Gasoline Vehicles						
Gas Miles Driven	48,548	28,986	67.5%	102,779	59,822	71.8%
Total Gallons Gas	6,088	3,677	65.6%	13,300	7,927	67.8%
Total Gas Cost	16,415	10,886	50.8%	\$38,056	25,599	48.7%
Avg. Gas Cost/Gallon	\$2.70	\$2.96	-8.9%	\$2.86	\$3.23	-11.4%
Gas Cost per Mile	\$0.34	\$0.38	-10.0%	\$0.37	\$0.43	-13.5%
Average Gas MPG	8.0	7.9	1.2%	7.7	7.5	2.4%
Diesel Vehicles						
Diesel Miles Driven	362,006	355,033	2.0%	665,734	663,023	0.4%
Total Gallons Diesel	83,512	81,504	2.5%	147,516	144,496	2.1%
Total Diesel Cost	250,849	301,567	-16.8%	464,318	537,111	-13.6%
Avg. Diesel Cost/Gallon	\$3.00	\$3.70	-18.8%	\$3.15	\$3.72	-15.3%
Diesel Cost per Mile	\$0.69	\$0.85	-18.4%	\$0.70	\$0.81	-13.9%
Average Diesel MPG	4.3	4.4	-0.5%	4.5	4.6	-1.6%
Electric Vehicles						
Electric Miles Driven	11,421.0	0.0	#DIV/0!	20,124.0	0.0	#DIV/0!
All Vehicles						
Total Miles Driven	421,975	384,019	9.9%	788,637	722,845	9.1%
Total Gallons Fuel	89,600	85,181	5.2%	160,816	152,423	5.5%
Total Fuel Cost	\$267,264	\$312,452	-14.5%	\$502,374	\$562,710	-10.7%
Avg. Cost/Gallon	\$2.98	\$3.67	-18.7%	\$3.12	\$3.69	-15.4%
Total Cost per Mile	\$0.63	\$0.81	-22.2%	\$0.64	\$0.78	-18.2%
Avg. MPG all Vehicles	4.6	4.5	1.6%	4.8	4.7	0.8%
Small Bus/Sup. Mileage	30,487	16,049	90.0%	67,292	35,727	88.4%
Large Bus Mileage	391,488	367,970	6.4%	721,345	687,118	5.0%
% Rev. Mi./Total Miles	85.9%	89.9%	-4.4%	86.0%	91.3%	-5.8%
Percentage Small Bus	7.2%	4.2%	72.9%	8.5%	4.9%	72.6%
Maintenance Expense	\$1,002,127	\$994,537	0.8%	\$1,644,006	\$1,509,714	8.9%

CYRIDE QUARTERLY OPERATIONS REPORT

October 1st, 2023 to December 31st, 2023 (2nd Quarter)

	FY 2024 2nd Qtr	FY 2023 2nd Qtr	% CHANGE	FY 2024 YTD	FY 2023 YTD	% CHANGE
OPERATIONS						
Total Passengers	1,359,579	1,200,087	13.3%	2,399,084	2,085,602	15.0%
Average Drivers per Month	138.7	119.6	16.0%	134.0	117.5	14.1%
Driving Hours	45,637	41,425	10.2%	87,376	74,757	16.9%
Drivers Late	65	17	282.4%	103	27	281.5%
Drivers No Show	6	4	50.0%	18	6	200.0%
Late/No Show per Driver	0.51	0.18	191.5%	0.90	0.28	221.4%
Total Comments	24	16	50.0%	64	45	42.2%
Driver Fault	7	4	75.0%	19	13	46.2%
System Complaints	2	3	-33.3%	6	8	-25.0%
Service Requests	6	1	500.0%	12	4	200.0%
Compliments	1	2	-50.0%	8	7	14.3%
Passengers/Comment	<u>56.649</u>	<u>75.005</u>	<u>-24.5%</u>	<u>37.486</u>	<u>46.347</u>	<u>-19.1%</u>
Pass./Complaint (D & U)	194,226	240,017	-19.1%	126,268	148,972	-15.2%
Driving Hours/Comment	1,902	2,589	-26.6%	1,365	1,661	-17.8%
Driving Hrs/Comment (D&U)	6,520	8,285	-21.3%	4,599	5,340	-13.9%
Accident Reports	21	23	-8.7%	56	32	75.0%
Preventable Accidents	16	16	0.0%	44	23	91.3%
Percent Preventable	76.2%	69.6%	9.5%	78.6%	71.9%	9.3%
Miles/Prev. Accident	26,373	24,001	9.9%	17,924	31,428	-43.0%
Hours/Prev. Accident	2,852	2,589	10.2%	1,986	3,250	-38.9%
Unreported Accidents	2	1	100.0%	7	1	600.0%
Damage to Buses/Equip.						
Caused by CyRide	5,907.82	8,926.48	-33.8%	13,085.35	9,585.75	36.5%
Caused by Others	3,466.33	4,129.14	-16.1%	4,559.76	9,516.55	-52.1%
Caused by Unreported	\$245	\$168	46.3%	\$574	\$168	242.7%
Claims by Others (#)	2	6	-66.7%	3	8	-62.5%
Claims by Others (\$)	\$3,443	\$6,393	-46.1%	\$4,052	\$11,781	-65.6%
Personal Injury Claims	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Operations Expense	\$2,278,519	\$1,982,058	15.0%	\$3,732,565	\$3,322,790	12.3%
SYSTEM TOTAL						
Passengers	1,359,579	1,200,087	13.3%	2,399,084	2,085,602	15.0%
Revenue Miles	362,596	345,230	5.0%	678,592	660,188	2.8%
Revenue Hours	35,164	33,909	3.7%	65,351	64,427	1.4%
Revenue Miles per Hour	10.3	10.2	1.3%	10.4	10.2	1.3%
Pass./Rev. Mile	3.7	3.5	7.9%	3.5	3.2	11.9%
Pass./Rev. Hour	38.7	35.4	9.2%	36.7	32.4	13.4%
Operations Expense	\$2,278,519	\$1,982,058	15.0%	\$3,732,565	\$3,322,790	12.3%
Maintenance Expense	<u>\$1,002,127</u>	<u>\$994,537</u>	<u>0.8%</u>	<u>\$1,644,006</u>	<u>\$1,509,714</u>	<u>8.9%</u>
Total Expenses	<u>\$3,280,646</u>	<u>\$2,976,595</u>	<u>10.2%</u>	<u>\$5,376,571</u>	<u>\$4,832,504</u>	<u>11.3%</u>
Farebox Revenue	\$50,727	\$41,105	23.4%	\$107,473	\$94,694	13.5%
Rev./Exp. Ratio	1.5%	1.4%	12.0%	2.0%	2.0%	2.0%
Oper. Exp./Passenger	\$2.41	\$2.48	-2.7%	\$2.24	\$2.32	-3.3%
Oper. Exp./Rev. Mile	\$9.05	\$8.62	4.9%	\$7.92	\$7.32	8.2%
Oper. Exp./Rev. Hour	\$93.30	\$87.78	6.3%	\$82.27	\$75.01	9.7%

CYRIDE QUARTERLY OPERATIONS REPORT

October 1st, 2023 to December 31st, 2023 (2nd Quarter)

	FY 2024 2nd Qtr	FY 2023 2nd Qtr	% CHANGE	FY 2024 YTD	FY 2023 YTD	% CHANGE
FIXED ROUTE						
Fixed Route Passengers	1,351,351	1,191,515	13.4%	2,384,480	2,070,478	15.2%
Shuttle Passengers	0	0	#DIV/0!	0	0	#DIV/0!
Total Passengers	<u>1,351,351</u>	<u>1,191,515</u>	<u>13.4%</u>	<u>2,384,480</u>	<u>2,070,478</u>	<u>15.2%</u>
Transfers	8,160	7,319	11.5%	19,690	16,833	17.0%
Revenue Miles	337,415	324,968	3.8%	637,035	617,198	3.2%
Revenue Hours	33,232	32,113	3.5%	62,208	60,562	2.7%
Revenue Miles per Hour	10.2	10.1	0.3%	10.2	10.2	0.5%
Pass./Rev. Mile	4.0	3.7	9.2%	3.7	3.4	11.6%
Pass./Rev. Hour	40.7	37.1	9.6%	38.3	34.2	12.1%
Operations Expense	\$2,183,308	\$1,899,209	15.0%	\$3,555,483	\$3,161,745	12.5%
Maintenance Expense	\$988,828	\$984,548	0.4%	\$1,620,343	\$1,492,696	8.6%
Total Expenses	<u>\$3,172,136</u>	<u>\$2,883,757</u>	<u>10.0%</u>	<u>\$5,175,826</u>	<u>\$4,654,441</u>	<u>11.2%</u>
Farebox Revenue	\$44,055	\$38,407	14.7%	\$98,210	\$87,313	12.5%
Rev./Exp. Ratio	1.4%	1.3%	4.3%	1.9%	1.9%	1.1%
Exp./Passenger	\$2.35	\$2.42	-3.0%	\$2.17	\$2.25	-3.4%
Exp./Rev. Mile	\$9.40	\$8.87	5.9%	\$8.12	\$7.54	7.7%
Exp./Rev. Hour	\$95.45	\$89.80	6.3%	\$83.20	\$76.85	8.3%

DIAL-A-RIDE						
Passengers	3,719	3,529	5.4%	6,902	6,889	0.2%
Revenue Miles	19,366	14,789	30.9%	31,210	33,665	-7.3%
Revenue Hours	1,408	1,358	3.7%	2,199	3,115	-29.4%
Revenue Miles per Hour	13.8	10.9	26.3%	14.2	10.8	31.3%
Pass./Rev. Mile	0.19	0.24	-19.5%	0.22	0.20	8.1%
Pass./Rev. Hour	2.6	2.6	1.6%	3.1	2.2	41.9%
Operations Expense	\$77,553	\$67,183	15.4%	\$144,784	\$133,863	8.2%
Maintenance Expense	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Total Expenses	<u>\$77,553</u>	<u>\$67,183</u>	<u>15.4%</u>	<u>\$144,784</u>	<u>\$133,863</u>	<u>8.2%</u>
Farebox Revenue	\$6,672	\$2,698	147.3%	\$9,263	\$7,381	25.5%
Rev./Exp. Ratio	8.6%	4.0%	114.2%	6.4%	5.5%	16.0%
Exp./Passenger	\$20.85	\$19.04	9.5%	\$20.98	\$19.43	8.0%
Exp./Rev. Mile	\$4.00	\$4.54	-11.8%	\$4.64	\$3.98	16.7%
Exp./Rev. Hour	\$55.08	\$49.47	11.3%	\$65.84	\$42.97	53.2%

MOONLIGHT EXPRESS						
Passengers	4,509	5,043	-10.6%	7,702	8,235	-6.5%
Revenue Miles	5,815	5,473	6.2%	10,347	9,325	11.0%
Revenue Hours	524	438	19.7%	944	750	25.8%
Revenue Miles per Hour	11.1	12.5	-11.2%	11.0	12.4	-11.8%
Pass./Rev. Mile	0.8	0.9	-15.8%	0.7	0.9	-15.7%
Pass./Rev. Hour	8.6	11.5	-25.3%	8.2	11.0	-25.7%
Operations Expense	\$17,658	\$15,666	12.7%	\$32,298	\$27,182	18.8%
Maintenance Expense	<u>\$13,299</u>	<u>\$9,989</u>	<u>33.1%</u>	<u>\$23,663</u>	<u>\$17,018</u>	<u>39.0%</u>
Total Expenses	<u>\$30,957</u>	<u>\$25,655</u>	<u>20.7%</u>	<u>\$55,961</u>	<u>\$44,200</u>	<u>26.6%</u>
Exp./Passenger	\$6.87	\$5.09	35.0%	\$7.27	\$5.37	35.4%
Exp./Rev. Mile	\$5.32	\$4.69	13.6%	\$5.41	\$4.74	14.1%
Exp./Rev. Hour	\$59.07	\$58.57	0.8%	\$59.30	\$58.94	0.6%

CYRIDE QUARTERLY OPERATIONS REPORT

October 1st, 2023 to December 31st, 2023 (2nd Quarter)

	FY 2024 2nd Qtr	FY 2023 2nd Qtr	% CHANGE	FY 2024 YTD	FY 2023 YTD	% CHANGE
OPERATIONS REVENUE						
Farebox	\$50,727	\$41,105	23.4%	\$107,473	\$94,694	13.5%
Transit Contracts	\$354	\$0	#DIV/0!	\$354	\$0	#DIV/0!
I.S.U.	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Student Body Government	\$0	\$2,884,287	-100.0%	\$0	\$2,884,287	-100.0%
City of Ames	\$905,532	\$753,388	20.2%	\$1,130,544	\$950,896	18.9%
IDOT - STA	\$319,920	\$258,819	23.6%	\$637,840	\$522,528	22.1%
Section 5307	\$649,611	\$1,865,971	-65.2%	\$649,611	\$1,865,971	-65.2%
Other Grants	\$48,846	\$0	#DIV/0!	\$48,846	\$0	#DIV/0!
Other	\$142,522	\$118,983	19.8%	\$242,770	\$139,709	73.8%
Total Operating Revenue	<u>\$2,117,512</u>	<u>\$5,922,553</u>	<u>-64.2%</u>	<u>\$2,817,438</u>	<u>\$6,458,085</u>	<u>-56.4%</u>
TOTAL EXPENSES						
Administration	\$401,311	\$332,845	20.6%	\$702,322	\$558,642	25.7%
Safety & Training	\$174,046	\$172,714	0.8%	\$331,063	\$307,292	7.7%
Promotion	\$0	\$0	#DIV/0!	\$0	\$18	-100.0%
Bldg. & Grounds	\$92,873	\$83,753	10.9%	\$157,742	\$138,937	13.5%
Fixed Route	\$3,172,136	\$2,883,757	10.0%	\$5,175,826	\$4,654,441	11.2%
Dial-A-Ride	\$77,553	\$67,183	15.4%	\$144,784	\$133,863	8.2%
Moonlight Express	\$30,957	\$25,655	20.7%	\$55,961	\$44,200	26.6%
Operating Total	<u>\$3,948,876</u>	<u>\$3,565,907</u>	<u>10.7%</u>	<u>\$6,567,698</u>	<u>\$5,837,393</u>	<u>12.5%</u>
Farebox Revenue	\$50,727	\$41,105	23.4%	\$107,473	\$94,694	13.5%
Farebox Rev./Exp. Ratio	1.3%	1.2%	11.4%	1.6%	1.6%	0.9%
Admin. Expense/Pass.	\$0.49	\$0.49	0.1%	\$0.50	\$0.48	3.0%
Admin. Exp./Rev. Mile	\$1.84	\$1.71	8.0%	\$1.76	\$1.52	15.3%
Admin. Exp./Rev. Hour	\$19.00	\$17.38	9.3%	\$18.23	\$15.60	16.9%
Total Expense/Passenger	\$2.90	\$2.97	-2.3%	\$2.74	\$2.80	-2.2%
Total Expense/Rev. Mile	\$10.89	\$10.33	5.4%	\$9.68	\$8.84	9.5%
Total Expense/Rev. Hour	\$112.30	\$105.16	6.8%	\$100.50	\$90.60	10.9%