

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

April 11, 2013

1. CALL TO ORDER: 5:30 P.M.
2. Approval of March 11, 2013 Minutes
3. Public Comments
4. Presentation – Orange Route Study Update
5. FY2014 State Grant Application
6. Rate Setting Resolution – Fares
7. Rate Setting Resolution – Passes
8. Transit Director’s Report
9. Set Time and Place of Next Meetings:
  - May 9 - 5:30 pm
10. Adjourn

## AMES TRANSIT AGENCY BOARD OF TRUSTEES

AMES, IOWA

March 11, 2013

The Ames Transit Agency Board of Trustees met March 11, 2013 at 5:15 p.m. in the CyRide Conference room. Trustee Madden, interim Pro Tem President, called the meeting to order at 5:19 p.m. Trustees in attendance were Madden, Schainker, Rediske, and Wacha. Trustees Leines and Anders were absent.

**APPROVAL OF MINUTES:** Trustee Wacha made a motion to adopt the February 14, 2013 and February 22, 2013 minutes. Trustee Schainker seconded the motion. (Ayes, four. Nays, none.) Motion carried.

**PUBLIC COMMENTS:** Public in attendance was Ames Tribune reporter, James Heggen.

**INTERMODAL ARTWORK PURCHASE:** Director Kyras explained previous actions that the Transit Board took at the January 17, 2013 Transit Board of Trustees meeting to purchase an art piece for the Intermodal Facility - up to \$30,000. Since then, the Federal Transit Administration has wavered on whether grant funds should be used to acquire an art piece for the Intermodal Facility. As of February 21, 2013, the FTA made a final decision and encouraged Director Kyras to proceed with the art purchase for the Intermodal Facility. A special Transit Board of Trustees meeting was held February 22, 2013 due to the necessity of the Transit Board to proceed with the negotiation and purchase the art piece through sole source procurement. A piece of art was available and located on the Iowa State University Campus named "Power Tennis" and could be purchased for the facility.

Director Kyras received approval of the sole source justification from the Federal Transit Administration on March 8, 2013. The Public Art Commission contacted and negotiated, with the artist William King, a purchase price of \$39,000, which meant the Transit Board would need to approve an additional \$9,000 in order to purchase the art piece. The approval would also need to be considered by the City Council. The sculpture currently sits on four pads on the Iowa State University campus, and there is one pad located at the Intermodal Facility.

Transit Board members were concerned as to whether sufficient grant dollars remained to spend on the art piece. Director Kyras stated that she believes that the \$158,000 sales tax refund and the reimbursement for CyRide's project management expenses are accurate; therefore, the remaining dollar should be sufficient to purchase the art piece, most likely with some grant dollars left over.

Transit board members questioned whether the "Power Tennis" piece was the appropriate piece for the facility. Director Kyras explained that with the grant expiring in September of 2013, that this was the only piece the Public Art Commission was aware of that could be procured in this timeframe. Director Kyras indicated that Allison Sheridan from Iowa State

University negotiated the purchase price and Trustee Madden felt it was a good price for this piece of art.

Trustee Wacha made a motion to increase the amount from \$30,000 to \$39,000 to purchase William King's "Power Tennis" art piece, contingent upon the approval of the sole source procurement by the Ames City Council; the Public Arts Commission agrees to pay for moving and installing the art piece and that it will fit on the site at the Intermodal Facility. Seconded by Trustee Rediske. (Ayes: Four. Nays: None.) Motion carried.

**TRANSIT ADVERTISING POLICY REVISION:** Director Kyras recapped previous Transit Board action to approve a new Transit Advertising Policy, which occurred at the December 20, 2013 meeting. She indicated that the new policy was then forwarded to Houck Advertising and that they requested a few modifications to reflect current practices in Section 3.03 of the policy.

The advertising company recommended deleting the language regarding the types of advertising available for a Public Service Announcement, the length of a contract and the word "free" as some PSA advertisements are purchased at a reduced cost.

Director Kyras said that the City's Legal Department had reviewed and approved the modifications.

Trustee Wacha made a motion to approve the modifications to the Policies and Standards for Advertising on Ames Transit Agency Transit Facilities, Section 3.03 Public Service Announcement, as recommended by CyRide's current transit advertising vendor and approved by the City of Ames Attorney's office. Motion seconded by Trustee Rediske. (Ayes: Four. Nays: None.) Motion carried.

**TITLE VI SERVICE STANDARDS AND POLICIES:** This item was deferred from the February 14, 2013 Transit Board meeting. Director Kyras indicated that the Service Standards and Policies is a new federal document each transit system is required to develop that fairly provide services and amenities to the entire community, regardless of race, color, or national origin, including individuals who are limited in their English proficiency. This document identifies service standards and policies recommended by CyRide staff. All changes to this document are to be completed by October 1, 2013. The policy can be approved now, or if the Transit Board would like more time, can approve the entire document in the fall of 2013.

Trustee Madden was uneasy to approve the service standards and policies that could have budget ramifications or create a budget issue if that cannot easily be changed.

Trustee Leines arrived at 5:32pm

Director Kyras shared the Transit Board's concerns, but indicated that CyRide needed to comply with the new FTA regulations. She also indicated that the policies and standards were guidelines and that not every aspect of CyRide's service needed to follow the policy or standard. Of concern to the Transit Board was the standard on missed trips with a recommended standard of 99.9%. Director Kyras indicated that CyRide's service is always higher than this standard as it does not miss trips. Director Kyras was concerned that a lower standard would impact CyRide's perception of a quality service. Director Kyras also shared with the Transit Board that CyRide was not required to monitor its compliance with these policies and standards, only that the Transit Board establish them. FTA does not require documentation other than approved policies and standards.

Director Kyras presented the following required standards and policies as established by staff and included in the packet of information provided to the Transit Board.

Standards:

- Vehicle load
- Vehicle Headway
- On-Time Performance
- Service Availability

Policies:

- Distribution of Transit Amenities
- Vehicle Assignment
- Transit Security

Transit Board members shared their hesitancy to approve the policies and standards, fearing that at some point in the future they would not be able to meet them due to funding limitations. Director Kyras again stated that CyRide would not need to report its achievement of these policies and standards to the Federal Transit Administration; however, she acknowledged that the regulation could always be changed and that their fear could become possible in the future.

The discussion then centered on the on-time performance standard of missed trips. The consensus of the Transit Board members was the 99.9% does not leave much room for error.

Trustee Wacha requested that staff look at, and set, a minimum standard that could reasonably be achieved and would like clarification on how/when the policies and standards could be modified when situations changed. He requested staff to further review and modify these standards.

Trustee Madden made a motion to table this agenda item and have the staff recommend more options to the Transit Board. Trustee Wacha seconded the motion. (Ayes: Five. Nays: None.) Motion carried.

**BUDGET PROPOSAL TO ADDRESS ISU ENROLLMENT INCREASES:** During the budget discussion process in December, the Transit Board asked Director Kyras to develop a strategy, outside of the budget process, to address year-after-year enrollment increases which impact CyRide ridership. Director Kyras then explained the reason for the gap between revenues and expenses that create the budget deficits when enrollment increases.

Director Kyras then explained the purpose and balance of the GSB CyRide Trust Fund. She indicated that it was meant to “smooth out” student fees over time as enrollment increases and decreases. She stated that the intergovernmental agreement language that creates this fund dictates how it is administered. Budget options provided to the Board each December do not include any level of ridership or ISU enrollment increases. When enrollment increases year after year, the trust fund grows, while CyRide’s operating budget does not, even though it requires additional services. Currently the trust fund balance, after paying for fare increases and NextBus, will be \$980,000 at the end of the fiscal year in June.

CyRide’s suggests tweaking the Three Party Agreement, which would permit CyRide access to the use of the GSB Trust fund to provide higher service levels when ISU enrollment increases. Director Kyras explained three possible methods to change the agreement to allow for additional funds to stay within CyRide’s operating budget when ISU enrollment increases. These are: amending the adopted budget each fall to address ridership/enrollment increases, capping the Trust Fund balance, capping the amount the Trust Fund could increase each year. After an extensive discussion about each option, transit board members requested staff to continue to work on options and to create a hybrid option of amending the budget each fall and capping the increase in the Trust Fund. Trustee Rediske shared that students realized that the budget issues were created by more students and were willing to look at options. Director Kyras shared that she believed that there needs to be an automatic adjustment tied to enrollment increases that does not require a lengthy approval process.

Trustee Madden felt it is difficult to develop one policy that will fit each situation as Board of Regents funding, federal funding and fees can change along with enrollment, which can create different solutions.

Director Kyras asked if there was additional information that would assist the Transit Board in identifying a direction. Trustee Anders shared that he liked solution #1, but wondered if there was a way to put a dollar on a head for the additional students and weigh that against our fuel costs.

Director Kyras said the Three Party Agreement currently allows for approval by the GSB to address these issues through the GSB Trust Fund; however, it would be beneficial to identify a model that GSB could support that would allow this to occur automatically with enrollment increases.

Trustee Wacha believes there is not much difference between solutions #1 and solution #3. He indicated that solution #3 could still allow for larger closing balances and was in favor of CyRide staff preparing a combination of solutions #1 and #3.

Trustee Madden authorized staff to continue discussion with the GSB and Fee Committee and come back to the Transit Board later this spring. Trustee Madden was uncomfortable to cap the balance – local contribution will be lower. He also understands it is a federal challenge to purchase more buses and shared that maybe a combination option should be considered.

**TRANSIT DIRECTOR'S REPORT:**

- Federal sequestration will have no impact on transit –transit funding comes from the federal gas tax and is congressionally protected.
- Orange route survey was scheduled for today, but rescheduled to Tuesday because of the snow.
- Approval of the facility construction contract will be on the City Council agenda that evening.

Next Transit Board meeting is April 11, 2013 at 5:30 p.m.

Transit Board meeting adjourned at 6:37 p.m.

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Pro Tem President, Warren Madden

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Recording Secretary, Joanne Van Dyke

**CITY OF AMES, Iowa**

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

**FROM:** Sheri Kyras

**DATE:** April 11, 2013

**SUBJECT:** Orange Route Study Update

**BACKGROUND:** The Transit Board of Trustees approved a contract with URS Corporation at their December 10, 2012 meeting to conduct a study of CyRide's #23 Orange Route. The purpose of this study is to determine how CyRide can efficiently and effectively operate the busiest route in the State of Iowa in light of its continued ridership increases. The route is currently close to capacity. The study began in January 2013, is anticipated to be completed in the Spring of 2014 and is funded 80% by a federal grant. The total project cost is \$201,000.

**INFORMATION:** Since January, the consultant has been gathering CyRide, City and ISU data, conducting a survey of commuter lot riders and on-off counts at each bus stop along the Orange Route. A public meeting will be held on Wednesday, April 10, 2013 to present information gathered to date and to gain input from its riders and residents regarding how the route is currently operating and soliciting suggestions on how it can continue to operate efficiently in the future. The Project Manager, Bill Troe, will be present at the Transit Board meeting to share the results of the data collection phase and information gained from the public meeting.

**CITY OF AMES, Iowa**

**MEMO TO:** Ames Transit Board of Trustees  
**FROM:** Sheri Kyras  
**DATE:** April 11, 2013  
**SUBJECT:** FY2014 State Grant Application

**INFORMATION:** Annually, CyRide submits a grant application to the Iowa Department of Transportation (IDOT) to support operating and capital needs for the transit system. The following briefly summarizes the application to be submitted by May 1, 2013 for funding during the 2013-2014 year.

<u>Operating</u>	<u>State/Federal Share</u>
State Operating Assistance (Estimate based on 5.222930% ..... of available funding)	\$586,171
Federal Section 5310 Elderly and Disabled Funding..... Assistance for ADA Service Contract with HIRTA	<u>\$222,864</u>
<b>TOTAL Operating .....</b>	<b>\$809,035</b>

<u>Capital</u>	<u>Federal Share</u>
Federal 5339 Discretionary Grant Request .....	\$2,883,200
• 8 - 40' Replacement Buses w/cameras (\$3,392,000 total)	
Federal Section 5310 Elderly and Disabled Funding..... For Associated Transit Improvements – Bus Stops	<u>\$40,000</u>
<b>TOTAL Capital.....</b>	<b>\$2,923,200</b>

**TOTAL STATE GRANT APPLICATION \$3,732,235**

A change in the application this year, to reflect the new MAP-21 requirements, is the elimination of the Job Access and Reverse Commute (JARC) funding projects for: #4A Gray mid-day, #6 Brown weeknight, #6 Brown summer and #10 Pink. CyRide typically requests approximately \$77,500 from JARC funding for these operating projects. Instead, MAP-21 allocated approximately \$500,000 more in 5307 formula dollars to CyRide’s general appropriation for operating, which will replace the previous JARC funding.



State operating assistance and Elderly and Disabled 5310 formula dollars are the only funding that CyRide is assured of receiving. All other funding sources for state bus replacements are competitively selected at the state level and CyRide will be informed of the selection decisions during the 2013-2014 year.

The local match requirement for these projects are as follows:

- No local match is required for State Operating Assistance
- The Section 5310 capital and operating projects are currently included in CyRide's 2013-2014 operating and capital budgets.
- The Section 5339 funding is not currently in CyRide's 2013-2014 capital budget as funding received by the State of Iowa for bus replacements is competitively selected. CyRide will not be informed if its buses are selected until later into the 2013-2014 budget year. If funding becomes available for bus replacements, staff will seek Transit Board direction on whether to accept the funding based on local funding options such as a lower closing balance for the year.

A public hearing will be held to discuss this application with the community on April 29, 2013. No written or oral comments have been made to date from the notice released in *The Tribune*.

**ALTERNATIVES:**

1. Approve the FY2014 State Grant Application subject to public hearing comments.
2. Modify the FY2014 State Grant Application based upon board priorities.
3. Reject the grant application and do not submit a state funding request for the 2013-2014 budget year.

**RECOMMENDATION:**

Approve Alternative #1 to submit an operating and capital application to the IDOT as this application supports the enhancement of transit services in the Ames community and contains projects previously approved in the operating and capital budgets.



# Iowa Department of Transportation

## Authorizing Resolution

We, hereby, authorize, Sheri Kyras  
(Name of Authorized Signatory)

on behalf of Ames Transit Agency  
(Legal Name of Applicant)

to apply for financial assistance as noted below and to enter into related contract(s) with the Iowa Department of Transportation.

From the State Transit Assistance Program:

5.222930 % of formula funds;  
0 \$ of Special Project funds

From federal funds for transit in non-urbanized areas and/or for transit serving primarily elderly persons and person with disabilities:

\$ 262,864 ;

From state-wide federal capital assistance for transit:

\$ 2,883,200 .

We understand acceptance of federal transit assistance involves an agreement to comply with certain labor protection provisions.

We certify that Ames Transit Agency  
(Legal Name of Applicant) has sufficient non-federal

funds to provide required local match for capital projects and at time of delivery will have the funds to operate and maintain vehicles and equipment purchased under this project.

We request that State Transit Assistance formula funding be advanced as allowed by law, to improve transit system cash flow.

Adopted the 11 day of April, 2013.

Name: Ames Transit Agency  
(Applicant's Governing Body)

By: \_\_\_\_\_  
(Signature of Chief Executive Officer)

Title: President, Board of Trustees

Address: 1700 University Blvd. Ames, IA 50010

Telephone: 515-292-1100

**CITY OF AMES, Iowa**

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

**FROM:** Sheri Kyras

**DATE:** April 11, 2013

**SUBJECT:** Rate Setting Resolution - Fares

**BACKGROUND:** In January 2012, CyRide increased its fare structure to address a funding shortfall created by the higher than budgeted fuel prices. The following compares fare revenues (cash and tickets) received in the 2011-2012 versus 2012-2013 budget year through March of each year.

<b>Fare Category</b>	<b>2011-2012 Fare Revenue</b>	<b>2012-2013 Fare Revenue</b>	<b>Percent Change</b>
Cash	\$109,938	\$103,614	-5.8%
Reduced Fare Ticket	\$8,475	\$7,214	-14.9%
Full Fare Ticket	\$13,319	\$17,348	+30.3%
<b>Total Fares</b>	<b>\$131,732</b>	<b>\$128,176</b>	<b>-2.7%</b>

Based on the above information, cash and ticket revenue is lower year-to-date in comparing the two budget years. Further, due to the extra quarter customers must put in the farebox, it is less convenient and a shift has occurred from cash to ticket payment for a CyRide ride. This shift is also evidenced in the pass fares discussed in agenda item #7. Also, fewer cash fares are a result of the introduction of a new reduced fare monthly pass for disabled, K-12 and elderly riders. The reduced fare category reduction is due to the introduction of a new monthly reduced fare pass.

**INFORMATION:** Each year the Transit Board sets rates for the following year. The attached sheet details the proposed 2013-2014 rate structure, which recommends one change at this time in CyRide's fare structure. This change affects the rate charged for work completed by CyRide mechanics (Shop Rate), which would increase from \$84 to \$86/hour. This would apply to warranty work completed on new vehicles.

If approved by the Transit Board of Trustees, the structure would become effective on July 1, 2013 and remain effective through June 30, 2014.

**ALTERNATIVES:**

1. Approve the 2013-2014 rates, which reflect no change from the 2012-2013 rate structure, except for an increase in the Shop Rate to \$86/hour.
2. Modify rates per board priorities.

**RECOMMENDATION:**

The Transit Director recommends approving Alternative #1 to encourage use of CyRide service furthering the community's sustainability initiatives and assisting residents in providing an economical alternative to move throughout the community. Additionally, based on recent experience, increasing the fares would not produce increased revenues.

## AMES TRANSIT AGENCY BOARD OF TRUSTEES

### RATE SETTING RESOLUTION 2013-1

BE IT RESOLVED by the Ames Transit Agency Board of Trustees, pursuant to rate setting authority granted by Section 26A.8, Ames Municipal Code, that:

#### SECTION ONE – CyRide Rates Effective July 1, 2013

##### Fixed Route Fares

\$ 1.25	Regular cash fare
\$ .60	Reduced cash fare (K-12, Medicare, Medicaid, persons over 65, persons with a disability)
\$ 6.00	10-ride reduced fare ticket book (\$.60 per ride)
\$ 12.00	10-ride regular fare ticket book, (\$1.20 per ride)
\$ 40.00	Regular fare monthly pass. (May also be used in conjunction with tickets or cash on Dial-A-Ride).
\$ 20.00	Reduced fare monthly pass (Medicare, Medicaid, persons over 65, persons with a disability)
\$ 160.00	Regular Fare Semester Pass (fall and spring). Price varies depending on date purchased.
\$ 80.00	Reduced Fare Semester Pass (fall and spring). Price varies depending on date purchased.
\$ 150.00	Regular Fare Winter Pass. November to spring break. Price varies depending on date purchased.
\$ 75.00	Reduced Fare Winter Pass. November to spring break. Price varies depending on date purchased.
\$ 100.00	Regular Fare Summer Pass
\$ 50.00	Reduced Fare Summer Pass
\$ 320.00	Regular Fare School Year Pass. Price varies depending on date purchased. (May also be used in conjunction with tickets or cash on Dial-A-Ride.)
\$ 160.00	Reduced Fare School Year Pass. Price varies depending on date purchased. (May also be used in conjunction with tickets or cash on Dial-A-Ride.)
free	Children under six years of age accompanied by a person age 13 or older (maximum of three children per rider).
free	Attendant accompanying and assisting ADA-eligible person
\$ 10.00	Replacement fee for lost or stolen passes
companion	Fare for person not assisting passenger riding with ADA-eligible passenger is same fare as ADA-eligible passenger's

**RATE SETTING RESOLUTION 2013-1**

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**Dial-A-Ride Fares**

- \$ 2.00 Dial-A-Ride cash fare for passengers eligible under the ADA.  
Two full fare fixed route tickets may be used by passengers eligible under the ADA for DAR fare (or a pass and one ticket).
- \$ 6.00 Dial-A-Ride cash fare for all ADA-eligible passengers riding to or from a point more than 3/4 mile from the nearest fixed route operating at the time of the ride.
- \$ 18.00 Dial-A-Ride cash fare for general public (not ADA eligible).  
free Attendant accompanying and assisting ADA-eligible person on Dial-A-Ride
- companion Fare for person not assisting Dial-A-Ride passenger riding with DAR eligible passenger is same fare as Dial-A-Ride eligible passenger's fare  
free ISU students who are ADA eligible traveling within 3/4 mile of a fixed route operating at the time of the ride.

**Miscellaneous Revenue**

- \$ 86.00 Shop rate per hour
- \$ 86.00 Shuttle rate, as subcontractor, to other bus operators, one-hour minimum
- \$ 86.00 Shuttle rate for every hour after the minimum
- \$ Variable Fuel surcharge for shuttle service

Enacted this 11<sup>th</sup> day of April 2013

AMES TRANSIT AGENCY BOARD OF TRUSTEES:

BY: \_\_\_\_\_  
Robert Anders, President

**CITY OF AMES, Iowa**

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

**FROM:** Sheri Kyras

**DATE:** April 11, 2013

**SUBJECT:** Rate Setting Resolution - Passes

**BACKGROUND:** In January 2012, CyRide increased its fare structure to address a funding shortfall created by the higher than budgeted fuel prices. The following compares pass revenues (semester and monthly passes) received in the 2011-2012 versus 2012-2013 budget year through March of each year.

Pass Category	2011-2012 Pass Revenue	2012-2013 Pass Revenue	Percent Change
Red. Fare Sem.	\$15,850	\$18,598	+17.3%
Full Fare Mo.	\$22,390	\$24,140	+7.8%
Full Fare Sem.	\$72,630	\$71,115	-2.1%
Red. Fare Mo.	\$840	\$6,620	+688.1%
<b>Total Fares</b>	<b>\$111,710</b>	<b>\$120,473</b>	<b>+7.8%</b>

Based on the above information, revenue is higher, but lower than anticipated after the fare increase. It was estimated that pass revenues from non-student fares would increase approximately 10%. Therefore, the reaction to the price increase at the farebox indicates that Ames residents are less willing to pay more for transit service and will choose to travel throughout the community in other ways as opposed to pay more for the service.

**INFORMATION:** Each year the Transit Board sets rates for the following year. The attached sheet details the proposed 2013-2014 rate structure, which remains unchanged from CyRide's current fare structure.

If approved by the Transit Board of Trustees, the structure would become effective on July 1, 2013 and remain in effect through June 30, 2013.

**ALTERNATIVES:**

3. Approve the 2013-2014 rates, which reflects no change from the 2012-2013 rate structure.
4. Modify rates per board priorities.

**RECOMMENDATION:**

The Transit Director recommends approving Alternative #1 to encourage use of CyRide service furthering the community's sustainability initiatives and assisting residents in providing an economical alternative to move throughout the community.



**AMES TRANSIT AGENCY BOARD OF TRUSTEES**

**RATE SETTING RESOLUTION 2013-2**

BE IT RESOLVED by the Ames Transit Agency Board of Trustees, pursuant to rate setting authority granted by Section 26A.8, Ames Municipal Code, that:

SECTION ONE – CyRide Rates Effective July 1, 2013

**REDUCED FARE PASSES**

<b>PURCHASE DATE</b>	<b>2013 SUMMER REDUCED FARE PASS</b>	<b>Expiration Date - Price</b>
Wednesday, May 1, 2013 - Saturday, August 31, 2013		August 31, 2013 \$50.00

	<b>2013 FALL REDUCED FARE PASS</b>	
Monday, August 12, 2013 - Friday, September 20, 2013		December 31, 2013 \$80.00
Saturday, September 21, 2013 - Friday, December 13, 2013		December 31, 2013 \$60.00

	<b>2013/14 SCHOOL YEAR REDUCED FARE PASS</b>	
Monday, August 12, 2013 - Friday, September 20, 2013		May 31, 2014 \$160.00
Saturday, September 21, 2013 - Friday, December 13, 2013		May 31, 2014 \$140.00
Saturday, December 14, 2013 - Friday, February 21, 2014		May 31, 2014 \$ 80.00
Saturday, February 22, 2014 - Sunday, March 23, 2014		May 31, 2014 \$ 60.00

	<b>2013/14 WINTER REDUCED FARE PASS</b>	
Saturday, November 2, 2013 - Friday, December 13, 2013		March 23, 2014 \$75.00
Saturday, December 14, 2013 - Friday, February 21, 2014		March 23, 2014 \$50.00

**RATE SETTING RESOLUTION 2013-2**

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**REGULAR FARE PASSES**

PURCHASE DATE	<b>2013 SUMMER REGULAR FARE PASS</b>	Expiration Date - Price
Wednesday, May 1, 2013 - Saturday, August 31, 2013		August 31, 2013     \$100.00

<b>2013 FALL REGULAR FARE PASS</b>		
Monday, August 12, 2013 - Friday, September 20, 2013		December 31, 2013     \$160.00
Saturday, September 21, 2013 - Friday, December 13, 2013		December 31, 2013     \$120.00

<b>2013/14 SCHOOL YEAR REGULAR FARE PASS</b>		
Monday, August 12, 2013 - Friday, September 20, 2013	May 31, 2014	\$320.00
Saturday, September 21, 2013 - Friday, December 13, 2013	May 31, 2014	\$280.00
Saturday, December 14, 2013 - Friday, February 21, 2014	May 31, 2014	\$160.00
Saturday, February 22, 2014 - Sunday, March 23, 2014	May 31, 2014	\$120.00

<b>2013/14 WINTER REGULAR FARE PASS</b>		
Saturday, November 2, 2013 - Friday, December 13, 2013	March 23, 2014	\$150.00
Saturday, December 14, 2013 - Friday, February 21, 2014	March 23, 2014	\$100.00

SECTION TWO -- \$10.00 Replacement fee for lost or stolen passes

SECTION THREE – Other Conditions

Other conditions pertaining to any Semester Pass are:

1. One person may not use the pass of another, unless the original issue has sold it to the new user, the sale registered in the Ames Transit Agency Office, and the pass replaced by the Ames Transit Agency Office. The person to whom it has been sold may then use the pass.
2. Misuse of the pass may result in confiscation and cancellation of the pass without a refund.

Enacted this 11th day of April 2013.

AMES TRANSIT AGENCY BOARD OF TRUSTEES

By: \_\_\_\_\_  
Robert Anders, President

# Transit Director's Report

April 2013

## 1. Articulated Bus Comments

Attached are some of the comments that were posted on Twitter regarding the introduction of the new articulated buses the week of March 25<sup>th</sup>. Overall, they are very positive with the students excited about this new addition to the fleet. Drivers have also indicated that if an articulated bus is behind them, customers will not get on their bus and wait to ride the articulated bus.

## 2. Construction Update

CyRide met with Henkel Construction the week of May 25<sup>th</sup> for a pre-construction meeting on the Facility Construction project. Construction will begin the week of April 8, 2013 with the project tentatively scheduled for substantial completion by May 30, 2014. Phasing for the work will be as follows:

- a. Flood Wall Construction
- b. New Interior Circulation Road/Begin Building Expansion
- c. South Parking Lot Replaced/East Flood Gate
- d. North Parking Lot Replaced
- e. West Flood Gate
- f. Raising Ductwork in the Bus Garage

Up to five construction trailers as well as supply trailers will be on site during the project. With limited space to construct and operate within, staff has identified the following challenges and will begin identifying possible solutions:

- Parking:
  - CyRide employees
  - Contractor vehicles/trailers
  - Buses parked outside at night and during the day
- Fueling/washing of buses over the summer (Service lane will be available on Aug. 7<sup>th</sup>)

## 3. FTA Legal Capacity Change

FTA notified the Iowa DOT and transit systems serving populations of 50,000 to 200,000 of a change in MAP-21 legislation that will affect FTA's relationship with these smaller urban areas. Under the previous legislation, transit systems serving 50,000 to 200,000 population centers were "Designated Recipients" able to directly receive FTA funds. Under the new legislation, systems of this size are now "Direct Recipients" and the State of Iowa is the only "Designated Recipient" of funds to be disbursed to these small urban centers. In Iowa, this change affects Waterloo, Cedar Rapids, Iowa City, Ames, Sioux City, and Dubuque. The

impact of this change is two-fold: CyRide will need to change legal documents reflecting this new designation and it could reduce CyRide's ability to seek federal funding in the future.

First, the State of Iowa is in the process of drafting a letter stating CyRide's new designation. This should be received within the next several weeks. Once this is received, the City of Ames' Attorney will need to redraft its legal capacity letter, identifying the new status. This will then be brought to the Transit Board of Trustees for approval and signature of the board President.

Second, CyRide will no longer be able to directly apply for most grants or receive its formula funds directly in the future and will need to submitted any grants through the Iowa DOT, who can choose to in turn submit them to FTA for consideration. With the number of grants received by CyRide in the past, this new designation is a downgrade in the transit system's ability to determine what is best for CyRide. For the formula funds, the State could chose to provide systems this size their share of federal funding or they could choose to hold the dollars and distribute them in another manner they determine. This has already happened with the new capital dollars under MAP-21 where CyRide was granted \$139,000 through the federal formula, however, the State of Iowa decided to accumulate each small urban system's funding into one larger pool and distribute based on their bus replacement list. As a result, CyRide received no funding this past year and will not receive any federal funding in the near future under this process. In the case of grant applications, if the State disagreed with an application request, it could choose to not submit a grant application, blocking a transit system's ability to secure federal funding.

The result is a "bottleneck" for funding in needing to go through the State while at the same time treating these smaller urban systems on regulatory issues like larger urban systems requiring smaller systems to deal directly with the FTA. For example, CyRide is required to work directly with FTA on regulatory issues such as Equal Employment Opportunity, Title VI, Triennial Reviews, etc. This provides a double standard between how they address funding and regulatory oversight.

The Director has had conversations with the Iowa Public Transit Association, the American Public Transit Association and the Community Transportation Association of America who interact with legislative staff who wrote the MAP-21 bill that became law. There is no consensus about why or how this was changed.

#### **4. Upcoming Contracts**

For the May 2013 Transit Board meeting, staff is preparing the following contracts/lease renewals that will be expiring on June 30, 2013.

- Jefferson lease at Intermodal Facility
- Executive Express lease at Intermodal Facility
- Transit Advertising Contract
- HIRTA Contract for Dial-A-Ride Services

## Articulated Bus Comments on Twitter

1. At the top of my to-do list next week: Ride the new [@CyRide](#) accordion bus because it looks aweso- I mean, for quality control purposes.
2. Riding new Cyride and watching everyone walk by and be like dayummmm Cyride lookin good.
3. Riding the new Cyride right now. My life is literally changing as we speak.
4. I'm in the new extra long cyride right now..guys this is so cool
5. Just rode one of the new double Cyride buses. Best part was watching [@King Arthur22](#) trying to open the door.
6. couldnt help but walk to the back of that new CYride lol I was happy the entire way to my destination.
7. U kno, just casually checkin' out the new cyride.
8. All I'm tryna do is ride this new cyride bus is that too much to ask for?
9. First experience on the new double long Cyride, this thing if saaaweeet
10. I just wanna know how they choose which CyRide driver gets to drive the new bus everyday.
11. Have you seen the newest [@CyRide](#) buses around campus yet?
12. Is it possible to book one of the new Cyride buses for a bus party next year?
13. This is the coolest cyride i've ever seen. Double bus say wha?
14. New cyride bus like a mini club.
15. I feel like people don't know how to react to the double length bendy [#CyRide](#). There's so much room for extra activities!!!
16. Currently riding the new cyride bus... I seriously feel like I'm on a plane!
17. Riding the brand new cyride this morning.

# May

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
			<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>
	← Finals Week			Transit Board Meeting 5:30pm	→	ISU Commencement
<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>
<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>
<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>	
	Memorial Day Holiday					
						<b>2013</b>