

AMES TRANSIT AGENCY BOARD OF TRUSTEES
CYRIDE CONFERENCE ROOM

September 30, 2014

1. CALL TO ORDER: 8:00 A.M.
2. Approval of August 26, 2014 Minutes
3. Public Comments
4. Year-End Financial Summary
5. Peer Group Service-Financial Comparison
6. Five-Year Financial Analysis
7. Quarterly Operations Report
8. Transit Director's Report
9. Set Fall Semester Meeting Time and Place:
 - October 30, 2014 – 8:00 am
 - December 4, 2014 – 8:00 am
10. Adjourn

The Ames Transit Agency Board of Trustees met on August 26, 2014 at 8:00 a.m. in the CyRide Conference room. President Murrell called the meeting to order at 8:05 a.m. Present: Trustees Madden, Goodman, Haila, Abbas, Murrell and Schainker.

APPROVAL OF MINUTES: Trustee Haila made a motion to approve the July 30, 2014 Transit Board meeting minutes as presented. Motion seconded by Trustee Madden. (Ayes: Five. Nays: None. Motion carried.)

PUBLIC COMMENTS: No public comments.

OPERATING DEMONSTRATION PROJECT UPDATE: Director Kyras explained that staff had begun exploring the idea of working with a private bus operator to determine if a collaborative project could be beneficial to both organizations. She further explained that CIT (Central Iowa Transit) had purchased two transit-style buses, which are similar to CyRide buses. Further, that since CyRide was struggling in keeping pace with its growth, there might be an opportunity to use these buses in CyRide's daily service. She indicated that any discussion of collaboration at this time centered on a demonstration project only to see if the concept could be successful.

Director Kyras summarized the initial project concept as follows:

- Route - Operating service on the Cardinal Route
- Two buses - Only one CIT bus is equipped with a wheelchair lift so CyRide would lease one bus to CIT to operate this service for CyRide, as CyRide's fleet is fully accessible.
 - a) Lease arrangement would be \$50 dollars a day
 - b) Bus must be stored inside
 - c) Maintenance would be completed by CyRide employees and CIT would pay for the cost of repairs
 - d) Damage to CyRide would be repaired by CyRide; paid by CIT
- CIT's buses would need to be equipped with the same equipment as CyRide buses, with CyRide providing the equipment at no cost, but CIT paying for their installation. Exception is the farebox as the Cardinal route is a free circulator route and does not need a farebox.
- Insurance would be the same as in the HIRTA and Durham contracts.

She then explained the driver requirements being discussed as part of the demonstration project and FTA requirements included in the packet of information at the board meeting.

Director Kyras inquired as to whether board members believed that the demonstration project was worth pursuing further. Trustee Haila asked staff's perspective and comfort

level in contracting with an outside company for part of CyRide's service. Director Kyras shared that she believes, in concept, it would be a beneficial project for CyRide as it would reduce the number of drivers and buses CyRide would need to provide service and house more buses inside at a time when the facility is challenged to keep pace with its growth. However, she indicated that it requires more administrative time to monitor the contract and make sure that a contractor is providing a quality service that also meets all FTA requirements. It also allows more opportunities for mistakes due to the loss of direct control over this portion of its operations.

Trustees Goodman and Schainker shared that they thought it was a good idea to proceed in further studying the collaboration. Trustee Schainker asked about the signage and how passengers would know the CIT bus was a CyRide bus. Director Kyras indicated that this was one of the details that would need to be worked through prior to making a decision on the service, but she indicated that signage in the front window of the bus could indicate it was part of CyRide's service. Magnetic signage on the side of the buses was also discussed.

Director Kyras shared that the next step would be to complete a financial analysis, comparing CIT's costs to CyRide's operating and capital costs.

Trustee Haila asked if staff knew why CIT might be interested in providing this service for CyRide. Director Kyras responded that it provides a reliable, steady source of income that keeps its buses busy for a portion of each weekday.

Trustee Goodman shared that he believes that the project is a good idea and is interested in the additional information that staff will prepare, especially the total net value to CyRide.

Trustee Haila indicated that, from the capital side, it is a significant benefit as it requires two less CyRide buses and the buses operated by CIT would need to be stored inside, per the current discussions, where CyRide buses are parked outside.

By consensus, Trustees reconfirmed their approval to continue the demonstration project to contract with a private firm to operate two of their transit buses in CyRide service.

Trustee Schainker indicated that because the project was a short-term demonstration project with CIT, the local purchasing requirement to bid service could be waived by the Ames City Council. Director Kyras acknowledged that if the demonstration project continued past the demonstration period, that it would need to be bid.

ISU-GSB-TRANSIT BOARD DISCUSSION SUMMARY: Director Kyras shared with board members a summary of the information presented and discussed at the joint ISU-GSB-Transit

Board committee meeting. Trustees Murrell and Madden were present at the meeting held on August 4, 2014.

Director Kyras briefly shared the following material provided to the committee via a PowerPoint presentation:

- CyRide ridership history and projections;
- Funding history-three-party local dollars, as well as state and federal dollars
- CyRide's GSB Trust Fund history and projections
- CyRide bus and facility needs

She indicated that at the close of the presentation she shared with the committee the following question that the Transit Board had been contemplating. "Does the university, students and transit board desire to continue to grow and finance CyRide's system to meet increasing ridership demand (status quo) or is the group interested in investigating ways to reduce ridership and control its growth in light of increasing enrollment (service reduction).

She shared a summary of the group's discussion as follows:

- The group felt the presentation was helpful, but believes that they do not have a complete understanding of the situation and were uncomfortable in recommending any course of action until they had a better understanding of CyRide's services and how a recommendation could impact that service.
- There was a lengthy discussion on current student fee levels, the GSB Trust Fund balance and a question of what the fee would need to raise to in the future to keep current levels of service.
- There was a lengthy discussion on the pros and con's of possible alternatives that could be implemented to control ridership growth at peak times, such as evening classes, weekend classes, staggered class times, etc.
- Some members of the group felt strongly that the flow of traffic on Osborn Drive needed a study to determine how to make the street feel safer to students as they moved through the corridor.

As a result of the discussions, Director Kyras shared that the following actions were agreed upon by the committee, with information to be provided for the group's next meeting to be set in September 2014. First was a financial analysis to determine how much students fees would need to raise to address CyRide needs into the future. Staff recommends looking at three scenario's for this analysis:

- 1) 100% of additional costs to keep pace with the growth provided by students/ISU
- 2) 90% of the additional costs provided by ISU/students, 10% by the City
- 3) Additional costs allocated by current three-party shares (63% students, 11% ISU and 26% City)

Transit board members asked what the farebox revenue was before Fare Free. Tom Davenport, CyRide's Transit Coordinator, shared that prior to the Students Fare Free funding structure, that revenue from the farebox was about \$750,000 and now it is about \$250,000.

Trustee Madden provided history on ISU's portion of CyRide funding. He indicated that the original ISU share was calculated based on the cost to provide bus transportation to the Vet Med complex so that students had free transportation to this area of campus.

The second action step identified by the committee was for GSB to seek input from students on bus service and specifically on options that might be acceptable to students that would result in lower peak ridership periods. GSB would hold open forums during the fall to gain this input with CyRide staff providing a presentation at these meetings on the status of CyRide and needs.

President Murrell said a meeting had been held with students and more would be scheduled to help the group better understand the situation. When the group feels it has enough information, Director Kyras will be asked to attend to answer questions.

Trustee Madden shared that Iowa State's Administration does not have a lot of enthusiasm to restructure classes as a solution to CyRide's ridership peaks. Further, he shared another concern that ISU is examining regarding congestion on Osborn Dr. He indicated that ISU has monitored the types of vehicles that pass through the Osborn Drive gates and over 60% of the traffic on this street is buses. He indicated that eliminating ISU vehicles and delivery vehicles would only affect 1.5% and 2% of the vehicles going through the gates as most ISU service vehicles try to avoid the peak hours on campus.

The third committee action item was to hire a consultant to evaluate the options the students determined were feasible and to develop a plan the community could implement.

Trustee Goodman shared his thought that the conversation regarding CyRide funding has been ongoing for over a year and that budget discussions would soon begin without a resolution on the three funding partners "fair share." As a result, he offered that in light of ISU enrollment increases, the Transit Board agree on a different percentage split between the three parties than has been the past/current funding model. He suggested a 90% student/ISU and 10% city share for all new services. He indicated that these percentages could be discussed, possibly 85%/15%, but that the transit board needed to address this issue shortly.

The discussion then turned toward what a fair percentage split could be. Director Kyras shared that, under the fare free system, every student is paying to use the service, whether they use it or not. Trustee Schainker pointed out that residents are paying in the same manner through their property taxes for transit. A question was raised whether the City's property tax component for transit was in line with other metropolitan areas. Director Kyras explained that a comparison of this rate would need to include the service level provided for the dollars generated.

Trustee Abbas shared his thoughts that Ames was just ranked as one of the best college towns to live in and that CyRide was a part of what made the city a great place to live. He shared a concern that this funding/service level discussion was potentially taking a step back from this community asset in a way that would make CyRide less successful.

Trustee Schainker said it is difficult to adjust CyRide revenues with a major portion of this revenue being generated through fees as opposed to when customers board the bus. He believes that CyRide's ridership growth is as a result of providing unlimited access to CyRide services for a flat rate as opposed to paying for each ride when it is used. He further shared that this funding structure inhibits CyRide's ability to cover its costs without having to significantly increase student fees.

Trustee Haila shared that CyRide has an aging fleet, and as a result, he questions whether the current funding model will allow for the system to cover its operating and capital costs into the future. He offered a funding alternative where students on campus pay a certain fee and that off campus students pay a higher fee – making it more of a distance-based fee structure.

Trustee Goodman agreed CyRide is a great asset to the community and suggested that student representatives should talk to their fellow students about the real costs in an effort to come to agreement on how much each party should contribute to paying for CyRide services. He further shared his concerns about the Transit Board's approval of additional services in the 2014-2015 budget and the ability to year-after-year keep pace with CyRide's growth.

Trustee Schainker shared a concern about how student fees are funneled into CyRide's operating budget. He stated that when enrollment is higher than anticipated, the additional fee dollars are added to CyRide's GSB Trust Fund instead of the operating budget, making it difficult to provide the correct level of service for the increased number of students. Trustee Madden pointed out that this has been addressed after-the fact through the Fee Committee. Trustee Schainker shared that he believes there is a better way to address this issue so that funds are available when they are needed to provide the correct level of service.

Director Kyras reminded the transit board that this year, instead of budgeting a baseline increase, staff predicted the cost of service based on ISU's enrollment predictions for the 2014-2015 school year. She indicated that the predictions used would most likely still be low compared to more recent enrollment numbers.

Trustee Goodman shared that he was not ready to hire a consultant to study the impact of alternatives that could modify ridership levels. President Murrell agreed, but shared that the GSB President was interested in a consultant study on Osborn Drive.

The discussion turned toward traffic on Osborn Drive. Director Kyras shared that she was not surprised by the percentage of buses on this street and thought it would be higher than 63% found through ISU's analysis since CyRide provides 46,000 rides per day. She indicated that it takes a lot of buses to provide this level of service. Trustee Haila asked how many rides were

provided on the Orange Route from the commuter lot. Tom Davenport, CyRide's Transit Coordinator, indicated that this route provided between 12,000 – 14,000 rides per day and that approximately 850 bus trips go through Osborn Drive each weekday.

Director Kyras recommended that staff develop a five-year capital and operating budget with varying funding partner levels for new services so that future conversations regarding CyRide's funding could be based upon data.

Trustee Madden raised a question to other board members as to the goal of the ISU-GSB-Transit Board committee - reduce ridership or finance the transit system. Trustee Goodman stated that he believed that a focus should be to "get rid of the silly rides", but does not want to eliminate needed rides. He believes that unlimited rides are going to be unsustainable into the future.

Trustee Madden shared that technology is available for gathering data that would allow for off campus students to be charged a different fee. He further stated that it was a good discussion to engage in over this next year to determine a longer-term solution. He indicated that engagement of the student leadership and graduate students, which is a growing portion of student enrollment, was important.

Trustee Madden shared that students will have to determine, through their meetings, what level of service they want and how to pay for it. He indicated that the pressures on CyRide will continue with the Research Park development and other developments as well as areas like South Duff where students want better access by CyRide.

TRANSIT DIRECTOR'S REPORT:

- Triennial Review was the fourth review since becoming an urban area over 50,000. The audit reviews everything from system's operations, procurement, maintenance, fare structure to confirm everything complies with federal regulations. The review committee found no deficiencies in CyRide's program. This is only the third transit system in their region in eight years to achieve this finding. Trustee Haila commended CyRide staff for a glowing review and felt something should be done, such as a Press Release or a Council Proclamation, to acknowledge CyRide.
- Copper Beech contract is completed and Director Kyras was able to secure a three year contract commitment from the developer, with the option for CyRide to opt out each year. Also, the second and third year cost increases will be based on actual cost, with notification by January 1 of each year, or a maximum of 2.5% per year.
- At the request of the Transit Board, Director Kyras met with ASSET staff to begin planning for a meeting to discuss HIRTA services. Director Kyras shared ASSET staff's request for a meeting with the board, or several members of the board, to share ASSET's perspective on HIRTA services as opposed to scheduling a larger group meeting at this time.

Trustee Schainker shared his thoughts that the transit board members responsibility was to provide Dial-A-Ride service that met ADA requirements, as opposed to a larger community discussion about all HIRTA services. Trustee Goodman shared that he feels there is reason for a conversation regarding HIRTA to set expectations on the way clients are being treated.

Trustee Goodman asked Director Kyras to provide more information on the purpose of the smaller group meeting. Director Kyras indicated that the ASSET staff works more directly with the human service agencies and that they believe they can provide board members with a balanced perspective on the issue, which is more difficult to do in a larger group setting. Trustee Goodman agreed to be one of the transit board members to attend the meeting with ASSET staff. Trustee Haila agreed to be the other transit board member. Director Kyras will schedule a meeting outside of the board meeting with Deb Schildroth, Melissa Mundt and Jean Kresse to meet with the Transit Board representatives.

SET TIME AND PLACE OF NEXT MEETING: September 30 at 8:00 a.m. Dates for October and December meetings are Thursday, October 30, 8:00 a.m. and Thursday, December 4, 8:00 a.m.

Meeting adjourned at 9:32 a.m.

Zachary Murrell, President

Joanne Van Dyke, Recording Secretary

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: September 30, 2014

SUBJECT: Year-End Financial Summary

BACKGROUND: Budget year 2013-2014 ended on June 30, 2014. Since that time, pre-audit, financial reports have been completed delineating expenses, revenues and closing balances for the year.

INFORMATION: The following information summarizes the attached year-end Budget Analysis chart and supporting documentation for the 2013-2014 year.

Total Operating Expenses

Overall, **CyRide ended the year \$186,129 over budget in expenses** (\$8,866,643 actual compared to \$8,680,514 amended) for a 2.1% increase. Fixed-route and Dial-A-Ride expenses were higher with administrative expenses lower. Specifically, the fixed-route expenses were \$197,831 or 2.9% higher than the amended budget (\$6,966,725 actual compared to \$6,768,894 amended) primarily due to the following reasons:

- Additional services provided (\$160,000 additional)
- Overtime paid (\$30,000 additional) as a result of lower than desired driver staffing levels

The fuel line item was stable with a lower than budgeted price per gallon (averaged \$3.10 per gallon compared to \$3.50 per gallon in the amended budget); however, more gallons of fuel were utilized with the additional services provided, resulting in no impact to the budget – positively or negatively.

Dial-A-Ride expenses were also over budget by \$25,615 or +17.1% (\$175,671 actual compared to \$150,056 in the amended budget) mainly due to significantly higher ridership in the last quarter of the year (April-May-June); however, these expenses are lower than originally budgeted (adopted).

Administrative expenses were under budget by \$46,265 or -2.6% (\$1,724,247 actual compared to \$1,770,512 amended) mainly due to structural material/repairs (-\$19,286) and fixed equipment repairs (-\$15,580).

Total Operating Revenue

Total operating revenue was also higher by \$77,707 or +.8% (\$9,850,940 actual compared to \$9,773,233 amended). The following details reasons for this higher year-end revenue.

- State operating assistance was \$12,093 over budget
- GSB provided \$85,000 more than included in the amended budget to fund the additional services provided

Other significant variations from the budget included -\$36,220 in federal revenues as a result of the loss of Job Access Reverse Commute funding in the MAP-21 transportation bill and \$25,212 less in farebox revenue (\$322,985 actual compared to \$348,200 included in the amended budget), representing a 7.2% decrease.

Closing Balances

Between CyRide's three closing balance accounts (GSB Trust Fund, operating and capital), CyRide has \$2,835,882 available for future commitments and unanticipated expenses as follows:

- **GSB Trust Fund balance is \$993,083**, slightly lower than the 2012-2013 balance at \$1,078,094.
- **Operating Fund balance is \$1,183,302**, representing a reserve of 13.3%. This amount is lower than the amended budget of \$1,291,724, which represented a 14.9% balance.
- **Capital Fund balance** began the year with \$4,644,649 available, \$3,985,153 in expenses were incurred, leaving a **\$659,497** ending balance (see attached "Capital Purchases Summary Sheet")

BUDGET ANALYSIS - 2014 Actual, 2015 Request

Base line with the assumption ridership will stay level in FY2015

08/29/14	12:15 PM	10-11	11-12	12-13	13-14	13-14	13-14	13-14	Act-Amd	Act-Amd	14-15	% Chg.	% Chg.	% Chg.	% Chg.
		Actual	Actual	Actual	Adopt	Amend	Actual	Actual	Diff	% Diff.	Request	Am/Act	Req./Ad.	Req./Am.	
FIXED ROUTE															
550-1221	Operations	\$4,097,972	\$4,245,653	\$4,476,908	\$4,640,020	\$4,657,544	\$4,820,101	\$162,557	3.5%		\$4,797,381	4.0%	3.4%	3.0%	
550-1222	Maintenance	\$1,792,603	\$1,863,033	\$2,067,061	\$2,187,445	\$2,111,350	\$2,146,625	\$35,275	1.7%		\$2,233,965	2.1%	2.1%	5.8%	
	FIXED ROUTE TOTAL	\$5,890,574	\$6,108,686	\$6,543,969	\$6,827,465	\$6,768,894	\$6,966,725	\$197,831	2.9%		\$7,031,346	3.4%	3.0%	3.9%	
DIAL-A-RIDE															
550-1341	Operations	\$142,717	\$172,077	\$143,889	\$181,951	\$150,056	\$175,671	\$25,615	17.1%	#DIV/0!	\$156,010	4.3%	-14.3%	4.0%	
550-1342	Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0				
	DIAL-A-RIDE TOTAL	\$142,717	\$172,077	\$143,889	\$181,951	\$150,056	\$175,671	\$25,615	17.1%		\$156,010	4.3%	-14.3%	4.0%	
ADMINISTRATION/SUPPORT															
550-1101	Administration	\$1,014,818	\$1,059,330	\$1,024,009	\$1,138,569	\$1,147,482	\$1,131,713	(\$15,769)	-1.4%		\$1,185,068	12.1%	4.1%	3.3%	
550-1102	Safety/Training	\$212,768	\$211,616	\$216,990	\$229,360	\$231,030	\$231,879	\$849	0.4%		\$237,495	6.5%	3.5%	2.8%	
550-1103	Promotion	\$20,461	\$14,443	\$6,259	\$5,000	\$6,500	\$2,594	(\$3,906)	-60.1%		\$6,800	30.0%	36.0%	4.6%	
550-1105	Bldg/Grounds	\$291,784	\$311,369	\$288,282	\$389,046	\$385,500	\$358,061	(\$27,439)	-7.1%		\$353,358	33.7%	-9.2%	-8.3%	
	ADMIN/SUPPORT TOTAL	\$1,539,830	\$1,596,759	\$1,535,540	\$1,761,975	\$1,770,512	\$1,724,247	(\$46,265)	-2.6%		\$1,782,721	15.3%	1.2%	0.7%	
FINANCE ADJUSTMENTS															
		\$27,835	\$86,312	(\$125,106)		(\$8,948)			0.0%						
	TOTAL OPERATING EXPENSES	\$7,570,957	\$7,963,833	\$8,098,292	\$8,771,391	\$8,680,514	\$8,866,643	\$186,129	2.1%		\$8,970,077	-1.0%	2.3%	3.3%	
TRANSFER TO GSB TRUST															
		\$424,305	\$134,814	\$140,800	\$140,500	\$150,000	\$150,000	\$0	0.0%		\$150,000				
TRANSFER TO CAPITAL FUND															
		\$632,000	\$208,812	\$378,801	\$800,000	\$800,000	\$800,000	\$0	0.0%		\$800,000				
	TOTAL USED	\$8,627,261	\$8,307,459	\$8,617,893	\$8,911,891	\$9,630,514	\$9,816,643	\$186,129	1.9%		\$9,920,077	8.1%	11.3%	3.0%	
OPENING BALANCE															
		\$847,294	\$563,240	\$786,976	\$873,266	\$1,149,006	\$1,149,006	\$0	0.0%		\$1,291,724	31.6%	47.9%	12.4%	
OPERATING REVENUE															
		\$8,343,207	\$8,531,195	\$8,979,922	\$9,503,469	\$9,773,233	\$9,850,940	\$77,707	0.8%		\$9,678,626	2.8%	1.8%	-1.0%	
	TOTAL AVAILABLE	\$9,190,501	\$9,094,435	\$9,766,898	\$10,376,735	\$10,922,238	\$10,999,946	\$77,707	0.7%		\$10,970,350	5.3%	5.7%	0.4%	
CLOSING BALANCE															
		\$563,240	\$786,976	\$1,149,006	\$1,464,844	\$1,291,724	\$1,183,302	(\$108,422)	-8.4%		\$1,050,273	-11.8%	-28.3%	-18.7%	
	Closing/Operating	7.4%	9.9%	14.2%	16.7%	14.9%	13.3%				11.7%				
	REVENUE/EXPENSE RATIO	110.2%	107.1%	110.9%	108.3%	112.6%	111.1%	41.7%			107.9%				
OPERATING FUND BALANCE															
		\$563,240	\$786,976	\$1,149,006	\$1,464,844	\$1,291,724	\$1,183,302				\$1,050,273	City	\$1,501,714	\$1,567,694	
CAPITAL FUND BALANCE															
		\$1,491,769	\$1,974,211	\$5,227,775	#REF!	\$4,769,251	\$4,769,251				\$2,768,400	ISU	\$658,561	\$687,495	
TRUST FUND BALANCE															
		\$1,099,162	\$1,325,474	\$1,078,094	\$1,065,587	\$980,577	\$980,577				\$849,907	GSB	\$3,726,491	\$4,169,944	
INTERMODAL BALANCE															
		\$0	\$0	\$0	\$0	\$0	\$0				\$0				
TRANSIT FUND BALANCE															
		\$3,154,171	\$4,086,660	\$7,454,874	#REF!	\$7,041,552	\$6,933,130				\$4,668,580				

FY2014 FY2015 Increase

REVENUES
FY 2014 & 2015

	10-11 Actual	11-12 Actual	12-13 Actual	13-14 Adopt	13-14 Amend	13-14 Actual	Act-Amd Diff	Act-Amd % Diff	14-15 Request	% Chg. Am/Ad	% Chg. Req/Ad	% Chg. Req./Am.
08/29/14 10:22 AM												
550-0000-338.72-00 MPO Reimbursement	34,416	25,045	25,928	30,000	25,000	34,983	9,983	39.9%	25,000	-16.7%	-3.6%	-16.7%
550-0000-361.23-00 Pooled Cash Interest	13,013	14,584	14,032	14,000	14,000	16,347	2,347	16.8%	14,000	-0.2%	-0.2%	
550-0000-361.28-00 Unrealized Gain/Losses	(3,686)	(1,528)	(12,341)			4,374	4,374	#DIV/0!				
550-0000-361.28-00 Misc. Revenue	1,490,918	1,528,279	1,540,702	1,845,414	1,901,771	1,901,771	540	#DIV/0!	1,958,824	3.1%	23.4%	3.0%
550-1100-331.60-00 FTA Section 5307/5310	497,650	583,601	606,634	600,000	630,000	642,093	12,093	1.9%	650,000	5.0%	3.9%	3.2%
550-1100-336.21-00 STA Oper Assistance	13,098	15,856	15,901	23,200	23,200	10,259	(12,941)	-55.8%	20,000	#DIV/0!	#DIV/0!	#DIV/0!
550-1100-336.21-01 STA Special Projects	16,866	14,846	104,099	154,093	110,000	132,487	22,487	20.4%	120,000	-28.6%	5.7%	-13.8%
550-1100-336.67-00 IDOT Training Reimb	99,877	122,755						#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!
550-1100-336.77-00 5310 Elderly Disabled								#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!
550-1100-336.77-00 5317 New Freedom								#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!
550-1100-336.78-00 ICAPP	36,759	7,338						-63.1%		59.7%	-100.0%	-100.0%
550-1100-336.79-00 JARC	58,937	74,339	58,246	93,046	93,046	34,339	(58,707)	0.0%	687,495	6.5%	15.9%	11.9%
550-1100-338.11-00 ISU Administration	576,808	599,880	641,872	658,561	658,561	658,561	(0)	0.0%	4,169,944	6.5%	11.9%	4.4%
550-1100-338.11-00 GSB Tuition	3,008,118	3,204,263	3,499,053	3,726,491	3,726,491	3,726,491	(0)	0.0%	150,000	150.0%	6.5%	150.0%
550-1100-338.90-01 GSB Tuition Excess	424,305	134,814	140,800	60,000	150,000	166,402	16,402	10.9%	33,000	-5.7%	1.5%	-5.7%
550-1100-345.41-00 Full Fare Monthly Pass	28,885	33,210	32,520	35,000	33,000	31,850	(1,150)	-3.5%	142,000	-7.2%	2.6%	-7.2%
550-1100-345.42-00 Fixed Route Fares	132,890	148,249	138,347	153,000	142,000	133,607	(8,393)	-5.9%	4,200	-52.8%	0.4%	-52.8%
550-1100-345.43-00 Dial A Ride Fares	8,903	8,945	4,185	8,900	4,200	3,623	(578)	-13.8%	29,000	26.1%	14.4%	26.1%
550-1100-345.44-00 Full Fare Ticket Book	18,730	21,275	25,348	23,000	29,000	24,649	(4,351)	-15.0%	15,000	4.5%	2.8%	4.5%
550-1100-345.45-00 Reduced Fare Ticket Book	12,368	17,127	14,312	17,200	15,000	12,098	(2,902)	-19.3%	23,000	12.5%	-2.8%	12.5%
550-1100-345.46-00 Reduced Fare Semester Pass	15,040	21,053	22,368	22,000	23,600	22,763	(237)	-1.0%	42,000	161.9%	159.2%	-61.8%
550-1100-345.47-00 ISU Parking Systems	236,489	244,094	251,927	258,650	258,650	258,650	(0)	0.0%	92,000	-9.8%	0.3%	-9.8%
550-1100-345.48-00 Cy Ride Advertising	121,688	121,440	138,917	120,000	135,000	138,063	3,063	2.3%	135,000	8.3%	-16.6%	8.3%
550-1100-345.50-00 Shuttle Revenue	42,004	112,589	42,433	42,000	110,000	120,144	10,144	9.2%	42,000	181.9%	159.2%	12.5%
550-1100-345.51-00 Full Fare Semester Pass	98,905	97,261	91,695	102,000	92,000	84,605	(7,395)	-8.0%	10,000	-9.8%	0.3%	-9.8%
550-1100-345.54-00 Airport Shuttle		2,670	8,860	7,800	10,000	9,790	(210)	-2.1%	1,000	28.2%	12.9%	28.2%
550-1100-345.55-00 Reduced Fare Monthly Pass	(3)	18	(18)	1,000	1,000	10,251	9,251	925.1%	1,000	-100.0%	#DIV/0!	#DIV/0!
550-1100-345.99-00 Cash Over/Short	12,218	1,817	202					#DIV/0!		394.7%	#DIV/0!	#DIV/0!
550-1100-355.40-00 Damage Claims								#DIV/0!		-88.7%	#DIV/0!	#DIV/0!
550-1100-361.21-00 Interest Earnings	32,699	2,650	35,491	4,000	4,000	3,700	(300)	-7.5%	4,000	8.3%	-16.6%	8.3%
550-1100-376.30-00 Sale Of Equipment	2,107	4,584	3,118	2,400	2,600	1,397	(1,203)	-46.3%	2,600	#DIV/0!	#DIV/0!	#DIV/0!
550-1100-377.00-00 Misc Revenue	6,850	3,982	539					#DIV/0!		3.1%	4.4%	4.4%
550-1100-377.07-00 HSS Service	288	48						#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!
550-1100-387.10-00 Restitution								#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!
550-6700-398.01-00 Gen. Fund Trans - Oper.	1,306,309	1,366,129	1,457,189	1,501,714	1,501,714	1,502,103	389	0.0%	1,567,694	3.1%	11.9%	11.9%
550-6700-398.05-51 Local Option								#DIV/0!		2.8%	8.8%	6.9%
550-6700-398.05-51 Transit GSB Transfer								#DIV/0!		2.8%	8.8%	6.9%
550-6700-398.55-00 Transit Transfer								#DIV/0!		1.9%	8.9%	6.0%
550-6796-598.80-57 Subtotal	8,343,207	8,531,195	8,979,922	9,503,469	9,773,233	9,850,940	77,707	0.8%	10,160,609	2.8%	8.8%	6.9%
550-6796-598.80-57 GSB Trust Transfer	424,305	134,814	140,800	60,000	150,000	166,402	16,402	10.9%	150,000	1.9%	8.9%	6.0%
Operations Total (No GSB Excess)	7,918,903	8,396,381	8,839,122	9,443,469	9,623,233	9,684,539	61,306	0.6%	10,010,609	1.9%	8.9%	6.0%
OPERATING REV.												
State	497,650	583,601	606,634	600,000	630,000	642,093	12,093	1.9%	650,000	5.0%	3.9%	3.2%
State Special Projects	13,098	15,856						#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!
FTA	1,490,918	1,528,279	1,540,702	1,845,414	1,901,771	1,901,771		#DIV/0!	1,958,824	3.1%	23.4%	3.0%
Other Federal Grants	195,573	204,432	162,345	247,139	203,046	166,826	(36,220)	-17.8%	120,000	-17.8%	25.1%	-51.4%
ISU	576,808	599,880	641,872	658,561	658,561	658,561	(0)	0.0%	687,495	2.6%	4.4%	4.4%
City	1,306,309	1,366,129	1,457,189	1,501,714	1,501,714	1,502,103	389	0.0%	1,567,694	3.1%	11.9%	11.9%
GSB (Basic)	3,008,118	3,204,263	3,499,053	3,726,491	3,726,491	3,726,491	(0)	0.0%	4,169,944	6.5%	15.0%	15.0%
GSB Tuition Excess	424,305	134,814	140,800	60,000	150,000	166,402	16,402	10.9%	150,000	1.9%	8.9%	6.0%
GSB Trust Fund Transfer								#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!
Transit Contracts	278,493	356,682	294,360	300,650	368,650	378,794	10,144	2.8%	306,852	22.6%	25.2%	2.1%
Farebox	315,984	349,840	337,617	368,900	348,200	322,985	(25,215)	-7.2%	348,200	-5.6%	3.1%	-5.6%
DOT Training Reimb.	16,866	14,846	15,901	23,200	23,200	10,259	(12,941)	-55.8%	20,000	45.9%	-3.6%	-13.8%
MPO Reimbursement	34,416	25,045	25,928	30,000	25,000	34,983	9,983	39.9%	25,000	-16.7%	-3.6%	-16.7%
Transfer								#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!
Interest	13,013	14,584	14,032	14,000	14,000	16,347	2,347	16.8%	14,000	-0.2%	-0.2%	
Advertising	121,688	121,440	138,917	120,000	135,000	138,063	3,063	2.3%	135,000	12.5%	-2.8%	12.5%
Misc.	50,189	11,504	27,008	7,400	7,600	20,263	12,663	166.6%	7,600	2.7%	-71.9%	2.7%
TOTAL OPERATING REV. (No GSB Excess)	8,343,207	8,531,195	8,979,922	9,503,469	9,773,233	9,850,940	77,707	0.8%	10,160,609	2.8%	8.8%	6.9%
Interest Earnings												
Pooled Cash Interest	12,266	11,219	5,123	5,000	5,000	(2,052)	(7,052)		5,000	-2.4%		
Unrealized Gain/Losses	(2,157)	(1,580)	(7,645)			252						

Capital Purchases Summary Sheet
 FY2014 Amended, FY2015 Request

8/29/2014

Description	Item Cost	Fed	Qty	Request	Amend	Actual	Fed Share	Local	Type	Source	Grant #	Expense Acct	Revenue Acct
Building	\$2,525,976	80%	1	\$2,525,976	\$2,140,100	\$2,447,739	\$1,753,178	\$694,561	Build	5309	IA-04-0111-01	552-1175-439.75-11	552-1101-336.38-01
IDOT Reallocated						\$2	\$0	\$0	Build	5309	IA-04-0129	552-1167-439.75-11	552-1101-336.64-01
Building	\$18,024	80%	1	\$18,024		\$2	\$0	\$0	Build	5309	IA-04-0129	552-1167-439.75-11	552-1101-336.64-01
Building	\$634,010	80%	1	\$634,010		\$634,010	\$507,208	\$126,802	Build	PTIG	STA-IG-015-FY11	552-1155-439.75-11	552-1101-336.38-05
Building	\$593,930	80%	1	\$593,930		\$585,715	\$468,573	\$117,142	Build	PTIG	STA-IG-015-FY12	552-1164-439	552-1101-336.38-06
Buses	\$407,000	83%	3	\$1,221,000	\$1,221,000	\$1,221,000	\$0	\$0	Bus	SGR	IA-04-0128-00	552-1165-439	552-1100-336.73-01
Bus Make Ready	\$115,000	80%	1	\$115,000		\$18,049	\$14,439	\$3,610	Bus	SGR	IA-04-0121	552-1156-439.75-35	552-1100-336.73-00
Bus Make Ready	\$91,201	80%	1	\$91,201		\$4,509	\$4,055	\$454	Bus	CF	IA-04-0120	552-1160-439.75-35	552-1100-336.61-00
Bus stops (14769)	\$200,000	80%	1	\$200,000	\$46,000	\$22,436	\$17,949	\$4,487	Improv	5310	IA16-X001-015-13	552-1163-439.40-61	552-1101-336.74-06
Needs Analysis	\$30,000	0%	5	\$150,000		\$63,061	\$0	\$63,061	Bus	Local		552-1159-439.75-35	N/A
Used Buses	\$30,000	0%	1	\$30,000		\$23,190	\$0	\$23,190	Support	Local		552-1159-439.75-35	N/A
Support Vehicle	\$9,000	0%	5	\$45,000		\$0	\$0	\$0	Bus	Local		552-1159-439.75-30	N/A
Bus Video Systems	\$9,000	0%	5	\$45,000		\$0	\$0	\$0	Support	Local		552-1159-439.75-30	N/A
Bus Video Systems	\$6,900	0%	1	\$6,900		\$7,227	\$0	\$7,227	Office	Local		552-1159-439.75-40	N/A
Copier	\$2,000	0%	6	\$12,000		\$5,945	\$0	\$5,945	Office	Local		552-1159-439.70-38	N/A
Computers	\$1,500	0%	2	\$3,000		\$0	\$0	\$0	Bus	Local		552-1159-439.70-38	N/A
Computers - Field Supr.	\$2,000	0%	1	\$2,000		\$2,115	\$0	\$2,115	Office	Local		552-1159-439.70-40	N/A
Defibrillator	\$23,000	0%	1	\$23,000		\$7,200	\$0	\$7,200	Shop	Local		552-1159-439.75-40	N/A
Fluid Management System Replacement	\$10,000	0%	1	\$10,000		\$8,919	\$0	\$8,919	Shop	Local		552-1159-439.75-40	N/A
Trailer Pressure Washer Replacement	\$8,500	0%	1	\$8,500		\$634	\$0	\$634	Shop	Local		552-1159-439.75-30	N/A
Hot Water Parts Washer						\$3,407	\$0	\$3,407				552-1159-439.60-28	N/A
Misc Tools	\$3,000	0%	1	\$3,000	\$1,742	\$1,742	\$0	\$1,742	Shop	Local		552-1159-439.60-28	N/A
Portable Steam Cleaner						\$3,894,996	\$2,812,677	\$1,082,318					
NextBus Operating	\$92,260			\$92,260	\$82,056	\$82,056	\$0	\$0	Office	GSB		552-1166-439.40-53	552-6755-398.55-10
NextBus Warranty	\$13,910			\$13,910	\$2,101	\$13,910	\$0	\$0	Office	GSB		552-1166-439.40-95	552-6755-398.55-10
	\$4,106,747			\$5,206,893	\$3,985,153	\$2,908,847	\$1,082,318						

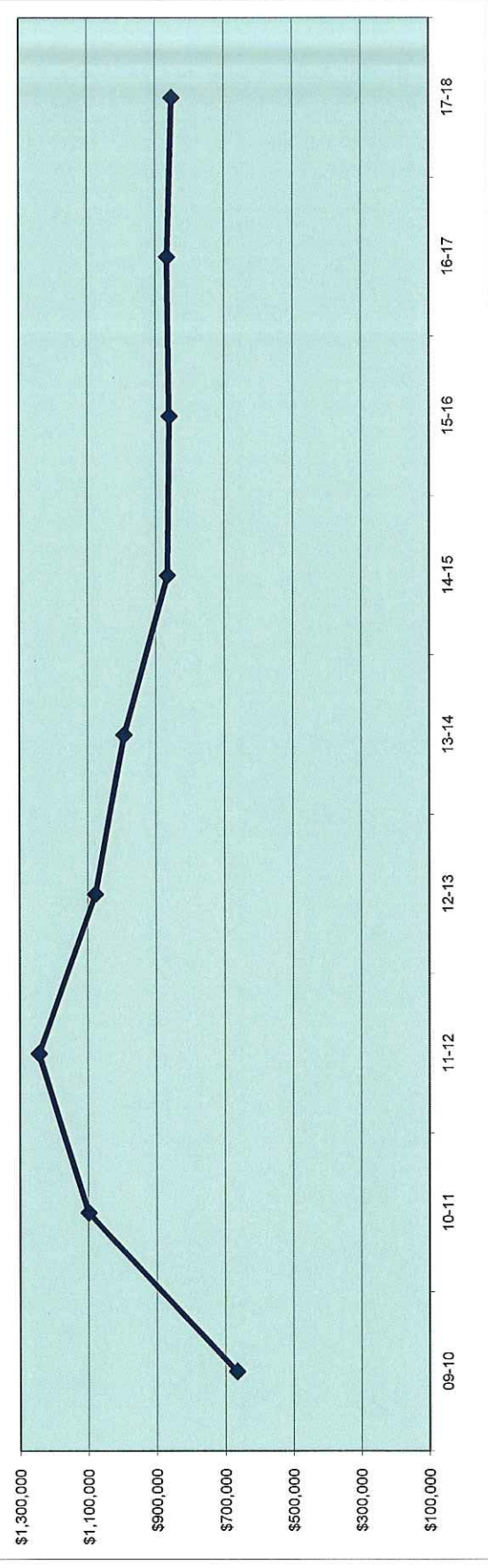
Description	Item Cost	Fed	Qty	Adopt	Amend	Actual	Fed Share	Local	Type	Source	Grant #	Expense Acct	Revenue Acct
Buses	\$407,000	83%	3	\$1,221,000		\$36,161	\$9,040	\$9,040	Improv	5310	IA16-X001-015-13	552-1174-439.40-61	552-1101-336.74-06
Bus stops (14769)	\$45,201	80%	1	\$45,201		\$639	\$0	\$639	Improv	5310	IA16-X001-015-12	552-1174-439.40-61	552-1101-336.74-06
Bus stops (12976)	\$799	80%	1	\$799		\$800,000	\$200,000	\$200,000	Improv	5310	Unknown	552-1174-439.40-61	552-1101-336.74-06
Building Expansion/Land	\$1,000,000	80%	1	\$1,000,000		\$0	\$0	\$0	Improv	5310	Unknown	552-1174-439.40-61	552-1101-336.74-06
Automatic Pass. Counters	\$49,500	80%	5	\$125,000		\$125,000	\$0	\$125,000	Bus	SGR	IA-04-0121	552-1156-439.75-35	552-1100-336.73-00
Used Buses	\$25,000	0%	5	\$125,000		\$30,000	\$0	\$30,000	Bus	Local		552-1159-439.75-35	N/A
Support Vehicle	\$30,000	0%	1	\$30,000		\$45,000	\$0	\$45,000	Support	Local		552-1159-439.75-35	N/A
Bus Video Systems	\$9,000	0%	5	\$45,000		\$12,000	\$0	\$12,000	Bus	Local		552-1159-439.75-30	N/A
Computers	\$2,000	0%	6	\$12,000		\$60,000	\$0	\$60,000	Bus	Local		552-1159-439.75-30	N/A
HVAC replacement	\$20,000	0%	3	\$60,000		\$75,000	\$0	\$75,000	Rehab	Local		552-1159-439.70-38	N/A
Concrete outside	\$75,000	0%	1	\$75,000		\$5,000	\$0	\$5,000	Rehab	Local		552-1159-439.40-61	N/A
Rebuild pits	\$5,000	0%	1	\$5,000		\$10,000	\$0	\$10,000	Rehab	Local		552-1159-439.40-10	N/A
Storage racks	\$10,000	0%	1	\$10,000		\$5,000	\$0	\$5,000	Shop	Local		552-1159-439.70-40	N/A
Eye Wash & Shower Station	\$5,000	0%	1	\$5,000		\$7,000	\$0	\$7,000	Shop	Local		552-1159-439.75-40	N/A
AC Refrigerant Rec. Sys.	\$7,000	0%	1	\$7,000		\$4,300	\$0	\$4,300	Shop	Local		552-1159-439.70-40	N/A
Railing replacement	\$4,300	0%	1	\$4,300		\$3,000	\$0	\$3,000	Shop	Local		552-1159-439.70-40	N/A
Sign Post Install/Remove	\$1,200	0%	2	\$3,000		\$1,200	\$0	\$1,200	Shop	Local		552-1159-439.70-40	N/A
2-Stage Snow Blower	\$1,200	0%	1	\$1,200		\$1,000	\$0	\$1,000	Shop	Local		552-1159-439.70-40	N/A
Wheel/Barrel Hoist	\$1,000	0%	1	\$1,000		\$92,260	\$0	\$92,260	Office	GSB		552-1166-439.40-53	552-6755-398.55-10
Custom E-Motor Mount	\$1,000	0%	1	\$1,000		\$13,910	\$0	\$13,910	Office	GSB		552-1166-439.40-95	552-6755-398.55-10
NextBus Operating	\$92,260			\$92,260	\$82,056	\$82,056	\$0	\$0	Office	GSB		552-1166-439.40-53	552-6755-398.55-10
NextBus Warranty	\$13,910			\$13,910	\$2,101	\$13,910	\$0	\$0	Office	GSB		552-1166-439.40-95	552-6755-398.55-10
	\$2,753,670			\$3,985,153	\$3,985,153	\$2,908,847	\$1,082,318						

	2012 Actual	2013 Actual	2014 Amend	2014 Actual	2015 Request
Opening Balance	\$1,479,503	\$1,324,524	\$920,854	\$920,854	\$483,212
State/Federal	\$2,354,250	\$4,586,850	\$3,851,081	\$2,812,677	\$1,850,230
ISU Parking	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000
Interest	\$9,639	\$5,123	\$5,000	(\$2,052)	\$5,000
Shuttle	\$0	\$0	\$0	\$0	\$0
Insurance					
IDOT Roadie		\$11,801	\$96,170	\$96,170	\$96,170
GSB	\$0	\$228,200	\$800,000	\$800,000	\$800,000
Transfer from Oper.	\$208,812	\$378,801	\$4,769,251	\$3,723,795	\$2,768,400
Total Revenues	\$2,589,701	\$5,227,775	\$5,690,105	\$4,644,649	\$3,251,612
Total Available	\$4,069,204	\$6,592,299	\$5,690,105	\$4,644,649	\$3,251,612
Expenses	\$2,744,680	\$5,622,957	\$3,985,153	\$2,753,670	
Finance Adjustment	\$9,488	\$9,488			
Closing Balance	\$1,324,524	\$920,854	\$483,212	\$497,942	

GSB Fees and Trust Fund Summary

	5.8%	5.0%	3.8%	4.0%	4.0%	6.5%	11.9%	5.0%	5.0%	5.0%
CAPITAL & OPERATIONS	Actual	Actual	Actual	Actual	Actual	Actual	Adopted	Projected	Projected	Projected
	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18
Budgeted Revenue	\$2,760,265	\$2,898,278	\$3,008,413	\$3,204,263	\$3,499,053	\$3,726,491	\$4,169,944	\$4,378,441	\$4,597,363	\$4,827,231
Actual Revenue	\$3,023,287	\$3,290,692	\$3,432,423	\$3,339,076	\$3,639,853	\$3,892,893	\$4,150,207	\$4,363,991	\$4,601,708	\$4,804,938
Surplus/(Deficit)	\$263,022	\$392,414	\$424,010	\$134,813	\$140,800	\$166,401	(\$19,737)	(\$14,451)	\$4,345	(\$22,294)
TRUST FUND										
Opening Balance	(\$182,848)	\$267,129	\$667,188	\$1,099,162	\$1,244,080	\$1,078,094	\$1,065,587	\$855,680	\$859,736	\$866,066
Interest	\$806	\$7,645	\$7,964	\$10,105	(\$1,064)	\$9,758	\$2,000	\$8,506	\$1,986	\$8,569
Payments	\$186,149				(\$77,565)	(\$165,000)	(\$86,000)			
Transfers In (Out)	\$263,022	\$392,414	\$424,010	\$134,813	\$140,800	\$166,401	(\$19,737)	(\$14,451)	\$4,345	(\$22,294)
Ending Balance	\$267,129	\$667,188	\$1,099,162	\$1,244,080	\$1,078,094	\$993,083	\$865,680	\$859,736	\$866,066	\$852,342
% of Budgeted Revenue	9.7%	23.0%	36.5%	38.8%	28.3%	24.9%	19.9%	19.6%	18.8%	17.7%
Increase	\$3.85	\$2.41	\$0.00	\$0.00	\$0.00	\$0.00	\$1.50	\$2.24	\$3.28	\$3.28
Total Fees	\$60.20	\$62.61	\$62.61	\$62.61	\$62.61	\$62.61	\$64.11	\$66.35	\$69.63	\$72.90
Increase %	6.8%	4.0%	0.0%	0.0%	0.0%	0.0%	2.4%	3.5%	4.9%	4.7%
Student Semester FTEs	50,221	52,559	54,822	53,331	58,135	62,177	64,736	65,773	66,092	65,910
Official Enrollment	26,856	27,945	28,685	29,887	31,040	33,241	34,732	35,277	35,526	35,626

GSB Trust Fund Balance



CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees
FROM: Sheri Kyras
DATE: September 30, 2014
SUBJECT: Peer Group Service-Financial Comparison

BACKGROUND: Through discussions regarding CyRide’s future financial structure, questions have been raised about how other town and gown communities share the cost of transit services. As a result, CyRide staff has begun surveying similar university transit systems to provide information that addresses this question.

INFORMATION: CyRide staff began a peer group analysis on service demographics and financial cost-sharing with eight similar university transit systems. The peer group chosen consists of the following communities-universities:

- Iowa City, Iowa – University of Iowa
- Champaign-Urbana, Illinois – University of Illinois
- Bloomington, Illinois – Illinois State University
- Chapel Hill, North Carolina – University of North Carolina
- Fort Collins, Colorado – Colorado State University
- State College, Pennsylvania – Penn State
- Blacksburg, Virginia – Virginia Tech
- Stillwater, Oklahoma – Oklahoma State University

In order to answer many of the questions that have been raised in recent Transit Board and university-related meetings, the following metrics were chosen for comparison:

- 2013 Population
- 2013 Fall Enrollment
- 2013-2014 Transit Ridership
- Percent of Ridership By University Students
- Percent of Students Living Off Campus
- Number of Weekday Hours of Service
- Number of Weekend Hours of Service
- Peak Hour Service Frequencies

- City Contribution
- University Contribution
- Student Contribution
- Student Fee Paid/Semester

It was hoped that this analysis could be complete for the September board meeting; however, CyRide is missing many pieces of information that it believes are critical to fully understanding how these other systems function and finance their operations. However, staff has been able to gather sufficient information regarding the Iowa City Transit and Cambus systems. To provide a base for funding discussions later in this agenda, staff believes that a comparison between the two Iowa cities with state universities (Ames and Iowa City) would be beneficial for preliminary discussion.

Background Regarding Transit Services in Iowa City

The Iowa City community operates three separate fixed-route transit systems – Iowa City Transit, Coralville Transit and Cambus (University of Iowa system) - that are coordinated at a transfer hub. The two major systems are Iowa City Transit and Cambus, therefore, these two systems provide an equivalent comparison to services operated by CyRide in Ames. The University of Iowa's Cambus system operates only on campus with routes that serve the University of Iowa Hospitals, commuter lots and circulator routes throughout campus. To travel throughout Iowa City, students may purchase an annual U-Pass to ride Iowa City Transit services for \$168.

Weekday service hours are similar for all three systems; however, Iowa City Transit operates at a 30 minute peak service level and every 60 minutes during the mid-day and evening hours (CyRide operates at 20 and 40 minute intervals within the community). Cambus operates on a 15 minute schedule (CyRide operates on a 2- 10 minute interval for its circulator routes). On the weekends, both Cambus and Iowa City Transit operate fewer service hours and less frequently than CyRide. Iowa City Transit does not operate service on Sunday.

System Comparison

The table on the following page summarizes the service-financial comparison of the transit services serving these two communities.

Metric	Ames – CyRide	Iowa City – Iowa City Transit/Cambus	% Ames Difference
2013 Population	61,792	71,591	-13.7%
Fall 2013 Enrollment	33,241	31,065	+7.0%
2013-2014 Ridership	6,619,182	6,679,095	-.9%
% Students Living Off-Campus	66%	79%	-16.5%
Weekday Service Hours	18.5	17.5 - 18	Same Level
Frequency – Peak Hours	2-20 mins.	15-45 mins.	More Service
Weekend Service Hours	16-17	13 - 13.5 No Sunday Service on Iowa City Transit	More Service
City Contribution	\$1,567,694 (24%)	\$7,686,724 (68%)	-80.0%
University Contribution	\$687,495 (11%)	\$2,100,000 (19%)	-67.3%
Student Contribution	\$4,169,944 (65%)	\$1,448,615 (13%)	+287.8%
Student Fee Per Semester	\$64.11	\$28.15	+227.7%

When comparing these systems, there are similarities and some significant differences in service and funding policies highlighted as follows:

- Community demographics of the two cities-universities are similar with Ames having a smaller population base, but higher student population.
- Ridership is comparable, but this has changed over the years where CyRide’s ridership has grown much quicker than the Iowa City-Cambus systems. As of five years ago, Ames had significantly lower ridership (more than 2 million fewer riders) than did the Iowa City-Cambus systems combined. CyRide provides more rides to students (approximately 6 million rides in Ames versus 4,720,664 student rides on Cambus). Conversely, Iowa City Transit provides more rides to non-student residents.
- The weekday hours of service provided in both cities are comparable; however, CyRide provides more service frequency within those hours and more hours of service on the weekend. In general, a higher level of service is provided to the Ames community for the dollars spent to operate the systems.
- In total, local dollars spent in the Ames community is \$6,425,133 compared to \$11,235,339 in the Iowa City community, or 57% higher. Two separate, but coordinated systems operate in the Iowa City community, which increases the total cost of operation.
- While the student fee at the University of Iowa is significantly lower than at Iowa State, these fees only pay for campus bus service comparable to CyRide’s Orange, Gold and Cardinal routes. In total, University of Iowa students are paying \$224.30 (\$28.15 per semester x 2 semesters + \$168 U-Pass) compared to \$160.27 at Iowa State (\$64.11 x 2

semesters + \$32.05 for summer) for equivalent levels of service throughout the community on an annual basis.

- In Iowa City, the local dollars contributed by the three parties (city-university-students) is based on a different philosophy in Ames. In Iowa City, student dollars are not the primary financial support for these services and this obligation is borne more by the city and university.

In summary, to provide a higher level of community-wide service:

- The City of Ames is pay a lower percentage of the costs (24% versus 68%) and significantly less total dollars
- The university is paying a lower percentage of the costs (11% versus 19%) and significantly less total dollars
- Students are paying more dollars through their student fees, but less for community-wide transit access (\$160.27 per year compared to \$224.30)

Conclusion

This funding and service comparison indicates that CyRide's current transit service structure provides benefits to all three local funding partners. However, Iowa City uses a two-tiered system for their inner-campus service (Cambus) and community service (Iowa City Transit) with a funding structure that is somewhat based on distance travelled. In further discussions regarding CyRide's funding structure, a funding model similar to what students are paying in Iowa City could be examined. Specifically, the impact of a two-tiered student fee could be examined to retain the benefits of a community-wide transit service, but place a larger cost burden on students that travel longer distances to campus. (i.e. \$64.11 for students residing in core campus residence halls, and \$85.00 for students living off-campus). "Core campus" and "off-campus" designations would need to be defined.

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: September 30, 2014

SUBJECT: Five-Year Financial Analysis

BACKGROUND: At the ISU-GSB-Transit Board meeting held on August 4, 2014 and at the subsequent August 26th Transit Board meeting, discussions were held regarding the re-alignment and priorities of CyRide in light of year-after-year, record ridership and the lack of federal capital dollars to support this growth. As a result of the August 26th board discussion, staff was asked to complete a five year pro forma of revenue and expenses using the following three funding scenarios for new/additional services and expenses. The purpose of this analysis was to determine the student fee required to support CyRide services in the near-term future.

- **Scenario #1 (Current Three-Party Shares)** - 65% GSB, 24% City and 11% ISU
- **Scenario #2 (Ridership Shares)** – 90% GSB and 10% City/ISU
- **Scenario #3 (Student Emphasis)** – 100% GSB

INFORMATION: Staff has developed the three scenarios based on the following assumptions for the current, baseline service (no new routes) using historical trends and known/anticipated funding/expenses over the next five years:

- **Operating Revenues**
 - State funding will increase 2% per year
 - Federal funding sources (FTA Operating and Elderly/Disabled) will increase 2.5% per year
 - CyRide will receive approval of the State Department of Transportation Special Projects Program grant for \$154,090 in FY15 for the Green and Brown route modifications during the weekday and Sunday Blue service
 - CyRide will receive approval of the Iowa Clean Air Attainment Program grant that includes \$320,912 in operating funds for the Green and Brown route modifications during the weekday and Sunday Blue service for FY16 and FY17
- **Operating Expenses**
 - Wages, benefits and internal city services will increase 3% per year
 - Health insurance will increase 7% per year

- Property/Liability insurance will increase 5% per year
- Fuel prices will remain steady at \$3.75 per gallon for all five years
- Contractual and commodities (other than fuel) will increase 3% per year
- 5 additional hours of service each year to address ISU predicted growth (as opposed to 10 hours CyRide has funded for the past three years)
- **Capital**
 - No new facilities rented/purchased or constructed (buses parked outside)
 - \$800,000 per year in local contribution will continue to be transferred to the capital budget for major building repairs, buses, support vehicles and other equipment
 - Continue to purchase/rehabilitate 5 used buses per year for expansion and/or replacement at \$35,000 per bus
 - CyRide will receive approval of the Iowa Clean Air Attainment Program grant for \$702,400 for two new 40' buses
 - CyRide will purchase four articulated buses from the Ladders of Opportunity grant totaling \$3 million dollars
 - CyRide will utilize \$300,000 of the remaining \$430,000 federal capital grant for repairs to the existing facility
- **Ending Balance**
 - Operating - Remain at 15% per Transit Board desire
 - Capital – Remain between \$850,000 and \$1.5 million (based on timing of capital purchases)
 - Trust Fund - \$500,000 balance
- **Other**
 - ISU enrollment will increase according to 2013-2014 predictions:
 - FY2016 - 248
 - FY2017- 100
 - FY2018 - 121
 - FY2019 - 112
 - FY2020 - 111

The above described assumptions were then converted into a five-year financial analysis using the three scenarios. The difference between the three scenarios is based upon the allocation of the three party's shares for three expenses that can be attributed to CyRide's growth or that were initially requested by students (highlighted in yellow on the attached pro forma's). These three expenses are:

- 5 hours extra per day per year
- NextBus annual maintenance expenses
- Buses (local match)

It was determined by staff that the remaining expenses were attributed to general operation of a system in a town-and-gown community. The three scenario's allocated the three above expenses as follows:

- **Scenario #1 (Current Three-Party Shares)** - 65% GSB, 24% City and 11% ISU
- **Scenario #2 (Ridership Shares)** – 90% GSB and 10% City/ISU
- **Scenario #3 (Student Emphasis)** – 100% GSB

The attached charts describe the impact on each of the three parties funding, as well as the student fee for CyRide services and are summarized below **at the end of the five year period.**

FY2020 Three-Party Shares

Funder/ Scenario	Current - FY15	#1 – Current Shares	New Local %	#2 – Ridership Shares	New Local %	#3 – Student Emphasis	New Local %
City	\$1,567,694	\$2,029,061	24%	\$1,801,983	22%	\$1,777,195	22%
ISU	\$687,495	\$889,823	11%	\$790,240	10%	\$779,370	10%
GSB	\$4,409,044	\$5,397,144	65%	\$5,479,988	68%	\$5,490,372	68%
Total	\$6,664,233	\$8,291,912		\$8,072,211		\$8,046,937	
Fee	\$64.11	\$80.96		\$82.20		\$82.35	
% Fee Change From Current		+26.2%		+28.2%		+28.5%	

Historical Comparison

In looking at historical percentage increases in five year increments, the chart below uses **Scenario #1** as the baseline for a comparison to each five-year period since 1980.

Five-Yr. Periods	City	ISU	GSB
Projected FY2016 - FY2020	+29.4%	+29.4%	+24.5%
FY1980-FY1985			
FY1986-FY1990	+54.5%	+48.8%	+78.2%
FY1991-FY1995	+9.4%	+25.9%	+24.9%
FY1996-FY2000	+24.2%	+29.9%	+30.4%
FY2001-FY2005	+50.1%	+51.3%	+108.1%
FY2006-FY2010	+41.3%	+36.8%	+40.7%
FY2011-FY2015	+24.3%	+26.1%	+35.8%
Average for Five-Yr. Periods	+34.0%	+36.5%	+53.0%

The same analysis of historical percentage increases in student fees is included in the chart below.

Five-Yr. Periods	Fee Increase
Projected FY2016 - FY2020	+26.2%
FY1980-FY1985	
FY1986-FY1990	+61.5%
FY1991-FY1995	+29.7%
FY1996-FY2000	+41.80%
FY2001-FY2005	+82.1%
FY2006-FY2010	+68.3%
FY2011-FY2015	+12.4%
Average for Five-Year Periods	+49.3%

After reviewing the historical comparison, the percentage increases in total dollars and student fee increases are lower than the average five-year period for each of the scenarios.

**Scenario #1 - CyRide Five Year Pro Forma
Current Split for Three Parties**

Operations	Incr.	FY14 Act.	FY15	FY16	FY17	FY18	FY19	FY20
Beginning Balance		\$ 1,149,006	\$ 1,169,083	\$ 1,128,683	\$ 1,267,844	\$ 1,458,227	\$ 1,473,884	\$ 1,560,962
State Operating	2.0%	\$ 642,093	\$ 654,935	\$ 668,034	\$ 681,395	\$ 695,022	\$ 708,923	\$ 723,101
FTA Operating	2.5%	\$ 1,901,771	\$ 1,949,315	\$ 1,998,048	\$ 2,047,999	\$ 2,099,199	\$ 2,151,679	\$ 2,205,471
Elderly/Disabled	2.5%	\$ 166,826	\$ 170,997	\$ 175,272	\$ 179,653	\$ 184,145	\$ 188,748	\$ 193,467
STA Special Projects				\$ 73,780	\$ 73,780			
ICAAP				\$ 161,974	\$ 161,974			
ISU	5.3%	\$ 658,561	\$ 687,495	\$ 723,896	\$ 762,225	\$ 802,583	\$ 845,078	\$ 889,823
City	5.3%	\$ 1,502,103	\$ 1,567,694	\$ 1,650,700	\$ 1,738,100	\$ 1,830,128	\$ 1,927,029	\$ 2,029,061
GSB	5.3%	\$ 3,891,491	\$ 4,169,944	\$ 4,390,732	\$ 4,623,211	\$ 4,867,999	\$ 5,125,748	\$ 5,397,144
GSB NextBus		\$ 96,170	\$ 96,170					
GSB Extra service								
GSB Used Buses								
Other Revenue	2.5%	\$ 921,694	\$ 944,736	\$ 968,355	\$ 992,564	\$ 1,017,378	\$ 1,042,812	\$ 1,068,882
Operating Revenues		\$ 9,780,709	\$ 10,241,287	\$ 10,810,790	\$ 11,260,900	\$ 11,496,455	\$ 11,990,018	\$ 12,506,950
Wages	3.0%	\$ 4,860,637	\$ 5,156,456	\$ 5,311,150	\$ 5,470,484	\$ 5,634,599	\$ 5,803,637	\$ 5,977,746
5 Hours extra per day	2.5%	\$ 80,000	\$ 80,000	\$ 164,000	\$ 246,000	\$ 328,000	\$ 410,000	\$ 492,000
Benefits (no Health Ins.)	3.0%	\$ 898,036	\$ 924,977	\$ 952,726	\$ 981,308	\$ 1,010,747	\$ 1,041,069	\$ 1,072,301
Health Insurance	7.0%	\$ 500,811	\$ 535,868	\$ 573,379	\$ 613,515	\$ 656,461	\$ 702,413	\$ 751,582
Payroll		\$ 6,259,483	\$ 6,697,300	\$ 7,001,254	\$ 7,311,307	\$ 7,629,807	\$ 7,957,119	\$ 8,293,629
Next Bus	0.0%	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170
Internal Services	3.0%	\$ 250,215	\$ 257,721	\$ 265,453	\$ 273,416	\$ 281,619	\$ 290,067	\$ 298,769
Insurance	5.0%	\$ 254,398	\$ 267,118	\$ 280,474	\$ 294,497	\$ 309,222	\$ 324,683	\$ 340,918
Contractual	3.0%	\$ 585,571	\$ 603,138	\$ 621,232	\$ 639,869	\$ 659,065	\$ 678,837	\$ 699,202
Commodities (no fuel)	3.0%	\$ 381,130	\$ 392,564	\$ 404,341	\$ 416,471	\$ 428,965	\$ 441,834	\$ 455,089
Fuel (\$3.75/Gallon)	3.0%	\$ 1,133,665	\$ 1,167,675	\$ 1,202,706	\$ 1,238,787	\$ 1,275,950	\$ 1,314,229	\$ 1,353,656
Services/Commodities		\$ 2,701,149	\$ 2,784,386	\$ 2,870,375	\$ 2,959,210	\$ 3,050,992	\$ 3,145,821	\$ 3,243,804
Operating Expenses		\$ 8,960,632	\$ 9,481,686	\$ 9,871,629	\$ 10,270,517	\$ 10,680,798	\$ 11,102,940	\$ 11,537,433
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
Ending Balance		\$ 1,169,083	\$ 1,128,683	\$ 1,267,844	\$ 1,458,227	\$ 1,473,884	\$ 1,560,962	\$ 1,730,479
		13.0%	11.9%	12.8%	14.2%	13.8%	14.1%	15.0%
Capital								
Beginning Balance		\$ 1,277,119	\$ 1,009,749	\$ 854,607	\$ 1,146,881	\$ 884,681	\$ 1,222,481	\$ 1,560,281
State/Federal		\$ 2,812,677	\$ 2,373,851	\$ 503,194	\$ 2,966,212	\$ 36,800	\$ 36,800	\$ 36,800
ISU Parking		\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000
Interest		\$ (2,052)	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
Capital Revenues		\$ 3,627,625	\$ 3,195,851	\$ 1,325,194	\$ 3,788,212	\$ 858,800	\$ 858,800	\$ 858,800
Building (Grants)		\$ 3,667,465	\$ 150,000					
Building (Local)			\$ 140,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
Buses (Grants)		\$ 22,558	\$ 2,500,000	\$ 561,920	\$ 3,529,412			
Buses (Local)		\$ 63,061	\$ 256,929	\$ 125,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000
Bus Stops		\$ 59,097	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000
Needs Analysis		\$ 22,436	\$ 177,564					
Shop Equipment		\$ 21,901	\$ 38,500	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Computers/Office Equip.		\$ 15,287	\$ 12,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Support Vehicle		\$ 23,190	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000
Capital Expenses		\$ 3,894,995	\$ 3,350,993	\$ 1,032,920	\$ 4,050,412	\$ 521,000	\$ 521,000	\$ 521,000
Ending Balance		\$ 1,009,749	\$ 854,607	\$ 1,146,881	\$ 884,681	\$ 1,222,481	\$ 1,560,281	\$ 1,898,081

ISU Student Semester FTEs		62,155	64,807	65,828	66,294	66,481	67,146	67,817
GSB Budgeted Fees	\$	3,891,491	\$ 4,169,944	\$ 4,390,732	\$ 4,623,211	\$ 4,867,999	\$ 5,125,748	\$ 5,397,144
Fees to break even	\$	62.61	\$ 64.34	\$ 66.70	\$ 69.74	\$ 73.22	\$ 76.34	\$ 79.58
Fees actual (Projected)	\$	62.61	\$ 64.11	\$ 66.35	\$ 69.26	\$ 72.17	\$ 75.08	\$ 80.96

GSB Fees and Trust Fund Summary

Current Split for Three Parties

CAPITAL & OPERATIONS	3.8%	6.5%	9.2%	6.5%	11.9%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%
	Actual 10-11	Actual 11-12	Actual 12-13	Actual 13-14	Projected 14-15	Projected 15-16	Projected 16-17	Projected 17-18	Projected 18-19	Projected 19-20	
Budgeted Revenue	\$3,008,413	\$3,204,263	\$3,499,053	\$3,726,491	\$4,169,944	\$4,390,732	\$4,623,211	\$4,867,999	\$5,125,748	\$5,397,144	
Actual Revenue	\$3,432,423	\$3,339,076	\$3,639,853	\$3,892,893	\$4,150,207	\$4,384,030	\$4,577,442	\$4,756,500	\$4,989,516	\$5,395,562	
Surplus/(Deficit)	\$424,010	\$134,813	\$140,800	\$166,402	(\$19,737)	(\$26,702)	(\$45,769)	(\$111,499)	(\$136,232)	(\$1,582)	

TRUST FUND

Opening Balance	\$667,188	\$1,099,162	\$1,241,940	\$1,087,122	\$991,290	\$799,141	\$774,439	\$737,176	\$627,663	\$500,000
Interest	\$7,964	\$7,964	\$10,105	(\$1,064)	\$9,758	\$2,000	\$8,506	\$1,986	\$8,569	\$1,582
Payments		Extras	(\$77,565)	(\$165,000)	(\$86,000)	\$0	\$0	\$0	\$0	\$0
Transfers In (Out)	\$424,010	\$134,813	\$140,800	\$166,402	(\$19,737)	(\$26,702)	(\$45,769)	(\$111,499)	(\$136,232)	(\$1,582)
Ending Balance	\$1,099,162	\$1,241,940	\$1,087,122	\$991,290	\$799,141	\$774,439	\$737,176	\$627,663	\$500,000	\$500,000
% of Budgeted Revenue	36.5%	38.8%	31.1%	26.6%	19.2%	17.6%	15.9%	12.9%	9.8%	9.3%
Increase	\$0.00	\$0.00	\$0.00	\$0.00	\$1.50	\$2.24	\$2.91	\$2.91	\$2.91	\$5.88
Total Fees	\$62.61	\$62.61	\$62.61	\$62.61	\$64.11	\$66.35	\$69.26	\$72.17	\$75.08	\$80.96
Increase %	0.0%	0.0%	0.0%	0.0%	2.4%	3.5%	4.4%	4.2%	4.0%	7.8%
Student Semesters	54,822	53,331	58,135	62,177	64,736	65,773	66,092	65,910	66,460	66,646

**Scenario #2 - CyRide Five Year Pro Forma
GSB 90% of Expenses after 2015**

Operations	Incr.	FY14 Act.	FY15	FY16	FY17	FY18	FY19	FY20
Beginning Balance		\$ 1,149,006	\$ 1,169,083	\$ 1,128,683	\$ 1,455,799	\$ 1,781,354	\$ 1,820,704	\$ 1,805,447
State Operating	2.0%	\$ 642,093	\$ 654,935	\$ 668,034	\$ 681,395	\$ 695,022	\$ 708,923	\$ 723,101
FTA Operating	2.5%	\$ 1,901,771	\$ 1,949,315	\$ 1,998,048	\$ 2,047,999	\$ 2,099,199	\$ 2,151,679	\$ 2,205,471
Elderly/Disabled	2.5%	\$ 166,826	\$ 170,997	\$ 175,272	\$ 179,653	\$ 184,145	\$ 188,748	\$ 193,467
STA Special Projects				\$ 73,780	\$ 73,780			
ICAAP				\$ 161,974	\$ 161,974			
ISU	2.8%	\$ 658,561	\$ 687,495	\$ 706,916	\$ 726,885	\$ 747,418	\$ 768,531	\$ 790,240
City	2.8%	\$ 1,502,103	\$ 1,567,694	\$ 1,611,978	\$ 1,657,513	\$ 1,704,335	\$ 1,752,479	\$ 1,801,983
GSB	2.8%	\$ 3,891,491	\$ 4,169,944	\$ 4,287,737	\$ 4,408,857	\$ 4,533,398	\$ 4,661,458	\$ 4,793,135
GSB NextBus		\$ 96,170	\$ 96,170	\$ 86,553	\$ 86,553	\$ 86,553	\$ 86,553	\$ 86,553
GSB Extra service				\$ 147,600	\$ 221,400	\$ 295,200	\$ 369,000	\$ 442,800
GSB Used Buses				\$ 112,500	\$ 157,500	\$ 157,500	\$ 157,500	\$ 157,500
Other Revenue	2.5%	\$ 921,694	\$ 944,736	\$ 968,355	\$ 992,564	\$ 1,017,378	\$ 1,042,812	\$ 1,068,882
Operating Revenues		\$ 9,780,709	\$ 10,241,287	\$ 10,998,745	\$ 11,396,072	\$ 11,520,148	\$ 11,887,683	\$ 12,263,133
Wages	3.0%	\$ 4,860,637	\$ 5,156,456	\$ 5,311,150	\$ 5,470,484	\$ 5,634,599	\$ 5,803,637	\$ 5,977,746
5 Hours extra per day	2.5%	\$ 80,000	\$ 80,000	\$ 164,000	\$ 246,000	\$ 328,000	\$ 410,000	\$ 492,000
Benefits (no Health Ins.)	3.0%	\$ 898,036	\$ 924,977	\$ 952,726	\$ 981,308	\$ 1,010,747	\$ 1,041,069	\$ 1,072,301
Health Insurance	7.0%	\$ 500,811	\$ 535,868	\$ 573,379	\$ 613,515	\$ 656,461	\$ 702,413	\$ 751,582
Payroll		\$ 6,259,483	\$ 6,697,300	\$ 7,001,254	\$ 7,311,307	\$ 7,629,807	\$ 7,957,119	\$ 8,293,629
Next Bus	0.0%	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170
Internal Services	3.0%	\$ 250,215	\$ 257,721	\$ 265,453	\$ 273,416	\$ 281,619	\$ 290,067	\$ 298,769
Insurance	5.0%	\$ 254,398	\$ 267,118	\$ 280,474	\$ 294,497	\$ 309,222	\$ 324,683	\$ 340,918
Contractual	3.0%	\$ 585,571	\$ 603,138	\$ 621,232	\$ 639,869	\$ 659,065	\$ 678,837	\$ 699,202
Commodities (no fuel)	3.0%	\$ 381,130	\$ 392,564	\$ 404,341	\$ 416,471	\$ 428,965	\$ 441,834	\$ 455,089
Fuel (\$3.75/Gallon)	3.0%	\$ 1,133,665	\$ 1,167,675	\$ 1,202,706	\$ 1,238,787	\$ 1,275,950	\$ 1,314,229	\$ 1,353,656
Services/Commodities		\$ 2,701,149	\$ 2,784,386	\$ 2,870,375	\$ 2,959,210	\$ 3,050,992	\$ 3,145,821	\$ 3,243,804
Operating Expenses		\$ 8,960,632	\$ 9,481,686	\$ 9,871,629	\$ 10,270,517	\$ 10,680,798	\$ 11,102,940	\$ 11,537,433
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
Ending Balance		\$ 1,169,083	\$ 1,128,683	\$ 1,455,799	\$ 1,781,354	\$ 1,820,704	\$ 1,805,447	\$ 1,731,147
		13.0%	11.9%	14.7%	17.3%	17.0%	16.3%	15.0%
Capital								
Beginning Balance		\$ 1,277,119	\$ 1,009,749	\$ 854,607	\$ 1,146,881	\$ 884,681	\$ 1,222,481	\$ 1,560,281
State/Federal		\$ 2,812,677	\$ 2,373,851	\$ 503,194	\$ 2,966,212	\$ 36,800	\$ 36,800	\$ 36,800
ISU Parking		\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000
Interest		\$ (2,052)	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
Capital Revenues		\$ 3,627,625	\$ 3,195,851	\$ 1,325,194	\$ 3,788,212	\$ 858,800	\$ 858,800	\$ 858,800
Building (Grants)		\$ 3,667,465	\$ 150,000					
Building (Local)			\$ 140,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
Buses (Grants)		\$ 22,558	\$ 2,500,000	\$ 561,920	\$ 3,529,412			
Buses (Local)		\$ 63,061	\$ 256,929	\$ 125,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000
Bus Stops		\$ 59,097	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000
Needs Analysis		\$ 22,436	\$ 177,564					
Shop Equipment		\$ 21,901	\$ 38,500	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Computers/Office Equip.		\$ 15,287	\$ 12,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Support Vehicle		\$ 23,190	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000
Capital Expenses		\$ 3,894,995	\$ 3,350,993	\$ 1,032,920	\$ 4,050,412	\$ 521,000	\$ 521,000	\$ 521,000
Ending Balance		\$ 1,009,749	\$ 854,607	\$ 1,146,881	\$ 884,681	\$ 1,222,481	\$ 1,560,281	\$ 1,898,081

ISU Student Semester FTEs		62,155	64,807	65,828	66,294	66,481	67,146	67,817
GSB Budgeted Fees	\$	3,891,491	\$ 4,169,944	\$ 4,634,390	\$ 4,874,310	\$ 5,072,651	\$ 5,274,511	\$ 5,479,988
Fees to break even	\$	62.61	\$ 64.34	\$ 70.40	\$ 73.53	\$ 76.30	\$ 78.55	\$ 80.80
Fees actual (Projected)	\$	62.61	\$ 64.11	\$ 66.35	\$ 73.15	\$ 76.93	\$ 79.23	\$ 82.20

GSB Fees and Trust Fund Summary

90% Increased Expenses after 2015

	3.8%	6.5%	9.2%	6.5%	11.9%	11.1%	5.2%	4.1%	4.0%	3.9%
CAPITAL & OPERATIONS	Actual	Actual	Actual	Actual	Projected	Projected	Projected	Projected	Projected	Projected
	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20
Budgeted Revenue	\$3,008,413	\$3,204,263	\$3,499,053	\$3,726,491	\$4,169,944	\$4,634,390	\$4,874,310	\$5,072,651	\$5,274,511	\$5,479,988
Actual Revenue	\$3,432,423	\$3,339,076	\$3,639,853	\$3,892,893	\$4,150,207	\$4,364,688	\$4,834,364	\$5,070,665	\$5,265,942	\$5,478,002
Surplus/(Deficit)	\$424,010	\$134,813	\$140,800	\$166,402	(\$19,737)	(\$269,702)	(\$39,946)	(\$1,986)	(\$8,569)	(\$1,986)

TRUST FUND

Opening Balance	\$667,188	\$1,099,162	\$1,241,940	\$1,087,122	\$991,290	\$799,141	\$531,439	\$500,000	\$500,000	\$500,000
Interest	\$7,964	\$7,964	\$10,105	(\$1,064)	\$9,758	\$2,000	\$8,506	\$1,986	\$8,569	\$1,986
		Extras								
Payments										
Transfers In (Out)	\$424,010	\$134,813	\$140,800	\$166,402	(\$19,737)	(\$269,702)	(\$39,946)	(\$1,986)	(\$8,569)	(\$1,986)
Ending Balance	\$1,099,162	\$1,241,940	\$1,087,122	\$991,290	\$799,141	\$531,439	\$500,000	\$500,000	\$500,000	\$500,000
% of Budgeted Revenue	36.5%	38.8%	31.1%	26.6%	19.2%	11.5%	10.3%	9.9%	9.5%	9.1%

Increase	\$0.00	\$0.00	\$0.00	\$0.00	\$1.50	\$2.25	\$6.79	\$3.79	\$2.30	\$2.96
Total Fees	\$62.61	\$62.61	\$62.61	\$62.61	\$64.11	\$66.36	\$73.15	\$76.93	\$79.23	\$82.20
Increase %	0.0%	0.0%	0.0%	0.0%	2.4%	3.5%	10.2%	5.2%	3.0%	3.7%
Student Semesters	54,822	53,331	58,135	62,177	64,736	65,773	66,092	65,910	66,460	66,646

**Scenario #3 - CyRide Five Year Pro Forma
GSB 100% of Expenses after 2015**

Operations	Incr.	FY14 Act.	FY15	FY16	FY17	FY18	FY19	FY20
Beginning Balance		\$ 1,149,006	\$ 1,169,083	\$ 1,128,683	\$ 1,476,040	\$ 1,815,777	\$ 1,857,233	\$ 1,830,944
State Operating	2.0%	\$ 642,093	\$ 654,935	\$ 668,034	\$ 681,395	\$ 695,022	\$ 708,923	\$ 723,101
FTA Operating	2.5%	\$ 1,901,771	\$ 1,949,315	\$ 1,998,048	\$ 2,047,999	\$ 2,099,199	\$ 2,151,679	\$ 2,205,471
Elderly/Disabled	2.5%	\$ 166,826	\$ 170,997	\$ 175,272	\$ 179,653	\$ 184,145	\$ 188,748	\$ 193,467
STA Special Projects				\$ 73,780	\$ 73,780			
ICAAP				\$ 161,974	\$ 161,974			
ISU	2.5%	\$ 658,561	\$ 687,495	\$ 704,960	\$ 722,868	\$ 741,232	\$ 760,062	\$ 779,370
City	2.5%	\$ 1,502,103	\$ 1,567,694	\$ 1,607,519	\$ 1,648,355	\$ 1,690,229	\$ 1,733,167	\$ 1,777,195
GSB	2.5%	\$ 3,891,491	\$ 4,169,944	\$ 4,275,875	\$ 4,384,497	\$ 4,495,878	\$ 4,610,089	\$ 4,727,202
GSB NextBus		\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170
GSB Extra service				\$ 164,000	\$ 246,000	\$ 328,000	\$ 410,000	\$ 492,000
GSB Used Buses				\$ 125,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000
Other Revenue	2.5%	\$ 921,694	\$ 944,736	\$ 968,355	\$ 992,564	\$ 1,017,378	\$ 1,042,812	\$ 1,068,882
Operating Revenues		\$ 9,780,709	\$ 10,241,287	\$ 11,018,985	\$ 11,410,255	\$ 11,522,254	\$ 11,876,651	\$ 12,237,859
Wages	3.0%	\$ 4,860,637	\$ 5,156,456	\$ 5,311,150	\$ 5,470,484	\$ 5,634,599	\$ 5,803,637	\$ 5,977,746
5 Hours extra per day	2.5%		\$ 80,000	\$ 164,000	\$ 246,000	\$ 328,000	\$ 410,000	\$ 492,000
Benefits (no Health Ins.)	3.0%	\$ 898,036	\$ 924,977	\$ 952,726	\$ 981,308	\$ 1,010,747	\$ 1,041,069	\$ 1,072,301
Health Insurance	7.0%	\$ 500,811	\$ 535,868	\$ 573,379	\$ 613,515	\$ 656,461	\$ 702,413	\$ 751,582
Payroll		\$ 6,259,483	\$ 6,697,300	\$ 7,001,254	\$ 7,311,307	\$ 7,629,807	\$ 7,957,119	\$ 8,293,629
Next Bus	0.0%	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170
Internal Services	3.0%	\$ 250,215	\$ 257,721	\$ 265,453	\$ 273,416	\$ 281,619	\$ 290,067	\$ 298,769
Insurance	5.0%	\$ 254,398	\$ 267,118	\$ 280,474	\$ 294,497	\$ 309,222	\$ 324,683	\$ 340,918
Contractual	3.0%	\$ 585,571	\$ 603,138	\$ 621,232	\$ 639,869	\$ 659,065	\$ 678,837	\$ 699,202
Commodities (no fuel)	3.0%	\$ 381,130	\$ 392,564	\$ 404,341	\$ 416,471	\$ 428,965	\$ 441,834	\$ 455,089
Fuel (\$3.75/Gallon)	3.0%	\$ 1,133,665	\$ 1,167,675	\$ 1,202,706	\$ 1,238,787	\$ 1,275,950	\$ 1,314,229	\$ 1,353,656
Services/Commodities		\$ 2,701,149	\$ 2,784,386	\$ 2,870,375	\$ 2,959,210	\$ 3,050,992	\$ 3,145,821	\$ 3,243,804
Operating Expenses		\$ 8,960,632	\$ 9,481,686	\$ 9,871,629	\$ 10,270,517	\$ 10,680,798	\$ 11,102,940	\$ 11,537,433
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
Ending Balance		\$ 1,169,083	\$ 1,128,683	\$ 1,476,040	\$ 1,815,777	\$ 1,857,233	\$ 1,830,944	\$ 1,731,370
		13.0%	11.9%	15.0%	17.7%	17.4%	16.5%	15.0%
Capital								
Beginning Balance		\$ 1,277,119	\$ 1,009,749	\$ 854,607	\$ 1,146,881	\$ 884,681	\$ 1,222,481	\$ 1,560,281
State/Federal		\$ 2,812,677	\$ 2,373,851	\$ 503,194	\$ 2,966,212	\$ 36,800	\$ 36,800	\$ 36,800
ISU Parking		\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000
Interest		\$ (2,052)	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
Capital Revenues		\$ 3,627,625	\$ 3,195,851	\$ 1,325,194	\$ 3,788,212	\$ 858,800	\$ 858,800	\$ 858,800
Building (Grants)		\$ 3,667,465	\$ 150,000					
Building (Local)			\$ 140,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
Buses (Grants)		\$ 22,558	\$ 2,500,000	\$ 561,920	\$ 3,529,412			
Buses (Local)		\$ 63,061	\$ 256,929	\$ 125,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000
Bus Stops		\$ 59,097	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000
Needs Analysis		\$ 22,436	\$ 177,564					
Shop Equipment		\$ 21,901	\$ 38,500	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Computers/Office Equip.		\$ 15,287	\$ 12,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Support Vehicle		\$ 23,190	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000
Capital Expenses		\$ 3,894,995	\$ 3,350,993	\$ 1,032,920	\$ 4,050,412	\$ 521,000	\$ 521,000	\$ 521,000
Ending Balance		\$ 1,009,749	\$ 854,607	\$ 1,146,881	\$ 884,681	\$ 1,222,481	\$ 1,560,281	\$ 1,898,081

ISU Student Semester FTEs		62,155	64,807	65,828	66,294	66,481	67,146	67,817
GSB Budgeted Fees	\$	3,891,491	\$ 4,169,944	\$ 4,661,045	\$ 4,901,667	\$ 5,095,048	\$ 5,291,259	\$ 5,490,372
Fees to break even	\$	62.61	\$ 64.34	\$ 70.81	\$ 73.94	\$ 76.64	\$ 78.80	\$ 80.96
Fees actual (Projected)	\$	62.61	\$ 64.11	\$ 66.35	\$ 73.75	\$ 77.27	\$ 79.49	\$ 82.35

9/25/2014

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GSB Fees and Trust Fund Summary

100% Increased Expenses after 2015

	3.8%	6.5%	9.2%	6.5%	11.9%	11.8%	5.2%	3.9%	3.9%	3.8%
CAPITAL & OPERATIONS	Actual	Actual	Actual	Actual	Projected	Projected	Projected	Projected	Projected	Projected
	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20
Budgeted Revenue	\$3,008,413	\$3,204,263	\$3,499,053	\$3,726,491	\$4,169,944	\$4,661,045	\$4,901,667	\$5,095,048	\$5,291,259	\$5,490,372
Actual Revenue	\$3,432,423	\$3,339,076	\$3,639,853	\$3,892,893	\$4,150,207	\$4,379,035	\$4,874,030	\$5,093,062	\$5,282,690	\$5,488,385
Surplus/(Deficit)	\$424,010	\$134,813	\$140,800	\$166,402	(\$19,737)	(\$282,010)	(\$27,637)	(\$1,986)	(\$8,569)	(\$1,986)
TRUST FUND										
Opening Balance	\$667,188	\$1,099,162	\$1,241,940	\$1,087,122	\$991,290	\$799,141	\$519,131	\$500,000	\$500,000	\$500,000
Interest	\$7,964	\$7,964	\$10,105	(\$1,064)	\$9,758	\$2,000	\$8,506	\$1,986	\$8,569	\$1,986
		Extras								
			(\$77,565)	(\$165,000)	(\$86,000)	\$0	\$0	\$0	\$0	\$0
		Next Bus	(\$228,158)	(\$96,170)	(\$96,170)	\$0	\$0	\$0	\$0	\$0
Payments										
Transfers In (Out)	\$424,010	\$134,813	\$140,800	\$166,402	(\$19,737)	(\$282,010)	(\$27,637)	(\$1,986)	(\$8,569)	(\$1,986)
Ending Balance	\$1,099,162	\$1,241,940	\$1,087,122	\$991,290	\$799,141	\$519,131	\$500,000	\$500,000	\$500,000	\$500,000
% of Budgeted Revenue	36.5%	38.8%	31.1%	26.6%	19.2%	11.1%	10.2%	9.8%	9.4%	9.1%
Increase	\$0.00	\$0.00	\$0.00	\$0.00	\$1.50	\$2.47	\$7.17	\$3.53	\$2.21	\$2.86
Total Fees	\$62.61	\$62.61	\$62.61	\$62.61	\$64.11	\$66.58	\$73.75	\$77.27	\$79.49	\$82.35
Increase %	0.0%	0.0%	0.0%	0.0%	2.4%	3.8%	10.8%	4.8%	2.9%	3.6%
Student Semesters	54,822	53,331	58,135	62,177	64,736	65,773	66,092	65,910	66,460	66,646

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: September 30, 2014

SUBJECT: Quarterly Operations Report

INFORMATION: The following information highlights significant variations or important performance benchmarks from the fourth quarter of the 2013-2014 fiscal year (April – June 2014).

System-Wide Trends –

- Ridership for the year ended +12.3% higher than the previous year, providing 6,619,182 rides.
- Revenue miles and hours were higher (+3.8% and +4.9%, respectively). This is a result of adding extra buses to address overcrowding on specific scheduled trips throughout the system.
- Passengers/Revenue Mile and Hour were both higher (+8.3% and +7.1%, respectively) due to this increased ridership and selectively adding buses to handle passenger loads.
- Farebox revenue was -4.9% lower for the year with the revenue/expense ratio decreasing -10.9% with cash revenues and full semester passes declining more than other fare categories.
- Operating expenses are +8.1% higher for the year.
- Operating expenses/passenger were lower at -5.0% as a result of the number of additional rides provided, while the expenses/revenue hour were slightly higher up +1.8%.

Maintenance Trends –

- The number of bus interiors that have been cleaned this year is significantly higher this year, +41.6%, as more drivers were available during the ISU breaks to assist in this activity.
- Road Calls (switching out of buses due to mechanical problems) was higher for the year at +38.2%, which lowers the number of miles between road calls -22.1%. This increase is due to minor mechanical issues (+20.6%) while major mechanical problems declined by -22.7%. As the fleet age increases, road calls are expected to increase in the future.

- Total diesel miles driven increased significantly +10.2% as additional service was operated; with total gallons of diesel used increasing +10.6%.
- Average diesel miles per gallon was remained stable for the year at 4.1 miles per gallon.
- Total Maintenance Expenses were slightly higher for the year (+3.7%).

Fixed-Route/Operations Trends –

- Total accidents were higher for the year (+57.4%) with a total dollar loss to CyRide of \$59,741. Preventable accidents were also higher at 54.8%. A majority of these accidents were low dollar incidents occurring in CyRide’s bus storage.
- The total number of comments from CyRide riders increased slightly for the year up +5.8% due to more service requests and system complaints.
- The number of hours employees are driving a bus is higher for the year (+2.0%).
- The number of drivers being late for work or not showing for work are both significantly lower, -17.4% for drivers being late to work and -63.2% for drivers not showing up for work.
- Passengers per revenue hour and mile on the fixed-route system are higher at +8.2% and +7.3%, respectively.
- Farebox revenue for the fixed route system is lower for the year -4.5%.

Dial-A-Ride Trends –

- Dial-A-Ride ridership for the year significantly increased by +13.2%, providing 10,715 rides, with a majority of the annual increase occurring in the last quarter (April to June).
- Farebox revenue is significantly lower at -31.3%; with the revenue/expense ratio also lower by -43.7%. Dial-A-Ride customers are choosing to purchase tickets in advance as opposed to using cash at the time of their ride. This ticket revenue is deducted from total expenses on a monthly basis and, therefore, would not be reflected in farebox revenue.
- The operations expense for this service is significantly higher as a result of additional rides provided, up 22.0%.
- The expense/passenger slightly higher at \$16.39, up +7.8% this last year.

Moonlight Express Trends –

- Moonlight Express ridership is higher for the year (+4.1%) mainly due to the Iowa State-Iowa game in Ames this last year.
- Expenses, miles and hours per passenger are relatively stable.

CYRIDE QUARTERLY OPERATIONS REPORT

April 1, 2014 to June 30, 2014 (4th Quarter)

	FY 2014 4th Qtr	FY 2013 4th Qtr	% CHANGE	FY 2014 Total	FY 2013 Total	% CHANGE
MAINTENANCE						
Interior Clean	101	68	48.5%	432	305	41.6%
Shop Road Calls	16	17	-5.9%	72	52	38.5%
Miles per Shop Road Call	21,807	18,977	14.9%	20,750	26,621	-22.1%
NTD Minor Mech.	30	35	-14.3%	152	126	20.6%
NTD Major Mech.	9	12	-25.0%	34	44	-22.7%
Total NTD Mechanical Prob.	39	47	-17.0%	186	170	9.4%
Miles per Major Mech.	38,768	26,884	44.2%	43,941	31,461	39.7%
Gasoline Vehicles						
Gas Miles Driven	40,785	41,285	-1.2%	154,162	167,911	-8.2%
Total Gallons Gas	5,485	6,071	-9.6%	21,405	22,968	-6.8%
Total Gas Cost	\$17,208	\$17,242	-0.2%	\$64,487	\$69,459	-7.2%
Avg. Gas Cost/Gallon	\$3.14	\$2.84	10.5%	\$3.01	\$3.02	-0.4%
Gas Cost per Mile	\$0.42	\$0.42	1.0%	\$0.42	\$0.41	1.1%
Average Gas MPG	7.4	6.8	9.3%	7.2	7.3	-1.5%
Diesel Vehicles						
Diesel Miles Driven	308,131	281,322	9.5%	1,339,821	1,216,359	10.2%
Total Gallons Diesel	75,889	56,986	33.2%	328,229	296,784	10.6%
Total Diesel Cost	\$212,833	\$192,490	10.6%	\$1,061,240	\$989,940	7.2%
Avg. Diesel Cost/Gallon	\$2.80	\$3.38	-17.0%	\$3.23	\$3.34	-3.1%
Diesel Cost per Mile	\$0.69	\$0.68	0.9%	\$0.79	\$0.81	-2.7%
Average Diesel MPG	4.1	4.9	-17.8%	4.1	4.1	-0.4%
All Vehicles						
Total Miles Driven	348,916	322,607	8.2%	1,493,983	1,384,270	7.9%
Total Gallons Fuel	81,374	63,057	29.0%	349,634	319,752	9.3%
Total Fuel Cost	\$230,041	\$209,732	9.7%	\$1,125,727	\$1,059,399	6.3%
Avg. Cost/Gallon	\$2.83	\$3.33	-15.0%	\$3.22	\$3.31	-2.8%
Total Cost per Mile	\$0.66	\$0.65	1.4%	\$0.75	\$0.77	-1.5%
Avg. MPG all Vehicles	4.3	5.1	-16.2%	4.3	4.3	-1.3%
Small Bus/Sup. Mileage	49,250	51,063	-3.6%	188,688	207,996	-9.3%
Large Bus Mileage	299,666	271,544	10.4%	1,305,295	1,176,274	11.0%
% Rev. Mi./Total Miles	85.1%	86.9%	-2.1%	82.6%	86.0%	-3.8%
Percentage Small Bus	14.1%	15.8%	-10.8%	12.6%	15.0%	-15.9%
Maintenance Expense	\$565,516	\$665,090	-15.0%	\$2,146,625	\$2,069,550	3.7%

CYRIDE QUARTERLY OPERATIONS REPORT

April 1, 2014 to June 30, 2014 (4th Quarter)

	FY 2014	FY 2013	%	FY 2014	FY 2013	%
	4th Qtr	4th Qtr	CHANGE	Total	Total	CHANGE
OPERATIONS						
Total Passengers	1,310,102	1,187,820	10.3%	6,619,182	5,892,125	12.3%
Average Drivers per Month	127.3	128.7	-1.1%	127.1	125.9	0.9%
Driving Hours	37,106	37,545	-1.2%	166,517	163,218	2.0%
Drivers Late	3	5	-40.0%	38	46	-17.4%
Drivers No Show	0	3	-100.0%	7	19	-63.2%
Late/No Show per Driver	0.02	0.06	-62.1%	0.35	0.52	-31.4%
Total Comments	23	33	-30.3%	164	155	5.8%
Driver Fault	5	5	0.0%	38	35	8.6%
Undetermined	5	4	25.0%	20	25	-20.0%
Passenger Fault	0	0	#DIV/0!	2	0	#DIV/0!
No Fault	7	11	-36.4%	53	41	29.3%
System Complaints	1	5	-80.0%	17	22	-22.7%
Service Requests	1	2	-50.0%	12	10	20.0%
Compliments	4	6	-33.3%	21	22	-4.5%
Passengers/Comment	<u>56,961</u>	<u>35,995</u>	<u>58.2%</u>	<u>40,361</u>	<u>38,014</u>	<u>6.2%</u>
Pass./Complaint (D & U)	131,010	131,980	-0.7%	114,124	98,202	16.2%
Driving Hours/Comment	1,613	1,138	41.8%	1,015	1,053	-3.6%
Driving Hrs/Comment (D&U)	3,711	4,172	-11.1%	2,871	2,720	5.5%
Accident Reports	14	14	0.0%	96	61	57.4%
Preventable Accidents	10	9	11.1%	65	42	54.8%
Percent Preventable	71.4%	64.3%	11.1%	67.7%	68.9%	-1.7%
Miles/Prev. Accident	34,892	35,845	-2.7%	22,984	32,959	-30.3%
Hours/Prev. Accident	3,711	4,172	-11.1%	2,562	3,886	-34.1%
Unreported Accidents	0	1	-100.0%	2	1	100.0%
Damage to Buses/Equip.						
Caused by CyRide	\$3,794	\$5,072	-25.2%	\$36,857	\$19,262	91.3%
Caused by Others	\$1,931	\$231	735.0%	\$22,733	\$8,147	179.0%
Caused by Unreported	\$0	\$267	-100.0%	\$151	\$267	-43.4%
Claims by Others (#)	0	?	#DIV/0!	7	1	600.0%
Claims by Others (\$)	\$0	?	#DIV/0!	\$0	\$850	-100.0%
Personal Injury Claims	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Operations Expense	\$1,297,413	\$1,174,598	10.5%	\$4,995,771	\$4,620,921	8.1%
SYSTEM TOTAL						
Passengers	1,310,102	1,187,820	10.3%	6,619,182	5,892,125	12.3%
Revenue Miles	296,770	280,294	5.9%	1,234,773	1,189,906	3.8%
Revenue Hours	28,614	26,643	7.4%	119,509	113,909	4.9%
Revenue Miles per Hour	10.4	10.5	-1.4%	10.3	10.4	-1.1%
Pass./Rev. Mile	4.4	4.2	4.2%	5.4	5.0	8.3%
Pass./Rev. Hour	45.8	44.6	2.7%	55.4	51.7	7.1%
Operations Expense	\$1,297,413	\$1,174,598	10.5%	\$4,995,771	\$4,620,921	8.1%
Maintenance Expense	<u>\$565,516</u>	<u>\$665,090</u>	<u>-15.0%</u>	<u>\$2,146,625</u>	<u>\$2,069,550</u>	<u>3.7%</u>
Total Expenses	<u>\$1,862,930</u>	<u>\$1,839,688</u>	<u>1.3%</u>	<u>\$7,142,397</u>	<u>\$6,690,470</u>	<u>6.8%</u>
Farebox Revenue	\$81,907	\$88,679	-7.6%	\$322,985	\$339,556	-4.9%
Rev./Exp. Ratio	4.4%	4.8%	-8.8%	4.5%	5.1%	-10.9%
Oper. Exp./Passenger	\$1.42	\$1.55	-8.2%	\$1.08	\$1.14	-5.0%
Oper. Exp./Rev. Mile	\$6.28	\$6.56	-4.4%	\$5.78	\$5.62	2.9%
Oper. Exp./Rev. Hour	\$65.11	\$69.05	-5.7%	\$59.76	\$58.74	1.8%

CYRIDE QUARTERLY OPERATIONS REPORT

April 1, 2014 to June 30, 2014 (4th Quarter)

	FY 2014 4th Qtr	FY 2013 4th Qtr	% CHANGE	FY 2014 Total	FY 2013 Total	% CHANGE
FIXED ROUTE						
Fixed Route Passengers	1,201,461	1,167,234	2.9%	6,440,607	5,809,631	10.9%
Shuttle Passengers	91,325	0	#DIV/0!	94,564	2,622	3506.6%
Total Passengers	<u>1,292,786</u>	<u>1,167,234</u>	<u>10.8%</u>	<u>6,535,171</u>	<u>5,812,253</u>	<u>12.4%</u>
Transfers	11,824	12,483	-5.3%	46,850	51,466	-9.0%
Revenue Miles	282,813	267,783	5.6%	1,174,869	1,130,124	4.0%
Revenue Hours	27,381	25,509	7.3%	114,270	108,998	4.8%
Revenue Miles per Hour	10.3	10.5	-1.6%	10.3	10.4	-0.8%
Pass./Rev. Mile	4.6	4.4	4.9%	5.6	5.1	8.2%
Pass./Rev. Hour	47.2	45.8	3.2%	57.2	53.3	7.3%
Operations Expense	\$1,245,136	\$1,133,038	9.9%	\$4,766,572	\$4,427,938	7.6%
Maintenance Expense	\$558,311	\$657,827	-15.1%	\$2,104,266	\$2,026,012	3.9%
Total Expenses	<u>\$1,803,447</u>	<u>\$1,790,864</u>	<u>0.7%</u>	<u>\$6,870,838</u>	<u>\$6,453,949</u>	<u>6.5%</u>
Farebox Revenue	\$80,761	\$86,740	-6.9%	\$319,362	\$334,282	-4.5%
Rev./Exp. Ratio	4.5%	4.8%	-7.5%	4.6%	5.2%	-10.3%
Exp./Passenger	\$1.40	\$1.53	-9.1%	\$1.05	\$1.11	-5.3%
Exp./Rev. Mile	\$6.38	\$6.69	-4.6%	\$5.85	\$5.71	2.4%
Exp./Rev. Hour	\$65.87	\$70.21	-6.2%	\$60.13	\$59.21	1.5%
DIAL-A-RIDE						
Passengers	2,996	2,225	34.7%	10,715	9,468	13.2%
Revenue Miles	9,676	8,451	14.5%	34,737	35,445	-2.0%
Revenue Hours	948	848	11.8%	3,460	3,204	8.0%
Revenue Miles per Hour	10.2	10.0	2.4%	10.0	11.1	-9.2%
Pass./Rev. Mile	0.31	0.26	17.6%	0.31	0.27	15.5%
Pass./Rev. Hour	3.2	2.6	20.4%	3.1	3.0	4.8%
Operations Expense	\$43,918	\$33,594	30.7%	\$175,671	\$144,023	22.0%
Maintenance Expense	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!
Total Expenses	<u>\$43,918</u>	<u>\$33,594</u>	<u>30.7%</u>	<u>\$175,671</u>	<u>\$144,023</u>	<u>22.0%</u>
Farebox Revenue	\$1,146	\$1,940	-40.9%	\$3,623	\$5,275	-31.3%
Rev./Exp. Ratio	2.6%	5.8%	-54.8%	2.1%	3.7%	-43.7%
Exp./Passenger	\$14.66	\$15.10	-2.9%	\$16.39	\$15.21	7.8%
Exp./Rev. Mile	\$4.54	\$3.98	14.2%	\$5.06	\$4.06	24.5%
Exp./Rev. Hour	\$46.34	\$39.64	16.9%	\$50.77	\$44.95	13.0%
MOONLIGHT EXPRESS						
Passengers	14,320	18,361	-22.0%	73,296	70,404	4.1%
Revenue Miles	4,281	4,060	5.4%	25,167	24,337	3.4%
Revenue Hours	286	287	-0.4%	1,779	1,706	4.3%
Revenue Miles per Hour	15.0	14.2	5.8%	14.1	14.3	-0.8%
Pass./Rev. Mile	3.3	4.5	-26.0%	2.9	2.9	0.7%
Pass./Rev. Hour	50.1	64.0	-21.7%	41.2	41.3	-0.1%
Operations Expense	\$8,360	\$7,966	4.9%	\$53,528	\$48,959	9.3%
Maintenance Expense	\$7,205	\$7,263	-0.8%	\$42,359	\$43,538	-2.7%
Total Expenses	<u>\$15,565</u>	<u>\$15,229</u>	<u>2.2%</u>	<u>\$95,887</u>	<u>\$92,497</u>	<u>3.7%</u>
Exp./Passenger	\$1.09	\$0.83	31.0%	\$1.31	\$1.31	-0.4%
Exp./Rev. Mile	\$3.64	\$3.75	-3.1%	\$3.81	\$3.80	0.2%
Exp./Rev. Hour	\$54.48	\$53.12	2.6%	\$53.90	\$54.21	-0.6%

CYRIDE QUARTERLY OPERATIONS REPORT

April 1, 2014 to June 30, 2014 (4th Quarter)

	FY 2014 4th Qtr	FY 2013 4th Qtr	% CHANGE	FY 2014 Total	FY 2013 Total	% CHANGE
OPERATIONS REVENUE						
Farebox	\$81,907	\$88,679	-7.6%	\$322,985	\$339,556	-4.9%
Transit Contracts	\$83,780	\$38,485	117.7%	\$378,794	\$294,360	28.7%
I.S.U.	\$0	\$0	#DIV/0!	\$658,561	\$641,872	2.6%
G.S.B	\$234,121	\$86,782	169.8%	\$3,891,491	\$3,499,053	11.2%
City of Ames	\$645,174	\$635,088	1.6%	\$1,502,103	\$1,452,687	3.4%
IDOT - STA	\$146,118	\$151,000	-3.2%	\$642,093	\$606,634	5.8%
Section 5307	\$0	\$0	#DIV/0!	\$1,901,771	\$1,540,702	23.4%
Other Grants	\$104,908	\$90,514	15.9%	\$166,826	\$162,345	2.8%
Other	\$107,950	\$89,179	21.0%	\$219,916	\$220,112	-0.1%
Total Operating Revenue	<u>\$1,403,957</u>	<u>\$1,179,727</u>	<u>19.0%</u>	<u>\$9,684,539</u>	<u>\$8,757,321</u>	<u>10.6%</u>
TOTAL EXPENSES						
Administration	\$291,837	\$282,033	3.5%	\$1,131,713	\$1,086,224	4.2%
Safety & Training	\$62,988	\$54,307	16.0%	\$231,879	\$216,990	6.9%
Promotion	\$1,286	\$3,089	-58.4%	\$2,594	\$6,259	-58.6%
Bldg. & Grounds	\$72,997	\$71,134	2.6%	\$358,061	\$288,282	24.2%
Fixed Route	\$1,803,447	\$1,790,864	0.7%	\$6,870,838	\$6,453,949	6.5%
Dial-A-Ride	\$43,918	\$33,594	30.7%	\$175,671	\$144,023	22.0%
Moonlight Express	\$15,565	\$15,229	2.2%	\$95,887	\$92,497	3.7%
Operating Total	<u>\$2,292,038</u>	<u>\$2,250,250</u>	<u>1.9%</u>	<u>\$8,866,644</u>	<u>\$8,288,226</u>	<u>7.0%</u>
Farebox Revenue	\$81,907	\$88,679	-7.6%	\$322,985	\$339,556	-4.9%
Farebox Rev./Exp. Ratio	3.6%	3.9%	-9.3%	3.6%	4.1%	-11.1%
Admin. Expense/Pass.	\$0.33	\$0.35	-5.2%	\$0.26	\$0.27	-3.9%
Admin. Exp./Rev. Mile	\$1.45	\$1.46	-1.3%	\$1.40	\$1.34	4.0%
Admin. Exp./Rev. Hour	\$15.00	\$15.41	-2.7%	\$14.43	\$14.03	2.9%
Total Expense/Passenger	\$1.75	\$1.89	-7.7%	\$1.34	\$1.41	-4.8%
Total Expense/Rev. Mile	\$7.72	\$8.03	-3.8%	\$7.18	\$6.97	3.1%
Total Expense/Rev. Hour	\$80.10	\$84.46	-5.2%	\$74.19	\$72.76	2.0%

Transit Director's Report

September 2014

1. First Week's Ridership Statistics

CyRide recently completed its ridership statistics for the first week of school from August 25- 29, 2014. CyRide averaged 40,301 rides per day this year compared to 38,796 during the first week of classes in 2013, for an average +3.9% increase. A few of the larger impacts affecting increased ridership are: the two new apartments on Maricopa that is affecting both the Red and Orange routes, the new apartments at Fredricksen Court on Cardinal route and Cooper Beech on the Orange-Gray Route. The following provides ridership by route for the first week by route.

<u>Route</u>	<u>2013</u>	<u>2014</u>	<u>%Change</u>
#1 Red Route	47,688	51,838	+8.7%
#2 Green Route	10,359	10,694	+3.2%
#3 Blue Route	33,937	31,996	-5.7%
#4/#23 Orange-Gray Routes	60,321	60,918	+0.9%
#5 Yellow Route	566	525	-7.2%
#6 Brown Route	23,076	28,018	+21.4%
#7 Purple Route	1,379	1,244	-9.8%
#10 Pink Route	52	49	-5.8%
#21 Cardinal Route	13,870	15,851	+14.3%
#22 Gold Route	<u>2,731</u>	<u>2,217</u>	<u>-18.8%</u>
TOTAL	193,979	201,507	+3.9%

On a daily basis since the first day of ISU classes, CyRide has used every bus that was operational. This has required maintenance staff to work on Sunday's to repair buses that have experienced mechanical issues over the weekend, so that enough buses are available for Monday morning service.

2. Status of St. Paul Buses

CyRide purchased ten buses from the St. Paul, Minnesota transit system, of which eight buses will be placed in service and the remaining two will be used for parts due to their poor condition. Four of the eight operational buses began service on the first day of ISU classes in August. The fifth bus was delayed due to the time required to have enough buses ready for daily operations, to complete required preventive maintenance service and in repairing three buses that had major mechanical issues; however, this fifth bus will be placed in service by the first part of October. The last three buses will be picked up for repainting the week of September 29th with the first bus anticipated to be delivered to CyRide by late-October and the remaining two buses over the course of the next month.

3. Orange Route Study Update

CyRide placed the Orange Route Study “on hold” last November in an effort to determine if campus street modifications or policies affecting this route would be implemented by ISU that might impact the route alternatives currently being discussed as part of this study. With almost a year of inactivity on the grant supporting this study, CyRide is in jeopardy of losing its funding; therefore, staff will proceed with the study using existing conditions. The next step in the study process is to gain public input on the three alternatives chosen for consideration. Staff will prepare a short update on the study purpose, process, timeline, alternatives and final tasks at the October Transit Board of Trustees meeting.

October

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
← Sheri at 2014	APTA Annual	Meeting and	EXPO-Houston →			
19	20	21	22	23	24	25
26	27	28	29	30	31	
				Transit Board Meeting 8:00am		

2014

December

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
	1	2	3	4 Transit Board Meeting 8:00am	5	6
7	8	9	10	11	12	13
14	15 ←	16	17	18	19 →	20 ISU Graduation
21	22 Finals Week	23	24	25	26	27
28	29	30	31			

2014