

AMES TRANSIT AGENCY BOARD OF TRUSTEES
CYRIDE CONFERENCE ROOM

January 20, 2011

1. CALL TO ORDER: 11:30 A.M.
2. Approval of December 7, 2010 Minutes
3. Public Comments
4. Bus Tracking Technology Update
5. 2011/12 Budget Approval
6. 2011/12 Capital Improvement Plan Approval
7. Five-Year Transit Services Agreement
8. CyRide EEO Policy Statement
9. Intermodal Facility Bid Report
10. Transit Director's Report
11. Set Time and Place of Next Meeting
12. Adjourn

AMES TRANSIT AGENCY BOARD OF TRUSTEES

AMES, IOWA

December 7, 2010

The Ames Transit Agency Board of Trustees met on December 7, 2010 at 5:00 p.m. in CyRide's Conference Room. Vice President Pinegar called the meeting to order at 5:02 p.m. Trustees in attendance were Pinegar, Madden, Wacha, Choi, and Schainker. Absent: Trustee Anders.

APPROVAL OF MINUTES – Seeing no additions or corrections to the minutes from the November 18, 2010 meeting, Trustee Madden made a motion to adopt the minutes as distributed. Trustee Wacha seconded. Ayes: 5, Nays: 0. (Motion carried unanimously.)

PUBLIC IN ATTENDANCE: No public in attendance.

2011/12 BUDGET PROPOSALS: Director Kyras explained that staff prepared a draft of next year's budget for the Transit Board's review in December and that the Board could then either take action in December or January. Before detailing the 2011/12 draft budget, she provided board members with a recap of expenses and revenues in the current budget year.

Expense budget focal points:

- 2010/11 budget remains stable with expenses and revenues.
- Expenses are lower because of higher fuel prices. The adopted budget price per gallon was \$2.30 per gallon where prices to date had averaged \$2.36 per gallon. The amended budget reflects \$2.45 per gallon for the remainder of the year in light of fuel prices continuing to rise. This will increase expenses \$140,978 above the adopted budget.
- Fixed route expenses are higher, affected by increased fuel prices and overtime expenses to operate service.
- Ridership on Dial-A-Ride service has declined, lowering this expense line item.

Revenue budget focal points:

- Revenues are higher due to the improved Iowa economy and excess GSB payments of \$335,000 placed in the trust fund.
- Federal revenues are slightly lower and reflect 2009 funding levels, as a new transportation bill has not been passed.
- State revenues are slightly higher with the economy improving.

Fund Balance:

- The amended closing fund balance will be at 8%, which is lower due to the \$67,500 expense to redesign the Intermodal Facility.
- GSB Trust Fund remains healthy; approximately \$1,000,000.

Director Kyras shared with board members the assumptions that were built into the 2011/12 budget.

- Increased expense for fuel at \$2.50 per gallon
- Increase in wage and benefits of \$22,000
- Increase in CyRide's share of the City's insurance liability at a cost of \$30,984
- IPERS employer's share increases to 8.07% adding \$72,770 to the budget

- Federal/State funding constant
- 2011/12 budget reflects a transfer of \$258,826 from the operating budget to the capital budget to purchase buses, shop equipment, etc.

Director Kyras shared with board members the decision that was made by the members at their November 2010 meeting regarding budget options to be presented at this meeting. The following options were agreed upon by the members.

- Baseline – reflecting current service/staffing levels at 2011/12 prices
- Baseline + Gray Route – adding hourly service between 11 am and 2 pm
- Baseline + Blue route – improving Sunday service frequency from 40 to 20 minutes between 11 am and 5 pm

Director Kyras also reminded board members that they had decided at the November meeting to eliminate an option that would fund baseline services in addition to the Gray and Blue route changes and that the State Revolving Loan fund would be divided equally between the City of Ames and Iowa State University.

Director Kyras explained the two service options to the transit board members and provided financial data on the percentage and total dollar increases that would be required for each option. Transit board members shared their concern with the low closing fund balance and financially supporting additional service to the Gray route. Trustee Madden indicated that the uncertainty of state appropriations, which is an unknown at this time, makes adopting a budget difficult as it will dictate the percentage change the University and City of Ames can absorb in their budgets.

Trustee Wacha indicated that maintaining core services should be the board's focus. He shared a concern with the need to increase transit services to meet business needs when the business located to the site knowing transit services were limited. He also indicated that ridership on the Blue Route was considerably higher making this option easier to justify.

Other concerns shared by board members included the volatility of fuel prices and the anticipation of higher fuel costs. Director Kyras shared additional budget considerations. She indicated that she did not anticipate any additional earmarks this next year and that since Congress had not passed a new Transportation Authorization Bill, federal formula funding levels would most likely remain at 2009 levels with no increase. Tom Davenport shared that he believed there was a possibility that CyRide would receive the fifth performance criteria for federal Small Transit Intensive Cities funding, which could possibly increase total federal dollars.

Director Kyras again shared with the transit board that they could defer their decision on which option to approve until the January Board of Trustee meeting or take action at the current meeting.

Trustee Choi made a motion to adopt alternative one and take final action at the January 2011 Transit Board meeting. Motion seconded by Trustee Madden. Ayes: 5, Nays: 0. (Motion carried unanimously.)

2011/12 CAPITAL IMPROVEMENT PLAN: The Capital Improvement Plan represents CyRide's capital purchases for the next five-year period with the first year the critical year for

purchases. The purchases included in the transit board packet show the grant expenditures, the local share, and the total cost of each purchase. Director Kyras detailed the purchases for the first year of the plan.

- Purchase 11, 40 ft, two articulated buses and one support vehicle. The support vehicle would expand the number of vehicles available for drivers to relieve other drivers at transfer points located throughout Ames.
- Schedule software will simplify and be more efficient with the scheduling of daily trips, drivers, and buses.
- Improvement of bus stops.
- Bus video camera systems to replace five camera systems.
- Replace original boiler for building that is 23 years old.
- Replace seven computers.
- Purchase an Automatic Vehicle Location system previewed by the transit board during the September meeting with the possibility of GSB funding.

Trustee Schainker asked how many buses would be purchased over the five-year period and what effect this had on the average fleet age. Director Kyras indicated that she anticipates purchasing twenty-seven buses over the next five years, which would reduce the average fleet age from approximately 15 to 9 years in the next two years and would remain around this age for the duration of the plan.

Trustee Wacha made a motion to defer action until the January 2011 Transit Board meeting. Motion seconded by Trustee Madden. Ayes: 5, Nay: 0. (Motion carried unanimously.)

BUS PURCHASE/LETTER OF INTEREST: Director Kyras noted that the two national grants recently awarded to CyRide had resulted in \$5,103,660 funding to purchase 13 vehicles within the next two budget years. This funding is from State of Good Repair, Clean Fuels, and Section 5309 grants. In order for CyRide to receive a “build slot” from the manufacturer placing CyRide buses in a que for their construction, CyRide will need to commit to six of the 40’ buses currently in CyRide’s 2010/11 budget and provide a “letter of interest” for the remaining five 40’ buses funded in the 2011/12 budget. Both of these purchases would be under the Akron, Ohio bid per Federal Transit Administration (FTA) regulations. The remaining two buses in grants are for articulated buses and another manufacturer, most likely New Flyer under the Cincinnati, Ohio bid will build these buses. The transit board will be asked to approve a purchase after July 1 for the articulated vehicles when the new budget year begins.

Trustee Schainker asked for a clarification of the meaning of a “letter of intent”. Director Kyras indicated that it meant that the Ames Transit Agency intended to commit to the purchase in the next budget year, but was not binding at this time. She indicated that the manufacturer needed this letter in order to hold CyRide’s “build slot” for the last five 40’ buses. By doing this, it allows CyRide to receive these last buses approximately six months sooner.

Trustee Madden made a motion to approve alternative one, contract with Gillig Corporation for up to \$2,344,000 for the purchase of six 40’ buses in December 2010 and a Letter of Intent to Gillig Corporation for an additional \$1,960,000 for five 40’ buses to be purchased after June 30, 2011. Motion seconded by Trustee Choi. Ayes: 5; nays: 0. (Motion carried unanimously.)

FUEL PURCHASE UPDATE/RECOMMENDATION: Director Kyras indicated that CyRide's current fuel contract had expired in November and that this was the second fuel purchasing contract that CyRide had implemented. She indicated that the first contract had resulted in a saving of \$35,000, while the second experience was not as positive and cost CyRide \$5,000 more than market rates. In total, \$30,000 had been saved between the two contracts. Included with the transit board's documentation is a fuel comparison from August 2010 to November 12, 2010 indicating actual prices paid and market rates at the time of fuel purchase.

CyRide staff is requesting direction from the transit board about entering into another fuel contract. She reminded the board that previous board policy had established a maximum of 70% of CyRide's fuel purchased to be made under this method. Under staff's recommendation, up to 210,000 gallons could be purchased under a contract. She also indicated that the procurement process is different for fuel contracts. As bids must immediately be awarded, Transit Board and Council approval are not possible; therefore, a not-to-exceed amount could be approved by both bodies in advance of the bid, which would allow staff to procure fuel up to that amount at the time of bid. She indicated that this process had been used in previous contracts and that this is accomplished through the City's Purchasing Department. The not-to-exceed amount is based upon the 2011/12 budgeted fuel price of \$2.50 per gallon, which equates to \$525,000 for the period of April 2011 – March 2012. A Request for Proposal would be completed in February or March 2011; bids would be received and up to five two-month contracts would be awarded to the lowest bidder. If bids are not perceived as favorable, all bids could be rejected.

Trustee Wachua shared with the Transit Board that he was supportive of contracting because there is enough uncertainty in the market today. He also indicated that locking in the numbers in the short-term is helpful with budget planning and contracting eliminates some of this uncertainty.

Trustee Madden made a motion to approve up to five, two-month fuel contracts at a total price not to exceed \$525,000 and accept fixed rate + mark-up/deduct for the remainder of CyRide's fuel purchased. Trustee Wachua seconded. Ayes: 5; Nays: 0. (Motion carried unanimously.)

CYRIDE WEBSITE – BOARD OF TRUSTEE'S INFORMATION: Director Kyras directed the transit board to the website attachments provided showing CyRide's new home pages. CyRide, in conjunction with the City of Ames, have been developing new websites. The soft release of the new sites is scheduled for January 2011 with the public to have access by mid February.

Director Kyras directed the board members to CyRide's current website information on the Board of Trustees page. This page includes current board members, next board meeting date, and minutes from past Board of Trustee meetings. CyRide staff is considering additions to this page and requested the board's input on possible changes as follows:

- A listing of **all agendas**, current and past
- Trustee meeting **packets**, current and past
- **Picture** of current Trustee members
- Identification of **Board Officers**
- **Telephone numbers** as well as email links
- Short **biography** of Trustee members
- **Explanation/Guidelines on Public Comment** at meetings

After some discussion, the consensus of the transit board members was that staff should definitely incorporate all agenda and Trustee packets as well as the other possible changes if staff believes it is possible.

TRANSIT DIRECTOR'S REPORT:

- Federal Transit Administration selected CyRide for a Civil Rights Review audit. The Drug and Alcohol audit, that was an intensive review of CyRide's compliance in this area, was recently completed.
- Google Transit is now incorporated into CyRide's website to help customers determine bus routes and times. Not 100% accurate as Google does not include campus sidewalks, which creates inaccuracies in the bus information. A vehicle tracking system will significantly improve this type of information.
- Several significant projects will need to be completed in the next several months along with day to day work schedule.

TIME AND PLACE OF NEXT MEETING: January 20, 2010 at 11:30 a.m. in the CyRide Conference Room.

ADJOURN: Meeting adjourned at 6:24 p.m.

Robert Anders, President

Joanne Van Dyke, Recording Secretary

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: January 20, 2011

SUBJECT: Bus Tracking Technology Update

BACKGROUND: In September 2010, the Transit Board of Trustees discussed the possibility of funding a bus tracking system to provide real-time schedule information to CyRide customers. Representatives of the Government of the Student Body had indicated an interest in implementing and funding the initial system as well as annual maintenance costs for up to three years. At that time, the Board of Trustees directed staff to work with a small working group of student leaders and university staff to determine a potential project for Ames, Iowa and an estimated cost for this type of system.

INFORMATION: Since the Transit Board meeting, CyRide staff has worked with the following individuals to determine what is needed to implement a bus tracking system for CyRide.

- Kayla Pinegar, Transit Board member
- Max Choi, Transit Board member
- Luke Roling, GSB President
- Nathan Dobbels, GSB Vice President
- Anthony Maly, GSB Finance Director
- Chris Strawhacker, ISU Facilities Planning & Management

This group has met twice since the September meeting, most recently on Jan. 19th to identify the specific equipment/software needed for a bus tracking system in Ames, then to identify cost, and funding sources to purchase the system. The meeting on the 19th will be with the bus tracking vendor that the students prefer. In addition to the desired system, the group will also discuss a possible approval schedule, if all parties agree to the capital purchase, between the three parties – GSB, Transit Board, and City Council (draft schedule attached). Staff will provide the board with the results from this working group meeting at the transit board meeting.

With funding for this procurement, being secured from CyRide's GSB Trust Fund balance paid for with student fee revenue and the students desire for a specific system, CyRide has researched the possibility of a sole source procurement since public tax dollars would not pay for the system. The City's Finance Director, Purchasing Director, and Legal Counsel have reviewed this request and believe that it could fall within the

parameters of a waiver from the City of Ames Purchasing Policy; however it would require approval by the City Council. The University of Iowa's purchase of this system was also through a sole source procurement.

The preferred vendor, NextBus will be present at the Transit Board meeting for a brief presentation and to answer any questions board members might have regarding their bus tracking system.

CyRide Bus Tracking System Procurement Schedule

<u>Activity</u>	<u>Date</u>
Meeting To Design A Bus Tracking System	Jan. 19
Transit Board Update	Jan. 20
GSB Presentation/Approval Contingent Upon Transit Board/City Council Approval	Feb. 2
Transit Board Consideration of Purchase and Waiver	Feb 14-16?
Ames City Council Procurement Purchase and Waiver	Feb. 22
Ames City Council Contract Award	March 8

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: January 20, 2011

SUBJECT: 2011/12 Budget Approval

BACKGROUND: At the December Transit Board of Trustee's meeting, the board considered three proposals for approval of one in the 2011/12 budget. At that time, board members deferred action until the January 2011 meeting. The following recaps the three proposals under consideration.

Budget Assumptions –

In the 2011/12 budget development, the following assumptions were incorporated into each of the budget options discussed below.

- **Fuel** – Fuel is budgeted at \$2.50 per gallon, an increase from the adopted budget of \$.20 (from \$2.30) and a \$.05 increase from the amended (from \$2.45).
- **Wages and Benefits** – The price of health insurance will increase 5% next year and a 2.5% wage increase has been included in the budget.
- **Insurance Liability Cost** – CyRide's share of the City's insurance liability will increase in the 2011/12 budget for excess and general coverage as a result of reallocating vehicle expenses within city departments, with CyRide's share calculated by the insurance company.
- **IPERS Employer Contribution** – All CyRide employees are covered under the IPERS State Retirement Plan. The employer contribution will be increasing from 6.95% to 8.07% in the 2011/12 budget.
- **Federal/State Funding** – The FY2011/12 budget anticipates stable to slightly higher federal funding at \$1,550,000 and state funding remains stable from the amended budget revenue of \$500,000.
- **Funds Transferred to Capital** – The 2011/12 budget reflects a transfer of \$258,826 to the capital fund to purchase buses, shop equipment, etc. This is significantly lower than the traditional \$600,000 to \$700,000 transferred in past years, but has been decreased in an effort to minimize local contributions at the same time as increasing the closing balance.

- **Closing Balance** – The 2011/12 budget reflects a 1% increase in the closing balance from 8 to 9% to begin moving toward the Transit Board’s desired level of 12-15%.

The following chart divides any expense increases of more than \$5,000 from the currently adopted budget to the baseline 2011/12 budget into controllable and non-controllable costs on the next page:

**Major CyRide Budget Increases
(From 2010/11 Adopted to 2011/12 Requested Baseline Budget)**

NON-Controllable Costs	
Fuel	\$ 88,000
IPERS - State Retirement	\$ 86,150
Health Insurance	\$ 31,700
Liability Insurance	\$ 31,141
Wages	\$ 119,200
FICA - Social Security	\$ 13,300
Legal Services from City	\$ 5,794
Portable Radio Rentals	\$ 8,040
Warranty Work (New Buses)	\$ 35,000
Worker's Compensation	\$ 6,400
TOTAL	\$ 424,725
Controllable Costs	
Bldg./Equipt. Repair	\$ 41,300
Janitorial Service	\$ 8,600
Parts	\$ 7,860
TOTAL	\$ 57,760

Budget Options -

Through the Board of Trustee’s discussions in October and November, two assumptions were agreed upon as follows:

- Three service options would be included as options for the 2011/12. These are:
 - **Baseline** – Reflecting current service/staffing levels at 2011/12 prices
 - **Baseline + Gray Route** – Adding hourly service between 11 am and 2 pm
 - **Baseline + Blue Route** – Improving Sunday service frequency from 40 minutes to 20 minutes between 11 am and 5 pm

A more detailed explanation of the Gray and Blue route changes are attached for reference.

- Repayment of the State Revolving Loan fund for the Intermodal Facility local share would be equally divided between the City of Ames and Iowa State University funding partners.

The impact each of these options has on the expenses and funding partner increases is summarized in the tables on the next page.

Budget Impact (Services Only)

Option	Expenses	City Funding	ISU Funding	GSB Funding
Current Expenses/Funding Shares	\$7,543,008	\$1,315,294	\$576,808	\$3,008,118
1 - Baseline	\$7,872,442	\$1,376,656	\$608,630	\$3,128,442
Dollar Change	\$329,434	\$61,362	\$31,822	\$120,324
Percent Change	+4.3%			
2 – Baseline + Gray Route	\$7,905,942	\$1,385,863	\$612,668	\$3,149,499
Dollar Change	\$362,934	\$70,569	\$35,860	\$141,381
Percent Change	+4.8%			
3 - Baseline + Blue Route	\$7,910,842	\$1,387,178	\$613,245	\$3,152,507
Dollar Change	\$367,834	\$71,884	\$36,437	\$144,389
Percent Change	+4.9%			

Further, the City and ISU shares would increase \$8,750 more to repay the State Amoco Revolving Loan for local share committed to the Intermodal Facility. The impact on the budget, including this repayment, is detailed below.

Budget Impact (Services and Loan Repayment)

Option	Expenses	City Funding	ISU Funding	GSB Funding
Revolving Loan Repayment	\$17,500	\$8,750	\$8,750	\$0
1 - Baseline	\$7,889,942	\$1,385,406	\$617,380	\$3,128,442
Dollar Change	\$338,184	\$78,862	\$49,322	\$120,324
Percent Change	+4.6%			
2 – Baseline + Gray Route	\$7,940,942	\$1,394,613	\$621,418	\$3,149,499
Dollar Change	\$397,934	\$88,069	\$53,360	\$141,381
Percent Change	+5.3%			
3 - Baseline + Blue Route	\$7,945,842	\$1,395,928	\$621,995	\$3,152,507
Dollar Change	\$402,834	\$89,384	\$53,937	\$144,389
Percent Change	+5.3%			

Expense/Revenue Update Since December Meeting -

One expense item has been confirmed since the December meeting – wages. Labor negotiations have concluded resulting in a tentative agreement with the union at a 2.25% across-the-board wage increase during the 2011/12 budget year, plus two increases that will affect CyRide. The end result is equivalent to the 2.5% increase included in the draft budget options presented to the board at the December meeting. Therefore, there is no change in this expense item.

Additionally, the US House of Representatives has passed new budget rules that now allow the use of highway and transit funds, collected through the gas tax, to be used for other purposes. Prior to the change, the rules only allowed gas tax funds to be used for these two purposes. It is speculated that some of these funds may be used for deficit reduction or to pay for other federal programs. One belief is that transit may receive as much as a 20% reduction in federal transit funds that could affect the 2011/12 budget. A second proposal would reduce funding to the 2008 levels. CyRide continues to believe that it may receive the fifth performance criteria in the Small Transit Intensive Cities (SIC) federal program, which could offset overall federal declines. Therefore, any of the following six federal funding scenarios' could happen as illustrated in the table below.

Scenario	Estimated Fed. Funding Change
Federal Program Declines to 2008 Level	-\$170,000
Federal Program Declines 20%	-\$130,000
Federal Program Declines 20%/CyRide Receives Additional STIC	-\$30,000
Federal Program Declines to 2008 Level/CyRide Receives Additional STIC	-\$45,000 to -\$75,000
Federal Program Remains Unchanged/No CyRide Additional STIC	\$0
Federal Program Remains Unchanged/CyRide Receives Additional STIC	+\$125,000

ALTERNATIVES:

1. Approve **Option #1** to provide existing service levels next year.
2. Approve **Option #2** to provide existing service levels plus the Gray Route modification.
3. Approve **Option #3** to provide existing service levels plus the Blue Route modification.

RECOMMENDATION:

The Transit Director recommends alternative #1 to provide existing service levels in light of the economic constraints anticipated, the uncertainty of fuel prices and federal funding next year.

2011/12 Budget Options Summary

Option	Service Expenses	Transit Funding City	ISU	GSB	Loan Repayment	Total Funding City	ISU	GSB
	Current Expenses	\$ 7,543,008						
Funding Shares		\$ 1,315,294	\$ 576,808	\$ 3,008,118	--	\$ 1,315,294	\$ 576,808	\$ 3,008,118
Dollar Change From Previous Year								
1 - Baseline	\$ 7,872,442	\$ 1,367,906	\$ 599,880	\$ 3,128,443	\$ 17,500	\$ 1,376,656	\$ 608,630	\$ 3,128,443
Dollar Change	\$ 329,434	\$ 52,612	\$ 23,072	\$ 120,325	\$ 17,500	\$ 61,362	\$ 31,822	\$ 120,325
2 - Baseline + Gray Route	\$ 7,905,942	\$ 1,377,113	\$ 603,918	\$ 3,149,500	\$ 17,500	\$ 1,385,863	\$ 612,668	\$ 3,149,500
Dollar Change	\$ 362,934	\$ 61,819	\$ 27,110	\$ 141,382	\$ 17,500	\$ 70,569	\$ 35,860	\$ 141,382
3 - Baseline + Blue Route	\$ 7,910,842	\$ 1,378,428	\$ 604,495	\$ 3,152,508	\$ 17,500	\$ 1,387,178	\$ 613,245	\$ 3,152,508
Dollar Change	\$ 367,834	\$ 63,134	\$ 27,687	\$ 144,390	\$ 17,500	\$ 71,884	\$ 36,437	\$ 144,390
Percent Change From Previous Year								
1 - Baseline	4.4%	4.0%	4.0%	4.0%	0.2%	4.7%	5.5%	4.0%
2 - Baseline + Gray Route	4.8%	4.7%	4.7%	4.7%	0.2%	5.4%	6.2%	4.7%
3 - Baseline + Blue Route	4.9%	4.8%	4.8%	4.8%	0.2%	5.5%	6.3%	4.8%

BUDGET ANALYSIS - Operations FY2012

FY12 - Base Line - 4.0% Increase from Local Funders
\$8750 from ISU and City for Intermodal Facility design grant

Option 1

12/03/10	11:49 AM	06-07	07-08	08-09	09-10	10-11	10-11	11-12	% Chg.	% Chg.	% Chg.
		Actual	Actual	Actual	Actual	Adopt	Amend	Request	Am/Ad	Am/Act	Req./Ad. Req./Am.
FIXED ROUTE											
550-1221	Operations	\$3,003,074	\$3,264,384	\$3,491,357	\$3,841,975	\$4,016,769	\$4,066,870	\$4,293,855	1.2%	5.9%	6.9%
550-1222	Maintenance	\$1,316,728	\$1,636,310	\$1,440,039	\$1,580,087	\$1,652,543	\$1,745,535	\$1,814,546	5.6%	10.5%	9.8%
	FIXED ROUTE TOTAL	\$4,319,802	\$4,900,695	\$4,931,396	\$5,422,062	\$5,669,312	\$5,812,405	\$6,108,401	2.5%	7.2%	7.7%
DIAL-A-RIDE											
550-1341	Operations	\$141,433	\$146,729	\$136,571	\$136,855	\$157,095	\$144,860	\$149,202	-7.8%	5.8%	-5.0%
550-1342	Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
	DIAL-A-RIDE TOTAL	\$141,433	\$146,729	\$136,571	\$136,855	\$157,095	\$144,860	\$149,202	-7.8%	5.8%	-5.0%
ADMINISTRATION/SUPPORT											
550-1101	Administration	\$791,648	\$852,417	\$910,470	\$1,037,847	\$1,018,730	\$1,024,822	\$1,077,991	0.6%	-1.3%	5.8%
550-1102	Safety/Training	\$182,477	\$211,406	\$211,673	\$197,822	\$222,280	\$214,380	\$223,720	-3.6%	8.4%	0.6%
550-1103	Promotion	\$0	\$4,037	\$4,037	\$13,540	\$31,300	\$23,820	\$5,000	-23.9%	75.9%	-84.0%
550-1105	Bldg/Grounds	\$253,534	\$278,010	\$322,900	\$331,339	\$303,313	\$322,721	\$308,128	6.4%	-2.6%	1.6%
	ADMIN/SUPPORT TOTAL	\$1,227,659	\$1,341,833	\$1,449,080	\$1,580,548	\$1,575,623	\$1,585,743	\$1,614,839	0.6%	0.3%	2.5%
FINANCE ADJUSTMENTS											
		(\$20,671)	\$491	\$76,726	\$15,890						
	TOTAL OPERATING EXPENSES	\$5,668,223	\$6,389,747	\$6,593,773	\$7,155,355	\$7,402,030	\$7,543,008	\$7,872,442	1.9%	5.4%	6.4%
TRANSFER TO GSB TRUST											
TRANSFER TO CAPITAL FUND											
		\$427,160	\$912,231	\$500,000	\$713,000	\$632,000	\$632,000	\$258,826			
	TOTAL USED	\$6,095,383	\$7,442,729	\$7,542,945	\$8,260,769	\$8,059,030	\$8,535,008	\$8,351,268	5.9%	3.3%	3.8%
OPENING BALANCE		\$707,797	\$1,014,849	\$891,416	\$1,105,687	\$972,748	\$847,294	\$599,766	-12.9%	-23.4%	-38.3%
OPERATING REVENUE		\$6,402,435	\$7,319,296	\$7,757,216	\$8,002,376	\$7,819,249	\$8,287,480	\$8,460,022	6.0%	3.6%	8.2%
	TOTAL AVAILABLE	\$7,110,231	\$8,334,145	\$8,648,632	\$9,108,063	\$8,791,996	\$9,134,774	\$9,059,788	3.9%	0.3%	3.0%
CLOSING BALANCE		\$1,014,849	\$891,416	\$1,105,687	\$847,294	\$732,966	\$599,766	\$708,520	-18.2%	-29.2%	-3.3%
	Closing/Operating	17.9%	14.0%	16.8%	11.8%	9.9%	8.0%	9.0%			
REVENUE/EXPENSE RATIO		113.0%	114.5%	117.6%	111.8%	105.6%	109.9%	107.5%			

City	\$1,376,656
ISU	\$608,630
GSB	\$3,128,442

OPERATING FUND BALANCE	\$1,014,849	\$891,416	\$1,105,687	\$847,294	\$732,966	\$599,766	\$708,520
CAPITAL FUND BALANCE	\$844,568	\$1,096,769	\$834,109	\$1,213,853	\$1,019,376	\$323,756	\$41,642
TRUST FUND BALANCE	(\$311,465)	(\$182,848)	\$267,129	\$667,188	\$840,659	\$969,111	\$1,021,229
INTERMODAL BALANCE							\$0
TRANSIT FUND BALANCE	\$1,547,952	\$1,805,337	\$2,206,925	\$2,728,334	\$2,593,002	\$1,892,632	\$1,771,390

BUDGET ANALYSIS - Operations FY2012

FY12 - Extra Service to SE 16th - 4.7% Increase from Local Funders
\$8750 from ISU and City for Intermodal Facility design grant

Option 2

12/03/10	11:49 AM	06-07	07-08	08-09	09-10	10-11	10-11	11-12	% Chg.	% Chg.	% Chg.
		Actual	Actual	Actual	Actual	Adopt	Amend	Request	Am/Ad	Am/Act	Req./Ad. Req./Am.
FIXED ROUTE											
550-1221	Operations	\$3,003,074	\$3,264,384	\$3,491,357	\$3,841,975	\$4,016,769	\$4,066,870	\$4,327,355	1.2%	5.9%	7.7%
550-1222	Maintenance	\$1,316,728	\$1,636,310	\$1,440,039	\$1,580,087	\$1,652,543	\$1,745,535	\$1,814,546	5.6%	10.5%	9.8%
FIXED ROUTE TOTAL		\$4,319,802	\$4,900,695	\$4,931,396	\$5,422,062	\$5,669,312	\$5,812,405	\$6,141,901	2.5%	7.2%	8.3%
DIAL-A-RIDE											
550-1341	Operations	\$141,433	\$146,729	\$136,571	\$136,855	\$157,095	\$144,860	\$149,202	-7.8%	5.8%	-5.0%
550-1342	Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
DIAL-A-RIDE TOTAL		\$141,433	\$146,729	\$136,571	\$136,855	\$157,095	\$144,860	\$149,202	-7.8%	5.8%	-5.0%
ADMINISTRATION/SUPPORT											
550-1101	Administration	\$791,648	\$852,417	\$910,470	\$1,037,847	\$1,018,730	\$1,024,822	\$1,077,991	0.6%	-1.3%	5.8%
550-1102	Safety/Training	\$182,477	\$211,406	\$211,673	\$197,822	\$222,280	\$214,380	\$223,720	-3.6%	8.4%	0.6%
550-1103	Promotion	\$0	\$0	\$4,037	\$13,540	\$31,300	\$23,820	\$5,000	-23.9%	75.9%	-84.0%
550-1105	Bldg/Grounds	\$253,534	\$278,010	\$322,900	\$331,339	\$303,313	\$322,721	\$308,128	6.4%	-2.6%	1.6%
ADMIN/SUPPORT TOTAL		\$1,227,659	\$1,341,833	\$1,449,080	\$1,580,548	\$1,575,623	\$1,585,743	\$1,614,839	0.6%	0.3%	2.5%
FINANCE ADJUSTMENTS											
		(\$20,671)	\$491	\$76,726	\$15,890						
TOTAL OPERATING EXPENSES		\$5,668,223	\$6,389,747	\$6,693,773	\$7,155,355	\$7,402,030	\$7,543,008	\$7,905,942	1.9%	5.4%	6.8%
TRANSFER TO GSB TRUST											
		\$427,160	\$912,231	\$500,000	\$713,000	\$632,000	\$632,000	\$258,826			
TOTAL USED		\$6,095,383	\$7,442,729	\$7,542,945	\$8,260,769	\$8,059,030	\$8,535,008	\$8,384,768	5.9%	3.3%	4.0%
OPENING BALANCE											
		\$707,797	\$1,014,849	\$891,416	\$1,105,687	\$972,748	\$847,294	\$599,766	-12.9%	-23.4%	-38.3%
OPERATING REVENUE											
		\$6,402,435	\$7,319,296	\$7,757,216	\$8,002,376	\$7,819,249	\$8,287,480	\$8,493,522	6.0%	3.6%	8.6%
TOTAL AVAILABLE		\$7,110,231	\$8,334,145	\$8,648,632	\$9,108,063	\$8,791,996	\$9,134,774	\$9,093,288	3.9%	0.3%	3.4%
CLOSING BALANCE											
		\$1,014,849	\$891,416	\$1,105,687	\$847,294	\$732,966	\$599,766	\$708,520	-18.2%	-29.2%	-3.3%
Closing/Operating		17.9%	14.0%	16.8%	11.8%	9.9%	8.0%	9.0%			
REVENUE/EXPENSE RATIO											
		113.0%	114.5%	117.6%	111.8%	105.6%	109.9%	107.4%			

City	\$1,385,863
ISU	\$ 612,668
GSB	\$3,149,499

OPERATING FUND BALANCE	\$1,014,849	\$891,416	\$1,105,687	\$847,294	\$732,966	\$599,766	\$708,520
CAPITAL FUND BALANCE	\$844,568	\$1,096,769	\$834,109	\$1,213,853	\$1,019,376	\$323,756	\$41,642
TRUST FUND BALANCE	(\$311,465)	(\$182,848)	\$267,129	\$667,188	\$840,659	\$969,111	\$1,021,229
INTERMODAL BALANCE							\$0
TRANSIT FUND BALANCE	\$1,547,952	\$1,805,337	\$2,206,925	\$2,728,334	\$2,593,002	\$1,892,632	\$1,771,390

BUDGET ANALYSIS - Operations FY2012

FY12 - Extra Sunday Blue Afternoon Service - 4.8% Increase from Local Funders
\$8750 from ISU and City for Intermodal Facility design grant

Option 3

12/03/10	11:49 AM	06-07	07-08	08-09	09-10	10-11	10-11	11-12	% Chg.	% Chg.	% Chg.
		Actual	Actual	Actual	Actual	Adopt	Amend	Request	Am/Ad	Am/Act	Req./Ad. Req./Am.
FIXED ROUTE											
550-1221	Operations	\$3,003,074	\$3,264,384	\$3,491,357	\$3,841,975	\$4,016,769	\$4,066,870	\$4,332,255	1.2%	5.9%	7.9%
550-1222	Maintenance	\$1,316,728	\$1,636,310	\$1,440,039	\$1,580,087	\$1,652,543	\$1,745,535	\$1,814,546	5.6%	10.5%	9.8%
FIXED ROUTE TOTAL		\$4,319,802	\$4,900,695	\$4,931,396	\$5,422,062	\$5,669,312	\$5,812,405	\$6,146,801	2.5%	7.2%	8.4%
DIAL-A-RIDE											
550-1341	Operations	\$141,433	\$146,729	\$136,571	\$136,855	\$157,095	\$144,860	\$149,202	-7.8%	5.8%	-5.0%
550-1342	Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
DIAL-A-RIDE TOTAL		\$141,433	\$146,729	\$136,571	\$136,855	\$157,095	\$144,860	\$149,202	-7.8%	5.8%	-5.0%
ADMINISTRATION/SUPPORT											
550-1101	Administration	\$791,648	\$852,417	\$910,470	\$1,037,847	\$1,018,730	\$1,024,822	\$1,077,991	0.6%	-1.3%	5.8%
550-1102	Safety/Training	\$182,477	\$211,406	\$211,673	\$197,822	\$222,280	\$214,380	\$223,720	-3.6%	8.4%	0.6%
550-1103	Promotion	\$0	\$0	\$4,037	\$13,540	\$31,300	\$23,820	\$5,000	-23.9%	75.9%	-84.0%
550-1105	Bldg/Grounds	\$253,534	\$278,010	\$322,900	\$331,339	\$303,313	\$322,721	\$308,128	6.4%	-2.6%	1.6%
ADMIN/SUPPORT TOTAL		\$1,227,659	\$1,341,833	\$1,449,080	\$1,580,548	\$1,575,623	\$1,585,743	\$1,614,839	0.6%	0.3%	2.5%
FINANCE ADJUSTMENTS											
		(\$20,671)	\$491	\$76,726	\$15,890						
TOTAL OPERATING EXPENSES		\$5,668,223	\$6,388,747	\$6,593,773	\$7,155,355	\$7,402,030	\$7,543,008	\$7,910,842	1.9%	5.4%	6.9%
TRANSFER TO GSB TRUST											
TRANSFER TO CAPITAL FUND											
		\$427,160	\$912,231	\$500,000	\$713,000	\$632,000	\$632,000	\$258,826			
TOTAL USED		\$6,095,383	\$7,442,729	\$7,542,945	\$8,260,769	\$8,069,030	\$8,535,008	\$8,389,668	5.9%	3.3%	4.1%
OPENING BALANCE											
		\$707,797	\$1,014,849	\$891,416	\$1,105,687	\$972,748	\$847,294	\$599,766	-12.9%	-23.4%	-38.3%
OPERATING REVENUE		\$6,402,435	\$7,319,296	\$7,757,216	\$8,002,376	\$7,819,249	\$8,287,480	\$8,498,422	6.0%	3.6%	8.7%
TOTAL AVAILABLE		\$7,110,231	\$8,334,145	\$8,648,632	\$9,108,063	\$8,791,996	\$9,134,774	\$9,098,188	3.9%	0.3%	3.5%
CLOSING BALANCE											
		\$1,014,849	\$891,416	\$1,105,687	\$847,294	\$732,966	\$599,766	\$708,520	-18.2%	-29.2%	-3.3%
	Closing/Operating	17.9%	14.0%	16.8%	11.8%	9.9%	8.0%	9.0%			
REVENUE/EXPENSE RATIO											
		113.0%	114.5%	117.6%	111.8%	105.6%	109.9%	107.4%			

City	\$1,387,178
ISU	\$ 613,245
GSB	\$3,152,507

OPERATING FUND BALANCE	\$1,014,849	\$891,416	\$1,105,687	\$847,294	\$732,966	\$599,766	\$708,520
CAPITAL FUND BALANCE	\$844,568	\$1,096,769	\$834,109	\$1,213,853	\$1,019,376	\$323,756	\$41,642
TRUST FUND BALANCE	(\$311,465)	(\$182,848)	\$267,129	\$667,188	\$840,659	\$969,111	\$1,021,229
INTERMODAL BALANCE							\$0
TRANSIT FUND BALANCE	\$1,547,952	\$1,805,337	\$2,206,925	\$2,728,334	\$2,593,002	\$1,892,632	\$1,771,390

2011/12 Budget Service Change Options

1. Gray Route - Expanded Service to Human Service Agency Relocations

Service Need – Several human service agencies have relocated to the S. 16th and High Street area – Richmond Center, Children and Family Resources, MICA and MICA Dental Clinic. Currently the route that serves this area (#4 Gray) does not provide service for approximately 3 hours each weekday during the times these agencies are serving their clients. These agencies serve low-income and disabled residents of the Ames area that rely upon CyRide as their means of transportation to access these essential services.

Service Description – The Gray route currently has minimal service with nine trips each weekday between 7:30 – 11:00 am and 2:00 – 5:00 pm. To serve this transit dependent segment of the Ames population, three additional trips operating every 60 minutes would need to be added to the schedule to provide continuous service during the weekday during the human service agencies' operating hours.

Annual Cost Estimate Less Revenue - \$33,800

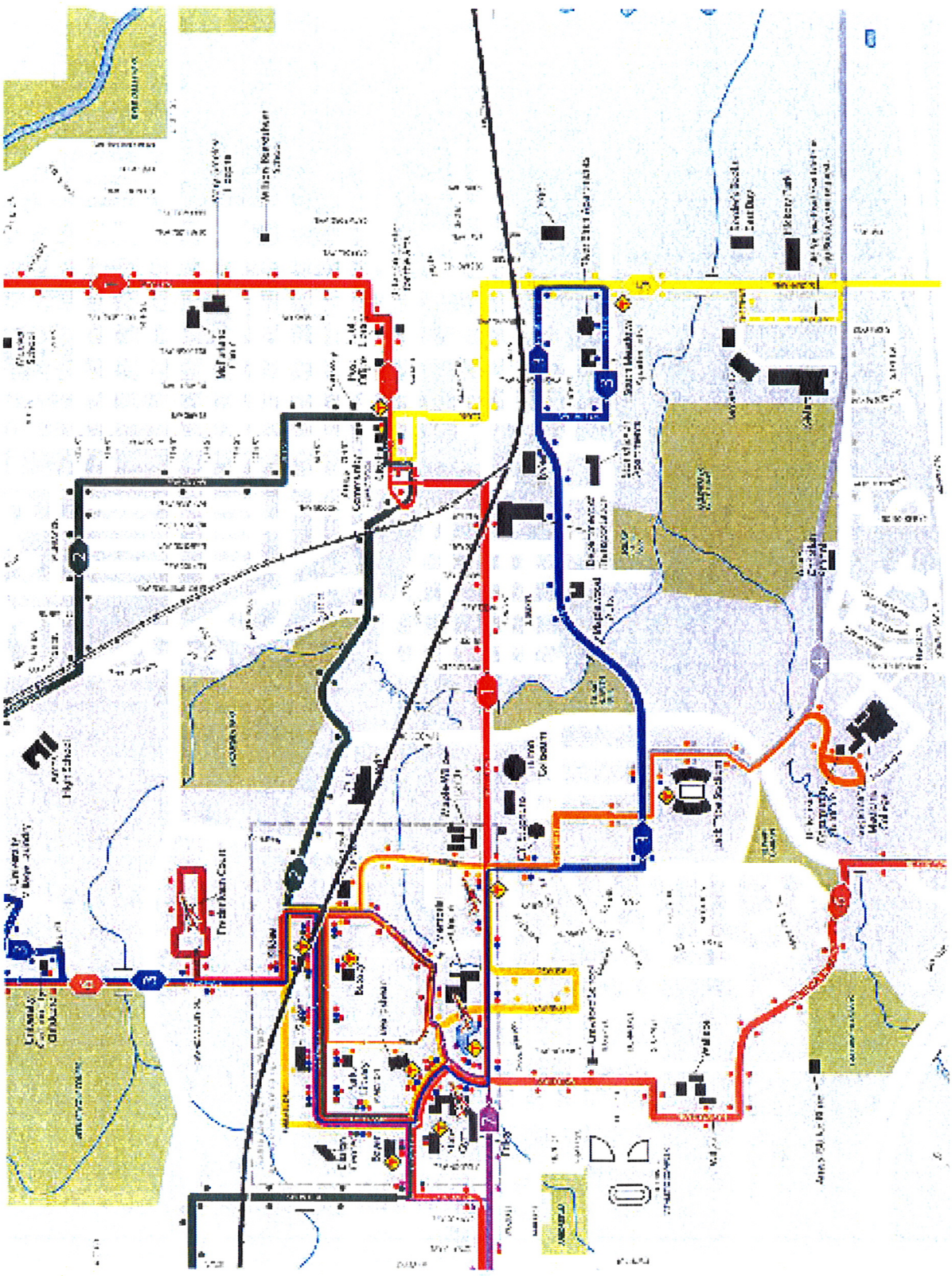
2. Blue Route Expansion

Service Need – With the opening of Wal-Mart on S. Duff, CyRide's #3 blue Route ridership has dramatically increased and the bus stop at S. 4th and Duff has experienced a significant increase in boardings. This route modification would extend services east of S. Duff to Target, through Target's parking lot to S. 3rd St. and then west through S. Duff. The problematic bus stop at S. 3rd and Duff, where shopping carts get parked, could be resolved as Target and Wal-Mart patrons riding CyRide could board and alight the bus closer to these retail stores on their property. This request is the most requested change in CyRide's routes.

Option C

Service Description – Same as Option B above, except that the 20-minute interval from 11 am to 5 pm would extend to more of the route from **North Grand Mall (serving Schilleter Village) to S. 3rd and S. Duff stop**. This would require two buses to be added to the Sunday schedule.

Annual Cost Estimate Less Revenue - \$38,400



CYRIDE IMPROVEMENT REVENUE HISTORY BUDGET

	<u>City</u>	<u>I.S.U.</u>	<u>G.S.B.</u>	<u>Total</u>
Initial	8 buses	1 bus	0 buses	
Buses (local)	\$96,397	\$0	\$60,000	\$156,397
1981-82	\$59,385	\$21,897	\$90,999	\$172,281
1982-83	\$46,326	\$19,229	\$54,617	\$120,172
1983-84	\$108,755	\$44,559	\$142,114	\$295,428
Land Value	\$0	\$187,800	\$0	\$187,800
1984-85	\$71,210	\$29,219	\$93,077	\$193,506
1985-86	\$71,210	\$29,219	\$93,077	\$193,506
1986-87	\$41,589	\$16,975	\$62,686	\$121,250
1987-88	\$31,758	\$12,963	\$47,869	\$92,590
1988-89	\$59,091	\$24,133	\$94,226	\$177,450
1989-90	\$96,348	\$39,350	\$153,635	\$289,333
1990-91	\$62,543	\$25,636	\$95,988	\$184,167
1991-92	\$38,064	\$26,152	\$58,734	\$122,950
1992-93	\$28,189	\$12,011	\$43,550	\$83,750
1993-94	\$70,133	\$29,884	\$116,376	\$216,393
1994-95	\$74,349	\$25,613	\$99,853	\$199,815
1995-96	\$115,105	\$49,041	\$190,987	\$355,133
1996-97	\$0	\$0	\$0	\$0
1997-98	\$22,535	\$10,604	\$37,981	\$71,120
1998-99	\$55,019	\$24,940	\$89,635	\$169,594
1999-00	\$77,125	\$34,960	\$125,648	\$237,733
2000-01	\$54,929	\$24,899	\$89,488	\$169,316
2001-02	\$129,280	\$66,849	\$227,098	\$423,227
2002-03	\$30,553	\$13,414	\$80,109	\$124,076
2003-04	\$71,892	\$31,620	\$194,794	\$298,306
2004-05	\$47,049	\$20,717	\$125,852	\$193,619
2005-06	\$52,400	\$23,000	\$124,600	\$200,000
2006-07	\$88,928	\$39,033	\$211,459	\$339,421
2007-08	\$54,585	\$23,938	\$124,490	\$203,013
2008-09	\$134,438	\$58,956	\$306,606	\$500,000
2009-10	\$191,709	\$84,072	\$437,219	\$713,000
2010-11	\$169,930	\$74,521	\$387,549	\$632,000
2011-12	\$64,480	\$28,277	\$187,055	\$279,812
Total	\$2,315,304	\$1,153,481	\$4,247,372	\$7,716,158
% of Total	30.0%	14.9%	55.0%	

CYRIDE REVENUE & EXPENSE CONSOLIDATION

FY 2011-2012

OPERATING REVENUE

State & Fed.	\$2,249,000
City of Ames	\$1,367,906
ISU	\$599,880
GSB	\$3,128,442
GSB Trust Fund	\$60,000
Other	\$834,794
Total	\$8,240,022

IMPROVEMENT REVENUE

State & Fed.	\$3,539,660
City of Ames	\$64,480
ISU	\$28,277
GSB	\$187,055
Park. Systems	\$17,000
Other	\$57,000
Total	\$3,893,472

OPERATING EXPENSES

Personnel	\$5,609,473
Contractual	\$1,071,019
Commodities	\$1,191,450
Capital	\$0
Other	\$500
Total	\$7,872,442

IMPROVEMENT EXPENSES

Services	\$0
Construction	\$75,000
Equipment	\$299,000
Vehicles	\$3,770,600
Shelters/Benches	\$50,000
Total	\$4,194,600

CYRIDE THREE PARTY REVENUE HISTORY
Budgeted Amount

YEAR	City Total	Tax Levy	Intermodal	ISU Total	ISU Basic	Intermodal	GSB Total	GSB Basic	GSB MLX	3 Parties	Parking	Shuttles	Total Local
1981-82	\$271,160	\$271,160		\$100,000	\$100,000		\$355,600	\$355,600		\$726,760			\$726,760
1982-83	\$307,412	\$307,412		\$125,000	\$125,000		\$355,600	\$355,600		\$788,012			\$788,012
1983-84	\$324,610	\$324,610		\$133,000	\$133,000		\$424,180	\$424,180		\$881,790	\$37,200		\$918,990
1984-85	\$324,610	\$324,610		\$133,000	\$133,000		\$424,180	\$424,180		\$881,790	\$38,883		\$920,673
1985-86	\$324,610	\$324,610		\$133,000	\$133,000		\$489,391	\$489,391		\$947,001	\$39,253		\$986,254
1986-87	\$357,071	\$357,071		\$146,300	\$146,300		\$538,330	\$538,330		\$1,041,701	\$41,275		\$1,082,976
1987-88	\$368,140	\$368,140		\$150,835	\$150,835		\$555,018	\$555,018		\$1,073,993	\$44,509		\$1,118,502
1988-89	\$381,246	\$381,246		\$156,252	\$156,252		\$585,028	\$585,028		\$1,122,526	\$44,706		\$1,167,232
1989-90	\$396,496	\$396,496		\$162,502	\$162,502		\$608,429	\$608,429		\$1,167,427	\$43,637		\$1,211,064
1990-91	\$401,254	\$401,254		\$170,952	\$170,952		\$619,949	\$619,949		\$1,192,155	\$45,469		\$1,237,624
1991-92	\$418,909	\$418,909		\$178,474	\$178,474		\$647,227	\$647,227		\$1,244,610	\$50,265		\$1,294,875
1992-93	\$428,963	\$428,963		\$182,757	\$182,757		\$662,760	\$662,760		\$1,274,480	\$55,555		\$1,330,035
1993-94	\$458,990	\$458,990		\$195,550	\$195,550		\$741,043	\$741,043	\$20,453	\$1,416,036	\$67,177		\$1,483,213
1994-95	\$484,185	\$484,185		\$206,286	\$206,286		\$803,378	\$812,847	\$21,578	\$1,493,849	\$88,223	\$41,720	\$1,582,072
1995-96	\$503,552	\$503,552		\$214,537	\$214,537		\$835,513	\$812,847	\$22,666	\$1,553,602	\$128,662	\$56,000	\$1,723,885
1996-97	\$537,700	\$537,700		\$229,100	\$229,100		\$880,920	\$857,000	\$23,920	\$1,647,720	\$151,768	\$56,000	\$1,855,488
1997-98	\$561,897	\$561,897		\$264,410	\$264,410		\$947,055	\$920,565	\$26,500	\$1,773,372	\$157,034	\$56,000	\$1,986,405
1998-99	\$616,394	\$616,394		\$279,410	\$279,410		\$1,004,202	\$1,004,202	\$0	\$1,900,006	\$161,745	\$57,680	\$2,119,431
1999-2000	\$653,378	\$653,378		\$296,175	\$296,175		\$1,064,454	\$1,064,454	\$0	\$2,014,006	\$169,126	\$67,158	\$2,250,290
2000-01	\$702,381	\$702,381		\$318,388	\$318,388		\$1,144,288	\$1,144,288	\$0	\$2,165,057	\$182,702	\$71,266	\$2,419,025
2001-02	\$755,060	\$755,060		\$342,267	\$342,267		\$1,374,531	\$1,374,531	\$0	\$2,471,857	\$198,727		\$2,670,584
2002-03	\$811,689	\$811,689		\$355,957	\$355,957		\$2,125,842	\$2,125,842		\$3,293,488	\$208,000		\$3,501,488
2003-04	\$897,728	\$897,728		\$393,689	\$393,689		\$2,427,167	\$2,427,167		\$3,718,584	\$208,700		\$3,927,284
2004-05	\$925,558	\$925,558		\$405,893	\$405,893		\$2,470,955	\$2,470,955		\$3,802,406	\$213,000		\$4,015,406
2005-06	\$1,018,113	\$1,018,113		\$446,483	\$446,483		\$2,425,000	\$2,425,000		\$3,889,596	\$219,390		\$4,108,986
2006-07	\$1,080,218	\$1,080,218		\$473,718	\$473,718		\$2,572,925	\$2,572,925		\$4,126,861	\$226,450		\$4,353,311
2007-08	\$1,143,951	\$1,143,951		\$501,667	\$501,667		\$2,608,946	\$2,608,946		\$4,254,565	\$236,640		\$4,491,205
2008-09	\$1,210,300	\$1,210,300		\$530,764	\$530,764		\$2,760,265	\$2,760,265		\$4,501,329	\$246,106	\$60,931	\$4,808,366
2009-10	\$1,270,815	\$1,270,815		\$557,302	\$557,302		\$2,898,278	\$2,898,278		\$4,726,396	\$246,106	\$63,368	\$5,035,870
2010-11	\$1,315,294	\$1,315,294		\$576,808	\$576,808		\$3,008,118	\$3,008,118		\$4,900,220	\$253,489	\$36,100	\$5,189,809
2011-12	\$1,376,656	\$1,367,906	\$8,750	\$608,630	\$599,880	\$8,750	\$3,128,442	\$3,128,442		\$5,096,228	\$261,094	\$36,100	\$5,410,922
Total	\$20,628,340	\$20,619,590		\$8,969,106	\$8,960,356		\$41,507,477	\$41,392,360	\$115,117	\$71,087,424	\$4,064,891	\$546,323	\$75,716,137

CYRIDE THREE PARTY REVENUE HISTORY

REVENUE HISTORY AS A PERCENTAGE OF YEARLY REVENUES

YEAR	CITY	ISU	GSB
1981-82	37.3%	13.8%	48.9%
1982-83	39.0%	15.9%	45.1%
1983-84	36.8%	15.1%	48.1%
1984-85	36.8%	15.1%	48.1%
1985-86	34.3%	14.0%	51.7%
1986-87	34.3%	14.0%	51.7%
1987-88	34.3%	14.0%	51.7%
1988-89	34.0%	13.9%	52.1%
1989-90	34.0%	13.9%	52.1%
1990-91	33.7%	14.3%	52.0%
1991-92	33.7%	14.3%	52.0%
1992-93	33.7%	14.3%	52.0%
1993-94	32.4%	13.8%	53.8%
1994-95	32.4%	13.8%	53.8%
1995-96	32.4%	13.8%	53.8%
1996-97	32.6%	13.9%	53.5%
1997-98	31.7%	14.9%	53.4%
1998-99	32.4%	14.7%	52.9%
1999-2000	32.4%	14.7%	52.9%
2000-01	32.4%	14.7%	52.9%
2001-02	30.5%	13.8%	55.6%
2002-03	24.6%	10.8%	64.5%
2003-04	24.1%	10.6%	65.3%
2004-05	24.3%	10.7%	65.0%
2005-06	26.2%	11.5%	62.3%
2006-07	26.2%	11.5%	62.3%
2007-08	26.9%	11.8%	61.3%
2008-09	26.9%	11.8%	61.3%
2009-10	26.9%	11.8%	61.3%
2010-11	26.8%	11.8%	61.4%
2011-12	26.8%	11.8%	61.4%
Average	29.0%	12.6%	58.4%

ANNUAL PERCENTAGE INCREASES

YEAR	CITY	ISU	GSB
1982-83	13.4%	25.0%	0.0%
1983-84	5.6%	6.4%	19.3%
1984-85	0.0%	0.0%	0.0%
1985-86	0.0%	0.0%	15.4%
1986-87	10.0%	10.0%	10.0%
1987-88	3.1%	3.1%	3.1%
1988-89	3.6%	3.6%	5.4%
1989-90	4.0%	4.0%	4.0%
1990-91	1.2%	5.2%	1.9%
1991-92	4.4%	4.4%	4.4%
1992-93	2.4%	2.4%	2.4%
1993-94	7.0%	7.0%	14.9%
1994-95	5.5%	5.5%	5.5%
1995-96	4.0%	4.0%	4.0%
1996-97	6.8%	6.8%	5.4%
1997-98	4.5%	15.4%	7.5%
1998-99	9.7%	5.7%	6.0%
1999-2000	6.0%	6.0%	6.0%
2000-01	7.5%	7.5%	7.5%
2001-02	7.5%	7.5%	20.1%
2002-03	7.5%	4.0%	54.7%
2003-04	10.6%	10.6%	14.2%
2004-05	3.1%	3.1%	1.8%
2005-06	10.0%	10.0%	-1.9%
2006-07	6.1%	6.1%	6.1%
2007-08	5.9%	5.9%	1.4%
2008-09	5.8%	5.8%	5.8%
2009-10	5.0%	5.0%	5.0%
2010-11	3.5%	3.5%	3.8%
2011-12	4.0%	4.0%	4.0%
Average	5.6%	6.3%	8.1%

GSB Fees and Trust Fund Summary

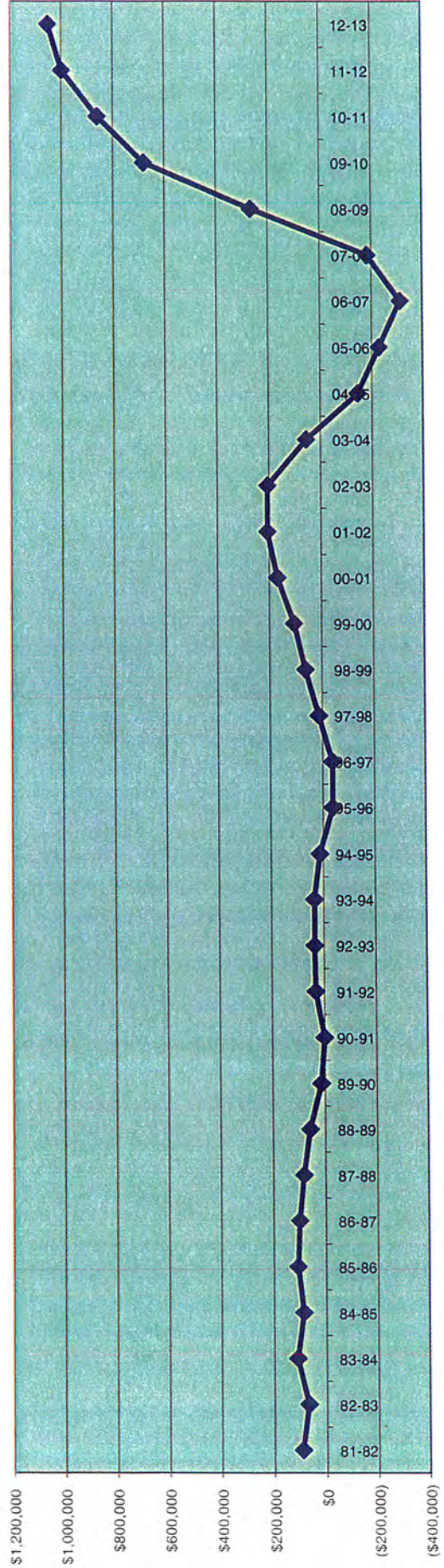
Normal Budget Increases; GSB Funds NextBus Technology

	14.6%	1.2%	-1.9%	6.1%	1.4%	5.8%	5.0%	3.8%	4.0%	4.0%
CAPITAL & OPERATIONS	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Adopted	Projected	Projected
	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13
Budgeted Revenue	\$2,442,167	\$2,470,955	\$2,425,000	\$2,572,925	\$2,608,946	\$2,760,265	\$2,898,278	\$3,008,413	\$3,128,749	\$3,253,899
Actual Revenue	\$1,999,597	\$2,270,874	\$2,347,403	\$2,501,677	\$2,749,697	\$3,023,287	\$3,290,692	\$3,374,679	\$3,349,635	\$3,349,635
Surplus/(Deficit)	(\$442,570)	(\$200,081)	(\$77,597)	(\$71,248)	\$140,751	\$263,022	\$392,414	\$366,266	\$220,886	\$95,736

TRUST FUND										
Opening Balance	\$206,898	\$54,718	(\$144,269)	(\$228,740)	(\$311,465)	(\$182,848)	\$267,129	\$667,188	\$846,797	\$984,619
Interest	\$5,598	\$1,094	(\$6,875)	(\$11,477)	(\$12,134)	\$806	\$7,645	\$13,344	\$16,936	\$19,692
Payments	\$284,792					\$186,149		(\$200,000)	(\$100,000)	(\$63,000)
Transfers In (Out)	(\$442,570)	(\$200,081)	(\$77,597)	(\$71,248)	\$140,751	\$263,022	\$392,414	\$366,266	\$220,886	\$95,736
Ending Balance	\$54,718	(\$144,269)	(\$228,740)	(\$311,465)	(\$182,848)	\$267,129	\$667,188	\$846,797	\$984,619	\$1,037,047
% of Budgeted Revenue	2.2%	-5.8%	-9.4%	-12.1%	-7.0%	9.7%	23.0%	28.1%	31.5%	31.9%

Increase	\$1.50	\$7.10	\$3.00	\$4.00	\$3.85	\$3.85	\$2.41	\$0.00	\$0.00	\$0.00
Total Fees	\$38.40	\$45.50	\$48.50	\$52.50	\$56.35	\$60.20	\$62.61	\$62.61	\$62.61	\$62.61
Increase %	4.1%	18.5%	6.6%	8.2%	7.3%	6.8%	4.0%	0.0%	0.0%	0.0%
Student Semester FTEs	52,073	49,909	48,400	47,651	48,797	50,221	52,559	53,900	53,500	53,500

GSB Trust Fund Balance



CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: January 20, 2011

SUBJECT: 2011/12 Capital Improvement Plan Approval

INFORMATION: The projects contained in this year's Five-Year Capital Improvement Plan represent purchases as a result of the following factors:

- Purchases approved in or anticipated in grants
- Recommendations from CyRide's Insurance Carrier to reduce risk
- Replacement of equipment at the end of its useful life
- Purchases that are needed to ensure efficient and smooth operations

If approved, CyRide staff would begin to purchase the items contained in the first year of the plan beginning July 1, 2011. The remaining years would not be purchased until the year approaches and are subject to modifications as they are more fluid in nature, possibly requiring funding increases/decreases. The following information details the CIP's first year purchases as well as purchases for four additional years.

First Year Purchases –

The purchases on the following page are recommended for procurement in the 2011/12 budget year to ensure smooth operation of the transit system and are included in each of the budget options presented in the "2011/12 Budget Approval".

Purchase		Federal	Dollars		Local Share	Total Cost
	STIC	New Freedom	5309	5310	CyRide/GSB	
Vehicle Replacement						
1-40' New Bus	\$0	\$0	\$318,720	\$0	\$65,280	\$384,000
5-40' New Buses	\$0	\$0	\$1,764,000	\$0	\$196,000	\$1,960,000
2 Articulated New Buses	\$0	\$0	\$1,256,940	\$0	\$139,660	\$1,396,600
Bus Video Systems	\$0	\$0	\$0	\$0	\$45,000	\$45,000
Support Vehicle	\$0	\$0	\$0	\$0	\$30,000	\$30,000
SUBTOTAL	\$0	\$0	\$3,339,660	\$0	\$475,940	\$3,815,600
Building Expansion						
Boiler Replacement	\$0	\$0	\$0	\$0	\$75,000	\$75,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$75,000	\$75,000
Shop/Office Equipment						
Computers	\$11,200	\$0	\$0	\$0	\$2,800	\$14,000
Schedule Software	\$0	\$0	\$160,000	\$0	\$40,000	\$200,000
SUBTOTAL	\$11,200	\$0	\$160,000	\$0	\$42,800	\$214,000
Bus Stop Improvements						
Bus Stop Improvements	\$0	\$0	\$0	\$40,000	\$10,000	\$50,000
SUBTOTAL	\$0	\$0	\$0	\$40,000	\$10,000	\$50,000
AVL Technology						
ITS System	\$0	\$0	\$0	\$0	\$40,000	\$40,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$40,000	\$40,000
TOTAL	\$11,200	\$0	\$3,499,660	\$40,000	\$643,740	\$4,194,600

The following briefly discusses each of the purchases contained in next year's budget.

Purchase New 40' and Articulated Buses – CyRide has 13 buses approved in federal grants (11-40' and 2 articulated). These purchases would be divided into the 2011/12 and 2012/13 budget years.

Schedule Software – This software will allow CyRide to efficiently and accurately schedule 850 daily trips, 120 drivers and 72 buses and was approved in a federal grant for 80% funding.

Bus Stop Improvements – This funding would improve existing bus stop locations with concrete pads, benches, shelters and lighting to make service more convenient to its riders.

Support Vehicle – This project would expand the number of vehicles used to relieve bus drivers throughout Ames as well as provide a vehicle for administrative purposes. CyRide would purchase a small vehicle that can maneuver through Ames during adverse weather conditions or an alternative fueled vehicle.

Bus Video System – CyRide would replace five camera systems currently on buses.

The units to be replaced were purchased from Safety Vision in 2004; however, the company no longer manufactures these units. Consequently, CyRide has been unable to purchase parts when the units fail.

Boiler Replacement – CyRide's boiler, that serves the entire facility, is original to the building and, therefore, 23 years old. The firm that repairs this equipment has recommended that the unit be replaced at a cost of \$75,000. Over the past several years, this equipment has experienced major failures that have affected the efficiency of CyRide's operation and have had a significant impact on its building repair budget.

Computers - CyRide would replace seven computers during 2011/12.

ITS System – In anticipation of possible funding by GSB, CyRide has included an Intelligent Transportation System, which would allow CyRide customers to access information regarding the arrival time for their next bus. This purchase represents the second year of the project with 100% funding from GSB.

Remaining Four Years (2012/13 – 2015/16):

Assumptions made for major purchases in future years of the Capital Improvement Plan include:

Bus Purchases – Representing approximately \$6.5 million dollars over the remaining 4-year period, this is CyRide's largest purchase. This investment reflects the purchase of 14 new, large buses maintaining a fleet of 72 large buses to meet current ridership levels. New buses are purchased with 83% federal dollars secured through the earmarking or national grant process.

Building Expansion – Assuming the next phase of the facility expansion is completed by 2013/14, this plan assumes that CyRide would begin design on the next phase of its expansion in 2014/15 and 2015/16 at approximately \$760,000 per year with 80% funding from federal sources.

Shop and Office Equipment – This plan assumes \$10,000 per year to upgrade computers and \$65,000 per year in shop equipment would be needed to ensure smooth operation in the administrative and maintenance areas.

Bus Stop Improvements – CyRide continues to emphasize its bus stop improvement program and has included a \$50,000 annual commitment in the plan.

AVL Technology – The 2012/13 anticipated purchase of additional equipment (LED displays at bus shelters, major transfer locations) at \$100,000 would complete the project. No commitment is anticipated past 2012/13.

Alternative Route Analysis – The CIP anticipates beginning the Bus Rapid Transit Route analysis in 2012/13 budget year. This study is funded 80% with a federal grant and would answer the community's questions regarding the possibility of this new type of service in Ames.

ALTERNATIVES:

1. Approve the Capital Improvement Plan as presented.
2. Approve the Capital Improvement Plan with board modifications.
3. Do not approve the Capital Improvement Plan.

RECOMMENDATION:

The Transit Director recommends alternative #1 to approve the Capital Improvement Plan as presented so that CyRide can purchase equipment to support the 5.4 million rides provided annually.

TRANSPORTATION - TRANSIT

PROJECT/REVENUE DESCRIPTION	TOTAL	2011/12	2012/13	2013/14	2014/15	2015-16
EXPENDITURES:						
Vehicle Replacement	10,302,600	3,815,600	2,215,000	1,436,000	1,385,600	1,450,400
Building Expansion & Modernization	1,595,000	75,000	0	0	760,000	760,000
Shop & Office Small Capital	514,000	214,000	75,000	75,000	75,000	75,000
Bus Stop Improvements	250,000	50,000	50,000	50,000	50,000	50,000
AVL Technology	140,000	40,000	100,000	0	0	0
Alternatives Analysis Study	200,000	0	200,000	0	0	0
Total Expenditures	13,001,600	4,194,600	2,640,000	1,561,000	2,270,600	2,335,400

REVENUES:

City:						
Transit Fund	2,095,480	603,740	386,500	269,120	412,552	423,568
Other:						
FTA - 5309	10,414,920	3,499,660	2,153,500	1,191,880	1,758,048	1,811,832
FTA - STIC	251,200	11,200	60,000	60,000	60,000	60,000
Elderly/Disabled	200,000	40,000	40,000	40,000	40,000	40,000
GSB		40,000	0	0	0	0
Other Subtotal	10,866,120	3,590,860	2,253,500	1,291,880	1,858,048	1,911,832
Total Revenues	12,961,600	4,194,600	2,640,000	1,561,000	2,270,600	2,335,400

VEHICLE REPLACEMENT

PROJECT STATUS: Cost Change

Revenue Change

City of Ames, Iowa
Capital Improvements Plan

DESCRIPTION/JUSTIFICATION

CyRide's average large bus fleet age is currently 15 years after delivery of 15 buses in the summer of 2010. CyRide has had to increase the number of large buses to 68 due to an increase of more than 1 million riders in the last four years. This increase has been accomplished through the retention of buses replaced with new buses, which has kept CyRide's average fleet age high. In the fall of 2010, CyRide was awarded two national grants for replacement of CyRide's older buses. In total, eleven 40' buses will be replaced plus three 40' buses in the next two budget years through these grants. At the end of the 2012-2013 budget year, CyRide's fleet age will be reduced to 9 years by cycling out its oldest buses and purchasing new buses under these grants. The national transit fleet age is 7 years. After these purchases are completed, CyRide has scheduled three bus replacements each year for the following three years.

The CIP also includes \$50,000 per year for used buses to replace buses beyond their useful life, but for which federal funding has not been secured. This will allow CyRide to maintain a modern, reliable fleet until funding is available to purchase new vehicles.

A majority of CyRide's small bus fleet was replaced in 2008/09 and 2009/10 with federal dollars; the last two vehicles are scheduled for replacement in 2013-14.

CyRide currently operates three vehicles for driver reliefs and for administrative purposes. With the additional buses and drivers, CyRide will need to expand this fleet of small vehicles by one vehicle to meet its needs beginning in 2011-12. Each of the current vehicles will need to be replaced in this five-year plan.

CyRide's maintenance truck is scheduled for replacement in 2013-14.

CyRide will purchase five video-recording cameras each year of the CIP to replace existing equipment on the buses more than five years old. The system will include exterior and interior cameras at a total cost for the five systems of \$45,000 per year.

- 2011-12 – Replace 6 large buses, replace 3 large buses with 2 articulated buses, expand 1 administrative vehicle
- 2012-13 – Replace 5 large buses, replace minibuses 978, 979
- 2013-14 – Replace 3 large buses, replace administrative vehicles 905, 906, and maintenance truck 999
- 2014-15 – Replace 3 large buses, replace administrative 969 replacement vehicle
- 2015-16 – Replace 3 large buses, replace maintenance truck 007

	FISCAL YEAR PRIORITY				
	1	1	1	1	1
	2011/12	2012/13	2013/14	2014/15	2015/16
COST:					
Large Buses – New	9,474,600	1,960,000	1,221,000	1,257,600	1,295,400
Large Buses – Used	200,000	50,000	50,000	50,000	50,000
Minibuses	173,056	160,000	0	0	0
Cameras	225,000	45,000	45,000	45,000	45,000
Administrative Vehicles	243,000	0	120,000	33,000	60,000
TOTAL	10,302,600	2,215,000	1,436,000	1,385,600	1,450,400
FINANCING:					
Transit Fund	1,423,680	221,500	244,120	235,552	246,568
Federal Transit Administration	8,878,920	1,993,500	1,191,880	1,150,048	1,203,832
Other Federal Grants	0	0	0	0	0
TOTAL	10,302,600	2,215,000	1,436,000	1,385,600	1,450,400

DEPARTMENT:

CyRide

ACCOUNT NO.

552-1159-439

PROGRAM - ACTIVITY:

Transportation – Transit

BUILDING EXPANSION & MODERNIZATION

PROJECT STATUS:

Site Change

City of Ames, Iowa
Capital Improvements Plan

Cost
Change/Advanced

DESCRIPTION/JUSTIFICATION

CyRide has identified four needs for expansion/modernization of CyRide's facility in the next five year period: additional bus storage, flood protection, increased ceiling height and structural repairs. Due to the immediate need for these modifications and their funding in approved state and federal grants totaling \$4,851,000, CyRide will be proceeding with these projects in the 2010-2011 budget year and has reflected this in the CIP. An explanation of the activities is as follows:

Expansion - CyRide's current building was constructed in 1983 and was originally designed to accommodate 25 vehicles. The building was expanded in 1990, 2002, 2004 and 2008 and can now accommodate 60 large buses, seven minibuses and three support vehicles leaving 6 large buses and 2 service vehicles without indoor storage space. With CyRide's expansion to 72 large buses in 2010/11 and an estimated fleet size in ten years of 85 large buses, CyRide will need to construct additional bus storage and maintenance facilities. A three-phased project, with a portion of the first phase funded in the 2011-12 budget year, has been identified as the best option by the Transit Board of Trustees. This phase would increase the bus storage portion of the facility by approximately 25,000 square feet, accommodating 11 additional large buses and 2 service vehicles.

Flood Protection - CyRide will work with the insurance company to identify construction solutions to reduce/eliminate flood risks for the current facility and its expansion. Suggestions have included additional flood barriers to keep the interior of the facility dry. A flood control expert will be hired to direct CyRide on the efforts that must be taken to reduce this risk.

Ceiling Height - The original portion of CyRide's facility has doors and ductwork at a ceiling height of 10'3" and the new hybrid buses are 10'5" in height; therefore, the new buses can be stored in only a portion of the facility. This project would raise the ductwork and replace doors above the height of the hybrid buses so that all buses can travel throughout the facility, thereby reducing the possibility of accidents within the building.

Structural Repairs - In the current year, 2010-11, CyRide will begin repairing structural damage in several bus lanes and the wash bay area. Several locations are experiencing corrosion and concrete deterioration and need to be rebuilt.

Structural repairs in 2011-12 through 2014-15 would include repairs to meet safety, modernization and regular maintenance repairs. Major projects would include electric distribution rehabilitation, fire sprinkler system upgrade, replacement of the storage area air handling system, reconfiguration of the in-ground lift supply pipes, relocation of the flammable liquids room, and re-roofing the maintenance facility. Federal or State grants will be sought to fund 80% of these repairs. This expenditure in 2011-12 would replace a boiler is at \$75,000.

LOCATION

CyRide - Map 5, location J-10

FISCAL YEAR PRIORITY

	2011/12	2012/13	2013/14	2014/15	2015/16
TOTAL					
COST:					
Architect/Engineering	20,000	0	0	10,000	10,000
Repairs/Modifications	1,575,000	0	0	750,000	750,000
FINANCING:					
Transit Fund	75,000	0	0	152,000	152,000
Federal Transit Administration	1,216,000	0	0	608,000	608,000
TOTAL	1,575,000	0	0	760,000	760,000

PROGRAM - ACTIVITY:
Transportation - Transit

DEPARTMENT:
CyRide

ACCOUNT NO.
552-1167-439

PROJECT STATUS: Cost Change

CYRIDE SHOP AND OFFICE EQUIPMENT

DESCRIPTION/JUSTIFICATION

CyRide receives approximately \$500,000 per year in Small Transit Intensive Cities (STIC) funds from the Federal Transit Administration (FTA). Most of the grant is spent on large items such as buses, Automatic Vehicle Location (AVL), and shelters, but some is used every year to pay for smaller capital items for the shop and office. These items are either too minor or too far down the eligibility list to be funded under the Iowa Department of Transportation (IDOT) grant process. The purchases scheduled for 2011-2016 are as follows:

Four to seven replacement computers will be funded each year, and approximately \$50,000 per year will fund other shop and office items such as floor scrubbers, refrigerant recovery machines, sign post installers/removers, forklift, etc. Because these are smaller items where replacement need is less predictable, they have been generally described in this document and specific needs will be identified annually to efficiently operate CyRide, address OSHA, Department of Natural Resources and other federal requirements. Specifically, the 2011-12 expenditure in the shop and office area will fund the replacement of the CyRide's facility boilers that are 23 years old and in poor condition.

CyRide received a national transit grant in the fall of 2010 to purchase transit-specific scheduling software at an 80% federal share of \$160,000, total cost of \$200,000. This software will schedule and track the 850 daily trips, 120 drivers and 72 buses. CyRide has grown to the point where an Excel spreadsheet (CyRide's current scheduling database) has become unreliable and inefficient. This transit software package will improve efficiency of these tasks and provide a database for CyRide to provide its customers better service in the future as the transit system continues to grow. It will be purchased in the 2011-12 year. The previous 2010-15 CIP had identified this project at 100% local funding in 2011-12.

LOCATION

CyRide – Map 5, location J-10

	FISCAL YEAR PRIORITY				
	3	3	3	3	3
	2011/12	2012/13	2013/14	2014/15	2015/16
COST:					
Computers	14,000	10,000	10,000	10,000	10,000
Other Shop Equipment	260,000	65,000	65,000	65,000	65,000
Other Office Equipment	200,000	0	0	0	0
FINANCING:					
Transit Fund	42,800	15,000	15,000	15,000	15,000
FTA - Small Transit Intensive Cities	11,200	60,000	60,000	60,000	60,000
Federal Transit Administration	160,000	0	0	0	0
TOTAL	214,000	75,000	75,000	75,000	75,000
TOTAL	514,000	75,000	75,000	75,000	75,000

PROGRAM - ACTIVITY:
Transportation – Transit

DEPARTMENT:
CyRide

ACCOUNT NO.
552-1159-439

PROJECT STATUS: No Change

BUS STOP IMPROVEMENTS

DESCRIPTION/JUSTIFICATION

One of the most numerous customer suggestions CyRide receives is regarding the condition or lack of amenities at its more than 400 bus stop locations throughout the city. In FY 2007/08, CyRide began to systematically identify needs at each stop, with improvements scheduled each year thereafter. It is anticipated that five to ten bus stop locations will receive improvements each year for a total cost investment of \$50,000 per year.

	4				4					
	2011/12	2012/13	2013/14	2014/15	2015/16	2011/12	2012/13	2013/14	2014/15	2015/16
FISCAL YEAR PRIORITY										
COST:										
Pads, Benches, Shelters	50,000	50,000	50,000	50,000	50,000	250,000	250,000	250,000	250,000	250,000
FINANCING:										
Transit Fund	10,000	10,000	10,000	10,000	10,000	50,000	50,000	50,000	50,000	50,000
Federal 5310 Grants	40,000	40,000	40,000	40,000	40,000	200,000	200,000	200,000	200,000	200,000
TOTAL	50,000	50,000	50,000	50,000	50,000	250,000	250,000	250,000	250,000	250,000

PROGRAM - ACTIVITY: Transportation – Transit
DEPARTMENT: CyRide
ACCOUNT NO.: 552-1174-439

AUTOMATIC VEHICLE LOCATION TECHNOLOGY

PROJECT STATUS: Advanced

Cost Change/Advanced

City of Ames, Iowa
Capital Improvements Plan

DESCRIPTION/JUSTIFICATION

A previous state-funded study identified Automatic Vehicle Location equipment for CyRide to cost approximately \$2,000,000. Since completion of this study in early 2006, the cost of this technology has become significantly less expensive. Additionally, Iowa State University students have shown an interest in funding a portion of the overall AVL package with student fee dollars contributed to CyRide. Therefore, the current 2010-11 year includes the purchase of a basic vehicle location system, funded by the Government of the Student Body (GSB), at \$200,000 and the last portion of this system, Automatic Passenger Counting (APC) technology, at \$100,000 in 2012-13. This purchase of the 2010-11 project is subject to GSB and Transit Board of Trustee approval. The previous 2010-2015 CIP included the entire package at \$2,000,000 in 2012-13.

FISCAL YEAR PRIORITY

	5	5	5	5	5
	2011/12	2012/13	2013/14	2014/15	2015/16
COST:					
Global Positioning/Design Installation	40,000	100,000	0	0	0
TOTAL	40,000	100,000			
FINANCING:					
Transit Fund	0	100,000	0	0	0
GSB	40,000	0	0	0	0
Federal Transit Administration	0	0	0	0	0
TOTAL	40,000	100,000	0	0	0

PROGRAM - ACTIVITY:
Transportation – Transit

DEPARTMENT:
CyRide

ACCOUNT NO.

PROJECT STATUS: Delayed

ALTERNATIVE ROUTE ANALYSIS

DESCRIPTION/JUSTIFICATION

In May 2007, CyRide completed a Transit Feasibility Study, which identified a need to implement major service-level changes on its highest ridership route from the Iowa State Center to campus. The study recommended a Bus Rapid Transit (BRT) service on CyRide's Orange Route that would increase capacity and comfort on this route and reduce travel time for customers. Through public input, it has been determined that additional information is needed regarding the route, right-of-way for the bus, and specifics on how this new service would work. Therefore, a federal grant was secured for \$160,000 at 80% funding to complete a detailed analysis of the BRT type service concept to provide this information to the community. The study is anticipated to begin when the Intermodal Facility project nears completion in 2012.

		6				
FISCAL YEAR PRIORITY		2011/12	2012/13	2013/14	2014/15	2015/16
COST:						
	Alternatives Analysis Study	0	200,000	0	0	0
	TOTAL	0	200,000	0	0	0
FINANCING:						
	Transit Fund	0	40,000	0	0	0
	Federal Transit Administration	0	160,000	0	0	0
	TOTAL	0	200,000	0	0	0

ACCOUNT NO.

DEPARTMENT:

CyRide

PROGRAM - ACTIVITY:

Transportation – Transit

Capital Purchases Summary Sheet
FY2011 Amended, FY2012 Request

12/3/2010

FY2011

Description	Notes	Item Cost	Fed	Qty	Adopt	Amend	Fed Share	Local	Source	Grant #
40' Buses	Delv. 7/10	\$370,000	100%	3	\$0	\$1,110,000	\$1,110,000	\$0	ARRA	IA96-0001-15-09
Hybrid Upgrades	Delv. 7/10	\$154,500	100%	4	\$0	\$618,000	\$618,000	\$0	Tigger	IA77-X001
Harnesses for Hybrids		\$12,000	100%	4		\$48,000	\$48,000	\$0	Tigger	IA77-X001
Laptops for Hybrids		\$1,400	100%	2		\$2,800	\$2,800	\$0	Tigger	IA77-X001
40' Buses	Delv. 7/10	\$370,000	83%	3		\$1,110,000	\$921,300	\$188,700	5309	IA04-0113-15-10
40' Bus	Delv. 7/10	\$370,000	83%	1	\$0	\$370,000	\$307,100	\$62,900	NF	IA57-X001-015-09
Building			80%	1	\$1,700,000	\$3,851,000	\$3,080,800	\$770,200	5309	IA-04-0111-01
Building		\$1,000,000	80%	1		\$1,000,000	\$800,000	\$200,000	PTIG	STA-IG-015-FY11
Bus stops	C/O FY08	\$50,000	80%	1	\$0	\$49,061	\$39,249	\$9,812	5310	IA16-X001-015-08
Bus stops	C/O FY09	\$50,000	80%	1	\$0	\$50,000	\$40,000	\$10,000	5310	IA16-X001-015-09
Bus stops	C/O FY10	\$50,000	80%	1	\$50,000	\$50,000	\$40,000	\$10,000	5310	IA16-X001-015-10
Bus stops		\$50,000	80%	1	\$50,000	\$50,000	\$40,000	\$10,000	5310	IA16-X001-015-11
Needs Analysis	C/O FY09		80%	1	\$0	\$200,000	\$160,000	\$40,000	5309	IA39-0001-00
40' Used Buses	Fresno Prep		0%		\$150,000	\$15,000	\$0	\$15,000	Local	
Support Vehicle	Repl 969	\$30,000	0%	1		\$30,000	\$0	\$30,000	Local	
Bus Video Systems	Replace SafetyV	\$9,000	0%	5		\$45,000	\$0	\$45,000	Local	
Computers - Field Supr.	2 PCs	\$1,500	0%	2		\$3,000	\$0	\$3,000	Local	
Furniture - Field Supr.	Desks/Chairs					\$3,000	\$0	\$3,000	Local	
Sweeper/Scrubber	Repl. old	\$12,000	0%	1		\$12,000	\$0	\$12,000	Local	
Water Filtration System	Filt. Cooling Twr.	\$24,000	0%	1		\$24,000	\$0	\$24,000	Local	
Computers	4 PCs	\$2,000	0%	4	\$10,000	\$8,000	\$0	\$8,000	Local	
Collective Data	Software upgrade	\$10,000	0%	1		\$10,000	\$0	\$10,000	Local	
Actuated Shutoffs	FM Global req.	\$36,000	0%	1	\$36,000	\$36,000	\$0	\$36,000	Local	
Fuel Pump Improvement	FM Global req.	\$29,000	0%	1	\$29,000	\$29,000	\$0	\$29,000	Local	
Urea delivery system		\$3,275		1		\$3,275		\$3,275	Local	
Bike Racks			0%	12	\$5,000	\$0	\$0	\$0	Local	
ITS System	GSB Funded	\$200,000	100%	1		\$200,000	\$200,000	\$0	Local	
Flood Repairs						\$884,000	\$884,000	\$0	Local	
					\$2,030,000	\$9,811,136	\$8,291,249	\$1,519,887		

FY2012

Description	Notes	Item Cost	Fed	Qty	Request	Fed Share	Local	Source	Grant #
40' Buses	990	\$384,000	83%	1	\$384,000	\$318,720	\$65,280	5309	IA-04-0113-15-11
40' Buses		\$392,000	90%	5	\$1,960,000	\$1,764,000	\$196,000	SGR	State of Good Repair
Schedule Software		\$200,000	80%	1	\$200,000	\$160,000	\$40,000	SGR	State of Good Repair
Articulated Buses		\$698,300	90%	2	\$1,396,600	\$1,256,940	\$139,660	CF	Clean Fuels
Bus stops		\$50,000	80%	1	\$50,000	\$40,000	\$10,000	5310	IA16-X001-015-12
Support Automobile	Expansion	\$30,000	0%	1	\$30,000	\$0	\$30,000	Local	
Bus Video Systems	Replace SafetyV	\$9,000	0%	5	\$45,000	\$0	\$45,000	Local	
Boiler Replacement		\$75,000	0%	1	\$75,000	\$0	\$75,000	Local	
Computers	7 PCs	\$2,000	0%	7	\$14,000	\$0	\$14,000	Local	
ITS System	GSB Funded	\$40,000	100%	1	\$40,000	\$40,000	\$0	Local	
					\$4,194,600	\$3,579,660	\$614,940		

FY2013

Description	Notes	Item Cost	Fed	Qty	Projected	Fed Share	Local	Source	Grant #
40' Buses		\$392,000	90%	5	\$1,960,000	\$1,764,000	\$196,000	SGR	State of Good Repair
Minibuses	978, 979	\$80,000	83%	2	\$160,000	\$132,800	\$27,200	5309	
Bus stops		\$50,000	80%	1	\$50,000	\$40,000	\$10,000	5310	IA16-X001-015-13
Shop		\$50,000	0%	1	\$50,000	\$0	\$50,000	Local	
Computers		\$2,000	0%	6	\$12,000	\$0	\$12,000	Local	
					\$2,232,000	\$1,936,800	\$295,200		

	2010 Actual	2011 Adopt	2011 Amend	2012 Request	2013 Projected
Opening Balance	\$1,105,687	\$1,183,476	\$1,177,643	\$323,756	\$41,642
State/Federal	\$5,064,673	\$2,993,600	\$7,207,249	\$3,539,660	\$1,936,800
ISU Parking	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000
Interest	\$17,532	\$12,300	\$17,000	\$17,000	\$17,000
Shuttle	\$0	\$0	\$0	\$40,000	\$0
Insurance			\$884,000		
GSB			\$200,000	\$40,000	
Transfer from Oper.	\$713,000	\$632,000	\$632,000	\$258,826	\$300,000
Total Revenues	\$5,812,206	\$3,735,900	\$8,957,249	\$3,912,486	\$2,270,800
Total Available	\$6,917,893	\$4,919,376	\$10,134,892	\$4,236,242	\$2,312,442
Expenses	\$5,670,221	\$2,030,000	\$9,811,136	\$4,194,600	\$2,232,000
Finance Adjustment	\$70,029				
Closing Balance	\$1,177,643	\$1,019,376	\$323,756	\$41,642	\$80,442

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: January 20, 2011

SUBJECT: Five-Year Transit Services Agreement

BACKGROUND: The three funding agencies (City of Ames, Iowa State University and Government of the Student Body) have entered into six, five-year agreements for joint transit services. The current agreement became effective on July 1, 2006 and will expire on June 30, 2010.

INFORMATION: The agreement for transit services addresses the following issues:

- Purpose of the agreement
- Budgeting process to be used
- Payment of agreed level of contribution
- Agreement duration
- Liability responsibility
- Disposition of property

A copy of the current agreement and draft of a new agreement (with no modifications, except for dates) is attached for board consideration. Signatory to the agreement are: Iowa State University, Iowa State Board of Regents, City of Ames and ISU Government of the Student Body. If approved by the Transit Board, the agreement would need to be reviewed and considered by these signatory entities as well. If approved by the Transit Board, it is anticipated that these governmental agencies would consider approval this spring.

ALTERNATIVES:

1. Approval of a new transit agreement entitled, "An Agreement For Joint Action In Support of Transit Services in the City of Ames" agreement covering a five-year period beginning July 1, 2011 and distribution of the document to the signatory agencies for their review and consideration.
2. Table action on this agreement until a future date.
3. Do not approve a new five-year agreement to provide joint transit services.

RECOMMENDATION:

The Transit Director recommends Alternative #1 to approve a new five-year agreement for joint transit services. This agreement has served the collective community well allowing for a much higher level of service than would be possible, separately, and reducing duplication of public services.

**AN AGREEMENT FOR JOINT ACTION IN SUPPORT
OF TRANSIT SERVICES IN THE CITY OF AMES**

THIS AGREEMENT, made and entered into effective the first day of July, 2006 by, between and among IOWA STATE UNIVERSITY (hereinafter referred to as "University"); the GOVERNMENT OF THE STUDENT BODY OF IOWA STATE UNIVERSITY (hereinafter referred to as "GSB"); and the CITY OF AMES, IOWA (Hereinafter referred to as "City").

WITNESSETH:

1. PURPOSE

1. It is the purpose hereof to establish that the City, the University, and GSB do agree, each with the other, to participate as hereinafter provided in the support, operation and utilization of a public transit system in the City of Ames, Iowa under the management, control and governance of the Ames Transit Agency Board of Trustees.

2. BUDGET FOR TRANSIT SERVICES

1. It is agreed by the parties hereto that the budget for transit services hereunder, and the parties' contributions thereto, from July 1, 2006 to June 30, 2007 is as shown in Appendix A attached hereto.
2. It is further agreed that the parties hereto shall agree each year, prior to January 21, upon a budget for transit finances for the ensuing fiscal year. Said budget shall be in two parts.

Part I shall show the Transit Improvement budget as follows:

1. Estimated revenues, divided as follows:
 - (1) Federal and State grants.
 - (2) Contribution from the City
 - (3) Contribution from the University
 - (4) Contribution from the GSB
 - (5) Miscellaneous revenues
2. Estimated expenditures divided as follows:
 - (1) Services
 - (2) Supplies and materials
 - (3) Equipment
 - (4) Real estate and improvements

Part II shall show an operating budget as follows:

3. Estimated revenues divided as follows:
 - (1) Federal and State grants
 - (2) Contribution from the City
 - (3) Contribution from the University
 - (4) Contribution from the GSB
 - (5) Fares, advertising and miscellaneous

4. Estimated expenditures
 - (1) Personnel Services
 - (2) Contractual
 - (3) Commodities
 - (4) Capital
 - (5) Other

c. The Ames Transit Agency shall cause such a proposed budget to be submitted not later than the first day of January each year, to the Ames City Council, the University Administration and the ISU Government of the Student Body. The final decisions of the Ames City Council, the University Administration and the GSB shall be reported back to the Ames Transit Agency Board of Trustees which shall adjust the budget if necessary to conform to the level of contribution available from each party hereto. If either the City, University, or GSB fixes its contribution at less than the amount requested by the Ames Transit Agency Board of Trustees, the contribution of the others shall be decreased proportionately, unless the others shall decide to pay a larger proportion.

d. Should any budget established hereunder prove, after operational experience, to be demonstrably inequitable to any party or parties hereto, redress shall be accomplished by credits and adjustments in the next subsequent budget.

e. Payment of the agreed level of contribution by the GSB is to be made from student fees assessed for that purpose. Therefore, it is recognized that, due to the enrollment fluctuations, there will always be some disparity, plus or minus, between the amount of the GSB contribution budgeted and the sum actually realized from student fees for that purpose.

- (1) GSB shall have no liability or carry-over debt in subsequent years because of fees being less than the budgeted amount.

- (2) However, when fees are collected in an amount exceeding the agreed level of contribution the excess shall also be paid over to the Ames Transit Agency to be retained as a credit to a reserve account. Any such amount shall be invested at interest and interest earned credited to the reserve account.

- (3) Funds in the said reserve account shall be used by the Ames Transit Agency to offset any deficiency of revenue from student fees for the GSB contribution. Should the amount in such reserve account ever be, in the judgement of the Ames Transit Agency Board of Trustees, substantially greater than any reasonably foreseeable deficiency of revenue aforesaid, the reserve fund may be drawn upon by the Ames Transit Agency to expand or enhance transit services.
- (4) However, any considered expenditure of funds in the reserve account by the Ames Transit Agency, other than to offset a fee revenue deficiency, must be approved by a majority vote of the GSB Senate.

3. ADMINISTRATION

- a. The Administration of this agreement shall be by the Ames Transit Agency Board of Trustees, an administrative agency of the City of Ames, Iowa, organized and existing pursuant to the provisions of Chapter 392 Code of Iowa, 1985.

4. DURATION

The duration of this agreement shall be five years beginning on the first day of July, 2006 and ending on the thirtieth day of June, 2011. During this lease period the parties shall begin the process of review, evaluation and planning that will conclude in a decision on continuing joint support of a public transit system after the expiration of this agreement.

5. PROPERTY

All property, real and personal, hereinafter acquired for the purpose of implementing this agreement shall be held in the name of the City of Ames and acquired and disposed of only in accordance with the policies, procedures and laws pertaining to the said City of Ames, Iowa.

6. LIABILITY

Any liability for any damage, loss, obligation, claim or demand of any kind whatsoever, directly or indirectly resulting from or arising out the operation of this agreement, including the operation of the aforesaid transit system, which is not compensated by insurance, bond, or other indemnification, shall be shared equally by all of the parties to the agreement to the extent permitted by law.

7. DISPOSITION OF PROPERTY ON TERMINATION

As soon as practicable after termination of this agreement, the City, University and GSB shall dispose of all property acquired under this agreement, including surplus funds, in an equitable manner based upon the proportion of each parties pecuniary contribution at the beginning of and during the course of this agreement. However, it is expressly understood and agreed that in recognition of the transit buses of the City and of ISU used by the Ames Transit Agency, but not acquired hereunder, there shall be excluded from the property to be disposed of and distributed on termination, eight (8) buses then selected by the City, said buses to be the property of the City and one bus to be selected by ISU, said bus to be the property of ISU. Also, it is expressly understood and agreed that any balance in the "reserve fund" provided for under paragraph 2e, including the

interest earned on the investment thereof, will be paid over to and become the property of GSB. If no agreement as to disposition of remaining assets is reached within six months of termination of this agreement, the City, University and GSB shall, within 30 days thereafter, each appoint some person as its representative, and the Ames Transit Agency Board of Trustees shall appoint two additional persons, and these five people shall prepare and recommend a complete plan for the disposition of all property acquired hereunder, and such plan shall provide for the continuation of the use of the property for a transit system in the City of Ames, if practicable.

IN WITNESS WHEREOF the parties hereto have caused this instrument to be signed by their authorized representatives as of the date first above written.

UNIVERSITY

By Warren R. Madden
Warren Madden, Vice President

CITY OF AMES

By Ann Campbell
Ann Campbell, Mayor

ATTEST:

By Diane Voss
Diane Voss, City Clerk

GOVERNMENT OF STUDENT BODY

By Emily Jensen
Emily Jensen, President

AMES TRANSIT AGENCY BOARD OF TRUSTEES

By Dennis A. Kroeger
Dennis Kroeger, President

IOWA STATE BOARD OF REGENTS

By Gary Steinhke
Gary Steinhke, Executive Director

APPROVED AS TO FORM
BY Judy K. Parks
JUDY K. PARKS
ASSISTANT CITY ATTORNEY

CYRIDE THREE PARTY REVENUE HISTORY
Budgeted Amount

YEAR	CITY	ISU Total	ISU Basic	Parking	Towers	GSB Total	GSB Basic	GSB MLX	3 Parties	TOTAL
1981-82	\$271,160	\$100,000	\$100,000			\$355,600	\$355,600		\$726,760	\$726,760
1982-83	\$307,412	\$125,000	\$125,000			\$355,600	\$355,600		\$788,012	\$788,012
1983-84	\$324,610	\$170,200	\$133,000	\$37,200		\$424,180	\$424,180		\$881,790	\$918,990
1984-85	\$324,610	\$171,883	\$133,000	\$38,883		\$424,180	\$424,180		\$881,790	\$920,673
1985-86	\$324,610	\$172,253	\$133,000	\$39,253		\$489,391	\$489,391		\$947,001	\$986,254
1986-87	\$357,071	\$187,575	\$146,300	\$41,275		\$538,330	\$538,330		\$1,041,701	\$1,082,976
1987-88	\$368,140	\$195,344	\$150,835	\$44,509		\$555,018	\$555,018		\$1,073,993	\$1,118,502
1988-89	\$381,246	\$200,958	\$156,252	\$44,706		\$585,028	\$585,028		\$1,122,526	\$1,167,232
1989-90	\$396,496	\$206,139	\$162,502	\$43,637		\$608,429	\$608,429		\$1,167,427	\$1,211,064
1990-91	\$401,254	\$218,421	\$170,952	\$45,469		\$619,949	\$619,949		\$1,192,155	\$1,237,624
1991-92	\$418,909	\$228,739	\$178,474	\$50,265		\$647,227	\$647,227		\$1,244,610	\$1,294,875
1992-93	\$428,963	\$238,312	\$182,757	\$55,555		\$662,760	\$662,760		\$1,274,480	\$1,330,035
1993-94	\$458,990	\$262,727	\$196,550	\$67,177		\$761,496	\$741,043	\$20,453	\$1,416,036	\$1,483,213
1994-95	\$484,185	\$294,909	\$206,286	\$88,223		\$803,378	\$781,800	\$21,578	\$1,493,849	\$1,582,072
1995-96	\$503,552	\$384,919	\$214,537	\$128,662	\$41,720	\$835,513	\$812,847	\$22,666	\$1,553,602	\$1,723,985
1996-97	\$537,700	\$438,868	\$229,100	\$161,768	\$56,000	\$880,920	\$857,000	\$23,920	\$1,647,720	\$1,855,488
1997-98	\$561,897	\$477,444	\$264,410	\$157,034	\$56,000	\$947,065	\$920,565	\$26,500	\$1,773,372	\$1,986,405
1998-99	\$616,394	\$498,835	\$279,410	\$161,745	\$57,680	\$1,004,202	\$1,004,202	\$0	\$1,800,006	\$2,119,431
1999-2000	\$653,378	\$532,459	\$296,175	\$169,126	\$67,158	\$1,064,454	\$1,064,454	\$0	\$2,014,006	\$2,250,290
2000-01	\$702,381	\$572,356	\$318,388	\$182,702	\$71,266	\$1,144,288	\$1,144,288	\$0	\$2,165,057	\$2,419,025
2001-02	\$755,060	\$540,994	\$342,267	\$198,727	\$0	\$1,374,531	\$1,374,531		\$2,471,857	\$2,670,584
2002-03	\$811,689	\$563,957	\$365,957	\$208,000	\$0	\$2,125,842	\$2,125,842		\$3,293,488	\$3,501,488
2003-04	\$897,728	\$602,389	\$393,689	\$208,700	\$0	\$2,427,167	\$2,427,167		\$3,718,584	\$3,927,284
2004-05	\$925,558	\$618,893	\$405,893	\$213,000	\$0	\$2,470,955	\$2,470,955		\$3,802,406	\$4,015,406
2005-06	\$1,018,113	\$665,873	\$446,483	\$219,390	\$0	\$2,425,000	\$2,425,000		\$3,889,586	\$4,108,986
2006-07	\$1,080,218	\$700,168	\$473,718	\$226,450		\$2,572,925	\$2,572,925		\$4,126,861	\$4,353,311
Total	\$14,311,323	\$9,365,214	\$6,193,934	\$2,821,456	\$349,824	\$27,103,428	\$26,988,311	\$116,117	\$47,608,686	\$50,779,966

CYRIDE THREE PARTY REVENUE HISTORY

**REVENUE HISTORY AS A
PERCENTAGE OF YEARLY
REVENUES**

YEAR	CITY	ISU	GSB
1981-82	37.3%	13.8%	48.9%
1982-83	39.0%	15.9%	45.1%
1983-84	36.8%	15.1%	48.1%
1984-85	36.8%	15.1%	48.1%
1985-86	34.3%	14.0%	51.7%
1986-87	34.3%	14.0%	51.7%
1987-88	34.3%	14.0%	51.7%
1988-89	34.0%	13.9%	52.1%
1989-90	34.0%	13.9%	52.1%
1990-91	33.7%	14.3%	52.0%
1991-92	33.7%	14.3%	52.0%
1992-93	33.7%	14.3%	52.0%
1993-94	32.4%	13.8%	53.8%
1994-95	32.4%	13.8%	53.8%
1995-96	32.4%	13.8%	53.8%
1996-97	32.6%	13.9%	53.5%
1997-98	31.7%	14.9%	53.4%
1998-99	32.4%	14.7%	52.9%
1999-2000	32.4%	14.7%	52.9%
2000-01	32.4%	14.7%	52.9%
2001-02	30.5%	13.8%	55.6%
2002-03	24.6%	10.8%	64.5%
2003-04	24.1%	10.6%	65.3%
2004-05	24.3%	10.7%	65.0%
2005-06	28.2%	11.5%	62.3%
2006-07	28.2%	11.5%	62.3%
Average	30.1%	13.0%	56.9%

**ANNUAL PERCENTAGE
INCREASES**

YEAR	CITY	ISU	GSB
1982-83	13.4%	25.0%	0.0%
1983-84	5.6%	6.4%	19.3%
1984-85	0.0%	0.0%	0.0%
1985-86	0.0%	0.0%	15.4%
1986-87	10.0%	10.0%	10.0%
1987-88	3.1%	3.1%	3.1%
1988-89	3.6%	3.6%	5.4%
1989-90	4.0%	4.0%	4.0%
1990-91	1.2%	5.2%	1.9%
1991-92	4.4%	4.4%	4.4%
1992-93	2.4%	2.4%	2.4%
1993-94	7.0%	7.0%	14.9%
1994-95	5.5%	5.5%	5.5%
1995-96	4.0%	4.0%	4.0%
1996-97	6.8%	6.8%	5.4%
1997-98	4.5%	15.4%	7.5%
1998-99	9.7%	5.7%	6.0%
1999-2000	6.0%	6.0%	6.0%
2000-01	7.5%	7.5%	7.5%
2001-02	7.5%	7.5%	20.1%
2002-03	7.5%	4.0%	54.7%
2003-04	10.6%	10.6%	14.2%
2004-05	3.1%	3.1%	1.8%
2005-06	10.0%	10.0%	-1.9%
2006-07	6.1%	6.1%	6.1%

**AN AGREEMENT FOR JOINT ACTION IN SUPPORT
OF TRANSIT SERVICES IN THE CITY OF AMES**

THIS AGREEMENT, made and entered into effective the first day of _____, 2011 by, between and among IOWA STATE UNIVERSITY (hereinafter referred to as "University"); the GOVERNMENT OF THE STUDENT BODY OF IOWA STATE UNIVERSITY (hereinafter referred to as "GSB"); and the CITY OF AMES, IOWA (Hereinafter referred to as "City").

WITNESSETH:

1. PURPOSE

1. It is the purpose hereof to establish that the City, the University, and GSB do agree, each with the other, to participate as hereinafter provided in the support, operation and utilization of a public transit system in the City of Ames, Iowa under the management, control and governance of the Ames Transit Agency Board of Trustees.

2. BUDGET FOR TRANSIT SERVICES

1. It is agreed by the parties hereto that the budget for transit services hereunder, and the parties' contributions thereto, from July 1, 2011 to June 30, 2012 is as shown in Appendix A attached hereto.
2. It is further agreed that the parties hereto shall agree each year, prior to January 21, upon a budget for transit finances for the ensuing fiscal year. Said budget shall be in two parts.

Part I shall show the Transit Improvement budget as follows:

1. Estimated revenues, divided as follows:
 - (1) Federal and State grants.
 - (2) Contribution from the City
 - (3) Contribution from the University
 - (4) Contribution from the GSB
 - (5) Miscellaneous revenues
2. Estimated expenditures divided as follows:
 - (1) Services
 - (2) Supplies and materials
 - (3) Equipment
 - (4) Real estate and improvements

Part II shall show an operating budget as follows:

3. Estimated revenues divided as follows:
 - (1) Federal and State grants
 - (2) Contribution from the City

- (3) Contribution from the University
- (4) Contribution from the GSB
- (5) Fares, advertising and miscellaneous

4. Estimated expenditures

- (1) Personnel Services
- (2) Contractual
- (3) Commodities
- (4) Capital
- (5) Other

c. The Ames Transit Agency shall cause such a proposed budget to be submitted not later than the first day of January each year, to the Ames City Council, the University Administration and the ISU Government of the Student Body. The final decisions of the Ames City Council, the University Administration and the GSB shall be reported back to the Ames Transit Agency Board of Trustees which shall adjust the budget if necessary to conform to the level of contribution available from each party hereto. If either the City, University, or GSB fixes its contribution at less than the amount requested by the Ames Transit Agency Board of Trustees, the contribution of the others shall be decreased proportionately, unless the others shall decide to pay a larger proportion.

d. Should any budget established hereunder prove, after operational experience, to be demonstrably inequitable to any party or parties hereto, redress shall be accomplished by credits and adjustments in the next subsequent budget.

e. Payment of the agreed level of contribution by the GSB is to be made from student fees assessed for that purpose. Therefore, it is recognized that, due to the enrollment fluctuations, there will always be some disparity, plus or minus, between the amount of the GSB contribution budgeted and the sum actually realized from student fees for that purpose.

- (1) GSB shall have no liability or carry-over debt in subsequent years because of fees being less than the budgeted amount.
- (2) However, when fees are collected in an amount exceeding the agreed level of contribution the excess shall also be paid over to the Ames Transit Agency to be retained as a credit to a reserve account. Any such amount shall be invested at interest and interest earned credited to the reserve account.
- (3) Funds in the said reserve account shall be used by the Ames Transit Agency to offset any deficiency of revenue from student fees for the GSB contribution. Should the amount in such reserve account ever be, in the judgement of the Ames Transit Agency Board of Trustees, substantially greater than any reasonably foreseeable deficiency of revenue aforesaid, the reserve fund may be drawn upon by the Ames Transit Agency to expand or enhance transit services.

- (4) However, any considered expenditure of funds in the reserve account by the Ames Transit Agency, other than to offset a fee revenue deficiency, must be approved by a majority vote of the GSB Senate.

3. ADMINISTRATION

- a. The Administration of this agreement shall be by the Ames Transit Agency Board of Trustees, an administrative agency of the City of Ames, Iowa, organized and existing pursuant to the provisions of Chapter 392 Code of Iowa, 1985.

4. DURATION

The duration of this agreement shall be five years beginning on the first day of **July 2011** and ending on the thirtieth day of **June, 2016**. During this lease period the parties shall begin the process of review, evaluation and planning that will conclude in a decision on continuing joint support of a public transit system after the expiration of this agreement.

5. PROPERTY

All property, real and personal, hereinafter acquired for the purpose of implementing this agreement shall be held in the name of the City of Ames and acquired and disposed of only in accordance with the policies, procedures and laws pertaining to the said City of Ames, Iowa.

6. LIABILITY

Any liability for any damage, loss, obligation, claim or demand of any kind whatsoever, directly or indirectly resulting from or arising out the operation of this agreement, including the operation of the aforesaid transit system, which is not compensated by insurance, bond, or other indemnification, shall be shared equally by all of the parties to the agreement to the extent permitted by law.

7. DISPOSITION OF PROPERTY ON TERMINATION

As soon as practicable after termination of this agreement, the City, University and GSB shall dispose of all property acquired under this agreement, including surplus funds, in an equitable manner based upon the proportion of each parties pecuniary contribution at the beginning of and during the course of this agreement. However, it is expressly understood and agreed that in recognition of the transit buses of the City and of ISU used by the Ames Transit Agency, but not acquired hereunder, there shall be excluded from the property to be disposed of and distributed on termination, eight (8) buses then selected by the City, said buses to be the property of the City and one bus to be selected by ISU, said bus to be the property of ISU. Also, it is expressly understood and agreed that any balance in the "reserve fund" provided for under paragraph 2e, including the interest earned on the investment thereof, will be paid over to and become the property of GSB. If no agreement as to disposition of remaining assets is reached within six months of termination of this agreement, the City, University and GSB shall, within 30 days thereafter, each appoint some person as its representative, and the Ames Transit Agency Board of Trustees shall appoint two additional persons, and these five people shall prepare and recommend a complete plan for the disposition of all property acquired hereunder, and such plan shall provide for the continuation of the use of the property for a transit system in the City of Ames, if practicable.

IN WITNESS WHEREOF the parties hereto have caused this instrument to be signed by their authorized representatives as of the date first above written.

UNIVERSITY

By _____
Warren Madden, Vice President

CITY OF AMES

By _____
Ann Campbell, Mayor

ATTEST:

By _____
Diane Voss, City Clerk

GOVERNMENT OF STUDENT BODY TRUSTEES

BY _____
Luke Roling, President

AMES TRANSIT AGENCY BOARD OF

By _____
Robert Anders, President

IOWA STATE BOARD OF REGENTS

BY _____
Robert Donley, Executive Director

CYRIDE THREE PARTY REVENUE HISTORY
Budgeted Amount

YEAR	City Total	Tax Levy	Intermodal	ISU Total	ISU Basic	Intermodal	GSB Total	GSB Basic	GSB MLX	3 Parties	Parking	Shuttles	Total Local
1981-82	\$271,160	\$271,160		\$100,000	\$100,000		\$355,600	\$355,600		\$726,760			\$726,760
1982-83	\$307,412	\$307,412		\$125,000	\$125,000		\$355,600	\$355,600		\$788,012			\$788,012
1983-84	\$324,610	\$324,610		\$133,000	\$133,000		\$424,180	\$424,180		\$881,790	\$37,200		\$918,990
1984-85	\$324,610	\$324,610		\$133,000	\$133,000		\$424,180	\$424,180		\$881,790	\$38,883		\$920,673
1985-86	\$324,610	\$324,610		\$133,000	\$133,000		\$489,391	\$489,391		\$947,001	\$39,253		\$986,254
1986-87	\$357,071	\$357,071		\$146,300	\$146,300		\$538,330	\$538,330		\$1,041,701	\$41,275		\$1,082,976
1987-88	\$368,140	\$368,140		\$150,835	\$150,835		\$555,018	\$555,018		\$1,073,993	\$44,509		\$1,118,502
1988-89	\$381,246	\$381,246		\$156,252	\$156,252		\$585,028	\$585,028		\$1,122,526	\$44,706		\$1,167,232
1989-90	\$396,496	\$396,496		\$162,502	\$162,502		\$608,429	\$608,429		\$1,167,427	\$43,637		\$1,211,064
1990-91	\$401,254	\$401,254		\$170,952	\$170,952		\$619,949	\$619,949		\$1,192,155	\$45,469		\$1,237,624
1991-92	\$418,909	\$418,909		\$178,474	\$178,474		\$647,227	\$647,227		\$1,244,610	\$50,265		\$1,294,875
1992-93	\$428,963	\$428,963		\$182,757	\$182,757		\$662,760	\$662,760		\$1,274,480	\$55,555		\$1,330,035
1993-94	\$458,990	\$458,990		\$195,550	\$195,550		\$741,043	\$741,043	\$20,453	\$1,416,036	\$67,177		\$1,483,213
1994-95	\$484,185	\$484,185		\$206,286	\$206,286		\$803,378	\$781,800	\$21,578	\$1,493,849	\$88,223		\$1,582,072
1995-96	\$503,552	\$503,552		\$214,537	\$214,537		\$835,513	\$812,847	\$22,666	\$1,553,602	\$128,662	\$41,720	\$1,723,985
1996-97	\$537,700	\$537,700		\$229,100	\$229,100		\$880,920	\$857,000	\$23,920	\$1,647,720	\$151,768	\$56,000	\$1,855,488
1997-98	\$561,897	\$561,897		\$264,410	\$264,410		\$947,065	\$920,565	\$26,500	\$1,773,372	\$157,034	\$56,000	\$1,986,405
1998-99	\$616,394	\$616,394		\$279,410	\$279,410		\$1,004,202	\$1,004,202	\$0	\$1,900,006	\$161,745	\$57,680	\$2,119,431
1999-2000	\$653,378	\$653,378		\$296,175	\$296,175		\$1,064,454	\$1,064,454	\$0	\$2,014,006	\$169,126	\$67,158	\$2,250,290
2000-01	\$702,381	\$702,381		\$318,388	\$318,388		\$1,144,288	\$1,144,288	\$0	\$2,165,057	\$182,702	\$71,266	\$2,419,025
2001-02	\$755,060	\$755,060		\$342,267	\$342,267		\$1,374,531	\$1,374,531		\$2,471,857	\$198,727		\$2,670,584
2002-03	\$811,689	\$811,689		\$355,957	\$355,957		\$2,125,842	\$2,125,842		\$3,293,488	\$208,000		\$3,501,488
2003-04	\$897,728	\$897,728		\$393,689	\$393,689		\$2,427,167	\$2,427,167		\$3,718,584	\$208,700		\$3,927,284
2004-05	\$925,558	\$925,558		\$405,893	\$405,893		\$2,470,955	\$2,470,955		\$3,802,406	\$213,000		\$4,015,406
2005-06	\$1,018,113	\$1,018,113		\$446,483	\$446,483		\$2,425,000	\$2,425,000		\$3,889,596	\$219,390		\$4,108,986
2006-07	\$1,080,218	\$1,080,218		\$473,718	\$473,718		\$2,572,925	\$2,572,925		\$4,126,861	\$226,450		\$4,353,311
2007-08	\$1,143,951	\$1,143,951		\$501,667	\$501,667		\$2,608,946	\$2,608,946		\$4,254,565	\$236,640	\$60,931	\$4,491,205
2008-09	\$1,210,300	\$1,210,300		\$530,764	\$530,764		\$2,760,265	\$2,760,265		\$4,501,329	\$246,106	\$63,368	\$4,808,365
2009-10	\$1,270,815	\$1,270,815		\$557,302	\$557,302		\$2,898,278	\$2,898,278		\$4,726,396	\$246,106	\$63,368	\$5,035,870
2010-11	\$1,315,294	\$1,315,294		\$576,808	\$576,808		\$3,008,118	\$3,008,118		\$4,900,220	\$253,489	\$36,100	\$5,189,809
2011-12	\$1,376,656	\$1,376,656	\$8,750	\$608,630	\$599,880	\$8,750	\$3,128,442	\$3,128,442		\$5,096,228	\$261,094	\$36,100	\$5,410,922
Total	\$20,628,340	\$20,619,590		\$8,969,106	\$8,960,356		\$41,507,477	\$41,392,360	\$115,117	\$71,087,424	\$4,064,891	\$546,323	\$76,716,137

CYRIDE THREE PARTY REVENUE HISTORY

REVENUE HISTORY AS A PERCENTAGE OF YEARLY REVENUES

YEAR	CITY	ISU	GSB	YEAR	CITY	ISU	GSB
1981-82	37.3%	13.8%	48.9%	1982-83	13.4%	25.0%	0.0%
1982-83	39.0%	15.9%	45.1%	1983-84	5.6%	6.4%	19.3%
1983-84	36.8%	15.1%	48.1%	1984-85	0.0%	0.0%	0.0%
1984-85	36.8%	15.1%	48.1%	1985-86	0.0%	0.0%	15.4%
1985-86	34.3%	14.0%	51.7%	1986-87	10.0%	10.0%	10.0%
1986-87	34.3%	14.0%	51.7%	1987-88	3.1%	3.1%	3.1%
1987-88	34.3%	14.0%	51.7%	1988-89	3.6%	3.6%	5.4%
1988-89	34.0%	13.9%	52.1%	1989-90	4.0%	4.0%	4.0%
1989-90	34.0%	13.9%	52.1%	1990-91	1.2%	5.2%	1.9%
1990-91	33.7%	14.3%	52.0%	1991-92	4.4%	4.4%	4.4%
1991-92	33.7%	14.3%	52.0%	1992-93	2.4%	2.4%	2.4%
1992-93	33.7%	14.3%	52.0%	1993-94	7.0%	7.0%	14.9%
1993-94	32.4%	13.8%	53.8%	1994-95	5.5%	5.5%	5.5%
1994-95	32.4%	13.8%	53.8%	1995-96	4.0%	4.0%	4.0%
1995-96	32.4%	13.8%	53.8%	1996-97	6.8%	6.8%	5.4%
1996-97	32.6%	13.9%	53.5%	1997-98	4.5%	15.4%	7.5%
1997-98	31.7%	14.9%	53.4%	1998-99	9.7%	5.7%	6.0%
1998-99	32.4%	14.7%	52.9%	1999-2000	6.0%	6.0%	6.0%
1999-2000	32.4%	14.7%	52.9%	2000-01	7.5%	7.5%	7.5%
2000-01	32.4%	14.7%	52.9%	2001-02	7.5%	7.5%	20.1%
2001-02	30.5%	13.8%	55.6%	2002-03	7.5%	4.0%	54.7%
2002-03	24.6%	10.8%	64.5%	2003-04	10.6%	10.6%	14.2%
2003-04	24.1%	10.6%	65.3%	2004-05	3.1%	3.1%	1.8%
2004-05	24.3%	10.7%	65.0%	2005-06	10.0%	10.0%	-1.9%
2005-06	26.2%	11.5%	62.3%	2006-07	6.1%	6.1%	6.1%
2006-07	26.2%	11.5%	62.3%	2007-08	5.9%	5.9%	1.4%
2007-08	26.9%	11.8%	61.3%	2008-09	5.8%	5.8%	5.8%
2008-09	26.9%	11.8%	61.3%	2009-10	5.0%	5.0%	5.0%
2009-10	26.9%	11.8%	61.3%	2010-11	3.5%	3.5%	3.8%
2010-11	26.8%	11.8%	61.4%	2011-12	4.0%	4.0%	4.0%
2011-12	26.8%	11.8%	61.4%	Average	5.6%	6.3%	8.1%
Average	29.0%	12.6%	58.4%				

ANNUAL PERCENTAGE INCREASES

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: January 20, 2011

SUBJECT: CyRide EEO Policy Statement

BACKGROUND: In late October, CyRide was notified by the Federal Transit Administration that its current Equal Employment Opportunity (EEO) Plan no longer met FTA requirements. Through discussions with Washington DC FTA staff and a webinar, CyRide will be required to develop an extensive Equal Employment Opportunity/Affirmative Action (EEO/AA) Plan. Prior to this date, the City of Ames plan had been sufficient to meet this requirement. This information was shared with the Transit Board at the November Board meeting.

INFORMATION: Since October, staff has discussed the federal EEO requirement with the City of Ames City Manager and Human Resources Departments to determine the appropriate direction for CyRide to comply with these regulations. The dilemma lies in the conflict of federal and local policies being simultaneously placed on CyRide's transit program and employee policies. While the local, City of Ames' policy meets basic requirements, federal regulations require more specific language and extensive analysis to bring it into compliance. The attached chart indentifies the policy statement language required by the federal government as compared to the City of Ames current policy language. As CyRide receives substantial federal funding on an annual basis, it is required to address each of these areas in its policy.

After lengthy discussion with city staff, it was determined that the best course of action was for CyRide to develop a separate set of EEO/AA policies. This action would apply to CyRide employees only and complete the required documentation; thereby bringing CyRide into federal compliance. This could be accomplished without significant modifications to city policies in this area that would ultimately affect all city departments.

Two documents are required in the EEO/AA area and staff has completed the first, which is a new EEO Policy Statement signed by the Transit Director and which requires approval by the Transit Board of Trustees. A draft of this new policy is attached. The remaining document is a lengthy analysis and recording of CyRide activities and policies for recruiting, hiring, and promoting employees based on civil rights laws. This document will take staff several months to prepare and will be brought back to the Transit Board later this year for review and ultimate approval. Staff is bringing the draft policy to the Transit Board at this time to more quickly begin bringing CyRide into compliance with this federal regulation.

ALTERNATIVES:

1. Approve the Ames Transit Agency Equal Employment Opportunity Policy Statement.
2. Table approval of an Equal Employment Opportunity Policy until the EEO/AA Plan is completed.
3. Do not approve a separate EEO Policy for the Ames Transit Agency.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1 to approve the new EEO Policy so that CyRide can begin bringing its program into compliance with federal regulations.

Compliance Review (City Policy Vs. FTA Requirements)

Element #	EEO Policy Requirement	Compliant	Non-Compliant	Comment
1	Signed and dated by the CEO		X	Current policy includes neither
2	Name of EEO Officer in policy		X	Current policy lists an Affirmative Action Officer, not EEO Officer
3	Commitment to EEO regardless of race, color, creed, national origin, sex and age	X		
4	Commitment to undertake an AA program including goals and timetables for CyRide positions	X	X	Commitment is addressed, but not specific goals and timetables for CyRide only
5	EEO responsibility is assigned to agency executive		X	Current CEO is City Manager and HR performs EEO duties, to be compliant, need to change to CEO is Transit Director and EEO duties to Transit Planner/EEO Officer and change title and job description as described in FTA Circular
6	All management personnel share in this responsibility		X	Need to change job description for all manager/supervisors to include this responsibility as described in FTA Circular
7	Applicants and employee have a right to file complaints	X		
8	EEO success will be included in performance eval.		X	Need to include in 2011/12 performance eval. for all manager/supervisors
9	EEO success will benefit CyRide through utilization of human resources		X	Current policy does not include benefits of policy

Ames Transit Agency Equal Employment Opportunity (EEO) Policy Statement

The Ames Transit Agency (CyRide) is an Equal Employment Opportunity Employer/Affirmative Action (EEO/AA) employer which complies with applicable federal and state laws.

As a matter of principle, the agency does not discriminate in employment on the basis of race, color, religion, age, sex, sexual orientation, national origin, disability, veteran's status, or any other reason prohibited by law. The EEO policy is applicable to all aspects of the employment relationship including recruitment, selection, compensation, benefits, assignments, promotions, transfers, discipline and the implementation of all related policies and procedures.

Further underscoring this policy commitment, CyRide's EEO Program includes an Affirmative Action Plan aimed at achieving and valuing diversity in the workforce, including the establishment of goals and timetables in order to overcome the effects of past discrimination on minorities and women. CyRide also makes reasonable accommodations for individuals with disabilities and for religious observances to the extent such accommodations do not create undue hardships upon the general operations of the agency.

The EEO Program represents the importance and value of each employee or applicant for employment. Any person subjected to behavior in violation of this policy is encouraged to report such action immediately to Shari Atwood, Transit Planner/EEO Officer. All complaints will be treated seriously, investigated and resolved immediately based upon the principle and practice that CyRide values every employee and applicant.

All CyRide managers and supervisors share in this responsibility and will be assigned specific tasks to assure that compliance is achieved.

All applicants and employees have the right to file complaints alleging discrimination with the appropriate official(s).

Performance by managers and supervisors will be evaluated on the success of the EEO program the same way as their performance is evaluated on other agency's goals.

The successful achievement of EEO goals will provide benefits to CyRide. These benefits include greater utilization and development of previously underutilized human resources, which are reflective of the labor market in the community served by CyRide.

Sheri Kyras, Transit Director

Date

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: January 20, 2011

SUBJECT: Intermodal Bid Report

BACKGROUND: The Intermodal Facility construction bid was released on December 15, 2010 with bids due at 2:00 pm on January 18, 2011.

INFORMATION: At the January Transit Board meeting, staff will provide board members with an initial bid price comparison for bids received on the 18th of January. This information will also be shared with the Ames City Council at their January 25, 2011 meeting. As the bids will need to be determined to be "responsive and responsible" per federal regulations, this process will take additional time to be able to determine the firm that will be the "lowest responsive and responsible bidder" for staff recommendation on award. To determine whether firms are responsive and responsible, staff will need to determine a number of criteria have been met such as ethics and integrity, capability of the contractor to perform the work such as appropriate licenses and compliance with federal regulations such as Disadvantaged Business Enterprise. Due to the time it will take to complete this additional investigation, a special Transit Board meeting will be needed to approve a recommendation for City Council action. Staff anticipates scheduling a short Transit Board meeting to address this topic, possibly the first week of February.

Transit Director's Report

January 2011

1. Regional Transit Services Discussion

This topic has been postponed until the February 2011 Transit Board meeting due to the number of, and level of, discussions required for items on the January Transit Board agenda. Staff will prepare a summary of the issues/questions that have been raised to gain board direction regarding CyRide's role in providing or coordinating this type of service.

2. Intermodal Facility Land Lease

The attached document represents the final Intermodal Facility land lease agreement (with highlighted changes) between the City of Ames, Iowa State University, and the Board of Regents. The document was approved by the FTA in early January. This final document is not substantially different from the draft approved by the Transit Board at the November meeting, with the exception that: the facility will be owned by CyRide as opposed to the City of Ames and the Transit Director has been added as a signatory. If the Transit Board desires to approve this final document, it can be added to the agenda of the upcoming special meeting to recommendation award of the Intermodal Facility construction bids.

3. Intermodal Facility Public Art

The Transit Director was contacted by a member of the Ames Public Art Commission (PAC) to determine if the Intermodal Facility could be included as one of several sites for public art located throughout Ames. PAC has identified the Campustown District as a recent goal to increase public art. The PAC member indicated that there were several options for art at this location:

1. The PAC has an "Art around the Corner" program, in which artists submit pieces of art to be judged for a prize. Typically, four pieces of work are put on display in the downtown area for a one year period if time. This competition program could be expanded to include an area of display on the grounds of the new transit facility. This highly visible and well used site would be an excellent place for public art.
2. The PAC also sponsors a program called the "Neighborhood Sculpture Program." The PAC may purchase one or more pieces from the Art Around the Corner exhibit to be placed in a selected neighborhood (i.e. the transit facility site).
3. One or two simple concrete pads could be installed on the transit facility site for the future placement of public artwork.

4. A piece of public art could be commissioned to be installed/displayed at the new transit hub.

In discussion with the Intermodal Design team, it is believed if this is desired, that a logical place for an art piece would be at the entry plaza where a base could be designed for the art work. There would be a minor cost for the contractor and it is anticipated that there would be no design costs. Additionally, the TIGER program and FTA would be very open to this change as it addresses their "Public Art in Transit" initiative.

Staff is seeking direction on further pursuing this request and if one of the options listed above would be preferable. If the Transit Board would like to pursue this, staff will work with the Public Art Commission and present the board with a specific recommendation that will work for both entities.

DO NOT WRITE IN THE SPACE ABOVE THIS LINE, RESERVED FOR RECORDER

Prepared by: Douglas R. Marek, City of Ames Legal Department, 515 Clark Avenue, Ames, Iowa 50010 (Phone: 515-239-5146)

Return to: Ames City Clerk, 515 Clark Avenue, Ames, Iowa 50010

LEASE AGREEMENT

BOARD OF REGENTS, STATE OF IOWA ACTING FOR IOWA STATE UNIVERSITY OF SCIENCE AND TECHNOLOGY TO THE CITY OF AMES (Ames Intermodal Site on Hayward and Chamberlain)

THIS LEASE AGREEMENT made this ____ day of _____, 2011, between the Ames Transit Agency, an administrative agency of the City of Ames, Iowa, hereinafter called "ATA", and the Board of Regents, State of Iowa acting for and on behalf of Iowa State University of Science and Technology, hereinafter called the "University",

WITNESSETH THAT:

WHEREAS, ATA is engaged in the operation, management, governance and control of a city transit system as an administrative agency of the City of Ames; and,

WHEREAS, ATA is funded pursuant to an Agreement for Joint Action in Support of Transit Services in the City of Ames between the City of Ames, Iowa State University and the Government of the Student Body of Iowa State University dated July 1, 2006 ("Transit Services Agreement"); and,

WHEREAS, it is now deemed necessary that in connection with the aforesaid transit system a site be acquired and provided for the construction of an Intermodal Facility as described in the Memorandum of Understanding entered into by the City of Ames and the United States Government dated May 17, 2010 ("MOU") and funded in a grant agreement with the Federal Transit Administration (FTA), Project Number IA-78-0001-00 ("Grant"); and,

WHEREAS, the University desires to aid and assist with regard to the said Intermodal Facility in view of the many benefits such a facility will afford to Iowa State University, its students, staff, faculty and programs;

NOW, THEREFORE, the University leases to ATA, and ATA leases from the University, all of that land located in the City of Ames, Story County, Iowa as described in EXHIBIT A, which is incorporated into and made part of this Agreement ("Premises") in accordance with the following terms and conditions:

1. **Term of Lease.** The term of this lease shall be forty-one years, commencing on the first day following the award of the construction contract by the City of Ames, as provided in Iowa Code §26.9 (2009), unless earlier terminated by operation of provisions of this lease as set out below. In recognition that the ATA might want to make additional improvements to the leased site in the future that will require additional time to depreciate, it is agreed that the ATA may request, with the City's prior approval, and the University may grant, extensions to this Lease Agreement term at any time.
2. **Rental.** There shall be no money payments made, due or owing under this lease. The full, complete and satisfactory consideration for this lease shall be and is the promise of the ATA, herein and hereby made, to seek and administer a grant of funds through the Federal Transit Administration of the United States Department of Transportation for the design and construction of an Intermodal Facility on the Premises; to design, construct, and operate said facility; and to maintain said facility and the Premises. ATA shall design, construct, operate and maintain the Intermodal Facility and the Premises in compliance with all applicable laws and regulations, the terms and conditions of the MOU, the Grant, and the Operational Agreement entered into by the parties this same date and attached as Exhibit B.
3. **Use Of Premises.** ATA shall use the Premises for providing an Intermodal Facility for transit purposes as described in the Grant and Operational Agreement. Upon mutual written agreement of the parties, and in conformity with FTA requirements, ATA may use the Premises for other or additional incidental purposes so long as such use is reasonably related to usage of the Intermodal Facility and so long as such incidental uses do not interfere with its continuous public transportation use.
4. **Plan Approval.** Plans for the Intermodal Facility and any other improvements on the Premises must be submitted to FTA and to the University for consideration and approval. The approval by the University for additional improvements shall not be unreasonably withheld. Plans must be submitted by ATA to FTA and to the University for initial construction, as well as for any subsequent modifications or additional improvements. All construction shall be in conformance with such mutually approved plans which shall conform to the scope of the approved Grant.

ATA shall keep the Premises free and clear of all mechanics' or other liens or claims on account of work done for the ATA on the Premises. It is expressly understood and agreed by the parties hereto that the ATA shall be the owner of and shall retain title to all structures, buildings, and other improvements placed upon the Premises by the ATA, subject to the interest of the FTA.

5. **Failure to Construct.** In the event that ATA does not begin construction of the Intermodal Facility within three years following the date of execution of this lease by both the University and ATA, or if ATA fails to continue such construction with reasonable diligence, University shall provide 30 days written notice of intent to terminate to both ATA and FTA, after which this lease shall terminate. Notwithstanding the foregoing, the University shall grant to ATA additional time to begin construction if termination of the lease under the provisions of this paragraph will jeopardize ATA's receipt of the federal funding designated to ATA in the Grant for the Intermodal Facility.
6. **Destruction of Building.** In the event that the Intermodal Facility to be constructed on the Premises is wholly or partially destroyed or damaged by wind, fire, flood or other naturally occurring events, or by tortious or criminal act, to the extent that ATA cannot perform the promise contained in Paragraph 2 above, the lease shall terminate if the ATA does not commence making repairs or rebuilding the Intermodal Facility within two years from said occurrence and continue to do so with reasonable diligence. The University may, upon request of ATA, grant additional time to begin making repairs and rebuilding and such request shall not be unreasonably denied.
7. **Utility and Other Services.** Utilities and services such as snow removal, garbage removal, and grounds care shall be provided by the ATA unless the parties agree otherwise in writing.
8. **Expiration or Termination of Provisions.** Upon expiration or termination of the lease the land shall revert to the University; provided however, that there shall be no such reversion of possession until the parties have reached agreement on the disposition of any buildings or improvements on the Premises, said disposition being subject to prior written authorization from FTA. The parties agree to negotiate in good faith to resolve issues related to the disposition of buildings or improvements. To the extent practicable and applicable, the terms and conditions of this Lease Agreement shall remain in effect until the disposition has been completed.

If ATA, the University and the FTA determine that all or any part of a structure or building will be offered for sale, ATA will abide by FTA's Circular 5010.1D regarding the sale of real property, if applicable at the time of the proposed sale, which requires an appraisal and review appraisal of real property by qualified appraisers.

9. **Lease Valuable.** The value of the University's contribution of the Premises leased hereunder shall receive an appropriate recognition in any future discussions, reports, and presentations pertaining to the operations of the Intermodal Facility. However, it is also understood and agreed that the value of this leased Premises shall not constitute a contribution by the University to the CyRide budget under Paragraph 2 of the Transit Services Agreement or to any financial obligation owed to the City under a separate Operating Agreement for the Intermodal Facility.

10. **Outdoor Activity.** The storage of transit vehicles or parts of transit vehicles outside of a building will not be permitted on the Premises, unless agreed upon, in writing, by the ATA and the University. However, the temporary parking of over-the-road buses, paratransit vehicles, vans participating in van pools, and other public transportation vehicles in order to allow for riders to initiate or terminate a trip or transfer during a trip is not storage of transit vehicles.

11. **Liability and Indemnification.** ATA does hereby covenant and agree to indemnify and hold harmless the State of Iowa, the Board of Regents – State of Iowa, and Iowa State University of Science and Technology, and their officers and employees, against any loss or liability whatsoever, including reasonable attorney's fees, pertaining to any and all claims by any and all persons, resulting from or arising out of ATA's construction, location, operation, and maintenance of the Intermodal Facility and Premises.

12. **The University's Reservation of Rights.**

The University reserves to itself and to Iowa State University the right to transit the Premises with, and to install and to maintain, any and all utility cables or pipelines, whether above ground or underground, necessary to accommodate the supply of utilities or other services to property owned or controlled by the University, said installation and maintenance to be conducted in a manner reasonably calculated to minimize interference with the public transportation operations and activities of ATA on the property.

13. **Subletting, Assignment.** There shall be no assignment of the lease or subletting of the Premises without the express written consent of the University and the express written consent of the FTA, except that such consent is not necessary for leasing of office space in the Intermodal Facility to transportation carriers and an Intermodal Facility management firm.

14. **Real Estate Taxes and Assessments.** The parties anticipate that there will be no real estate taxes or assessments assessed against the Premises or ATA's improvements. Should such taxes or assessments be assessed, ATA shall be responsible for the payment of such taxes or assessments.

15. **Notice.** Notice to the City and ATA shall be accomplished by delivery in writing to the office of the City Clerk for the City of Ames. Notice to the University shall be accomplished by delivery in writing to the office of the Vice President for Business and Finance at Iowa State University. Notice of termination, subletting, or assignment shall be accomplished by delivery in writing to **FTA Region VII at 901 Locust Street, Suite 404, Kansas City, MO 64106.**

Neither party shall be deemed or declared in default, breach or violation of this agreement without written notice and a reasonable opportunity to cure or correct any alleged breach, default or violation.

16. **Interpretation.** Words or phrases in this lease shall be interpreted and understood according to the context in which they are used. This lease, including any addendum attached hereto, constitutes the entire agreement between the parties with respect to the subject matters addressed in it; and no statement, representation or promise with reference to this lease, the Premises, or any repairs, alterations, improvements, or any purported change in the terms of this lease, shall be binding upon either of the parties unless in writing and signed by authorized representatives of both. Provisions of this lease that by their nature apply after the termination or expiration of this lease shall survive the termination or expiration of this lease.
17. All improvement to the land during the term of this lease shall comply with the Americans with Disabilities Act, as provided in 49 CFR Part 37, and the ADAAG standards promulgated by USDOJ.
18. FTA is a third-party beneficiary of this lease agreement, and all notices required of either party under this lease shall also be given to FTA.

IN WITNESS WHEREOF the parties hereto have caused this lease to be signed by their duly authorized representatives as of the date first above written.

IOWA STATE UNIVERSITY

AMES TRANSIT AGENCY

BY _____
Warren R. Madden, Vice President
for Business and Finance, Iowa State
University of Science and Technology

BY _____
Sheri Kyras, Transit Director

BY _____
Robert Donley, Executive Director,
Board of Regents, State of Iowa

BY _____
Ann H. Campbell, Mayor
City of Ames, Iowa

Attest: _____
Diane Voss, City Clerk

February 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 Congressman Latham 9:30 – 11:30am	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22 IPTA Des Moines	23 IPTA Des Moines	24 Lion's Club Presentation 12:30 – 1:30pm	25	26
27	28	Mar 1	2	3	4	5
6	7	8	9	10	11	12