

**AMES TRANSIT AGENCY BOARD OF TRUSTEES**  
**CYRIDE CONFERENCE ROOM**

July 20, 2011

1. CALL TO ORDER: 5:00 P.M.
2. Approval of June 9, 2011 Minutes
3. Public Comments
4. AAMPO Transit Representative Appointment
5. Intermodal Facility Change Order Approval
6. State of Iowa - State of Good Repair Grant Application
7. Heartland Senior Services Contract Modifications
8. Fare Increase/Service Change Study Update
9. Transit Director's Report
10. Set Time and Place of Next Meeting – August 25, 2011 @ 5:00 pm
11. Adjourn

## AMES TRANSIT AGENCY BOARD OF TRUSTEES

AMES, IOWA

June 9, 2011

The Ames Transit Agency Board of Trustees met on June 9, 2011 at 5:00 p.m. in CyRide's Conference Room. Director Kyras called the meeting to order at 5:12 p.m. Trustees in attendance were Fox, Madden, Schainker, Vander Velden, via conference call, and Wacha. Arriving late: Trustee Anders.

**Public Comments:** Public in attendance were Andy Duffelmeyer, Ames News Online. Linda Voit, Cheryl Lawson, and Diane Birt representing the AMOS organization for Students at Risk program. Their purpose for attending was mainly to listen, but to find out more about the transportation issues and to help the community find a solution to transportation challenges for youth at risk.

President Anders indicated that he would arrive late so Director Kyras proceeded with the next item of business, election of officers for the 2011-2012 year.

**ELECTION OF OFFICERS:** Director Kyras explained under the Ames Municipal Code, Chapter 26A, election is required to fill the office of President and Vice President of the Transit Board of Trustees. Director Kyras opened nominations from the floor to fill the office of President. Trustee Schainker made a motion to re-elect Trustee Anders, assuming he wishes to take another term as President. Seconded by Trustee Madden. (Ayes: 5; Nays: 0.) Motion carried.

Director Kyras asked for nominations from the floor for Vice President. Trustee Vander Velden expressed interest in the position of Vice President. Trustee Wacha made a motion to nominate Trustee Vander Velden for Vice President and seconded by Trustee Fox. (Ayes: 5; Nays: 0.) Motion carried.

**FY11 FEDERAL OPERATING GRANT APPLICATION APPROVAL:** Director Kyras explained to the board members that CyRide annually submits a federal grant application to support the operating and capital budgets that draw down federal funds. She then asked Shari Atwood, CyRide Transit Planner, to provide the board with the specific projects and funding request included in the application.

Shari Atwood explained the total funding request and Small Transit Intensive Cities (STIC) funding. The \$1,528,279 in operating funds that CyRide is eligible for is based on two funding apportionments, Formula 5307 and Small Transit Intensive Cities (STIC) funding. She indicated that the STIC funding includes federal dollars that CyRide receives that other agencies do not as CyRide is more efficient than the average larger transit system nationwide. Both STIC and 5307 funding is based solely on population and population density.

Trustee Anders arrived at 5:17pm.

She further explained that CyRide competes against other agencies for the STIC funding and is rated on six performance categories noted in the board packet. CyRide met five categories this year, but has never received all six. CyRide has never received one category - passenger miles traveled per vehicle revenue mile. She indicated that CyRide's federal dollars increased 2.1% overall and that this typically would have been higher. However, this past year, more systems achieved higher performance, which in turn, lowered the amount each criterion was worth decreasing CyRide's funding from this federal funding source.

CyRide budgeted \$1,550,000, which is less than CyRide will receive of \$1,528,279 so will fall short by \$28,000. This is, however, an increase of \$37,400 over last year's federal funding. This is a result of the lower STIC funding per criteria this year.

Director Kyras requested the transit board authorize the Director to execute and file a 5307 funding grant application. Trustee Madden made a motion to authorize the Transit Director to execute and file a Section 5307 grant application for \$1,528,279. Motion seconded by Trustee Fox. (Ayes: 6; Nays: 0.) Motion carried unanimously.

**FARE INCREASE/SERVICE CHANGE STUDY UPDATE:** Director Kyras brought the board up to date on CyRide's fare increase/service reduction public input meeting and requested additional policy guidance in developing alternatives to address the budget shortfall and possible solutions to the budget issue CyRide is facing.

She summarized the funding shortfall projections and reason for this situation. The 2010-2011 and 2011-2012 budget issues are caused by higher fuel prices as was discussed during the April transit board meeting. She indicated that the purpose of the public input meeting was to gather information about what was important and less important to the public about CyRide services. This information would then be used to determine possible alternatives, solutions, or process to move forward. She further indicated that a public survey had been placed on CyRide's website and handed out at the meeting asking the public to gain this input.

Because the extent of the 2011-2012 budget expenses for fuel are unknown at the time, she indicated that staff would need further board direction on the dollar amount and time frame to recover this funding. Based on this direction, staff would prepare fare increase/service reductions for the board and public to consider.

Director Kyras began with the public input meeting and shared a summary of the public comments from the 35 individuals who attended the public meeting held June 2, 2011. A synopsis of the 67 comments received from the meeting was discussed with the board members and they were provided with the detailed comments. Director Kyras summarized the comments and found there were six themes she then shared with the transit board.

- Concern that this was not the time to cut services – difficult time with economy and gas prices
- Fare increases were preferable to cutting services
- City/university should absorb more of the budget shortfall – consensus was that the board could help with this; the cost should not be absorbed by CyRide’s riders only; the funding partners should share the pain
- Timing of study with students being gone was poor
- Long term solution – the board should find a solution that would allow transit to move forward
- Numerous questions to try to understand: why CyRide did not predict this increase, biodiesel/hybrid impact, etc.

Director Kyras shared the presentation given at the public input meeting. The first slide is a refresher for the board on how the prices of fuel are affecting the current year and next year’s budget. CyRide received several questions on why this was not predicted and staff explained that prices were predicted approximately 12 months prior to the beginning of a new budget year. Fuel prices in each case, over the past two years, was between \$1 - \$2 per gallon less at the time the budget was prepared.

The next slide presented the fuel impact of the higher prices on CyRide’s budget. Director Kyras indicated that in the 2010-2011 budget CyRide will be paying \$55,000 more than budgeted. In the 2011-2012 budget year, CyRide will pay \$91,000 more than budgeted under a fuel contract for eight months. The months not under contract could total as much as an additional \$113,000. The total impact is a \$150,000 to \$250,000 gap in funding over the two year period.

Next slides shared CyRide Ridership. CyRide is dealing with record ridership, which presents a challenge for CyRide as ISU enrollment is predicted to further increase this fall.

The Director shared the Service/Fare Modification timeline with the Transit Board.

Trustee Anders shared with board members that it was a passionate meeting and one issue he took away from the meeting was the public’s concern that the transit board was not anticipating these increases or was not maintaining a large enough closing balance to absorb these unanticipated expenses. He indicated that the board could be more aware of CyRide’s closing balance when moving forward.

Two members of the public attending the public meeting suggested working with GSB for assistance to remedy the short term funding issue. They indicated that the possible fuel crisis can be attributed to a city planning problem. The city has allowed additional high-density population areas within Ames such as the new apartment complexes on S. 16<sup>th</sup>. The public representatives felt it was a city planning issue with apartment complexes receiving tax abatements.

The main issue Trustee Anders gathered from the meeting was to be more aware of the closing balance and consider service reduction options such as last route in, first one out. He also shared that the meeting participants indicated a desire that the “funding pie” or shares from the three local funding partners should be less rigid allowing for unequal increases as circumstances dictate.

Trustee Wacha responded to the comment about the apartment complexes and tax abatements in the S. 16<sup>th</sup> area. He clarified the situation indicating that these apartment complexes are not receiving tax incentives from the city. The developer requested that Grand Avenue be extended to their development on S. 16<sup>th</sup>, and the city agreed, but with the understanding, that the developer would not request zoning that would allow the apartment buildings to be turned into condominiums. Trustee Wacha indicated that complexes designated as condominiums contribute lower tax revenues.

Trustee Madden indicated that he believes that the land use planning process could be modified to reduce its impact on transit. He indicated that human service agencies moved to S. 16<sup>th</sup> Street and came to a transit board meeting asking for more transit services to this area. He further indicated that the transit agency did not receive information on why they decided to relocate to this area instead of staying in downtown Ames where transit serves the community better. Planning in this area is disjointed. He indicated that the apartment complexes on S. 16<sup>th</sup> are located in a flood plain area and with 500 students in this area, increased pressure will be placed on public transit services to serve this area. He also indicated that he believed that the West Ames businesses that developed over the years were beneficial.

Trustee Schainker mentioned CyRide actually has been one of the leaders in helping the dispersion of students to happen. He indicated that with the cooperative agreement, students could now expand outside university housing. As it is less expensive to buy farmland and put apartment complexes on the outlying sections rather than purchase inland property, he indicated that this is where developers desire to build. He indicated that the Transit board decided to operate service in this area making it more attractive to build. Further he shared that the city’s land use policy was meant to intensify the area near the ISU Campus, but many of the established neighborhoods did not want apartment complexes within their neighborhood. He indicated that the Transit Board decided to operate CyRide to the high-density areas, but as no route makes money, this requires the local funders to underwrite this cost. He shared with the other board members that he believes CyRide tries to accommodate the high demand area, but that is where the Transit Board gets into trouble trying to accommodate the growth within budget constraints.

Director Kyras shared with the board the various philosophies about how public transit is viewed as a public service much like fire protection. Not all residents need it, but all pay for the benefit. Many see CyRide has a valuable asset to the community. What is difficult is to balance the services and funding to meet these needs. Participants at the public meeting shared that they believe CyRide as a valuable asset and urged CyRide to come up with a long-term solution allowing CyRide to continue existing service within the community. They indicated they do not want services cut.

Further comments from the public meeting were shared with the board members: Ames population supports CyRide, the financial impact on low-income riders if there is a fare increase will be challenging. The board members acknowledged that the Chamber of Commerce recognizes CyRide has a tool to encourage people to move to Ames.

Trustees Wacha and Schainker indicated the Governor's budget proposal for next year would not allow city's to raise taxes more than the Consumer Price Index (CPI), which would severely limit the City of Ames' ability to raise taxes. This will make it hard to continue to grow CyRide. The board members discussed this challenge and the need to find a short-term solution to the fuel expenses, but also to determine solutions for the long term health of the transit system.

Trustee Schainker indicated that he was interested in a way to set different fares for low income residents. Director Kyras indicated that she had worked with a program of this nature in Des Moines and that there was a great deal of administrative time and cost to a program of this nature. She indicated that income standards would need to be established and then staff would need to verify this as well as administer the lower cost tickets. She indicated that staff would look at this or other options to reduce the impact on low income residents in the fare analysis portion of this study.

Trustee Schainker further shared with the other board members that he believes that the transit board needs to address the issue by fare increases or reduced services in the short term. Further stating that he believes that a different rate or program for low income individuals is desirable. He indicated that a program could use a combination of qualifications or federal guidelines already established. He indicated that CyRide has a unique funding mix and that the farebox is a small fraction of the revenue. He stated that with Iowa State enrollment up and 10,000 students in University housing, he questioned what effect this would have on CyRide service this next year.

Trustee Anders shared with the board that he believes that the transit board needs to look at federal funding declining in the future and that it will not be as dependable source of funding. There should be a systematic way or be more mindful way to look at routes such as last one in, first one out. He used the example of eliminating the Aqua route as a start.

Trustee Wacha shared with the board his belief that, as a transit board, the members had agreed to move forward with projects that lowered the closing balance to under 8% knowing that the board established goal was 15%. He indicated that he still supported this decision, but acknowledged that it had contributed to the challenges that CyRide is facing.

Trustee Schainker indicated that he was concerned about the bus tracking system the students are requesting and willing to pay for, for the first three years, but he would like to secure a funding source for the future after the students commitment ends as he indicated that the system could not be turned off at that point. He indicated that there was

a yearly cost associated with this technology improvement and was concerned about how CyRide could fund this in the future.

Trustee Madden said budgeting is an estimating process and the \$250,000 deficit is going to be a challenge. He offered several alternatives: requesting GSB fund \$155,000 or \$160,000 from its reserve; CyRide cut backs, fare increases. He suggested completing an analysis of the effect of alternatives such as a \$1.25 fare increase; peer analysis of Iowa transit systems as well as university communities around the nation on what their fares are and their hours of operation and bring information back to the July/August meetings.

Director Kyras indicated that staff would be developing options in three areas: internal savings, fare increases and service reductions. She also shared with the Transit Board that there is a possibility that the 2010-2011 budget may end slightly better as flood revenue may lower some of the expenses. This will be determined at the time of the financial audit around the first of August. She indicated that the service reduction options would be analyzed separately and then staff would prepare several options that would total the dollar amount that would need to be saved.

Trustee Madden asked about where CyRide was finding additional demand – north or south Ames. Director Kyras indicated that the higher demand was south. For example, she indicated that service had been added on the Blue route because of Wal-Mart as well as a large minority areas located on the Blue route. She also shared with the board that through this process, staff would need to analyze the impact on minority and low-income populations and that the option chosen could not have a disparate impact on these populations as required by Title VI federal regulations.

Trustee Schainker shared with the members that if a fare increase from \$1.00 to \$1.25 was implemented, it would also need to increase the students share. He indicated that when the students went fare free, a portion of this funding went toward paying for fares. He questioned how to calculate what portion that was today and apply this to new funding scenarios. Director Kyras indicated that staff would develop a methodology and share this with the Transit Board.

Director Kyras briefly shared the impact of the last fare increase with the board. She indicated that when the fare was raised from \$.75 to \$1 that non-student residents continued to ride at the same level; however, ridership dropped dramatically as the students did not ride as often. She indicated that it was her belief that this dramatic ridership would not happen if fares were increased today as the students no longer pay as they board the bus.

Representatives from AMOS were concerned with reducing service or not providing the type of service for K-12. They indicated they are charged with finding solutions for At-Risk students. They indicated a need for more public transit in the community. An AMOS representative shared her concern in the discussion on cutting the Aqua Route because this is one route the At Risk students use allowing them to come together and communicate on a whole different level.

Trustee Madden asked if there were any private bus operator's still operating service from the apartments to campus. Director Kyras indicated that the apartments had contracted with a private bus operator in the past to provide service from Billy Sunday Rd. and from the University Plain apartments, but that service had been discontinued a few years ago.

Trustee Schainker asked about the ridership on the Yellow route. Director Kyras indicated that it had light ridership, but that this route will also help serve the new apartment complexes on S. 16<sup>th</sup> Street during the midday. She raised concerns regarding CyRide's capacity for service in this area indicating that the current service could not handle the number of riders expected from these new complexes. She further indicated that CyRide will be put in a situation to either have to leave passengers or add buses.

Director Kyras detailed the results of the customer survey. This survey focused on gaining information about what was important about CyRide service. Of the seven service criteria, maintain routes that are carrying the highest number of people and maintaining high bus frequency ranked as most important to customers. She indicated that this input indicates that an efficiency analysis, based on passengers per hour and subsidies, would help identify less productive routes, which would address the public input received.

Director Kyras indicated that staff was seeking board guidance to identify the total dollar amount and time to recover this level of expense in order to develop packages that will address the budget shortfall. She indicated that if the board desired to recover all possible fuel expenses that were over budget, the board would need to direct staff to identify \$250,000 packages. She provided an example of what this level of service cut might encompass – eliminate Cardinal, MLX. She contrasted this with the smaller dollar impact of \$150,000 to recover all known fuel expense at this time.

She also requested board guidance on the time period they desired this funding to be recovered in stating that the longer the time period, the lower the impact on services and fares. Trustee Schainker indicated that he believed that the board did not have a choice that CyRide would need to recover the expenses by the end of the 2012 budget year and that since we did not know the extent of fuel costs for next year, CyRide would need to plan for the worst case. Director Kyras confirmed that this meant a \$250,000 package over a 6 month time period from January to June 2012.

Trustee Wacha shared with the board, the city's budget challenges with the commercial property tax proposal indicating that it would impact the City of Ames more than other cities in Iowa. Director Kyras explained that the public was struggling with the fact that CyRide needed to cut services/increase fares for a \$250,000 budget shortfall, when it had a closing balance of \$550,000 and a GSB Trust Fund balance of \$1,000,000 for transit services. The board directed staff to develop three packages that would meet the budget shortfall and bring these to the July/August meetings. These packages were: a fare increase option(s), a service cut option(s), and an additional three-party funding option(s).



Trustee Wacha also requested that staff develop service cut information individually so that the board could modify the packages if desired.

Trustee Fox shared with the board members the students concerns that if GSB put in additional money to resolve this issue, that it would be a band-aid approach and not resolve the longer-term issue of adequate funding to provide transit services.

Trustee Schainker indicated that a fare increase for over 5.4 million riders is less than a penny a rider to solve the budget problem. If 60% of the riders are students, there is a logical way to approach their portion of the fare increase. He shared his concern about the future, indicating that expenses will not be going down. It will take \$250,000 to be fully funded by the end of June 2012. He further provided input on the packages to be developed indicating that staff could look at possibilities such as calculating the additional revenue if the funding partners contributed an additional 2%. Trustee Schainker questioned what level of increase in GSB funding the students would be willing to commit to and suggested this be developed into one of the options.

Director Kyras shared the time line for this project with the board, which will be to develop packages for fares and service reductions by the end of July. Information will be presented to the Transit Board in August with a second public meeting when students return. She indicated that the board could review options during the September meeting and implement any changes approved in January of 2012.

**QUARTERLY OPERATIONS REPORT:** Director Kyras quickly highlighted significant changes in the quarterly performance report indicating ridership continues to increase as a result of fuel prices.

**TRANSIT DIRECTOR'S REPORT:**

- Intermodal Facility construction continues to progress.
- CyRide staff continues to work through special projects with staff working on assigned projects.
- Flood planning continues with staff conducting flood drills and Rich Leners looking at panel systems. He viewed the aluminum flood protection panels installed at Lied Recreation Center with FM Global Engineer.

**TIME AND PLACE OF NEXT MEETINGS:** July 18, 2011 at 5:00 p.m. and August 25, 2011 at 5:00 pm in CyRide's Conference Room.

**ADJOURN:** Meeting adjourned at 6:39 p.m.

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Bob Anders, President

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Joanne Van Dyke, Recording Secretary

**CITY OF AMES, Iowa**

**MEMO TO:** Ames Transit Board of Trustees

**FROM:** Sheri Kyras

**DATE:** July 20, 2011

**SUBJECT:** AAMPO Transit Representative Appointment

**BACKGROUND:** The Transit Board of Trustees is entitled to one voting representative on the Ames Area Metropolitan Planning Organization's (AAMPO) Policy Committee. Previously Max Choi had fulfilled this position and with his term expiring last May, a new representative will need to be selected at the July meeting to represent the Transit Board at future AAMPO meetings.

**INFORMATION:** The AAMPO meets four to six times each year just prior to regularly scheduled City Council meetings on Tuesday evenings for 10-30 minutes. The AAMPO's purpose is to ensure that the Ames community's transportation network is continuous, coordinated and comprehensive. They review all transit, highway and bike trail improvements and plans for the Ames area. For CyRide, all capital and operating projects that will use federal funding must be included in their documents and approved prior to grants being approved by the Federal Transit Administration.

**CITY OF AMES, Iowa**

**MEMO TO:** Ames Transit Board of Trustees

**FROM:** Sheri Kyras

**DATE:** July 20, 2011

**SUBJECT:** Intermodal Facility Change Order Approval

**BACKGROUND:** The Intermodal Facility construction project began in March 2011. At the March Transit Board meeting, board members directed staff to gain transit board approval of Intermodal Facility change orders each time they cumulatively reach \$50,000 as well as gain City Council approval per City of Ames procurement policies. Due to the poor soil conditions on the site, a change order that would exceed this amount is being considered.

**INFORMATION:** Change orders approved to date by the Transit Director are as follows:

<b>Change Order #</b>	<b>Description</b>	<b>Amt.</b>
1	Add Storm Sewer Manhole at 3L/C-101	\$3,089
2	VOID	
3	Water Main Connection, 8" Valve	\$2,581
4	Sanitary Structure SA01 Location	\$0
5	Additional Rubble Removal	\$1,502
	<b>Approved Change Orders</b>	<b>\$7,172</b>

Due to poor soil conditions where the large retaining wall is being built near College Creek, additional height is required for the sheet piling included in the original project scope. The not-to-exceed amount for this work (change order #11 attached) is \$45,289, which combined with the previously approved change orders of \$7,172, provides a cumulative total of \$52,461. The Intermodal Facility budget included a construction contingency for change orders of \$483,300. The remaining balance is \$430,839.

If approved by the Transit Board of Trustees on July 20, 2011, this item will be placed on the City Council agenda for July 26, 2011.

**ALTERNATIVES:**

1. Approve change order #11 to Weitz Company for a not-to-exceed amount of \$45,289 for additional sheet piling as a result of poor soil conditions.
2. Do not approve change order #11 for additional sheet piling.

**RECOMMENDATIONS:**

The Transit Director recommends approval of Alternative #1 to proceed with change order #11. Expedious approval of this modification will allow the project to move forward within the tight timeframes for this project and ensure the integrity of College Creek.

## Change Req 11

July 06, 2011

**Subject:** Retaining Wall - Sheet Piling

**Project:** Ames Intermodal Facility

**Submitted:** June 16, 2011 1:40 pm

**Status:** In Process

**Description:** Please submit an itemized quotation for changes in the contract sum for proposed modifications to the contract documents described herein and attach to this form. Time extensions, if any, must be stated in your quotation. Such extensions of time shall be calculated in calendar days. Time extensions not addressed in quotation will not be considered once approval of CR is given.

### User Fields

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<b>Type</b>	Request for Proposal
<b>Not to Exceed Amount</b>	
<b>Work Included</b>	Due to over excavation of approximately 4 feet (average) required for retaining wall; additional height is required for adjacent sheet piling. Payment consideration shall be for cost of sheet pile in excess of what would have been required if no over excavation had occurred. Install new sheet pile with approximate height of 12'-0" and penetration into the soil of 5-7 feet, final height and penetration depth to be coordinated with engineer of record, (Shuck Britson) and in coordination with Team Services and/or Allender Butzke who did the soils report. The engineer recommends that the sheet pile be installed at the north edge of the engineered fill and be abandoned in place. (See RFI 30)
<b>Attachments</b>	Electronic Attachments Included
<b>List of Attachments</b>	Retaining Wall - sheet pile location.pdf
<b>Document Reference</b>	Typical Soil Profile at Wall C-105
<b>Add-Deduct</b>	Add
<b>Amount</b>	45289
<b>Material Subtotal</b>	21150
<b>Labor Subtotal</b>	24139
<b>Time Extension</b>	0

Indicate requested change in contract price (add or deduct) and requested contract extension, if any in your response. An authenticated response as a signature and commitment to the information contained in this document.

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## Change Req 11

July 06, 2011

### History

<b>Step 1</b>		Pricing	Due On <b>June 30, 2011 5:00 pm</b>
June 18, 2011 10:43 am	<b>Mike Cooper</b>	<p><i>Updated.</i></p> <p><i>User Fields:</i></p> <p><i>* Add-Deduct changed from '' to ' Add'</i></p>	
June 18, 2011 11:13 am	<b>Mike Cooper</b>	<p><i>* Amount changed from '' to '\$45,289.00'</i></p> <p><i>Approved. Note, attached is the pricing for CR #11. As noted in our in person meeting our subcontractors and the Weitz company feel we have been impacts related to demobilization and re mobilization and down time for equipment while we waited for a solution. It has been agreed that we would not include that impact in this CR but reserve the right to make claim for this at a later time.</i></p> <p><i>See attached breakdowns.</i></p> <p><i>User Fields:</i></p> <p><i>* Material Subtotal changed from '' to '\$21,150.00'</i></p> <p><i>* Labor Subtotal changed from '' to '\$24,139.00'</i></p>	
June 21, 2011 4:57 pm	<b>Mark Stephenson</b>	<p><i>* Time Extension changed from '' to ' 0'</i></p> <p><i>Updated. Why are we using the XZ85 (22.3 lb/sqft) series sheet pile? Can we save money by using the L (7.62 lb/sqft) or S (14.7 lb/sqft) series?</i></p>	
June 21, 2011 9:11 pm	<b>Mike Cooper</b>	<p><i>Approved. See attached price from Atlas, which is a well known foundation reinforcement company.</i></p>	
<b>Step 2</b>		Price Review -Design Prof.	Due On <b>June 30, 2011 5:00 pm</b>
June 21, 2011 4:20 pm	<b>Brian Warthen</b>	<p><i>Recycled. Mike/Bob - Please submit additional pricing from other subcontractors and attach it to this Change Request for review showing all necessary markups etc. Once uploaded we will evaluate and make our decision to proceed.</i></p>	
June 22, 2011 8:53 am	<b>Brian Warthen</b>	<p><i>Approved. After reviewing additional pricing from other subcontractors the going rate in this market is higher (around \$32 or \$34/SF) than what was previously expected from Means 2010. Therefore the costs are in line with this market and should be accepted.</i></p>	
<b>Step 3</b>		Approval - ISU	Due On <b>June 30, 2011 5:00 pm</b>
June 22, 2011 3:00 pm	<b>Mark Stephenson</b>	<p><i>Updated. We have reviewed these costs and believe they accurately represent the the current market for this work. I hereby recommend approval for CR11.</i></p>	
July 5, 2011 3:34 pm	<b>Mark Stephenson</b>	<p><i>Updated.</i></p> <p><i>Contributors:</i></p> <p><i>3 - Approval - ISU:</i></p>	<p><i>* Added: Dean McCormick</i></p>

Indicate requested change in contract price (add or deduct) and requested contract extension, if any in your response. An authenticated response as a signature and commitment to the information contained in this document.

**CITY OF AMES, Iowa**

**MEMO TO:** Ames Transit Board of Trustees

**FROM:** Sheri Kyras

**DATE:** July 20, 2011

**SUBJECT:** State of Iowa – State of Good Repair Grant Application

**BACKGROUND:** With the introduction of the Federal Transit Administration’s State of Good Repair (SGR) program, the State of Iowa annually submits a grant application to financially support the replacement of buses statewide. CyRide buses are eligible for replacement under this application; therefore, the Iowa DOT requires a commitment that if funded, CyRide will have adequate local match to pay for the vehicles.

**INFORMATION:** In 2010, CyRide submitted a separate request for SGR funds to replace ten buses that were 25-40 years old. The State of Iowa also applied for funding and received \$5 million dollars, of which these funds were allocated to other transit systems. CyRide was not eligible as it was successful in receiving SGR funding in its individual grant application. This year, CyRide will not be submitting a separate application, but is included in the State of Iowa’s list of eligible buses for replacement (see attached list). If SGR funding is approved in the State’s application, CyRide could be provided funding for future bus purchases if the funding awards exceed \$6 million dollars. If CyRide does receive a portion of this funding for buses on this list, buses would be ordered in late FY2012/early FY2013 for delivery in FY2013 or FY2014. Local match would be accumulated as part of CyRide’s annual capital planning process.

As part of the Iowa DOT’s application, they must indicate that adequate local dollars will be available from the various transit systems in order to apply for the SGR program. Therefore, CyRide will need to state that adequate local match will be available at the time the buses are delivered. Currently, CyRide has approximately \$1,472,688 in local dollars of which \$1,346,114 is committed to building construction, car replacement, equipment, etc. If the state received adequate funding in the grant to allow for CyRide buses to be replaced (\$11 million would be needed compared to the \$5 million received in 2010), the transit board would have three options:

1. CyRide could fund an additional \$136,200 in its capital program over a two-year period.
2. CyRide could reprioritize its capital purchases if uncommitted local match is not sufficient at that time.
3. CyRide could “pass” on receiving the SGR funding for all or a portion of the five buses on the list, which would allow other transit properties lower on the list to receive funding.

Committing funding at this point will allow CyRide to have options for future bus purchases.

**ALTERNATIVES:**

1. Approve the inclusion of five buses in the Iowa DOT State of Good Repair grant application.
2. Do not include five buses in the Iowa DOT grant application for funding of replacement buses.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1 to approve five buses in the Iowa DOT grant application for bus replacement. This approval will assist CyRide in funding future bus replacements.



Iowa Department of Transportation  
State Of Good Repair Buses

Unit #	Desc	Add Ons	FFY 2012		PTMS Points	Cumulative Award
			Total	Federal		
Unit#: 9744	Heavy Duty Bus (30-34 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 367,000	\$ 304,610	177.21	304,610
Unit#: 937	Heavy Duty Bus (30-34 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 367,000	\$ 304,610	161.97	609,220
Unit#: 75	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	150.60	673,960
Unit#: N008	Light Duty Bus (158" wb)		\$ 69,000	\$ 57,270	140.90	731,230
Unit#: 93	Heavy Duty Bus (40-42 ft.)	UFRC, VSS	\$ 392,000	\$ 325,360	136.76	1,056,590
Unit#: 92	Heavy Duty Bus (40-42 ft.)	UFRC, VSS	\$ 392,000	\$ 325,360	133.35	1,381,950
Unit#: 9711	Light Duty Bus (176" wb) LD 176-14/2 (A)	Deisel, VSS	\$ 86,000	\$ 71,380	128.46	1,453,330
Unit#: X822	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	127.81	1,518,070
Unit#: 7315	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	127.65	1,582,810
Unit#: 1433	Light Duty Bus (158" wb)	VSS	\$ 73,000	\$ 60,590	126.64	1,643,400
Unit#: G010	Light Duty Bus (158" wb)		\$ 69,000	\$ 57,270	125.85	1,700,670
Unit#: 5278	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	119.50	1,765,410
Unit#: 7555	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	117.68	1,830,150
Unit#: 632D	Heavy Duty Bus (40-42 ft.)	UFRC, VSS	\$ 392,000	\$ 325,360	117.20	2,155,510
Unit#: 7205	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	114.66	2,220,250
Unit#: 8005	Light Duty Bus (158" wb)	VSS	\$ 69,000	\$ 57,270	114.29	2,277,520
Unit#: 3300	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	110.94	2,342,260
Unit#: 4297	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	107.57	2,407,000
Unit#: 7120	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	106.68	2,471,740
Unit#: J003	Light Duty Bus (158" wb)	VSS	\$ 69,000	\$ 57,270	105.79	2,529,010
Unit#: 300	Light Duty Bus (176" wb)	VSS	\$ 74,000	\$ 61,420	105.69	2,590,430
Unit#: 7435	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	102.96	2,655,170
Unit#: 7325	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	99.76	2,719,910
Unit#: 7240	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	99.59	2,784,650
Unit#: 295	Light Duty Bus (138" wb)	VSS	\$ 78,000	\$ 64,740	99.26	2,840,260
Unit#: 473	Heavy Duty Bus (30-34 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 367,000	\$ 304,610	97.67	3,144,870
Unit#: 00055	Conversion Van		\$ 44,000	\$ 36,520	94.12	3,181,390
Unit#: 0403	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	93.85	3,242,810
Unit#: 00058	Conversion Van		\$ 44,000	\$ 36,520	93.33	3,279,330
Unit#: 923	Heavy Duty Bus (30-34 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 367,000	\$ 304,610	92.83	3,583,940
Unit#: 9910	Light Duty Bus (176" wb)		\$ 74,000	\$ 61,420	90.40	3,645,360
Unit#: 00057	Conversion Van		\$ 44,000	\$ 36,520	89.20	3,681,880
Unit#: G012	Light Duty Bus (158" wb)		\$ 69,000	\$ 57,270	88.48	3,739,150
Unit#: 00201	Light Duty Bus (176" wb)		\$ 74,000	\$ 61,420	85.49	3,800,570
Unit#: 7135	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	85.23	3,865,310
Unit#: 00163	Light Duty Bus (176" wb)		\$ 74,000	\$ 61,420	84.73	3,926,730
Unit#: 0404	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	84.36	3,988,150
Unit#: 821	Heavy Duty Bus (35-39 ft.) HD 35-34/2 (A)	Deisel, UFRC	\$ 367,000	\$ 304,610	82.09	4,292,760
Unit#: 2003	Light Duty Bus (158" wb)		\$ 69,000	\$ 57,270	81.52	4,350,030
Unit#: 0201	Non-ADA Standard Van		\$ 30,000	\$ 24,000	81.29	4,374,030
Unit#: 296	Minivan		\$ 42,000	\$ 34,860	79.38	4,408,890
Unit#: FD47	Light Duty Bus (158" wb)	Deisel, UFRC, VSS	\$ 88,000	\$ 73,040	79.10	4,481,930
Unit#: 013	Conversion Van		\$ 44,000	\$ 36,520	78.65	4,518,450
Unit#: 7125	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	76.95	4,583,190
Unit#: N011	Light Duty Bus (158" wb)		\$ 69,000	\$ 57,270	76.01	4,640,460
Unit#: 032	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 60,000	\$ 48,000	72.01	4,688,460

Iowa Department of Transportation  
State Of Good Repair Buses

Unit #	Desc	Add Ons	FFY 2012		PTMS Points	Cumulative Award
			Total	Federal		
Unit#: U001	Light Duty Bus (158" wb)		\$ 69,000	\$ 57,270	71.63	4,745,730
Unit#: 0203	Non-ADA Standard Van		\$ 30,000	\$ 24,000	69.27	4,769,730
Unit#: 114	Light Duty Bus (158" wb)	VSS	\$ 73,000	\$ 60,590	68.51	4,830,320
Unit#: 2017	Light Duty Bus (176" wb)		\$ 74,000	\$ 61,420	67.93	4,891,740
Unit#: M005	Light Duty Bus (158" wb)		\$ 69,000	\$ 57,270	66.64	4,949,010
Unit#: 7140	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	66.42	5,013,750
Unit#: 031	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 60,000	\$ 48,000	65.14	5,061,750
Unit#: 033	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 60,000	\$ 48,000	65.07	5,109,750
Unit#: D055	Light Duty Bus (158" wb)		\$ 69,000	\$ 57,270	64.98	5,167,020
Unit#: 03051	Conversion Van		\$ 44,000	\$ 36,520	64.54	5,203,540
Unit#: 649	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	62.44	5,264,960
Unit#: 094	Light Duty Bus (176" wb) LD 176-10/3 (A)		\$ 74,000	\$ 61,420	61.65	5,326,380
Unit#: 7145	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	60.81	5,391,120
Unit#: 0150	Light Duty Bus (158" wb)	Deisel, UFRC, VSS	\$ 88,000	\$ 73,040	60.65	5,464,160
Unit#: 032L	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	58.73	5,525,580
Unit#: 07211	Light Duty Bus (176" wb)		\$ 74,000	\$ 61,420	57.99	5,587,000
Unit#: 9851	Light Duty Bus (176" wb)	Deisel, UFRC, VSS	\$ 93,000	\$ 77,190	57.80	5,664,190
Unit#: 0701	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	56.48	5,725,610
Unit#: 103	Minivan MV 3/1 (A)		\$ 42,000	\$ 34,860	56.01	5,760,470
Unit#: 0205	Light Duty Bus (158" wb)		\$ 69,000	\$ 57,270	55.20	5,817,740
Unit#: 0705	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	54.41	5,879,160
Unit#: FD44	Light Duty Bus (138" wb)		\$ 86,000	\$ 71,380	53.95	5,950,540
Unit#: 02-2	Light Duty Bus (176" wb)	Deisel, UFRC, VSS	\$ 86,000	\$ 71,380	53.95	6,021,920
Unit#: 7634	Light Duty Bus (176" wb)	Deisel, VSS	\$ 86,000	\$ 71,380	53.85	6,093,300
Unit#: 979	Light Duty Bus (176" wb)	Deisel, UFRC, VSS, BioDiesel	\$ 93,000	\$ 83,700	53.45	6,177,000
Unit#: FD27	Medium Duty Bus (29-32 ft.)		\$ 165,000	\$ 136,950	52.40	6,313,950
Unit#: 922	Heavy Duty Bus (26-29 ft.) HD 26-18/2 (A)		\$ 318,000	\$ 263,940	52.31	6,577,890
Unit#: 0714	Light Duty Bus (176" wb) LD 176-14/2 (A)	Deisel, UFRC, Low Floor	\$ 74,000	\$ 61,420	51.31	6,639,310
Unit#: 978	Light Duty Bus (176" wb)	Deisel, UFRC, VSS, BioDiesel	\$ 93,000	\$ 83,700	51.14	6,723,010
Unit#: 0706	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	50.95	6,784,430
Unit#: 02-1	Light Duty Bus (176" wb)	Deisel, VSS	\$ 86,000	\$ 71,380	50.56	6,855,810
Unit#: 87	Light Duty Bus (158" wb)	VSS	\$ 73,000	\$ 60,590	49.86	6,916,400
Unit#: 646	Light Duty Bus (158" wb)	VSS	\$ 73,000	\$ 60,590	49.79	6,976,990
Unit#: 01-2	Minivan	Hybrid	\$ 42,000	\$ 34,860	49.63	7,011,850
Unit#: 0704	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	49.37	7,073,270
Unit#: 973	Heavy Duty Bus (30-34 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 367,000	\$ 304,610	49.10	7,377,880
Unit#: 253	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	48.55	7,442,620
Unit#: 501	Minivan		\$ 42,000	\$ 34,860	48.50	7,477,480
Unit#: 504	Light Duty Bus (158" wb) LD 158-6/2 (A)	VSS	\$ 69,000	\$ 57,270	48.34	7,534,750
Unit#: 294	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	48.31	7,599,490
Unit#: 86	Light Duty Bus (158" wb)	VSS	\$ 73,000	\$ 60,590	47.39	7,660,080
Unit#: 04061	Conversion Van		\$ 44,000	\$ 36,520	45.20	7,696,600
Unit#: 2223	Light Duty Bus (158" wb)	VSS	\$ 73,000	\$ 60,590	44.79	7,757,190
Unit#: 0501	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	43.94	7,818,610
Unit#: 450	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	43.22	7,883,350
Unit#: 267	Light Duty Bus (158" wb)	Deisel	\$ 73,040	\$ 60,623	43.21	7,943,973

Iowa Department of Transportation  
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Unit #	Desc	Add Ons	FFY 2012		PTMS Points	Cumulative Award
			Total	Federal		
Unit#: 604	Light Duty Bus (158" wb) LD 158-6/2 (A)	VSS	\$ 69,000	\$ 57,270	42.67	8,001,243
Unit#: 603	Minivan		\$ 42,000	\$ 34,860	41.58	8,036,103
Unit#: 8721	Light Duty Bus (158" wb)		\$ 73,000	\$ 60,590	41.36	8,096,693
Unit#: 00-51	Light Duty Bus (176" wb)	Deisel, UFRC, VSS	\$ 93,000	\$ 77,190	40.44	8,173,883
Unit#: 602	Minivan		\$ 42,000	\$ 34,860	40.36	8,208,743
Unit#: 994	Light Duty Bus (158" wb)		\$ 73,000	\$ 60,590	39.14	8,269,333
Unit#: 647	Light Duty Bus (158" wb)		\$ 73,000	\$ 60,590	38.88	8,329,923
Unit#: 08062	Conversion Van		\$ 44,000	\$ 36,520	38.66	8,366,443
Unit#: 637	Light Duty Bus (158" wb)		\$ 73,000	\$ 60,590	38.47	8,427,033
Unit#: 9206	Heavy Duty Bus (30-34 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 367,000	\$ 304,610	38.43	8,731,643
Unit#: 2003	Heavy Duty Bus (30-34 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 367,000	\$ 304,610	38.34	9,036,253
Unit#: 8917	Heavy Duty Bus (40-42 ft.)	VSS, BioDiesel	\$ 392,000	\$ 352,800	38.27	9,389,053
Unit#: 8918	Heavy Duty Bus (40-42 ft.)	VSS, BioDiesel	\$ 392,000	\$ 352,800	38.27	9,741,853
Unit#: 141	Heavy Duty Bus (40-42 ft.)	VSS, BioDiesel	\$ 392,000	\$ 352,800	38.23	10,094,653
Unit#: 0503	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	38.08	10,156,073
Unit#: 975	Heavy Duty Bus (30-34 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 367,000	\$ 304,610	37.80	10,460,683
Unit#: 2005	Medium Duty Bus (to 28 ft.)	Deisel, VSS, Low Floor	\$ 153,000	\$ 126,990	37.67	10,587,673
Unit#: FD42	Medium Duty Bus (29-32 ft.)	Deisel, UFRC, VSS	\$ 165,000	\$ 136,950	37.40	10,724,623
Unit#: 1084	Heavy Duty Bus (40-42 ft.) HD 40-42/2 (A)	Deisel, VSS, Low Floor	\$ 392,000	\$ 325,360	36.87	11,049,983
Unit#: 2925	Heavy Duty Bus (40-42 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 392,000	\$ 325,360	36.66	11,375,343
Unit#: 2928	Heavy Duty Bus (40-42 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 392,000	\$ 325,360	36.58	11,700,703
Unit#: 210	Minivan		\$ 42,000	\$ 34,860	35.53	11,735,563
Unit#: 974D	Light Duty Bus (176" wb)	Deisel	\$ 82,000	\$ 68,060	35.13	11,803,623
Unit#: 98	Heavy Duty Bus (40-42 ft.)	UFRC, VSS	\$ 392,000	\$ 325,360	34.57	12,128,983
Unit#: 2923	Heavy Duty Bus (40-42 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 392,000	\$ 325,360	34.31	12,454,343
Unit#: 2924	Heavy Duty Bus (40-42 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 392,000	\$ 325,360	34.15	12,779,703
Unit#: 238	Light Duty Bus (158" wb)	Deisel, UFRC, VSS	\$ 73,040	\$ -	34.13	12,779,703
Unit#: 9901	Medium Duty Bus (29-32 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 165,000	\$ 136,950	34.13	12,916,653
Unit#: 7637	Light Duty Bus (176" wb)	Deisel, VSS	\$ 86,000	\$ 71,380	34.03	12,988,033
Unit#: 250	Medium Duty Bus (33-36 ft.)	Deisel, VSS	\$ 174,000	\$ 144,420	33.95	13,132,453
Unit#: 2004	Medium Duty Bus (to 28 ft.)	Deisel, VSS, Low Floor	\$ 153,000	\$ 126,990	33.68	13,259,443
Unit#: 0406	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	33.57	13,320,863
Unit#: 106	Light Duty Bus (176" wb)		\$ 72,289	\$ 60,000	33.38	13,380,863
Unit#: 2927	Heavy Duty Bus (40-42 ft.)	Deisel, UFRC, VSS, Low Floor	\$ 392,000	\$ 325,360	32.73	13,706,223
Unit#: 962	Light Duty Bus (176" wb)	Deisel	\$ 82,000	\$ 68,060	32.59	13,774,283
Unit#: 2006	Medium Duty Bus (to 28 ft.)	Deisel, VSS, Low Floor	\$ 153,000	\$ 126,990	32.16	13,901,273
Unit#: 6523	Light Duty Bus (138" wb)	VSS	\$ 67,000	\$ 55,610	31.71	13,956,883
Unit#: 99	Heavy Duty Bus (40-42 ft.)	UFRC, VSS	\$ 392,000	\$ 325,360	31.70	14,282,243
Unit#: 2008	Medium Duty Bus (to 28 ft.)	Deisel, VSS, Low Floor	\$ 153,000	\$ 126,990	31.08	14,409,233
Unit#: 128	Light Duty Bus (158" wb)	VSS	\$ 73,000	\$ 60,590	30.78	14,469,823
Unit#: 298	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	30.77	14,534,563
Unit#: 1137	Light Duty Bus (176" wb)	Deisel, VSS	\$ 86,000	\$ 71,380	30.38	14,605,943
Unit#: 127	Light Duty Bus (158" wb)	VSS	\$ 73,000	\$ 60,590	30.37	14,666,533
Unit#: 1082	Heavy Duty Bus (35-39 ft.)	Deisel, VSS, Low Floor	\$ 580,000	\$ 481,400	30.36	15,147,933
Unit#: 10	Heavy Duty Bus (30-34 ft.)	UFRC, VSS	\$ 367,000	\$ 304,610	30.28	15,452,543
Unit#: 239	Light Duty Bus (158" wb)	Deisel, UFRC, VSS	\$ 73,040	\$ -	29.84	15,452,543

Iowa Department of Transportation  
State Of Good Repair Buses

Unit #	Desc	Add Ons	FFY 2012		PTMS Points	Cumulative Award
			Total	Federal		
Unit#: 302	Light Duty Bus (176" wb) LD 176-14/2 (A)	Deisel, VSS	\$ 86,000	\$ 71,380	28.99	15,523,923
Unit#: 303	Light Duty Bus (176" wb) LD 176-14/2 (A)	Deisel, VSS	\$ 86,000	\$ 71,380	28.96	15,595,303
Unit#: 2007	Medium Duty Bus (to 28 ft.)	Deisel, VSS, Low Floor	\$ 153,000	\$ 126,990	27.95	15,722,293
Unit#: 2009	Medium Duty Bus (to 28 ft.)	Deisel, VSS, Low Floor	\$ 153,000	\$ 126,990	27.24	15,849,283
Unit#: 240	Light Duty Bus (158" wb)		\$ 69,000	\$ 57,270	27.12	15,906,553
Unit#: 301	Light Duty Bus (176" wb) LD 176-14/2 (A)	Deisel, VSS	\$ 86,000	\$ 71,380	26.90	15,977,933
Unit#: 2926	Heavy Duty Bus (40-42 ft.)	Deisel, UFR, VSS, Low Floor	\$ 392,000	\$ 325,360	26.58	16,303,293
Unit#: 644	Heavy Duty Bus (40-42 ft.)	UFR, VSS	\$ 392,000	\$ 325,360	26.54	16,628,653
Unit#: 645	Heavy Duty Bus (40-42 ft.)	UFR, VSS	\$ 392,000	\$ 325,360	26.36	16,954,013
Unit#: 0502	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	25.10	17,015,433
Unit#: 126	Light Duty Bus (158" wb)	VSS	\$ 73,000	\$ 60,590	25.01	17,076,023
Unit#: 646	Heavy Duty Bus (40-42 ft.)	UFR, VSS	\$ 392,000	\$ 325,360	24.16	17,401,383
Unit#: 83	Heavy Duty Bus (40-42 ft.)	UFR, VSS	\$ 392,000	\$ 325,360	22.87	17,726,743
Unit#: 86	Heavy Duty Bus (40-42 ft.)	UFR, VSS	\$ 392,000	\$ 325,360	21.43	18,052,103
Unit#: 82	Heavy Duty Bus (40-42 ft.)	UFR, VSS	\$ 392,000	\$ 325,360	20.29	18,377,463
Unit#: 85	Heavy Duty Bus (40-42 ft.)	UFR, VSS	\$ 392,000	\$ 325,360	20.25	18,702,823
Unit#: 84	Heavy Duty Bus (40-42 ft.)	UFR, VSS	\$ 392,000	\$ 325,360	19.76	19,028,183
Unit#: 251	Medium Duty Bus (33-36 ft.)	Deisel, VSS	\$ 174,000	\$ 144,420	18.66	19,172,603
Unit#: 252	Medium Duty Bus (33-36 ft.)	Deisel, VSS	\$ 174,000	\$ 144,420	18.56	19,317,023
Unit#: 1337	Heavy Duty Bus (40-42 ft.)	Deisel, VSS, Low Floor	\$ 597,000	\$ 495,510	18.06	19,812,533
Unit#: 1334	Heavy Duty Bus (40-42 ft.)	Deisel, VSS, Low Floor	\$ 597,000	\$ 495,510	18.00	20,308,043
Unit#: 0405	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	17.53	20,369,463
Unit#: 1131	Light Duty Bus (158" wb)		\$ 69,000	\$ 57,270	15.36	20,426,733
Unit#: N009	Light Duty Bus (158" wb)		\$ 69,000	\$ 57,270	14.19	20,484,003
Unit#: 0504	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	14.14	20,545,423
Unit#: B8	Heavy Duty Bus (30-34 ft.)	UFR, VSS	\$ 367,000	\$ 304,610	13.63	20,850,033
Unit#: 1336	Heavy Duty Bus (40-42 ft.)	Deisel, VSS, Low Floor	\$ 597,000	\$ 495,510	13.28	21,345,543
Unit#: 0505	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 74,000	\$ 61,420	12.32	21,406,963
Unit#: 101	Heavy Duty Bus (40-42 ft.)	UFR, VSS	\$ 392,000	\$ 325,360	11.39	21,732,323
Unit#: 1092	Heavy Duty Bus (35-39 ft.)	Deisel, VSS, Low Floor	\$ 375,000	\$ 311,250	11.31	22,043,573
Unit#: 012L	Light Duty Bus (176" wb) LD 176-14/2 (A)		\$ 60,000	\$ 48,000	10.57	22,091,573
Unit#: 1335	Heavy Duty Bus (40-42 ft.)	Deisel, VSS, Low Floor	\$ 597,000	\$ 495,510	9.07	22,587,083
Unit#: 100	Heavy Duty Bus (40-42 ft.)	UFR, VSS	\$ 392,000	\$ 325,360	8.90	22,912,443
Unit#: 1091	Heavy Duty Bus (35-39 ft.) HD 35-34/2 (A)	Deisel, VSS, Low Floor	\$ 375,000	\$ 311,250	8.62	23,223,693
Unit#: B9	Heavy Duty Bus (30-34 ft.)	UFR, VSS	\$ 367,000	\$ 304,610	6.79	23,528,303
Unit#: 102	Medium Duty Bus (to 28 ft.) MD 28-12/2 (A)	Deisel	\$ 145,000	\$ 120,350	5.85	23,648,653
Unit#: 241	Light Duty Bus (138" wb)		\$ 67,000	\$ 55,610	2.57	23,704,263
Unit#: 7365	Heavy Duty Bus (40-42 ft.) HD 40-42/2 (A)	Deisel, UFR, VSS, Low Floor	\$ 392,000	\$ 325,360	1.61	24,029,623
Unit#: 322	Light Duty Bus (176" wb)	VSS	\$ 78,000	\$ 64,740	1.12	24,094,363
Unit#: 7368	Heavy Duty Bus (40-42 ft.) HD 40-42/2 (A)	Deisel, UFR, VSS, Low Floor	\$ 392,000	\$ 325,360	0.02	24,419,723
				\$ 24,419,723		

**CITY OF AMES, Iowa**

**MEMO TO:** Ames Transit Board of Trustees

**FROM:** Sheri Kyras

**DATE:** July 20, 2011

**SUBJECT:** Heartland Senior Services Contract Modifications

**BACKGROUND:** In June 2010, CyRide approved and signed a five-year contract (including annual renewals) with Heartland Senior Services (HSS) for provision of Dial-A-Ride services. Since that time, the Iowa Department of Transportation's Office of Public Transit has had significant staff changes. As a result of these changes, the new staff have been reviewing contracts and determined that the CyRide/HSS contract needs to be modified to meet Iowa DOT's standards in order for the rides provided under the contract to qualify for state formula funding. They have requested that these changes be made in the current fiscal year.

**INFORMATION:** In discussing their suggested changes with the City of Ames Legal Counsel, it was determined that the modifications could be accommodated by the "Amendment" section of the contract, which would avoid canceling the contract and renegotiating a new one. Specifically, the changes requested by the Iowa DOT were to: clarify roles, hold the Iowa DOT harmless from the agreement and reflect their right to approve the contract, include funding sources and fare structures, etc. These changes are reflected on the attached, "Amendment 1" document in red. The modifications do not have a financial impact on CyRide or HSS. The contract amendments have been sent to the City's Legal Counsel for approval of content and form as well as to HSS for their comments.

**ALTERNATIVES:**

1. Approve Amendment 1 to the "Contract for Transportation Services between Heartland Senior Services and the City of Ames" subject to Legal Counsel approval, HSS agreement and Iowa DOT approval.
2. Do not approve Amendment 1 and continue with the contract as is.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1 to implement an amendment to the CyRide/HSS contract. This will allow the rides provided under the contract to be included in year-end statistics to the Iowa DOT, which will allow additional funding for CyRide.

**CONTRACT FOR TRANSPORTATION SERVICES  
BETWEEN HEARLAND SENIOR SERVICES (HSS)  
AND THE CITY OF AMES d/b/a CYRIDE (CyRide)  
Amendment #1**

**B. Description of Service**

From:

4. Cash fare will be retained by HSS, tickets returned to CyRide.

To:

4. Cash fare will be retained by HSS, tickets returned to CyRide. **The following fare structure per trip will be applied for service provided under this contract:**
  - ADA eligible passengers within service area ..... \$2
  - ADA eligible passengers outside of service area..... \$6
  - Personal Care Attendant ..... Free
  - Companions ..... \$2
  - No Show or Late Cancellation ..... \$5
  - General Public ..... \$18

**D. Operations Responsibilities**

From:

2. Scheduling and dispatching support shall be provided by HSS.

To:

2. Scheduling, **reservations** and dispatching support **as well as the identification of rider fares** shall be provided by HSS. **CyRide will be responsible for disseminating information regarding the eligibility, establishing a fare structure and use of Dial-A-Ride Service by ADA-eligible passengers and the general public.**

From:

6. HSS will provide documentation of services provided in a format acceptable to CyRide. Monthly reports will be submitted that show the number of passengers by type of fare including no shows and PCA's carried each day, revenue hours and miles operated per day, and on-time performance. Record of names and times of each ADA eligible person carried by HSS will be provided. HSS will provide any additional information that is required by the Iowa DOT and the Federal Transit Administration. Reports will be submitted to CyRide within 15 days of the end of each month.

HSS will conduct and maintain a drug and alcohol-testing program that conforms to FTA and IDOT regulations. HSS will submit quarterly reports to CyRide when required by the IDOT.

To:

- 6. HSS will provide documentation of services provided in a format acceptable to CyRide. Monthly reports will be submitted that show the number of passengers by type of fare including no shows and PCA's carried each day, revenue hours and miles operated per day, and on-time performance. Record of names and times of each ADA eligible person carried by HSS will be provided. HSS will provide any additional information that is required by the Iowa DOT and the Federal Transit Administration **such as the Year-End NTD Statistics**. Reports will be submitted to CyRide within 15 days of the end of each month. HSS will conduct and maintain a drug and alcohol-testing program that conforms to FTA and IDOT regulations. HSS will submit quarterly reports to CyRide when required by the IDOT.

E. Other CONTRACTOR Responsibilities

From:

- 7. HSS shall accept all risk and indemnify and hold CyRide, and the City of Ames, Iowa State University, and the Government of the Student Body harmless from all losses, damage, claims, demands, liabilities, suits, or proceedings, including court costs, attorney's and witness' fees relating to loss or damage to property or to injury or death of any person arising out of the acts or omissions of HSS or its employees or agents. Provider shall provide a monthly summary of accidents, pending claims, and resolved claims during the term of this contract.

To:

- 7. HSS shall accept all risk and indemnify and hold CyRide, and the City of Ames, Iowa State University, and the Government of the Student Body, **as well as the Iowa Department of Transportation's Office of Public Transit** harmless from all losses, damage, claims, demands, liabilities, suits, or proceedings, including court costs, attorney's and witness' fees relating to loss or damage to property **(including the use of vehicles purchased and services provided under this contract with funds provided by the office)** or to injury or death of any person arising out of the acts or omissions of HSS or its employees or agents. Provider shall provide a monthly summary of accidents, pending claims, and resolved claims during the term of this contract.

From:

15. Drug and Alcohol Testing: HSS shall provide a copy of its Drug and Alcohol testing policy as described in Exhibit B. HSS shall also supply a copy of its annual Drug and Alcohol MIS as described in Exhibit B.

To:

15. Drug and Alcohol Testing: HSS shall provide a copy of its Drug and Alcohol testing policy as described in Exhibit B. HSS shall also supply a copy of its annual Drug and Alcohol MIS as described in Exhibit B. **HSS employees may not perform a safety-sensitive function unless he or she has been pre-employment drug tested and is in the FTA compliant drug and alcohol random testing pool.**

F. Compensation (To include the fuel surcharge described in Exhibit A)

From:

1. Weekday, Daytime Service:  
CyRide will pay Heartland Senior Services the following rates for each approved passenger between 6:30 a.m. and 6:00 p.m. on weekdays.

\$11.15 – July 1, 2010 to June 30, 2011  
\$11.60 – July 1, 2011 to June 30, 2012  
\$12.06 – July 1, 2012 to June 30, 2013  
\$12.54 – July 1, 2013 to June 30, 2014  
\$13.04 – July 1, 2014 to June 30, 2015

There will be no reimbursement for No Shows or PCA's.

To:

1. Weekday, Daytime Service:  
CyRide will pay Heartland Senior Services the following rates for each approved passenger between 6:30 a.m. and 6:00 p.m. on weekdays, **which reflects fully-allocated costs:**

\$11.15 – July 1, 2010 to June 30, 2011  
\$11.60 – July 1, 2011 to June 30, 2012  
\$12.06 – July 1, 2012 to June 30, 2013  
\$12.54 – July 1, 2013 to June 30, 2014  
\$13.04 – July 1, 2014 to June 30, 2015

There will be no reimbursement for No Shows or PCA's.

**Funding for service under this contract is provided by Federal Section 5310 funding. Total funding from this funding source is determined based on the number of annual rides provided at the rates contained in F.1 and F.2 and is published in the Federal Register annually.**



From:

2. Evening and Weekend Service:

CyRide will pay Heartland Senior Services the following rates per hour for service provided after 6:00 p.m. on weekdays and for all service performed on Saturdays and Sundays. Heartland Senior Services will operate a Saturday schedule on days that CyRide fixed routes operate a Saturday schedule and HSS will operate a Sunday schedule on days that CyRide fixed routes operate a Sunday schedule.

\$37.50 per hour – July 1, 2010 to June 30, 2011

\$39.00 per hour – July 1, 2011 to June 30, 2012

\$40.56 per hour – July 1, 2012 to June 30, 2013

\$42.18 per hour – July 1, 2013 to June 30, 2014

\$43.87 per hour – July 1, 2014 to June 30, 2015

Billing will be submitted monthly within 30 days after the end of each month.

To:

2. Evening and Weekend Service:

CyRide will pay Heartland Senior Services the following rates per hour for service provided after 6:00 p.m. on weekdays and for all service performed on Saturdays and Sundays. Heartland Senior Services will operate a Saturday schedule on days that CyRide fixed routes operate a Saturday schedule and HSS will operate a Sunday schedule on days that CyRide fixed routes operate a Sunday schedule.

\$37.50 per hour – July 1, 2010 to June 30, 2011

\$39.00 per hour – July 1, 2011 to June 30, 2012

\$40.56 per hour – July 1, 2012 to June 30, 2013

\$42.18 per hour – July 1, 2013 to June 30, 2014

\$43.87 per hour – July 1, 2014 to June 30, 2015

Billing will be submitted monthly within 30 days after the end of each month.

CyRide will pay HSS within 30 days of receiving an invoice for service.

New Item

3. Funding Shortfalls

If federal Section 5310 funding is less in any year than the compensation due HSS under this contract, the Ames Transit Agency Transit Board of Trustees will determine appropriate funding revenues to compensate HSS.

K. Assignability and subcontracting

From:

1. This contract is not assignable to any other party without the express written approval of HSS, CyRide.
2. No part of the transportation services described in this contract may be subcontracted by HSS without the express written approval of CyRide.

To:

1. This contract is not assignable to any other party without the express written approval of HSS, CyRide and the Iowa DOT.
2. No part of the transportation services described in this contract may be subcontracted by HSS without the express written approval of CyRide and the Iowa DOT.

**CITY OF AMES, Iowa**

**MEMO TO:** Ames Transit Board of Trustees

**FROM:** Sheri Kyras

**DATE:** July 20, 2011

**SUBJECT:** Fare Increase/Service Change Study Update

**BACKGROUND:** In April, CyRide staff became aware of the significant impact that fuel would have on the 2010-2011 and 2011-2012 budgets (\$150,000 to \$250,000 budget deficit). At that time, the Transit Board directed staff to begin looking at possible solutions to bring the budget in line with these additional expenses. It was determined that staff would prepare information that would capture \$250,000 in savings between January and June 2012. A public meeting was held in early June to gain input on methods and options, and staff has begun an analysis of internal costs, fares, and service modifications. Additionally, the Transit Board requested information, as an additional option, on the dollars that would be needed by each local funding partner (City of Ames, ISU, and GSB) to eliminate the funding gap.

**INFORMATION:** For the July Transit Board meeting, staff has completed the first part of this larger study, consisting of three analyses for board review. (Service/fare analysis and three-party funding increase studies will be prepared for the August meeting). The three studies examined in July include:

- **Internal Budget Saving Options** – Review of all line capital and operating item expenses to determine where budget savings can be obtained.
- **Peer Analysis** – An analysis of Iowa and peer national systems. Comparison includes fares, services levels/efficiency and budget policies.
- **Student/Public Fare Increase Calculation** – A methodology for determining the portion of student fees that can be attributed to fares as opposed to additional services and how this could be applied to revenue generated by a ticket/pass fare increase proposal.

Each of these will be detailed below.

**Internal Budget Saving Options**

Through the line-item-by-line-item review of CyRide's 2011-2012 capital and operating budget, staff identified savings in two types of categories: deferral of projects that would allow capital funding to be transferred to the operating budget or reductions in operating expenses. The following recaps the items identified, the total dollars that could be saved and staff's recommendations (in red).

## Project Deferrals

<u>Deferrals</u>	<u>Net Savings</u>
<b>Delay purchase of CyRide's expansion vehicle</b>	<b>\$30,000</b>
Delay Full-Time Driver Replacement until August 2012 (7 months)	\$15,000
Delay Facility Maintenance	<u>\$20,000</u>
<b>SUBTOTAL</b>	<b>\$65,000</b>

## Operating Expense Reduction

<u>Expense</u>	<u>Net Savings</u>
<b>Reduce vehicle parts budget</b>	<b>\$40,700</b>
<b>Bring drivers in office between runs as opposed to running an extra trip</b>	<b>\$5,000</b>
<b>Reduce Public Education/Advertising</b>	<b>\$5,500</b>
Eliminate 2011-2012 travel to workshops, conferences and seminars (net cost)	\$1,200
Reduce Non-City Services (snow removal)	\$15,000
Reduce supplies	\$750
Reduce cleaning supplies	\$1,000
Work With City to Retime Lincoln Way/Beach Light- 3 seconds	<u>\$3,000</u>
<b>SUBTOTAL</b>	<b>\$72,150</b>
<b>TOTAL SAVINGS (Deferral and Operating Reductions)</b>	<b>\$137,150</b>
<b>Recommended Savings</b>	<b>\$81,200</b>

If the Transit Board approved the recommended internal budget savings above (\$81,200), the remaining savings needed to balance the budget is as follows:

Savings Goal	\$250,000
Internal Budget Savings Identified	<u>\$81,200</u>
<b>Remaining Savings Needed</b>	<b>\$168,800</b>

### Peer Analysis

CyRide staff conducted two peer analyses: urban Iowa systems and national transit systems similar to CyRide/City of Ames/ISU. The attached tables detail a majority of the information gathered. Staff has had difficulty in securing all the information contained in these tables in a timely manner. As a result, a revised version with additional information gained prior to the board meeting will be provided, in larger print. The following information summarizes the information and findings of each analysis.

**Urban Iowa Systems** – An analysis of fourteen urban systems in Iowa was conducted and compared to CyRide. The following information was gathered:

- City Population
- Total Annual Rides
- Rides Per Capita
- Fare Structure – cash, passes, other fare options
- Hours of Service – Mon. – Thurs., Fri, Sat. and Sun.

- Frequency of Service - Mon. – Thurs., Fri, Sat., and Sun.
- Passengers/Hour – Weekday, Sat., Sun., Total
- Holiday Service
- Operating Reserve Policy vs. Actual

**Findings:**

1. **Population** – CyRide serves the 7<sup>th</sup> largest urban population center in the State of Iowa.
2. **Annual Rides** – CyRide is 1<sup>st</sup> in providing the highest number of rides of any single transit system.
3. **Rides Per Capita** – CyRide ranks 1<sup>st</sup> in generating the highest number of rides per population.
4. **Fares** – There is a wide variety of fare structures in the state. Chart 1 below compares the three common fare categories across these systems.

**Chart 1**

<b>Fare Category</b>	<b>CyRide</b>	<b>Range</b>	<b>Most Common</b>	<b>% Lower Than CyRide</b>	<b>% Higher Than CyRide</b>
Cash	\$1.00	Free to \$1.80	75¢ and \$1.00	33%	33%
Monthly Pass	\$35.00	Free to \$50.00	\$35.00	40%	40%
Ticket/Tokens (ea)	\$1.00	65¢ to \$1.36	\$1.00	46%	38%

- Other fares offered:
  - i. Student – free
  - ii. K-12 – ride free in the summer
  - iii. K-12 summer pass
  - iv. Youth pass - \$20
  - v. Sat. family fare - 75¢/family
  - vi. Weekly pass
  - vii. Day pass - \$3, 24-Hour pass - \$1.50
  - viii. Downtown rides - free
  - ix. Senior fares – Subsidized by local agency
  - x. Reduced Fare – low income

CyRide charges the average and most common fare charged for using transit in the State of Iowa.

5. **Hours of Service** – The results from all Iowa systems are listed below.

**Chart 2**

Day of the Week	CyRide	Hours of Service - Range	Hours of Service - Most Common	Fewer Hrs. Than CyRide	More Hrs. Than CyRide
Mon. – Thurs.	18	10-19	12	80%	7%
Fri.	20.5	10–20	12	90%	0%
Sat.	19.5	0-19	0 or 12	100%	0%
Sun.	15	0-15	0	87%	0%

The table below illustrates the difference between Cambus, serving the University Iowa, and CyRide, serving Iowa State University.

**Chart 3**

Day of the Week	CyRide	Cambus	Difference in Total Hours (CyRide vs. Cambus)
Mon. – Thurs.	18	19	-1
Fri.	20.5	20.2	0
Sat.	19.5	14.66	+5
Sun.	15	14.66	0

CyRide operates more hours of service than a majority of the other urban transit systems in Iowa; however, when compared with Cambus, which serves a major state university, it compares similarly except for the number of hours provided on Saturdays.

6. **Service Frequency** - The results from all Iowa systems are listed below.

**Chart 4**

Day of the Week	CyRide Min/Max	Minimum Frequency – Most Common	Maximum Frequency – Most Common	% More Freq. Than CyRide	% Less Freq. Than CyRide
Mon. – Thurs.	3/60	30	60	7%	60%
Fri.	3/60	30	60	7%	60%
Sat.	20/40	60	40-60	0%	93%
Sun.	20/40	20-30	40-60	3%	83%

The table below illustrates the difference between Cambus, serving the University Iowa, and CyRide, serving Iowa State University.

**Chart 5**

<b>Day of the Week</b>	<b>CyRide Min/Max</b>	<b>Cambus</b>	<b>Difference (CyRide vs. Cambus)</b>
Mon. – Thurs.	3/60	10/60	Min.-More Frequent Max-Same
Fri.	3/60	10/60	Min.-More Frequent Max-Same
Sat.	20/40	30/60	Min.-More Frequent Max-More Frequent
Sun.	20/40	30/60	Min.-More Frequent Max-More Frequent

CyRide operates buses more frequently than other urban transit systems; however, is fairly comparable with Cambus service serving the University of Iowa, except for weekend service frequencies, which are more frequent at CyRide.

7. **Passengers/Hour** – This data will be presented at the transit board meeting as it has been requested, but not yet received.
8. **Holiday Service** – The results from all Iowa systems are listed below.

**Chart 6**

<b>Holiday</b>	<b>CyRide Service Operates</b>	<b># Iowa Systems That Operate</b>
New Year's	No	0
Memorial Day	Yes	0
4 <sup>th</sup> of July	Yes	0
Labor Day	Yes	0
Thanksgiving Day	No	0
Day After Thanksgiving	Yes	11
Christmas Eve	Yes	8
Christmas Day	No	0

CyRide operates three more holidays than all other Iowa transit systems and two more holidays than some systems.

9. **Operating Reserve** - This data will be present at the transit board meeting as it has been requested, but not yet received.

**National Systems** – CyRide identified eleven transit systems around the nation that have similar characteristics to CyRide. Specifically, the peer group consists of:

- Cities with a similar sized university (based on enrollment)
- Cities with a 2010 Census population between 50,000 and 200,000

- City/University collaboration on transit services
- Transit ridership that exceeds 2 million rides in FY2010
- Similar climate

**Findings:**

- 1. Population/Enrollment** – Of the peer group, CyRide ranked 9<sup>th</sup> in highest population and 6<sup>th</sup> in largest university enrollment.
- 2. Annual Rides** - CyRide ranked 6<sup>th</sup> highest in generating ridership.
- 3. Rides Per Capita** – CyRide is 2<sup>nd</sup> in generating the highest number of rides per population.
- 10. Fares** – There is a wide variety of fare structures in the peer national systems. Chart 7 below compares the three common fare categories across these systems.

**Chart 7**

<b>Fare Category</b>	<b>CyRide</b>	<b>Range</b>	<b>Most Common</b>	<b>% Lower Than CyRide</b>	<b>% Higher Than CyRide</b>
Cash	\$1.00	Free to \$1.50	\$1.00	27%	27%
Monthly Pass	\$35.00	Free to \$55.00	\$25.00	72%	18%
Ticket/Tokens (ea)	\$1.00	60¢ to \$1.40	\$1.00	46%	9%

- Other fares offered:
  - K-12 Summer Pass
  - Youth pass - \$30
  - Sat. Family fare - 75¢/family
  - Day pass - \$2-\$3, 24-Hour pass - \$1.50
  - 2-Day pass - \$6
  - Various Term Passes – 2 mo., 3 mo., 4 mo., quarterly etc.
  - Annual Pass - \$60 - \$549
  - Semester Pass - \$80
  - 6-Mo. Pass – \$37.50
  - Free routes through campus
  - Reduced Fare – low income, elderly

CyRide’s cash and tickets are comparable to other systems nationally; however, its monthly pass rate is higher than a majority of the other systems. A variety of pass types are offered throughout peer systems. Most typical passes not offered by CyRide are: day passes and youth passes (summer or school year).



**4. Hours of Service** – The results from peer national systems are listed below.

**Chart 8**

Day of the Week	CyRide	Hours of Service - Range	Hours of Service - Most Common	% Lower Than CyRide	% Higher Than CyRide
Mon. – Thurs.	18	13-24	18	36%	36%
Fri.	20.5	13-24	21	45%	27%
Sat.	19.5	13-24	20	54%	18%
Sun.	15	0-24	15	73%	18%

CyRide provides the same number of hours of service as is peer systems nationally, with slightly less service during the week and slightly more on the weekend.

**5. Service Frequency** - The results from peer national systems are listed below.

**Chart 9**

Day of the Week	CyRide Min/Max	Minimum Frequency – Most Common	Maximum Frequency – Most Common	% More Freq. Than CyRide	% Less Freq. Than CyRide
Mon. – Thurs.	3/60	6 or 20	60	5%	59%
Fri.	3/60	6 or 20	60	5%	59%
Sat.	20/40	20	60	18%	64%
Sun.	20/40	30, 60 or no service	60	32%	55%

CyRide provides slightly higher bus frequencies than its peer systems nationally. These higher service frequencies reflect the higher rides per capita and demand for service in a smaller community.

**6. Passengers/Hour** – This data will be present at the transit board meeting as it has been requested, but not yet received.

7. **Holiday Service** – The following compares holiday service that CyRide operates compared to its peer systems.

**Chart 10**

<b>Holiday</b>	<b>CyRide Service Operates</b>	<b># National Systems That Operate (Total of 11 Possible)</b>
New Year's	No	0
Easter	Yes	9
Memorial Day	Yes	1
4 <sup>th</sup> of July	Yes	0
Labor Day	Yes	1
Thanksgiving Day	No	1
Day After Thanksgiving	Yes	10
Christmas Eve	Yes	9
Christmas Day	No	0
New Year's Eve Day	Yes	9

CyRide operates three more holidays than most other transit systems nationally – Memorial Day, 4<sup>th</sup> of July and Labor Day.

8. **Operating Reserve** – This data will be present at the transit board meeting as it has been requested, but not yet received.

**Conclusions** – In reviewing both the Iowa systems and national peer systems, the following conclusions or opportunities for modifications were found:

- CyRide's fare structure is comparable to other university communities and is situated "in the middle"; however, many other systems offer additional fare options not currently available with CyRide: day pass/24-hour options and reduced pass/special summer options for K-12 students.
- CyRide provides a higher level of service than its peers by providing more service on holidays.
- CyRide operates slightly more frequent service on the weekends.
- CyRide continues to generate more riders than its peer systems.

**Student/Public Fare Increase Calculation**

Staff developed a possible methodology to determine the percentage of student fees that can be attributed to fares and the portion attributed to additional services. The attached sheet entitled, "Fare Increase Student Fee Calculation" details this methodology and calculations. To summarize, the methodology looks at revenues before students "went fare free" and compares this to revenue generated after this time period. This method found that 23% of the student's fees pay for fares and 77% for additional services. When this percentage is applied to the

student's 2011-2012 budget share of \$3,128,442, the student's portion of farebox revenue is \$719,542.

Any increases in pass/ticket/cash fares could be applied to the base amount. For example, if it was determined that the pass/ticket/cash fare increase would generate a 20% increased in revenue, after ridership reductions are taken into consideration, a 20 increase could be added to the student fee portion of \$719,542. This example would generate an additional \$143,908 in revenue through student fees ( $\$719,542 \times .2$ ).

Fare Analysis - Iowa Systems

System	Pop.	Rides	Rides/ Capita	Fares		Tick./Trk	Other Fares	Comments	Hours of Service							Frequency				Pass/Hour	Holiday Service?	Oper. Reserve
				Cash	Mo. Pass				Mon.-Thurs.	Fri.	Sat.	Sun	Mon.-Thurs.	Fri.	Sat.	Sun	Mon.-Thurs.	Fri.	Sat.			
Cambus	67,831	4,000,282	58	Free	Free		Semester Pass - \$120-\$130	Reduced Fare - K-12, persons over 65, disabled	6:30 - 3:00 am (18 hrs.)	6:30 - 3:00 am (19.5 hrs.)	7:30 - 3:00 am (19.5 hrs.)	8:30 am - 11:30 pm (15 hrs.)	3-60 mins.	3-60 mins.	20-40 mins.	20-40 mins.	NA	15%/7.3%				
Students	30,000+						School Year - \$260	Free - < 5 yrs. Everyone is free.	6:30 - 3:00 am (18 hrs.)	6:30 - 3:00 am (19.5 hrs.)	7:30 - 3:00 am (19.5 hrs.)	8:30 am - 11:30 pm (15 hrs.)	3-60 mins.	3-60 mins.	20-40 mins.	20-40 mins.	NA					
Staff/faculty	14,700						Summer Pass - \$80	Free - < 5 yrs.	6:30 - 3:00 am (18 hrs.)	6:30 - 3:00 am (19.5 hrs.)	7:30 - 3:00 am (19.5 hrs.)	8:30 am - 11:30 pm (15 hrs.)	3-60 mins.	3-60 mins.	20-40 mins.	20-40 mins.	NA					
Cedar Rapids	126,326	1,252,633	10	Free	31.00w/ \$36	10/ \$12.50	Day Pass - \$3	Reduced Fare - disabled, age 60+, students, Free < 4 yrs	6am-1:02am (19 hrs)	6AM-2:12AM (20.2 hrs)	11:29AM-2:12AM (14.66 hrs)	11:29AM-1:02AM (14.66 hrs)	10-60 mins	10-60 mins	30-60 mins	30-60 mins	NA					
Clinton	26,447	61,441	3	\$1.00	\$30	21/\$20	Day Pass - \$3	Reduced Fare - Disabled, Students Elderly, Free - < 5 yrs, K-12 students.	5:20am-7:17pm (14 hrs)	6am-6pm (12 hrs)	8am-4pm (8 hrs)	1 route through Ashford Univ. 8:15am-12:12am	30-60 mins	30-60 mins	30-60 mins	40 mins	None/ \$200,000					
Coralville	18,907	547,841	29	\$0.75	31.00w/ \$25	20/\$15	5-15 yrs - \$50 non residents who are elderly or disabled - \$35	Free - Coralville residents who are disabled, 65+, < 5 yrs	5:58am -12:10am (18.16 hrs)	5:58am -12:10am (18.16 hrs)	8am-8:05pm (12 hrs)	none	30-90 mins	30-90 mins	60 mins	none	None/ \$200,000					
Des Moines	203,433	5,041,480	25	\$1.75	\$48 cal mo. \$58 exp.	10/ \$17.50	Express routes & DMACC Shuttle = \$2 Weekly pass (Sun-Sat) = \$16	Reduced Fare - 65+ disabilities, Free < 5 6-10 yrs = \$7.5	6am-11pm (17 hrs)	6am-11pm (17 hrs)	6am-6pm (12 hrs)	7am-6pm (11 hrs)	2-90 mins	2-90 mins	30-60 mins	30-60mins	None/ \$200,000					
Dubuque	57,637	353,878	6	\$1.00	\$35 cal. mo.	10/\$9	k-12 students free with id, \$50 without. Free during this summer with id or special bracelet	Reduced Fare - 65+, disability, < 5 free w/ adult, ages 2-5, \$25 with group	6 am-6:20pm (12.33 hrs)	6am-6:20pm (12.33 hrs)	8am-5:30pm (9.5 hrs)	none-Trolley seasonal	25-78 mins	25-78 mins	60 mins	Trolley every 20 min	None/ \$200,000					
Fort Dodge	25,206	218,000	9	\$1.25	\$37 cal. Mo.		Students K-12 monthly pass \$21.25	Reduced Fare - < 18 yrs, senior fares subsidized by local agency	7am-6pm (11 hrs)	7am-6pm (11 hrs)	none	none	30-120 mins	30-120 mins	none	none	None/ \$200,000					
Iowa City	67,831	2,058,293	30	\$0.75	\$29/31day	10/56.50	24 hours-\$1.50 U of I, Kirkwood, or youth semester passes-\$80 Sat. Fam. Fares - \$75/family Stud. punch pass 20/\$20 Premium rides \$5 Subscription rides \$3	Red. fare - 60+ yrs low income, Free- Disabled, low inc. elderly - < 5 yrs	6am-10:30pm (16.5 hrs)	6am-10:30pm (16.5 hrs)	6am-7pm (12 hrs)	none	30-60 mins	30-60 mins	60 mins	none	None/ \$200,000					
Marshalltown	27,552		4	\$1.00	\$35	10/\$10	Stud. punch pass 20/\$20 Premium rides \$5	Reduced Fare - < 5 yrs ride free with adult	7:10am-6:00pm (10.66 hrs)	7:10am-6:00pm (10.66 hrs)	None	None	30-60 mins	30-60 mins	none	none	None/ \$200,000					
Mason City	28,079			\$0.50			Youth pass = \$20	Reduced fare for qualifying low income elderly.	6:30am-5:30pm (11 hrs)	6:30am-5:30pm (11 hrs)	None	None	30 mins	30 mins	None	None	None/ \$200,000					
Muscatine	22,886			\$0.75	\$28	12/56.25	K-12 ride free during Summer	< 5 yrs ride free with adult	6:30pm-5pm (10.5 hrs)	6:30-5pm (10.5 hrs)	8:30am-4:10pm (7.6 hrs)	None	30-60mins	30-60 mins	60 mins	None	None/ \$200,000					
Ottumwa	24,988			\$1.50	\$35	17/\$1.20	Youth pass = \$20	Reduced Fare - Elderly & Disabled (only for pass \$25) Free - < 5 yrs	6:05am-5:50pm (11.75 hrs)	6:05am-5:50pm (11.75 hrs)	10am-4:10pm (6.16 hrs)	None	40-80 mins	40-80 mins	50-80 mins	None	None/ \$200,000					
Sioux City	82,684	1,193,430	14	\$1.80	\$48	20/\$31	Student Ticket-\$15.50 Senior Citizen/Medicare Card Holder Monthly-\$42	Reduced Fare - Senior Citizen, Medicare Free: < 5 yrs	5:35am-6pm (12.4 hrs)	5:35am-6pm (12.4 hrs)	6:35am-6pm (11.4 hrs)	None	60 mins	60 mins	60 mins	None	None/ \$200,000					



## Fare Analysis - Peer Systems

System/Univ. CyRide/ISU	Pop./Enroll.	Rides	Rides/ Capita	Fares			Hours of Service							Frequency				Oper. Reserve Goal/Actual	
				Cash	Mo. Pass	Tick./Trk.	Other Fares	Comments	Mon.-Thurs.	Fri.	Sat.	Sun	Mon.-Thurs	Fri.	Sat.	Sun.	Pass/Hour		Holiday Service?
	58,000/ 28,682	5.45 mil.	94	\$1.00	\$35	10/\$10	Semester Pass - \$120-\$130 School Year - \$260 Summer Pass - \$80	Reduced Fares - K-12, persons over 65, disabled Free - ≤ 5 Yrs.	6:30 - 12:30 am (18 hrs.)	6:30 - 3:00 am (20.5 hrs.)	7:30 - 3:00 am (19.5 hrs.)	8:30 am - 11:30 pm (15 hrs.)	3-60 mins.	3-60 mins.	20-40 mins.	20-40 mins.	WKdy -51.5 Sat. - 26.1 Sun. - 26.5 Tot. - 48.6	All, except New Year's, Thanks-giving and Christmas	1.5%/7.3%
Ft. Collins, CO/ Colorado State	143,986/ 26,356	2.03 mil.	14	\$1.25	\$25	10/\$9	Day pass: \$3 Annual adult pass: \$154 Bulk Business Yr Pass: \$50 per employee	Reduced Fares - 60+ Disabled & Medicare Free: ≤ 17, full-time CSU students w/ ID	6:15am-7:37pm (13.25 hrs)	6:15am-7:37pm (13.25 hrs)	6:15am-7:37pm (13.25 hrs)	None	20-60	20-60	20-60	none	All, except New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving, December 25th		
St. College, PA/ Penn State	42,845 44,000	7.08 mil.	100	\$1.50	\$55	20/\$28	2 mo=\$110, 3 mo=\$165, 4 mo=\$215, 5 mo=\$260 6 mo=\$305, 7 mo=\$350 8 mo=\$390, 9 mo=\$430 10 mo=\$470, 11 mo=\$510 12 mo=\$549 double each amount for family pass	Reduced fare: Disabled & Medicare Free: < 40" tall, age 65+ Have free routes through campus	6:09am-2:57am (20.8 hrs)	6:09am-2:57am (20.8 hrs)	6:27am-2:57am (20.5 hrs)	8:03am-12:49am (16.75 hrs)	16-120 mins	16-120 mins	16-120 mins	40-60 mins	All, except New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving, Christmas Day		
Champaign- Urbana, IL/ Univ. of Illinois	210,275 41,949	10 mil.	82	\$1.00			Day pass \$2, Annual pass=\$60 Annual adult pass=\$154 Bulk Business Yr Pass=\$50 per employee	Reduced fare: senior citizens & Medicare Free: < 46" in height, age 65+ w/ Pass	5:51am-3:12am safe ride: 5pm-6am (24 hrs)	5:51am-3:12am safe ride: 5pm-6am (24 hrs)	5:20am-5:00am safe ride: 5pm-6:30am (24 hrs)	7:15am-2:59am safe ride: 5:00pm-6:30am (23.25 hrs)	6-60 mins	6-60 mins	15-54 mins	10-40 mins	All except New Year's, Easter, Memorial Day, July 4th, Labor Day, Thanksgiving, Christmas Day		
Chapel Hill, NC/ Univ. of Carolina	75,000/ 29,390	6.8 mil.	91	Free	Free	Free	Special Service: shared-ride Evening/Sun. = \$3/ride Park & Ride Lot=\$3 one way or \$5 round trip	Downtown route=\$2 one way or \$4 round trip	5am-1:15am Safe Ride- Th-Sat 11pm-2:30am (21.5 hrs)	5am-1:15am Safe Ride- Th-Sat 11pm-2:30am (21.5 hrs)	8am-6:30pm Safe Ride- Th-Sat 11pm-2:30am (18.5 hrs)	10:30am-11:30pm (12 hrs)	10-80 mins	10-80 mins	25-105 mins	25-45 mins	All except, New Year's, Memorial Day, Thanksgiving, Christmas Day		
Blacksburg, VA Virg. Tech.	42,620/ 28,687	3.4 mil.	62	\$0.50	\$8/mo		6 mo. Pass=\$37.50	Reduced fare: 65+ disabled, Medicare, ages 3-17, <3=\$0.25	6:55am-12:30am (17.5 hrs)	6:55am-12:30am (17.5 hrs)	9:30am-2:30am (17 hrs)	11:30am-11:30pm (12 hrs)	12-60 mins	12-60 mins	15-60 mins	30-60 mins	All except, New Year's, Memorial Day, Thanksgiving, Christmas Day		
Iowa City, IA/ U of Iowa	82,684/ 30,825	6.0 mil.	77	\$0.75	\$25/31day	10/\$6.50	24 hour=\$1.50 U of I, Kirkwood, or youth semester passes=\$80 Sat. Fam. Fares=\$.75/family	Reduced fare- 60+ yrs low income Free= Disabled, low income elderly, < 5 yrs	6am-10:30pm (16.5 hrs)	6am-10:30pm (16.5 hrs)	6am-7pm (13 hrs)	none	30-60 mins	30-60 mins	60 mins	none	All except, New Year's, Memorial Day, Thanksgiving, Christmas Day		
Ithaca, NY/ Cornell Univ.	101,000/ 20,939	3.57 mil.	64	\$1.50	15/\$20	\$45	Day pass=\$3, 2 day=\$6 5 day=\$15, week=\$17.50 Annual=\$450, summer youth=\$50, semester youth=\$30	Reduced fare: 6-17 yrs, age 60+ card holders. Free: ≤ grade 6	4:45am-2:36am (21.8 hrs)	4:45am-2:36am (21.8 hrs)	7am-2:36am (19.5 hrs)	7:45am-7:38pm (12 hrs)	2-120 mins	2-120 mins	2-75 mins	30-60 min	All except, New Year's, Memorial Day, July 4, Thanksgiving Day, Christmas Day		
Lafayette, IN/ Purdue Univ.	120,623/ 39,697	4.9 mil.	41	\$1.00	\$28	10/\$7.50	Day Pass=\$2 Grades 7-12 ride for \$1/yr with pass, w/out pass=\$1 per ride	Reduced fare: 65+ disabled, Medicare ≤ grade 6	6:14am-12:35am (18.25 hrs)	6:14am-12:35am (18.25 hrs)	7:15am-3:35am (20.25 hrs)	8:45am-7:40pm (12 hrs)	5-60 mins	5-60 mins	30-60 mins	60 mins	All except, New Year's, Memorial Day, July 4, Labor Day, Thanksgiving, Christmas Day		
Lawrence, KS/ Kansas Univ.	66,044/ 26,266	.065 mil.	12	\$1.00	\$34	10/\$10	Day pass=\$2.75	Reduced fare: 60+ K-12 grade, disabled Medicare card holder, Free: ≤ 5 yrs.	6am-10:30pm (16.5 hrs)	6am-10:30pm (16.5 hrs)	6am-6:15pm (14.25 hrs)	None	6-80 mins	6-80 mins	20-80 mins	None	All except, New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving, Christmas Day		



# Fare Increase Student Fee Calculation

## Methodology:

- **Determine Student Portion of Farebox Revenue Using “Before/After” Methodology**
  - **“Before Fare Free” Revenue**- Identify 2000-2001 farebox revenue (\$738,024)
  - **“After Fare Free” Revenue** – Identify 2002-2003 farebox revenue (\$177,989)
  - **Subtract “Before” from “After”** to determine total dollar affect (\$560,035)
- **Determine Percent of Student Fees Paying for Fares vs. Services**
  - **Percent of Student Fees** – Divide total dollar effect (\$560,035) by 2003-2004 total student share of CyRide budget (\$2,427,167) **(23.0%)**
  - **Apply Percent to Student Fee Revenue 2011-2012** - Divide student share of budget into 2011-2012 total student share **(\$719,542)**
- **Future Increases** – Apply revenue increase, less revenue lost to lower ridership (i.e. 25% fare increase equates to a 20% revenue increase), to 2011-2012 budget

## Calculations:

### “Before Fare Free” Revenue

<u>Year</u>	<u>Revenue</u>
2000 - 2001	\$738,024

### “After Fare Free” Revenue

<u>Year</u>	<u>Revenue</u>
2002 – 2003	\$177,989

### Subtract “Before” from “After”

Before Revenue	\$738,024
After Revenue	<u>\$177,989</u>
Total Dollars	\$560,035
Percent	75.9%



### **Percent of Student Fees**

Total Fees (2003-2004)	\$2,427,167
<b>Farebox Portion of Student Fees</b> ( <b>\$560,035 / \$2,427,167</b> )	<b>23.0%</b>
<b>Services Portion of Student Fees</b> ( <b>\$2,427,167-\$560,035 / \$2,427,167</b> )	<b>77.0%</b>

### **Student Fee Revenue 2011-2012**

Total Fees (2011-2012)	\$3,128,442
Farebox Portion of Student Fees (23.0%)	\$719,542
Services Portion of Student Fees (77.0%)	\$2,408,900

### **Fare Increase Calculations**

Any fare increase calculation would be determined based upon the percent increase on the students' farebox portion of 2011-2012 Fees of \$719,542. For example, if it was determined that the farebox revenue would increase 20% after ridership declines were estimated, then a 20% increase in the students portion of the fees would be \$143,908 ( $\$719,542 \times 1.2 = \$863,450$ ,  $\$863,450 - \$719,542 = \$143,908$ ).

# Transit Director's Report

## July 2011

### 1. Intermodal Facility Construction Update

Weitz Company has completed the following activities during the month of June 2011.

- Geopiers are complete
- Footings are 50% complete.
- Column pours have begun, first three complete
- Retaining wall at Sheldon entrance has started.

During the month of July 2011, the following work is anticipated:

- Continue pouring footings.
- Continue pouring columns.
- Install temporary site access road.
- Resolve soil issues at west entrance and complete retaining wall
- Complete site utilities including electrical conduit along south property line.
- Begin pouring slab on grade from grid lines 13-6.

The project as of this date is on time to be completed in June. The Federal Transit Administration progress report submitted on July 1<sup>st</sup> is attached.

### 2. Bus Rodeo Results

CyRide drivers have once again proven that they are among the best in the state and nation for their skills in driving large vehicles. The results below are from the national American Public Transit Association (APTA) large bus competition in Memphis in May 2011, the Community Transportation Association of American (CTAA) small bus competition in June 2011, and Iowa Public Transit Association (IPTA) competition in late June 2011 demonstrate the ability of these individuals.

<u>Competition</u>	<u>Driver Competition</u>	<u>Ranking</u>
APTA	Paul Klimesh	12 <sup>th</sup> in the Nation
CTAA	Paul Klimesh	14 <sup>th</sup> in the Nation
IPTA	Paul Klimesh	1 <sup>st</sup> in Large Bus Division
	Nathan Schimanek	2 <sup>nd</sup> in Large Bus Division
	Adam Weiderholt	7 <sup>th</sup> in Large Bus Division

As winner of the IPTA competition, Paul received an expense-paid trip from the Iowa Department of Transportation to represent the State of Iowa and CyRide in the next APTA competition in May 2012 in Long Beach, California.

### 3. S. 16<sup>th</sup> Apartments – Gray Route

Three new large apartment complexes are in the development/construction stage within a small area along S. 16<sup>th</sup> Street, which will impact the capacity of buses on the Gray route serving this area. The following recaps the three complexes.

<u>Apartment Complex</u>	<u>Market</u>	<u>Number of Bedrooms</u>	<u>Status</u>
Laverne Apartments	Low-Moderate Income	154	Open Fall 2011
The Grove	Students	587	Open Fall 2011
Aspen Heights	Students	572	Open Fall 2013

At the time the 2011-2012 budget was prepared and approved, CyRide staff was aware of the Laverne Apartments only. With the opening of the Grove as well this fall, the Gray Route service (hourly) will most likely not provide the capacity to meet demand; therefore, CyRide is anticipating the need to add extra buses along a portion of this route to avoid overcrowding and leaving customers at the stop.

Staff prepared two transportation options for the Grove's management team to consider. After their discussion, they decided **not** to contract for additional CyRide service for their residents and have indicated they will be directing their residents to walk, bike or drive to the commuter lot at the ISC.

In light of budget challenges, this will further increase CyRide expenses in this next budget year.

### 4. Property Insurance

CyRide secures property insurance for the facility through the City of Ames insurance procurement for city services in June of each year. Currently, FM Global is the carrier. Through the City of Ames' renewal process, premiums and deductibles were reviewed for coverage in the 2011-2012 budget year. As a result of CyRide's flood experience, the transit system's portion of the premium will increase from the 2010-2011 budget of \$6,500 to a premium of \$63,548 during the 2011-2012 budget; for an increase of \$57,048 over insurance expenses included in the adopted budget.

Additionally, the 2010-2011 loss deductible was \$25,000 and this year will increase to \$500,000 in the 2011-2012 budget year. If another loss of the magnitude experienced in August 2010 or greater were to occur (total loss was \$819,507), CyRide would need to request reimbursement from FEMA for the first \$500,000, which could cover up to 75% of the loss or \$375,000 leaving the balance of \$125,000 to be shared between the State of Iowa and the City of Ames insurance fund.

## **5. TIGER III Grant Proposal Request**

The Federal Transit Administration announced the next round of TIGER grant application requests on July 1. The following guidelines are included in the notice:

- Pre-Applications are due Oct. 3, 2011
- Final applications are due Oct. 31, 2011
- Minimum federal amount is \$10 million
- 20% local match requirement

The requirements are very similar to the TIGER II grant program. However, since the TIGER II grants were submitted, CyRide has submitted a proposal, at the US DOT's request, for "left-over" TIGER I funding requesting \$8 million in federal dollars. It will be difficult to justify a \$10 million dollar federal request at this time for the same project. CyRide staff will discuss the project with the Intermodal project team to determine if there are additions to the project that will allow it to be funded at a \$10 million federal level.

# **AMES INTERMODAL FACILITY GRANTEE MONTHLY STATUS MEMORANDUM**

## **PROJECT OVERVIEW:**

The Ames Intermodal Facility project contained in FTA grant #IA-78-0001 consists of constructing a 385 car, cast-in-place structured parking facility, a 93 space parking facility, a Bus Terminal Facility accommodating two intercity private bus carriers, a regional carrier and a paratransit public carrier with space for a customers to wait inside, offices for the carriers, public restrooms and a separate vehicle storage area for the regional carrier's vehicles. In addition, a bicycle path traversing the north side of the site will be constructed. The possibility of extending this path to the west, connecting with an existing bike path and creating a continuous path from west Ames to Iowa State University' campus, a major attraction, will be decided as the project progresses.

To date, the scope of this project has not changed. The project is back on schedule to have substantial completion before June 1, 2012. Landscaping is scheduled to begin in May of 2012 and be completed by June 11, 2012.

## **CONSTRUCTION:**

Weitz Company has completed the following activities during the month of June 2011.

- Geopiers are complete
- Footings are 50% complete.
- Column pours have begun, first three complete
- Retaining wall at Sheldon entrance has started.

During the month of July 2011 the following work is anticipated:

- Continue pouring footings.
- Continue pouring columns.
- Install temporary site access road.
- Resolve soil issues at west entrance and complete retaining wall
- Complete site utilities including electrical conduit along south property line.
- Begin pouring slab on grade from grid lines 13-6.

During June the following submittals were approved:

- Concrete Reinforcement -Columns – Approved June 1
- Aggregate Pier Soil Reinforcement – Approved June 1
- Foundation Wall Reinforcement – Approved June 9
- Electrical Conduit – Approved June 16
- 5000# Concrete Mix Design – Approved June 21
- Chemical Treatment (Water Lines) – June 21

There will be many submittals reviewed during the month of July. The following shop drawings are anticipated during the following month:

- Site PCC Concrete Mix Design
- Dry Type Transformer
- Electrical Switchgear
- Lighting
- Hydraulic Elevator
- Concrete Reinforcing – Stairs
- Structural Brick
- Toilet Partitions
- Barrier Cable
- Fire Sprinkler
- Doors and Frames
- **Beam Deck Reinforcement (Pours 2 – 9) - priority**
- Plumbing Fixtures

HVAC Pumps There were no safety issues during the past month. The City and Iowa State asked Weitz to schedule the repair of the sidewalk and street torn up due to construction.

Certified contractor payments have been posted to ISU's Centric web site.

Davis-Bacon interviews have been conducted and are ongoing with no issues found. The results have been posted to ISU's Centric site. All project participants have been given access to this program and will be monitoring activity on this site.

### **Schedule:**

To date, the project is on schedule for a June 1, 2012 substantial completion. It is critical during July to install the temporary access drive and complete structure footings. These will help in reducing the effects of weather on the project. An intermediate 6-week schedule dated 6/21/2011 and an updated project construction schedule dated 6/21/2011 is also attached.

The month of June in Ames was wet with many days of rain. Weitz has done an excellent job of working to keep the project on schedule. The month of July will be critical to complete footings and lower level columns. Weitz is also scheduled to start slab on grade pours. If these items are completed during July, wet weather will become less of an issue as we move forward.

Currently, the deck pours are scheduled to be completed in December. The project team requested that Weitz reevaluate this part of the schedule to accelerate this work so that delays do not occur with cold weather. Spring activities will begin in April; previously they were scheduled for late February.

No ribbon-cutting date has been scheduled to date. It is anticipated that this will occur in early June 2012.

**Cost:**

The attached project budget submitted to FTA on March 1 has not changed, to date. A revised budget reflecting bid alternate #3 (geo-pier system) and change orders to date will be submitted with the August 1 progress report.

The fourth construction payment will be made in early July in the amount of \$640,428.73. We are waiting for contractor signatures to process. See attached application for payment.

**Change Orders Approved in June:**

Add manhole where two sewer pipes now connect at a tee	\$2,581.00
Remove additional rubble located along east portion of south property line not shown on demolition plan	\$1,502.00
Add storm sewer manhole at 3L/C-101	<u>\$3,089.00</u>
<b>TOTAL</b>	<b>\$7,172.00</b>

**Potential Change Orders:**

- Modification to three storm sewer structures to accommodate precast structures.
- Change floor drains on the upper level of parking structure to coordinate with 8" piping.
- Change door in Storage Room 0161 to 6'-8" and provide frame to fit under beam.
- Additional steel and concrete required to address the eccentric loading condition of the northeast stair tower to coordinate with the Geo-Pier installation.
- Install temporary access road to site. This will remove the permanent west drive from the critical path as we resolve problems with existing soil conditions.
- Install sheet piling at west drive, because of poor soils, to allow installation of retaining wall.

**Project Issues:**

A pocket of poor soil at the new west entrance drive has delayed the completion of the retaining wall. Weitz is pricing installing sheet piling and when approved, is scheduled to complete the work in July. A temporary road will be built to allow the project to continue while a resolution to this issue and consequent work in this area is completed.

A clarifying issue was identified and addressed regarding the acceptance of bid alternate #3. The A-E firm, contractor, and owner met to discuss the associated costs. Through clarification and further discussion, the foundation system was revised and costs were defined that are agreeable to all parties. A detailed change order will be issued in July.

The concrete pours to-date have been slightly out of standard (7.3 versus standard of 7), but do not pose any structural issues; however, discussions with the contractor have taken place to make sure future pours were within the standard.

The LEED certification paperwork has been submitted to the Green Building Council and each of the parties will be working to keep their portion of the paperwork up-to-date as the project progresses. The goal is still to achieve a Gold building designation.

**Attachments:**

Project Schedule  
6 Week Schedule  
6-21-11 Minutes  
Contractor Pay Application #4  
Project Photos (2)



# August 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22 ISU Classes begin	23	24	25 Transit Bd. Mtg. 5:00pm	26	27
28	29	30	31			

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## Sept 2011

<b>Sun</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>Fri</b>	<b>Sat</b>
				<b>1</b>	<b>2</b>	<b>3</b>
<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>
<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>
<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>
<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	