

AMES TRANSIT AGENCY BOARD OF TRUSTEES
CYRIDE CONFERENCE ROOM

October 21, 2014

1. CALL TO ORDER: 8:00 A.M.
2. Approval of September 30, 2014 Minutes
3. Public Comments
4. Fuel Contract
5. Bus Local Share
6. 2015-2016 Service Change Proposals
7. Five-Year Financial Analysis
8. Orange Route Study Recap
9. Transit Director's Report
10. Set Fall Semester Meeting Time and Place:
 - December 4, 2014 – 8:00 am
11. Adjourn

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: October 21, 2014

SUBJECT: FUEL CONTRACT

BACKGROUND: CyRide has entered into fuel contracts on five occasions from 2009 through 2014, with mixed financial results as follows:

Time Period	Savings
May 2009 – December 2009	+\$35,239.99
March 2010 – December 2010	(\$3,324.21)
August 2011 – March 2012	+\$18,401.69
May 2012 – March 2013	(\$42,131.39)
Jan. - Apr. and Sep. – Dec. 2014 (To-Date)	(\$13,353.21)
TOTAL BUDGET IMPACT	(\$5,167.13)

In each contract, CyRide was able to stabilize fuel expenses and provide better budget projections, ensuring that this large expense in CyRide’s operating budget remains within budget. Therefore, one of the Transit Board’s original fuel contracting program goals (budget stabilization) has been achieved. The board’s secondary goal of financial savings has been mixed for the individual contracting periods, with an overall negative impact of -\$5,167.13

to-date. The result is that CyRide, overall, has purchased fuel at a higher rate under contracts than it would have if CyRide had procured fuel on the spot market at the time it was needed.

CyRide staff and the Transit Board of Trustee’s have established a guideline for fuel contracting that commits no more than 70% of its total annual fuel usage (210,000 of the approximately 320,000 total gallons) to purchases under a contracting method. The remaining approximately 30% is purchased at a fixed price + mark-up/deduct on the market rate, which is also bid at the time contract bids are received.

CyRide purchases fuel in sufficient quantities to allow contracting during the months of January to April and September to December. CyRide’s existing fuel contract with Keck Oil Company extends through December 31, 2014 at \$3.05 for October and \$3.03/gallon for November and December. Current market rates have ranged between \$2.73 and \$2.83 per gallon.

INFORMATION:

Traditionally, the best time to enter into a contract is in November to early January, at a time when fuel prices are at their lowest for the year. Therefore, to continue to take advantage of contracting, CyRide would need to begin the bidding process in November 2014. The process is as described below.

Fuel Contracting Purchase Process

The process used to purchase fuel under a contract method is slightly different than normal purchases as decisions need to be made immediately upon receipt of bids, which does not provide time to gain approval from the Transit Board or City Council. Staff has worked with the City of Ames Purchasing Department and developed a timely, fuel procurement method that does not violate city or state purchasing requirements. Specifically, the following process would be followed:

- Enter into contracts for up to four, two-month periods, which would extend through December 2015 as follows:
 - January – February 2015
 - March – April 2015
 - September– October 2015
 - November – December 2015

CyRide does not enter into fuel contracts for the months of May – August as the minimum two-month fuel volume of 42,000 gallons cannot be met due to lower service levels.

- Gain approval from the Transit Board and City Council for a total fuel contract price **not to exceed** \$630,000 for four, two-month contracts, for up to 168,000 gallons of fuel over the next twelve-month period. (The not-to-exceed amount for the fuel contract bid is calculated based on \$3.75 per gallon and represents approximately 52% of CyRide’s fuel purchases for the twelve-month period.)
- In conjunction with the City of Ames Purchasing Department, prepare a Request for Proposal for fuel contracts due to the City in November – December 2014 (optimal time for fuel purchases).
- At the time the bids are received, award up to four, two-month contracts to the lowest bidder that does not exceed the approved total amount and that it is believed will benefit CyRide.
- In January 2015, report to the Transit Board the bid results and resulting award, if any.

Another option is to bid the receipt of all CyRide fuel for a twelve month period (January – December 2015) for an estimated amount of fuel at an over-under rack rate (fixed rate + mark-up/deduct). This allows CyRide to order fuel throughout the year for a preset price above or under the market rate. The advantage of this option is that CyRide and City Purchasing staff only complete one bid for the year instead of a new bid approximately every 7 days. This bid would also be completed in late November with the results of the bid included on the December 4th board meeting agenda for approval.

ALTERNATIVES:

1. Do not enter into a contract and instead purchase fuel utilizing a fixed rate + mark-up/deduct bid for fuel used during calendar year 2015.
2. Do not enter into a contract and instead purchase fuel under a bid at the time it is needed (approximately every 7 days) at the current market rate.
3. Approve up to four, two-month fuel contracts at a total price not-to-exceed of \$630,000 and accept fixed rate + mark-up/deduct for the remainder of CyRide's fuel purchases.

RECOMMENDATION:

The Transit Director recommends Alternative #1 to not enter into a contract at this time, but instead complete a twelve-month bid to purchase fuel at a fixed rate + mark up/deduct due to the unfavorable experiences with the last two contracting periods or the other option of a labor-intensive process that is requires bidding every 7 days. History over the last several years indicates that the extreme volatility of fuel prices has dissipated since 2009 as a result of increased US oil production.

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: October 21, 2014

SUBJECT: BUS LOCAL SHARE

BACKGROUND: At the June Transit Board meeting, board members approved submittal of a nationally competitive grant application (Ladders of Opportunity grant) for the purchase of new buses, committing up to \$450,000 in local match (included in the notice was a requirement to be able to scale a project back). As a result, CyRide submitted an application with the maximum number of buses it could possibly provide local funding for (four articulated buses), in light of dwindling federal bus dollars. In September, CyRide was awarded full funding of its application.

With full funding and a need to pay for the buses when they are delivered in approximately two years (fall 2016/winter 2017), CyRide must develop a plan to accumulate \$450,000 by the time they are delivered. Additionally, CyRide submitted an ICAAP grant application on October 1st for two more 40' buses in conjunction with a request for operating revenue for new services added to the budget this year.

Currently, CyRide's Five-Year Capital Improvement Plan (2014/15 – 2018/19) includes \$125,000 per year to purchase five, used buses to replace buses that are no longer operable. The 2014/15 funds are committed to the used buses purchased from St. Paul, Minnesota.

CyRide is operating with a 7% spare ratio (5 buses) and according to FTA regulations should be closer to 20% (15 buses).

INFORMATION: With the Ladder's of Opportunity grant being fully-funded and anticipated funding for the ICAAP grant, CyRide will need to commit additional local funding in the Capital Improvement Plan (CIP) to the purchase of buses in the 2016-2017 and 2017-2018 budget years to pay for replacement, and anticipated expansion, of the fleet as illustrated in the chart on the next page.

LOCAL FUNDING SUMMARY

Budget Year	Description	Funds Needed	Committed in Current CIP	Committed in New CIP
2015-2016	<ul style="list-style-type: none"> • Six new 40' buses will be placed in service in fall 2015 and CyRide will keep two of the replaced buses for expansion. • CyRide will purchase and rehabilitate five used buses. 	\$0* \$125,000	\$125,000	\$125,000
2016-2017	<ul style="list-style-type: none"> • Two 40' ICAAP buses arrive – expand the fleet for spring 2017. • CyRide will purchase and rehabilitate five used buses. 	\$171,600 \$125,000	\$125,000	\$296,600
2017-2018	<ul style="list-style-type: none"> • Ladders of Opportunity 4 artic. buses arrive - expand the fleet for fall 2017. • CyRide will purchase and rehabilitate five used buses. 	\$450,000 \$125,000	\$125,000	\$575,000
2018-2019	<ul style="list-style-type: none"> • Purchase 5 used buses for replacement/expansion 	\$125,000	\$125,000	\$125,000
2019-2020	<ul style="list-style-type: none"> • Purchase 5 used buses for replacement/expansion 	\$135,000	0	\$135,000

*Funds have been accumulated in previous budgets for payment of these of the six new vehicles in this year.

CyRide has traditionally (with a few exceptions) budgeted \$800,000 per year in local dollars for capital; therefore, a larger portion of this budget will need to be committed to buses as opposed to other capital needs (facility improvements, equipment, support vehicles, computers, etc.) over the next three years. The new CIP emphasis for the next three-year period will be on “right-sizing” CyRide’s fleet to ensure that it has an adequate number of buses available for daily service. The facility focus will be on repairs to the existing building, as opposed to expansion to house the entire fleet indoors. Staff will look into the possibility and cost of renting space to house buses indoors in the future. Results of this effort will be shared with board members.

Staff will prepare the new CIP, reflecting the new emphasis on buses, for board member review at the next meeting currently scheduled for December 4th.

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees
FROM: Sheri Kyras
DATE: October 21, 2014
SUBJECT: 2015-2016 SERVICE CHANGE PROPOSALS

BACKGROUND: Year-after-year of record ridership can make for a challenge to match community expectations to service levels and can create internal pressures for more transit resources. An examination of areas where challenges are currently occurring will assist in determining if modifications can be possible during the 2015-2016 budget preparations and discussions. Discussion of these challenges with the Transit Board of Trustees will aid staff in the development of 2015-2016 budget alternatives for the board's review in December 2014.

INFORMATION: In preparation for the 2015-2016 budget discussions, CyRide staff has developed two pieces of information as either background or for consideration – Proposed Development Units and Service Proposals. Each will be discussed below.

Proposed Development Units

Multi-family developments have significantly increased in the past three years to match Iowa State University's growing enrollment. These new complexes have created pressure to increase service levels on routes to meet this higher demand. In looking forward to the 2015-2016 school year, CyRide staff has worked with the City of Ames Planning Department to identify and map (attached) new multi-family complexes that will primarily serve student populations and that will be operational either at the beginning of the next school year or during the school year. The units/beds added in 2014-2015 are also included on the map for comparison purposes.

CyRide has analyzed the new 2015-2016 developments by route and anticipates the following impacts on the next page to CyRide routes based on 170 rides generated for every student or bed.

Multi-Family Development	# of Beds	CyRide Estimated Annual Ridership Increase
Red Route		
#9 -Todd and Lincoln Way	125	21,250
#10 - 4710 Mortensen Road	108	18,360
#11 - Lincoln Swing	260	44,200
Subtotal Red Route	493	83,810
Gray Route		
#6 – Copper Beech (full occupancy)	330	56,100
Blue Route		
#14 - 1204 4 th Street	376	63,920
Orange Route		
#7 - Ringgenberg	192	32,640
TOTAL	1,391	236,470
If 50% of Riders Use CyRide		118,235

The four routes affected are estimated to generate up to 236,000 additional rides next year, assuming occupancy is generated by additional students as opposed to students moving to new complexes and vacating older properties. If 50% of residents in these complexes use CyRide, an additional 118,235 rides would be generated. In comparison, last year’s development impacts estimated for the current year were approximately 129,000 additional rides.

Service Proposals

CyRide has experienced seven years in a row of **record** ridership and nine years of **increasing** ridership, mainly in response to higher enrollment levels at Iowa State University. The table on the next page shows this previous record level, the record years and anticipated ridership in the current and next budget year.

Year	Ridership Level	Increased Rides	# of Additional Peak Buses
2003-2004	4,787,637		
2005-2006	4,173,208		0
2006-2007	4,314,151	+140,943	7
2007-2008	4,646,554	+332,403	0
2008-2009	5,002,146	+355,592	4
2009-2010	5,377,155	+375,009	6
2010-2011	5,447,289	+70,134	6
2011-2012	5,759,883	+312,594	0
2012-2013	5,892,786	+132,903	3
2013-2014	6,619,182	+726,396	5
2014-2015 (Estimated)	6,800,000	+180,818	4
Total		+2,626,792	35

Previous record high

Recent record highs

In looking forward to the future, the draft University enrollment projections recently released call for varying levels of increased enrollment over the next ten years as follows:

Current	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
34,732	35,313	35,526	35,513	35,523	35,499	35,543	35,583	35,633	35,767	36,017
	+581	+213	-13	+10	-24	+44	+40	+50	+134	+250

With steady to slightly increasing enrollment over a longer period of time and with a challenging fiscal environment, CyRide will need to begin to balance needs and funding as it begins the 2015-2016 budget process. The following describes the service levels that staff has identified to successfully meet ridership demands in the 2015-2016 budget year.

Service Change Proposals

Additional Hours of Service 2015-2016:

To meet increasing enrollment, CyRide staff has added buses to existing service to meet increased demand, with some single bus trips requiring up to seven buses to carry the number of customers desiring that trip.

Based on past trends and potential enrollment increases in 2015-2016 estimated at 581 additional students, CyRide recommends increasing service by five hours per weekday to meet overcrowding that is anticipated to occur as these additional trips will happen at currently high ridership periods, just prior to and after class change times. In comparison, CyRide increased ten hours per weekday in the last two year's budgets.

Estimated Annual Cost: \$80,000

Modify Route #1A Red Trips to New Route

Currently CyRide operates a variation of the Red Route that travels between West Ames and campus only, not continuing further into the community as the regular Red Route currently does. This modified Red route is called the #1A and provides the additional capacity needed during peak periods of the day from West Ames. With two variations on the route (#1 Red Route and #1A Red Route) this creates confusion for customers that desire to continue past campus and for students that need a specific stop that is different between the two route variations. Additionally, students have asked for a more direct connection between West Ames and campus. Therefore, CyRide staff proposes to utilize the resources of the #1A Red Route and create a new route that would operate along Mortensen and State Street into campus; thereby splitting the route into two routes that will be more understandable by the public and a more direct route to campus (see attached map).

Previous discussions of a new route that would operate Mortensen and State Streets assumed no change in the #1 or #1A route schedules. This option would take the resources of the #1A route and use them to create the new route (service from 7 am to 7 pm); thereby minimally increasing overall costs for service along Mortensen/State Street and creatively meeting more of the community's desires for service in West Ames. This new route is conceptual at this time and if the board chooses to fund this option, public input would be needed to refine the actual service that would be implemented. This could be accomplished in February 2015, prior to preparing the fall schedule and assigning driver shifts, which is completed each spring.

As a result of splitting the current Red Route service, this change would reduce service on the regular Red Route from its current 7 -10 minute service level to a bus every 20 minutes. However, customers will see fewer full buses pass them by, which should increase their overall satisfaction with service on the route and potentially reduce their wait time at the bus stop.

Estimated Annual Cost: \$75,000

#4 - Gray Route Additional Service Option #1 (Weekdays)

With the addition of Copper Beech and full occupancy of this complex next year, CyRide proposes to increase the service frequency of the #4 Gray Route each weekday when school is in session from its current 40-minute schedule to a bus arriving every 20-minutes. The buses operating this additional service would operate on the same route as the #4B route that operates between S. Duff and campus, excluding service to the hotels and DMACC at the end of this route. Two options were analyzed – **one that would modify the route so that it no longer provided service to the door of the Veterinary Medicine complex and a second, more expensive option that would continue service directly to the complex, while still improving the service level along S. 16th St.** On the less expensive option, the CyRide bus stop for students/faculty would be on S. 16th at the driveway to the Veterinary Medical facility.

*Estimated Annual Cost: \$58,000 with no direct service to Vet Med (staying on S. 16th St.)
\$117,000 if service is directly provided to Vet Med as it is today*

#4 - Gray Route Additional Service Option #1 (Saturdays)

With the addition of Copper Beech and full occupancy of this complex next year, CyRide proposes to add Saturday service to this route. Currently, there is no service on the weekends. Service would be operated every Saturday year-round at a 40-minute interval from 8 am to 10 pm, comparable to other Saturday routes.

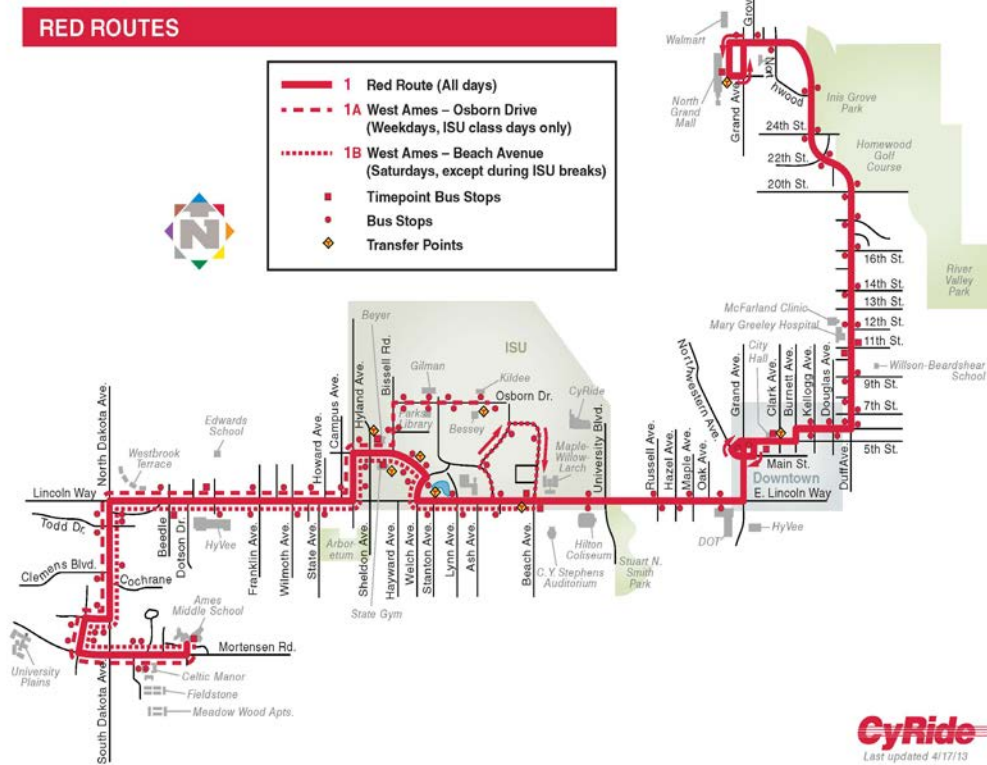
Estimated Annual Cost: \$43,000

CyRide's staff is looking for input on the following options to prepare the operating budget for the board's December meeting:

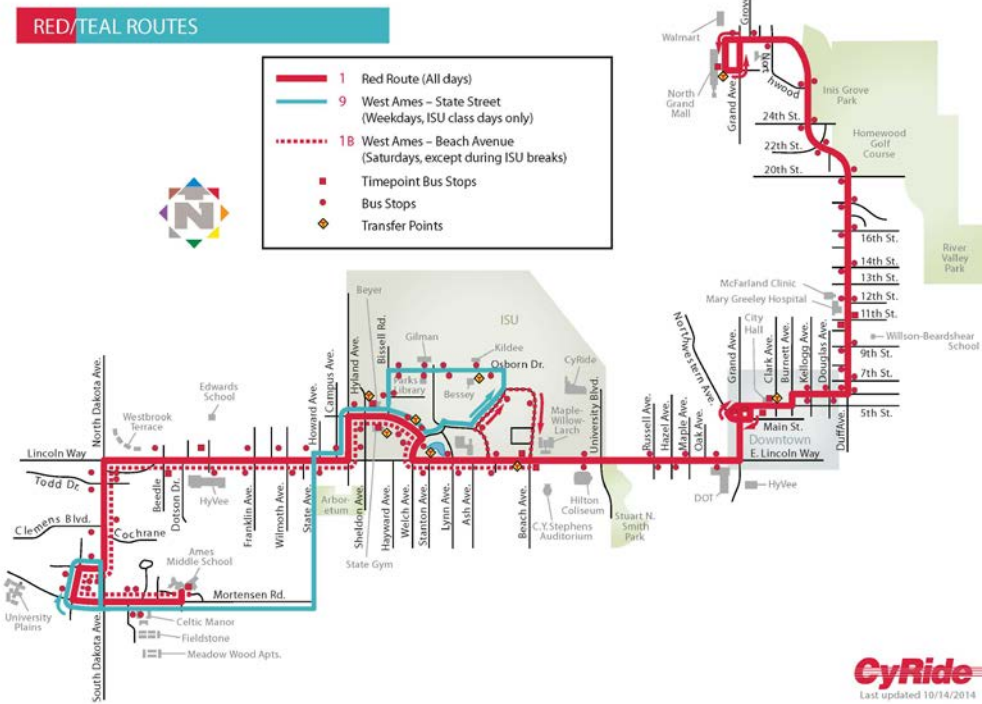
1. **Definition of Baseline Budget Option (Budget Option 1) - \$80,000** - This option would include service change proposal #1 to add additional hours of service each weekday to address overcrowding issues (\$80,000). By including the additional service hours in this baseline, the need to revisit service levels in the summer and secure additional funding will potentially be eliminated if projections are close to actual student increases.
2. **Additional Budget Options** – Additional options that the board would like staff to develop for consideration by the Transit Board. Staff recommends consideration of the following:
 - **Operating Budget Option 2 (Red Route/New Route Proposal) - \$155,000**
 - Baseline as staff recommends above with Additional Service Level (\$80,000)
 - Red Route/New Route Proposal (\$75,000)
 - **Operating Budget Option 3 (Gray Route Modifications) - \$181,000 - \$240,000**
 - Baseline as staff recommends above with Additional Service Level (\$80,000)
 - Gray Route Weekday Service (\$58,000 or \$117,000)
 - Gray Route Saturday Service (\$43,000)
 - **Operating Budget Option 4 (Red Route/New Route Proposal and Gray Route Modifications) - \$256,000 - \$315,000**
 - Baseline as staff recommends above with Additional Service Level (\$80,000)
 - Red Route/New Route Proposal (\$75,000)
 - Gray Route Weekday Service (\$58,000 or \$117,000)
 - Gray Route Saturday Service (\$43,000)

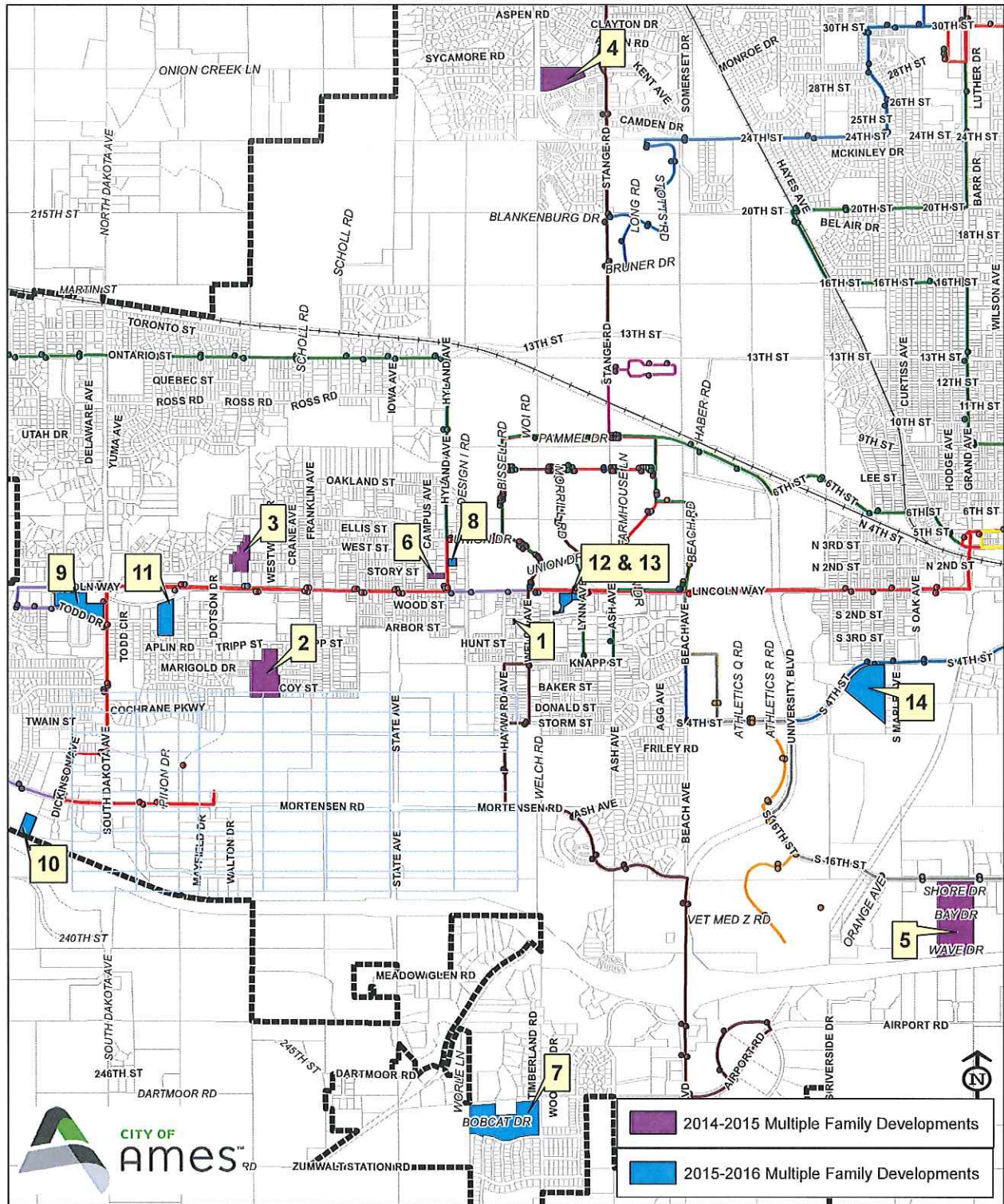
Direction from the Transit Board on local share percentage increases would also begin to narrow down the options for presentation at the December meeting.

Existing Red Route Service



Proposed Red Route/New Route Service





Multiple Family Residential Developments Proposed for 2014-2015 and 2015-2016 Occupancy

2014-2015 Developments

ID	Development	Units	Beds
1	Chamberlain	8	40
2	Southfork 5th	18	36
3	Westwood Village	24	72
4	Somerset	48	96
5	Copper Beech	219	660
6	125 Hyland	13	44
Totals		330	948

2015-2016 Developments

ID	Development	Units	Beds
7	Ringgenberg	96	192
8	140 Hyland	8	16
9	Todd/Lincoln Way	70	125
10	4710 Mortensen Road	35	108
11	Lincoln Swing	85	260
12	Gilbane Development	96	144
13	OPUS Development	53	144
14	1204 4th Street	134	376
Totals		577	1365

All Unit and Bed values are estimates until final Site Plan approval.

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: October 21, 2014

SUBJECT: FIVE-YEAR FINANCIAL ANALYSIS

BACKGROUND: At the ISU-GSB-Transit Board meeting held on August 4th 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 expenses/additional hours of service due to overcrowding (base level of service plus addressing overcrowding). The purpose of this analysis was to determine the level of 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

At the September 30th Transit Board meeting, board members asked staff to prepare another set of scenarios that added new routes/services, in addition to the baseline level of service plus addressing overcrowding presented at last month's meeting. The new services recommended for inclusion in the second set of scenarios is as follows:

- S. 16th Street – Next year
- New State Street Route – In two years
- Research Park – In 3 years
- North Ames (Brown Route) – In two years

INFORMATION: Included in the remainder of this document is the original set of scenarios (#1 - #3), as well as, the second set of scenarios (#4 - #6) and assumptions used in each scenario.

Assumptions

- **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 two sets of scenarios below describe the impact on each of the local funding partners and on the student’s fee for CyRide services.

Scenario Set #1 –

The above described assumptions were then converted into a five-year financial analysis using the three different local-party shares. Under scenario’s #1 - #3, the difference between the local party shares is based upon the allocation of 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)

A recap representing the local party shares of the baseline plus overcrowding scenario and GSB student fee **at the end of the five year period** is included in the chart below.

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	\$8,316,028		\$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%	

Scenario Set #2 –

Scenarios #4-#6 represent the second analysis where new services/routes were also included in the pro forma revenue and expenses (highlighted in yellow). The total additional expenses were for:

- 5 hours extra per day per year
- NextBus annual maintenance expenses
- Buses (local match)
- S. 16th Street – Next year
- New State Street Route – In two years
- Research Park – In 3 years
- North Ames (Brown Route) – In two years

A recap representing the local party shares and GSB student fees **at the end of the five year period** is included in the chart on the next page.

FY2020 Three-Party Shares

Funder/ Scenario	Current - FY15	#4 – Current Shares	New Local %	#5 – Ridership Shares	New Local %	#6 – Student Emphasis	New Local %
City	\$1,567,694	\$2,216,959	24%	\$1,840,377	21%	\$1,799,700	21%
ISU	\$687,495	\$972,223	11%	\$807,078	9%	\$789,239	9%
GSB	\$4,409,044	\$5,896,938	65%	\$5,953,047	68%	\$5,962,380	70%
Total	\$6,664,233	\$9,086,120		\$8,600,502		\$8,551,319	
Fee	\$64.11	\$88.45		\$89.29		\$89.43	
% Fee Change From Current		+38.0%		+39.3%		+39.5%	

Historical Comparison

In looking at historical percentage increases in five year increments, the chart below uses **Scenario #1** and **Scenario #4** as the baseline for a comparison to each five-year period since 1980.

Five-Yr. Periods	City	ISU	GSB
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%
Projected FY2016 - FY2020 Scenario #1	+29.4%	+29.4%	+24.5%
Projected FY2016 - FY2020 Scenario #4	+41.4%	+41.1%	+33.7%

This comparison indicates that all three funding partner's percentage increase is lower under Scenario #1. However, the City/ISU average five-year increase is higher under Scenario #4, with new routes/services added, but GSB's percentage increase is remains under the five-year average.

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

Five-Yr. Periods	Fee Increase
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%
Projected FY2016 - FY2020 Scenario #1	+26.2%
Projected FY2016 - FY2020 Scenario #4	+38.0%

This comparison indicates that under both scenario's #1 and #4, student fee increases are lower than the average five-year period and would be lower under each of the six scenarios provided.

**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%			
	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

CAPITAL & OPERATIONS	3.8%	6.5%	9.2%	6.5%	11.9%	11.1%	5.2%	4.1%	4.0%	3.9%
	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	\$4,634,390	\$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
Payments		Extras	(\$77,565)	(\$165,000)	(\$86,000)	\$0	\$0	\$0	\$0	\$0
Transfers In (Out)	\$424,010	\$134,813	\$140,800	(\$96,170)	(\$96,170)	\$0	\$0	\$0	\$0	\$0
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

GSB Fees and Trust Fund Summary

100% Increased Expenses after 2015

CAPITAL & OPERATIONS	3.8%	6.5%	9.2%	6.5%	11.9%	11.8%	5.2%	3.9%	3.9%	3.8%
	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	\$4,661,045	\$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
Payments		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
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

**Scenario #4 - 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	\$ 1,225,919	\$ 1,303,458	\$ 1,233,678	\$ 1,393,465
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			
Copper Beach			\$ 113,000	\$ 113,000	\$ 113,000			
ISU	7.2%	\$ 658,561	\$ 687,495	\$ 736,833	\$ 789,711	\$ 846,384	\$ 907,124	\$ 972,223
City	7.2%	\$ 1,502,103	\$ 1,567,694	\$ 1,680,198	\$ 1,800,777	\$ 1,930,008	\$ 2,068,513	\$ 2,216,959
GSB	7.2%	\$ 3,891,491	\$ 4,169,944	\$ 4,469,197	\$ 4,789,925	\$ 5,133,671	\$ 5,502,085	\$ 5,896,938
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	\$ 10,354,287	\$ 11,044,689	\$ 11,630,777	\$ 11,905,807	\$ 12,569,885	\$ 13,277,042
Wages	3.0%	\$ 4,860,637	\$ 5,156,456	\$ 5,311,150	\$ 5,470,484	\$ 5,634,599	\$ 5,803,637	\$ 5,977,746
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	\$ 6,617,300	\$ 6,837,254	\$ 7,065,307	\$ 7,301,807	\$ 7,547,119	\$ 7,801,629
Next Bus	0.0%	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170
5 Hours extra per day	2.5%		\$ 80,000	\$ 164,000	\$ 246,000	\$ 328,000	\$ 410,000	\$ 492,000
S. 16th	2.5%		\$ 113,000	\$ 115,825	\$ 118,721	\$ 121,689	\$ 124,731	\$ 127,849
State Street	2.5%			\$ 160,000	\$ 164,000	\$ 168,100	\$ 172,303	\$ 176,610
Somerset	2.5%				\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689
ISU Research Park	2.5%				\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689
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	\$ 2,977,386	\$ 3,310,200	\$ 3,687,931	\$ 3,873,780	\$ 4,062,979	\$ 4,255,641
Operating Expenses		\$ 8,960,632	\$ 9,594,686	\$ 10,147,454	\$ 10,753,238	\$ 11,175,587	\$ 11,610,098	\$ 12,057,270
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
Ending Balance		\$ 1,169,083	\$ 1,128,683	\$ 1,225,919	\$ 1,303,458	\$ 1,233,678	\$ 1,393,465	\$ 1,813,237
		13.0%	11.8%	12.1%	12.1%	11.0%	12.0%	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	4,469,197	4,789,925	5,133,671	5,502,085	5,896,938
Fees to break even	\$	62.61	64.34	67.89	72.25	77.22	81.94	86.95
Fees actual (Projected)	\$	62.61	64.11	66.35	69.38	77.86	82.66	88.45

**Scenario #5 - 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	\$ 1,569,133	\$ 1,926,946	\$ 1,913,489	\$ 1,875,129
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			
Copper Beach			\$ 113,000	\$ 113,000	\$ 113,000			
ISU	3.3%	\$ 658,561	\$ 687,495	\$ 709,903	\$ 733,040	\$ 756,932	\$ 781,603	\$ 807,078
City	3.3%	\$ 1,502,103	\$ 1,567,694	\$ 1,618,790	\$ 1,671,551	\$ 1,726,031	\$ 1,782,288	\$ 1,840,377
GSB	3.3%	\$ 3,891,491	\$ 4,169,944	\$ 4,305,854	\$ 4,446,194	\$ 4,591,109	\$ 4,740,746	\$ 4,895,261
GSB NextBus		\$ 96,170	\$ 96,170	\$ 86,553	\$ 86,553	\$ 86,553	\$ 86,553	\$ 86,553
GSB Extra service				\$ 395,843	\$ 565,849	\$ 648,260	\$ 730,886	\$ 813,733
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	\$ 10,354,287	\$ 11,387,903	\$ 11,911,051	\$ 11,962,129	\$ 12,371,738	\$ 12,791,424
Wages	3.0%	\$ 4,860,637	\$ 5,156,456	\$ 5,311,150	\$ 5,470,484	\$ 5,634,599	\$ 5,803,637	\$ 5,977,746
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	\$ 6,617,300	\$ 6,837,254	\$ 7,065,307	\$ 7,301,807	\$ 7,547,119	\$ 7,801,629
Next Bus	0.0%	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170
5 Hours extra per day	2.5%		\$ 80,000	\$ 164,000	\$ 246,000	\$ 328,000	\$ 410,000	\$ 492,000
S. 16th	2.5%		\$ 113,000	\$ 115,825	\$ 118,721	\$ 121,689	\$ 124,731	\$ 127,849
State Street	2.5%			\$ 160,000	\$ 164,000	\$ 168,100	\$ 172,303	\$ 176,610
Somerset	2.5%				\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689
ISU Research Park	2.5%				\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689
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	\$ 2,977,386	\$ 3,310,200	\$ 3,687,931	\$ 3,873,780	\$ 4,062,979	\$ 4,255,641
Operating Expenses		\$ 8,960,632	\$ 9,594,686	\$ 10,147,454	\$ 10,753,238	\$ 11,175,587	\$ 11,610,098	\$ 12,057,270
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
Ending Balance		\$ 1,169,083	\$ 1,128,683	\$ 1,569,133	\$ 1,926,946	\$ 1,913,489	\$ 1,875,129	\$ 1,809,283
		13.0%	11.8%	15.5%	17.9%	17.1%	16.2%	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	\$ 4,900,750	\$ 5,256,096	\$ 5,483,421	\$ 5,715,685	\$ 5,953,047
Fees to break even	\$	62.61	\$ 64.34	\$ 74.45	\$ 79.28	\$ 82.48	\$ 85.12	\$ 87.78
Fees actual (Projected)	\$	62.61	\$ 64.11	\$ 66.35	\$ 82.95	\$ 83.17	\$ 85.87	\$ 89.29

GSB Fees and Trust Fund Summary

90% Increased Expenses after 2015

CAPITAL & OPERATIONS	3.8%	6.5%	9.2%	6.5%	11.9%	17.5%	7.3%	4.3%	4.2%	4.2%
	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	\$4,900,750	\$5,256,096	\$5,483,421	\$5,715,685	\$5,953,047
Actual Revenue	\$3,432,423	\$3,339,076	\$3,639,853	\$3,892,893	\$4,150,207	\$4,364,688	\$5,482,511	\$5,481,435	\$5,707,116	\$5,951,061
Surplus/(Deficit)	\$424,010	\$134,813	\$140,800	\$166,402	(\$19,737)	(\$536,062)	\$226,414	(\$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	\$265,079	\$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
Payments		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
Transfers In (Out)	\$424,010	\$134,813	\$140,800	\$166,402	(\$19,737)	(\$536,062)	\$226,414	(\$1,986)	(\$8,569)	(\$1,986)
Ending Balance	\$1,099,162	\$1,241,940	\$1,087,122	\$991,290	\$799,141	\$265,079	\$500,000	\$500,000	\$500,000	\$500,000
% of Budgeted Revenue	36.5%	38.8%	31.1%	26.6%	19.2%	5.4%	9.5%	9.1%	8.7%	8.4%

Increase	\$0.00	\$0.00	\$0.00	\$0.00	\$1.50	\$2.25	\$16.59	\$0.21	\$2.71	\$3.42
Total Fees	\$62.61	\$62.61	\$62.61	\$62.61	\$64.11	\$66.36	\$82.95	\$83.17	\$85.87	\$89.29
Increase %	0.0%	0.0%	0.0%	0.0%	2.4%	3.5%	25.0%	0.3%	3.3%	4.0%
Student Semesters	54,822	53,331	58,135	62,177	64,736	65,773	66,092	65,910	66,460	66,646

**Scenario #6 - 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	\$ 1,605,641	\$ 1,992,469	\$ 1,983,924	\$ 1,924,440
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			
Copper Beach			\$ 113,000	\$ 113,000	\$ 113,000			
ISU	2.8%	\$ 658,561	\$ 687,495	\$ 706,736	\$ 726,516	\$ 746,849	\$ 767,752	\$ 789,239
City	2.8%	\$ 1,502,103	\$ 1,567,694	\$ 1,611,570	\$ 1,656,673	\$ 1,703,039	\$ 1,750,702	\$ 1,799,700
GSB	2.8%	\$ 3,891,491	\$ 4,169,944	\$ 4,286,650	\$ 4,406,621	\$ 4,529,951	\$ 4,656,732	\$ 4,787,062
GSB NextBus		\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170
GSB Extra service				\$ 439,825	\$ 628,721	\$ 720,289	\$ 812,096	\$ 904,148
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	\$ 10,354,287	\$ 11,424,412	\$ 11,940,065	\$ 11,967,042	\$ 12,350,615	\$ 12,742,241
Wages	3.0%	\$ 4,860,637	\$ 5,156,456	\$ 5,311,150	\$ 5,470,484	\$ 5,634,599	\$ 5,803,637	\$ 5,977,746
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	\$ 6,617,300	\$ 6,837,254	\$ 7,065,307	\$ 7,301,807	\$ 7,547,119	\$ 7,801,629
Next Bus	0.0%	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170	\$ 96,170
5 Hours extra per day	2.5%		\$ 80,000	\$ 164,000	\$ 246,000	\$ 328,000	\$ 410,000	\$ 492,000
S. 16th	2.5%		\$ 113,000	\$ 115,825	\$ 118,721	\$ 121,689	\$ 124,731	\$ 127,849
State Street	2.5%			\$ 160,000	\$ 164,000	\$ 168,100	\$ 172,303	\$ 176,610
Somerset	2.5%				\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689
ISU Research Park	2.5%				\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689
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	\$ 2,977,386	\$ 3,310,200	\$ 3,687,931	\$ 3,873,780	\$ 4,062,979	\$ 4,255,641
Operating Expenses		\$ 8,960,632	\$ 9,594,686	\$ 10,147,454	\$ 10,753,238	\$ 11,175,587	\$ 11,610,098	\$ 12,057,270
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
Ending Balance		\$ 1,169,083	\$ 1,128,683	\$ 1,605,641	\$ 1,992,469	\$ 1,983,924	\$ 1,924,440	\$ 1,809,411
		13.0%	11.8%	15.8%	18.5%	17.8%	16.6%	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	\$ 4,947,645	\$ 5,306,512	\$ 5,521,410	\$ 5,739,998	\$ 5,962,380
Fees to break even	\$	62.61	\$ 64.34	\$ 75.16	\$ 80.05	\$ 83.05	\$ 85.49	\$ 87.92
Fees actual (Projected)	\$	62.61	\$ 64.11	\$ 66.35	\$ 82.69	\$ 85.26	\$ 86.24	\$ 89.43

GSB Fees and Trust Fund Summary

100% Increased Expenses after 2015

CAPITAL & OPERATIONS	3.8%	6.5%	9.2%	6.5%	11.9%	18.7%	7.3%	4.0%	4.0%	3.9%
	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	\$4,947,645	\$5,306,512	\$5,521,410	\$5,739,998	\$5,962,380
Actual Revenue	\$3,432,423	\$3,339,076	\$3,639,853	\$3,892,893	\$4,150,207	\$4,379,035	\$5,465,475	\$5,619,423	\$5,731,429	\$5,960,394
Surplus/(Deficit)	\$424,010	\$134,813	\$140,800	\$166,402	(\$19,737)	(\$568,610)	\$158,963	\$98,014	(\$8,569)	(\$1,986)

TRUST FUND

Opening Balance	\$667,188	\$1,099,162	\$1,241,940	\$1,087,122	\$991,290	\$799,141	\$232,531	\$400,000	\$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
Payments		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
Transfers In (Out)	\$424,010	\$134,813	\$140,800	\$166,402	(\$19,737)	(\$568,610)	\$158,963	\$98,014	(\$8,569)	(\$1,986)
Ending Balance	\$1,099,162	\$1,241,940	\$1,087,122	\$991,290	\$799,141	\$232,531	\$400,000	\$500,000	\$500,000	\$500,000
% of Budgeted Revenue	36.5%	38.8%	31.1%	26.6%	19.2%	4.7%	7.5%	9.1%	8.7%	8.4%

Increase	\$0.00	\$0.00	\$0.00	\$0.00	\$1.50	\$2.47	\$16.12	\$2.56	\$0.98	\$3.19
Total Fees	\$62.61	\$62.61	\$62.61	\$62.61	\$64.11	\$66.58	\$82.69	\$85.26	\$86.24	\$89.43
Increase %	0.0%	0.0%	0.0%	0.0%	2.4%	3.8%	24.2%	3.1%	1.1%	3.7%
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: October 21, 2014

SUBJECT: ORANGE ROUTE STUDY RECAP

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 was 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 and is funded 80% by a federal grant. The total project cost is \$201,880.

The study was temporarily halted from November 2013 until the present to allow time for university discussions regarding Osborn Drive to occur as the impact of these discussions could have a significant impact on the Orange Route alternatives.

INFORMATION: From contract award until November of 2013, URS completed the following work:

- Definition of the Problem/Study Purpose
- Data Collection/Analysis:
 - Passenger count by bus stop
 - Commuter lot passenger survey
 - Classroom activity by building
 - Osborn Drive vehicle count by type of vehicle
 - Orange route statistics
- Identification of possible alternatives
- Public Input Meeting
- Narrowing of the alternatives

Each of these activities is briefly described below.

Definition of the Problem/Study Purpose

The Orange Route is the busiest route in the State of Iowa averaging 13,000 rides per day and, during winter months, exceeds 14,000 rides. To put this level of ridership into perspective, the Federal Transit Administration recognizes that a traditional bus route is challenged at 3,000 rides per day. Additionally,

during peak periods of the day, buses operate every two minutes on the short, three-mile, round-trip route. Finally, this ridership level continues to grow at a rate between 2% and 7% per year.

The purpose of the study is fourfold:

- To reduce wait time at bus stops along the route, overcrowding on the bus and being passed up by full buses.
- To provide a peak period average bus occupancy of less than 150% of its seated capacity (60 people on a 40-seat vehicle)
- Reduce the potential for vehicle-pedestrian-bicycle conflicts on the route in campus
- Maximize the cost effectiveness of the route under current and future conditions

Data Collection/Analysis

Five types of data were collected and analyzed to determine the route's current condition as follows:

- **Passenger Boarding's/Alightings** - For a one week period from March 11-15, 2013, URS and their subconsultant recorded the number of people that boarded and alighted from each bus stop along the Orange Route. A map was developed that indicated that the busiest stops in the system were: ISU Center, Maple-Willow-Larch residence hall and the library. Close behind are Beardshear and Kildee Halls. (see Illustration #1 attached)
- **Commuter Lot Passenger Survey** - During the same week as the passenger count, URS and subconsultant employees handed out surveys to riders boarding at the ISU Center lot to determine if they were in-town residents or commuting from out-of-town, why they chose to ride the bus from the lot and if they were receptive to paying to park their car at the lot (currently parking is free). The study found that 2/3rd's of the riders lived within Ames and 1/3 commute from outside of Ames. Also, that most people drove to the lot because parking was free, followed by a quicker trip and that it was on their way to campus. Last, most people preferred free parking, but would consider a nominal charge for parking such as \$10 or \$20 per year.
- **Classroom Activity by Building** - Data supplied by the university on the amount of classroom activity at each building found that major activity occurred at Carver Hall, Gillman Hall, Ross Hall, Troxell Hall, the library and Hoover Hall. With the exception of Hoover Hall, each of these areas is currently served directly on the Orange Route. (See Illustration #2)
- **Osborn Drive Vehicle Count** - A review of vehicles on March 26, 2013 that entered the Osborn Dr. gates from the east and west found that 53.5% of the vehicles using this street were CyRide buses (835). The next largest group was a combination of other vehicles (217), followed by department vehicles (135).
- **Orange Route Statistics** - The consultant and subconsultant gathered a large quantity of data regarding CyRide's current Orange Route, such as ridership by trip and time of day, number of buses in operation throughout the day, total miles travelled, etc.

Identification of Possible Alternatives

After reviewing the data above, the consultant identified the realm of possible solutions to meet the goals identified in the purpose of the study. These solutions were as follows:

1. **Baseline - No Change** – Same service level
2. **Add More Standard Buses** - Increase number of standard buses on current route
3. **All Articulated Buses** - Operate current route with only articulated buses
4. **Two Routes** – Splitting the route into two – four options developed
5. **Bus Rapid Transit** - Articulated buses with shorter route, fewer stops, technology to reduce travel time
6. **Streetcar** – Shorter route with over-head electrification, rail in street
7. **Light Rail** – Shorter route with in-ground electrification, rail in street

Public Input Meeting

On April 10, 2013, a public meeting was held in the Memorial Union. The meeting was very sparsely attended with just a few individuals not affiliated with the university, CyRide or the city attending. Comments received regarded more about the process that would be used to determine a direction as opposed to input on how to improve the routes. One individual liked the street car option and would like to see an elevated rail system.

A meeting was also held on April 11, 2014 and again over the summer of 2013 with senior ISU administration. The purpose of these meetings was to gain information on each alternative's impact on university operations and insight into alternatives that have more potential from their viewpoint.

Alternatives

Six alternatives were chosen for consideration and rated according to evaluation criteria important to CyRide, the community and Iowa State University (see "Orange Route Alternatives Screening" – Illustration #3). The light rail option was eliminated from this analysis as a cost-prohibitive option from a capital and operating standpoint. The criteria included:

- **Rider experience** - Travel time, bus frequency, capacity, etc.
- **Traffic operations/safety** - Vehicles on street, intersection operations, bike/pedestrian conflicts
- **Environmental/Community benefits** - neighborhood, vehicles miles of travel, etc.
- **Financial** - Capital, operating cost

As a result of this initial screening, the "No Change" option and three of the four route alignment options were eliminated, as well as the "add more standard buses" alternative was retained as only a short-term solution. As a result, the long-term options on the following page were considered for final evaluation:

1. **All articulated buses**
2. **Two routes** - with express route from ISU Center lot and one beginning/ending at Maple-Willow-Larch
3. **Bus Rapid Transit route**
4. **Streetcar**

The specific alignments, as compared to classroom activity, are included in Illustration #4.

Next Steps

As a result of discussions with the Federal Transit Administration, and in consultation with ISU administration, CyRide will restart the study with the goal of completing all work by the end of the summer of 2015. The steps yet to be completed and potential timeline for these activities are briefly as follows:

- Public Input on the remaining alternatives - January 2015
- Recommendation on preferred alternative by Orange Route Study Committee (made up for city, ISU and CyRide technical staff) – February-March 2015
- Presentation of preferred alternative to Transit Board of Trustees/ISU Administration - April 2015
- Selection of a preferred alternative - May-June 2015
- Final Report – August 2015

Illustration #1

Current On/Off Activity by Bus Stop

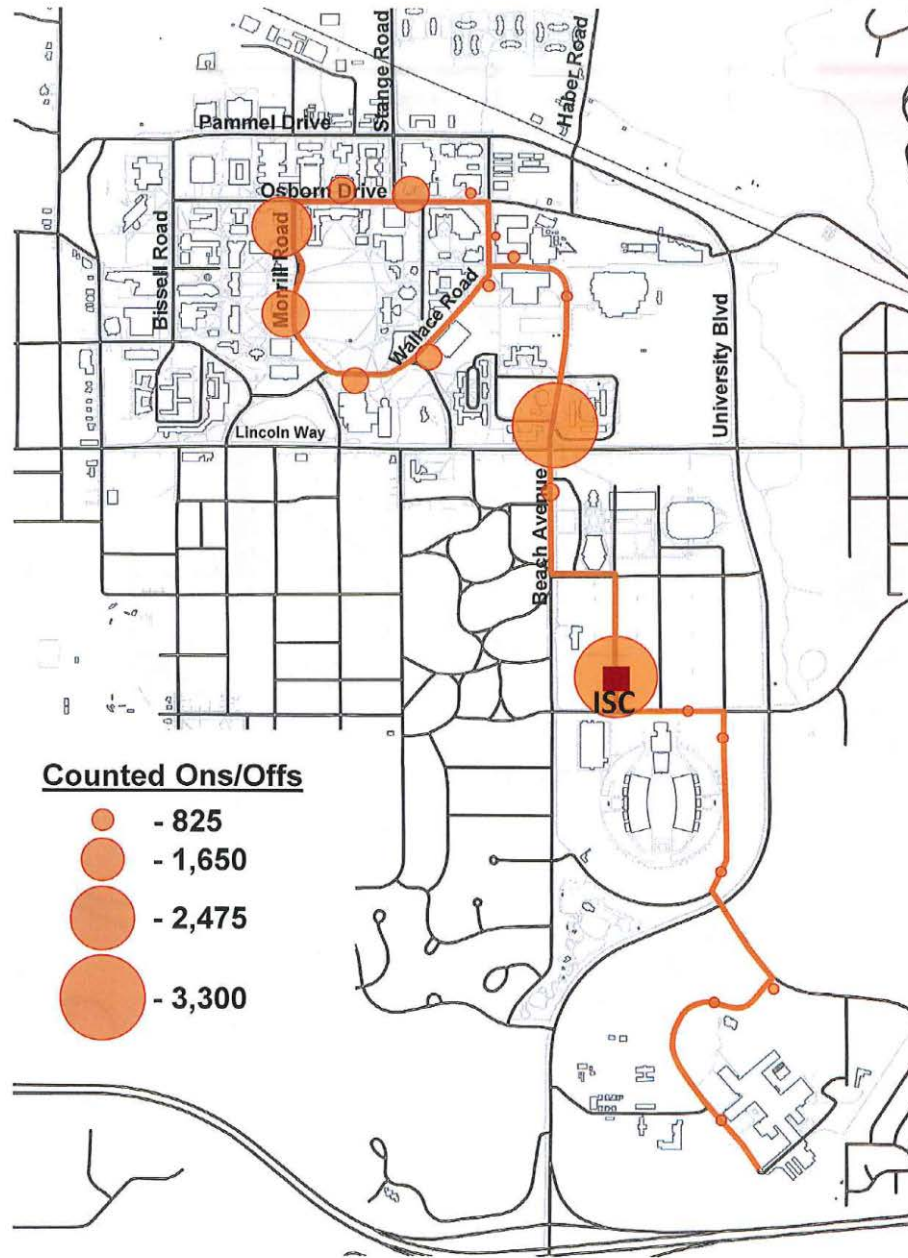


Figure 1
Current Orange Route Alignment/On-Off Activity
by Stop

Illustration #2 Classroom Activity



Illustration #4 Alternatives Remaining

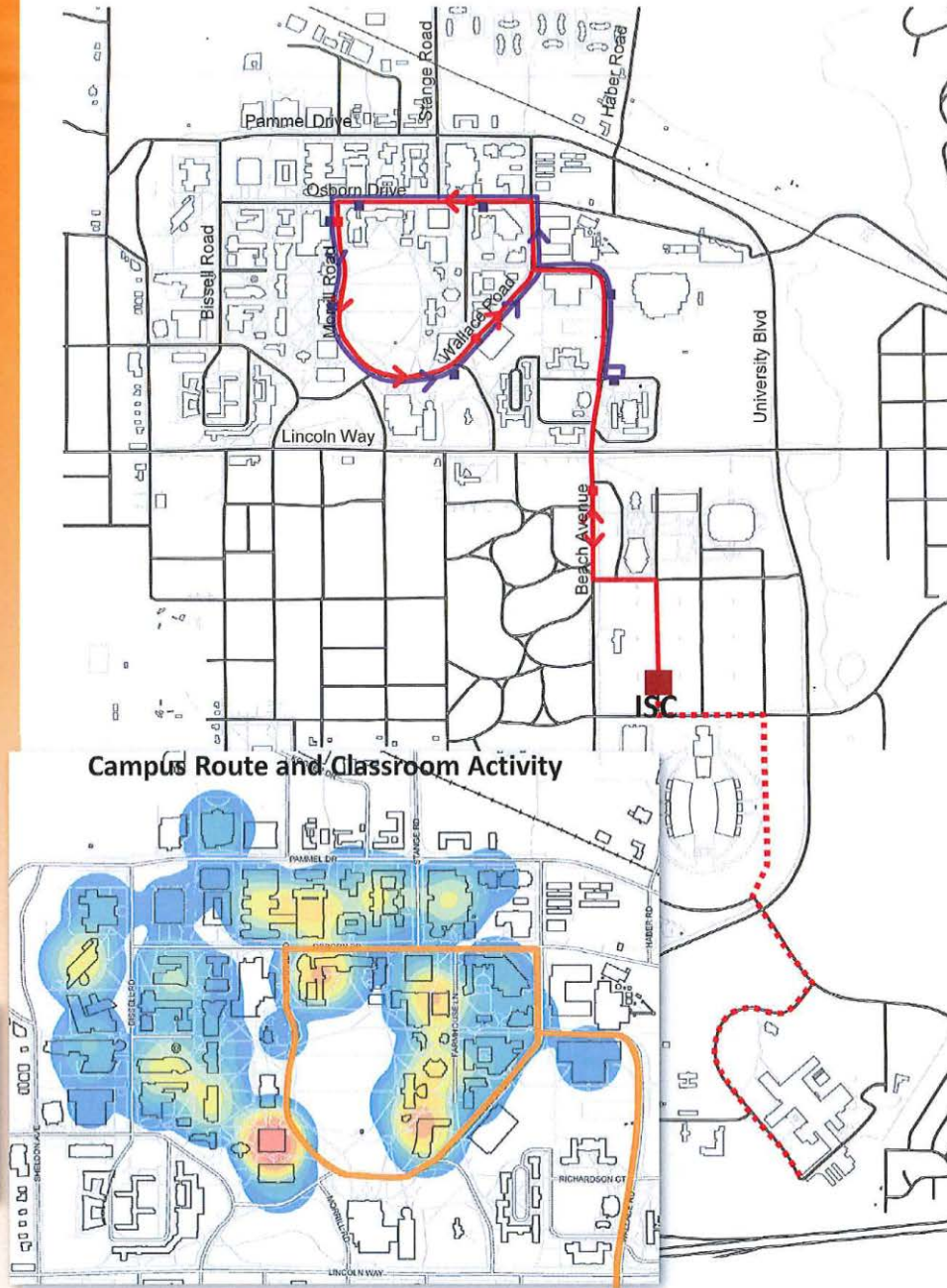


Figure 1
Alternate Routing Option 1/Current On-Off
Activity by Stop

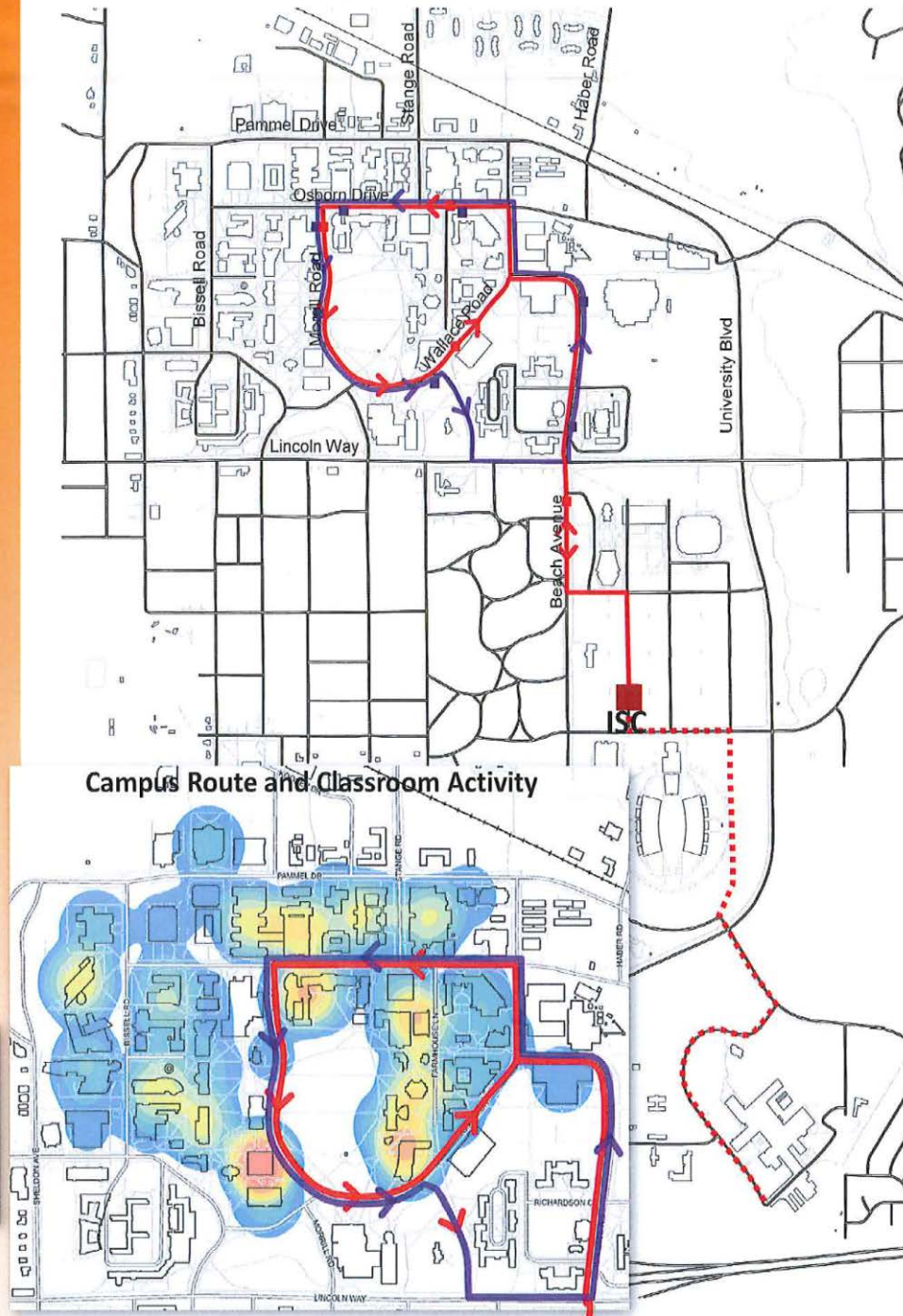
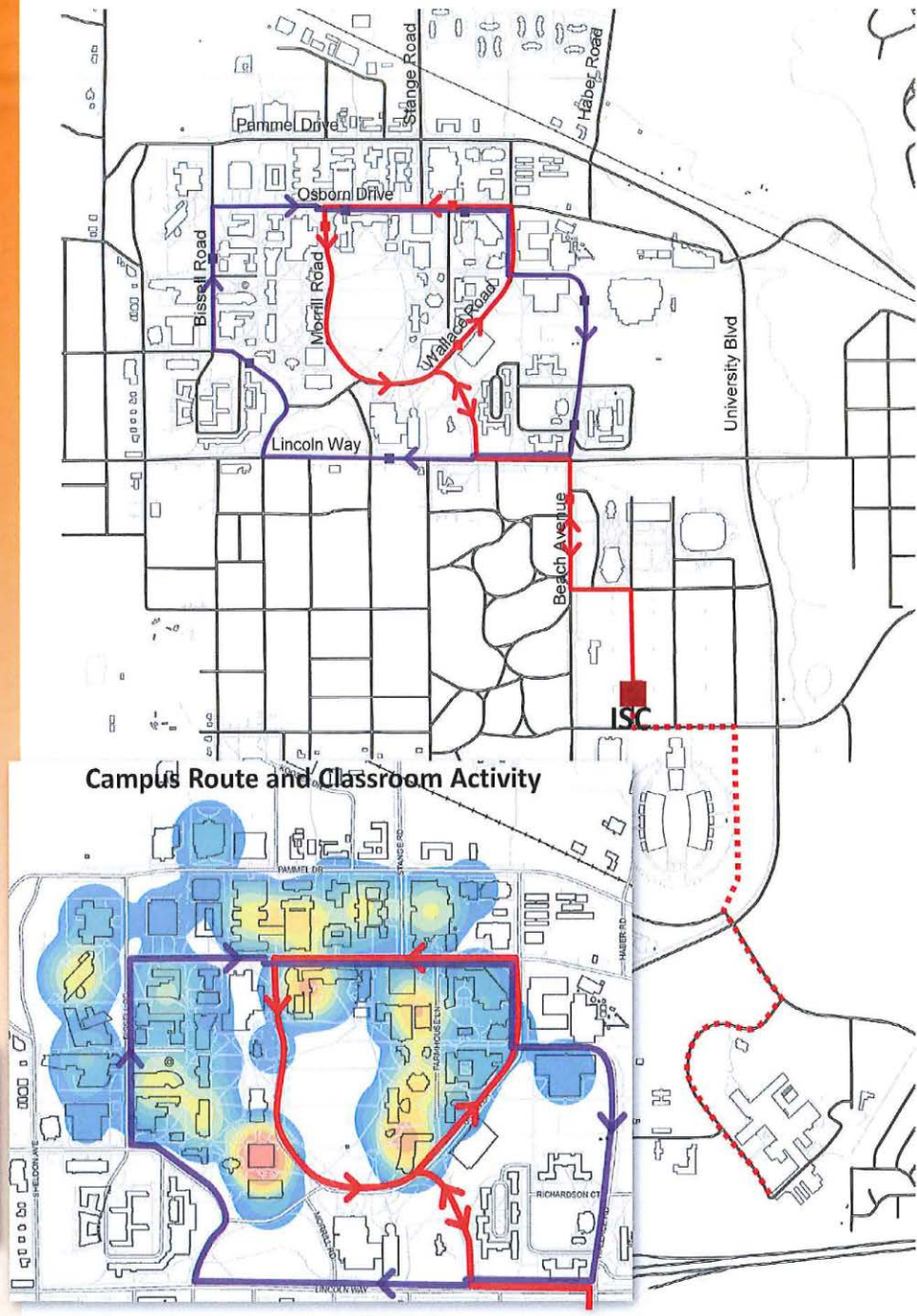


Figure 2
Alternate Routing Option 2/Current On-Off
Activity by Stop



Campus Route and Classroom Activity

**Figure 3
Alternate Routing Option 3/Current On-Off
Activity by Stop**

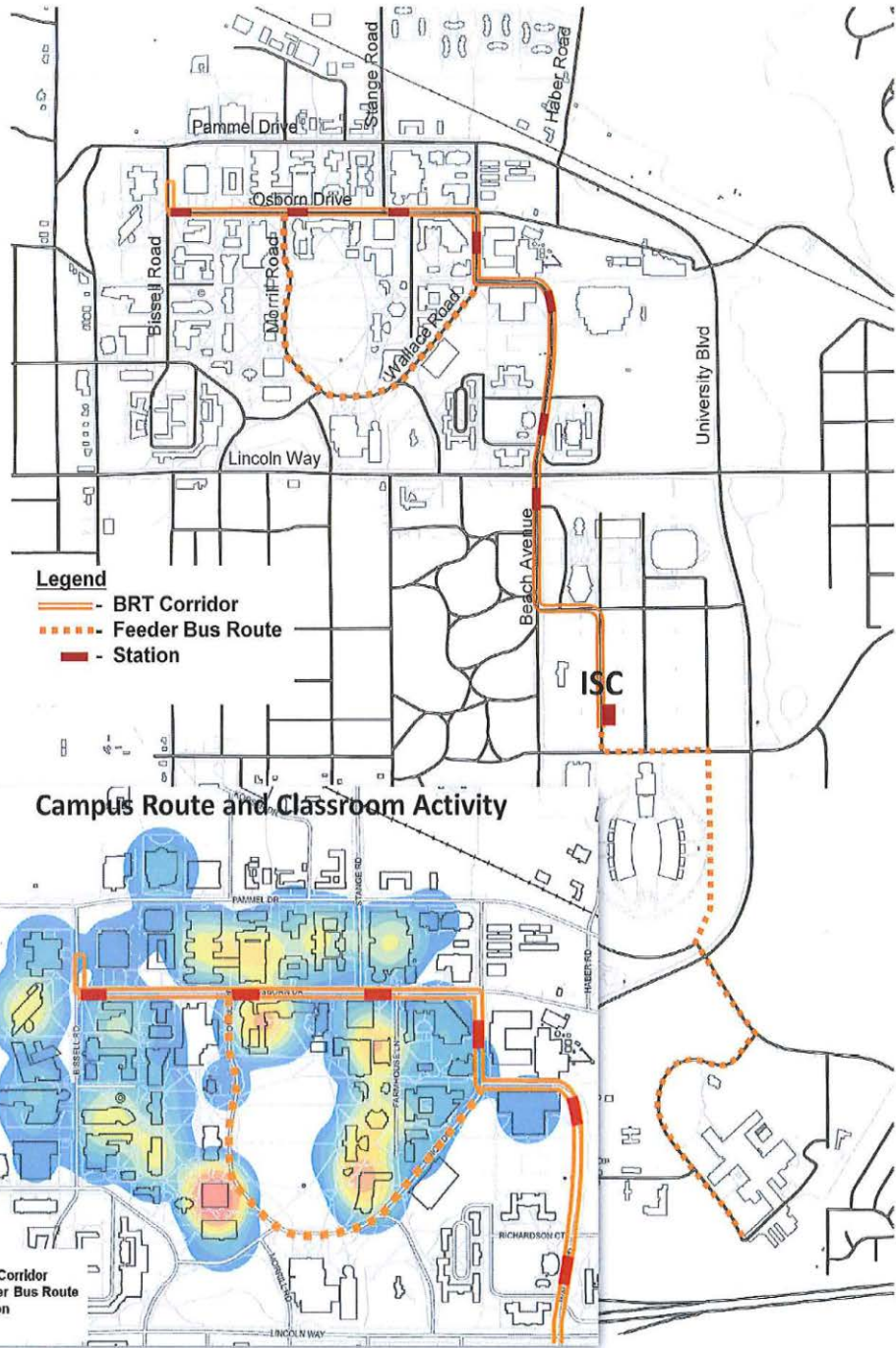


Figure 5
BRT Concept Alignment (Option 5)/Current On-Off Activity by Stop

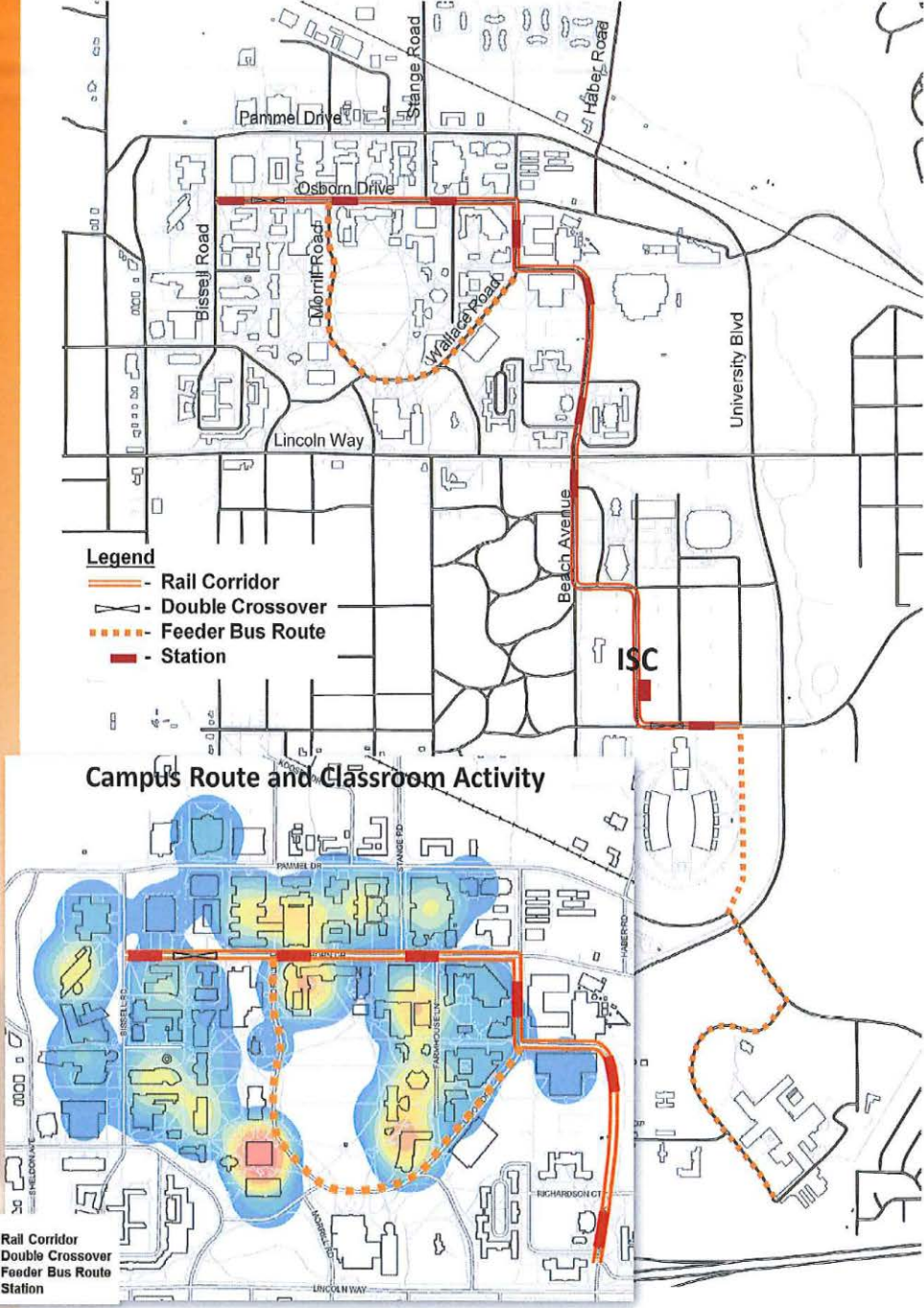


Figure 6
Streetcar Concept Alignment (Option 6)/Current On-Off Activity by Stop

Transit Director's Report

October 2014

1. Iowa State University Legislative Support

In discussions with Iowa State University's President and Senior Vice President of Business and Finance, the university will work collaboratively with CyRide to encourage Iowa's Senators and Representatives to modify the Small Transit Intensive Cities (STIC) program to increase its percentage of federal transit funding from 1.5% to 3%. CyRide receives almost half of its federal funding from this program and doubling this program would provide CyRide with almost an additional \$1 million dollars in federal funding. (See attached information). This is a national effort by small transit systems in recognition of the unique ridership characteristics of small cities with large ridership.

2. Iowa Public Transit Association State Legislative Platform

The Iowa Public Transit Association is working to raise awareness and garner financial support within the State Legislature for bus replacement funding. They have developed a campaign around the need for \$25 million dollars per year for the next five years to address the backlog of transit buses statewide (54%) that have exceeded their federal useful life standard. **The State of Iowa does not provide funding for bus replacement at the current time.** They do, however, receive two federal allocations totaling \$4.5 million per year that are provided for bus replacements. At this rate, bus fleets in the state will not keep pace and the percentage of Iowa's fleet, beyond its useful life, will continue to grow.

To prepare for these discussions during the legislative session, transit systems are being asked to meet with their state legislators the week of December 8 – 12 at their transit systems to show the condition of these older buses. CyRide will work with HIRTA to coordinate a meeting with our legislators. Support from students, the transit board, ISU and city officials would help show the severe need for buses at CyRide, as well as provide a broader perspective on this statewide issue.

3. Facility Construction – Request for Partial Retainage

Due to the length of time between board meetings (October 21st to Dec. 4th), staff may need to schedule a very short Transit Board meeting in November to address Henkel Construction's request for partial retainage. This firm is in the process of preparing paperwork to document items remaining to be completed, which is less than the retainage amount. Staff is working with the City's Legal Department to ensure that the retainage request is compliant with Iowa Code.

4. Bus Bike Rack Usage

The following chart illustrates the use of bike racks on CyRide buses for the two previous fiscal years. Use of the racks has steadily increased since they were installed in 2008, with an 11.2% increase in the past year.

Month	2013/14	2012/13	% Change
Jul	802	823	-2.6%
Aug	1,120	1,118	0.2%
Sep	1,747	1,195	46.2%
Oct	1,610	1,208	33.3%
Nov	813	728	11.7%
Dec	315	461	-31.7%
Jan	246	384	-35.9%
Feb	226	366	-38.3%
Mar	355	300	18.3%
Apr	712	750	-5.1%
May	855	740	15.5%
Jun	991	731	35.6%
Total	9,792	8,804	11.2%



**CyRide
Small Transit Intensive Cities (STIC) Funding**

Transit Funding Background and Challenge:

In allocating federal financial assistance to transit systems, the Federal Transit Administration recognizes three sizes of urban transit operations based on the population served: Small Urban (50,000 to 200,000), Medium (200,000 to 1 million) and Large (over 1 million). Service provided in Ames by the Ames Transit Agency (CyRide) falls within the small urban funding program.

Federal transit funding is allocated based on formula criteria that are different for small versus medium/large systems. The urban formula allocation for medium and large-sized systems uses three criteria as opposed to only two for small systems. The missing criteria for small systems is the “bus revenue vehicles miles” criteria, which recognizes the amount of service operated in a community as opposed to the other two criteria of population and population density that reflect only community not the transit system’s characteristics. Ames could carry one person versus the 6.5 million rides and would receive the same funding. This omission results in no additional funding when ridership increases in Ames.

In recognition of the unique situations that are encountered in small transit systems in communities that generate unusually high ridership, Congress created a new funding program called “Small Transit Intensive Cities” (STIC). When originally passed, 1% of the total federal transit funding program was allocated to this program.

Under MAP-21, this percentage was increased to 1.5%, however, the disparity in federal resources remains and the challenges still exist in these transit supportive communities as illustrated in the comparison to the right of a small transit system (CyRide) with an over 200,000 population system in Iowa - Des Moines’ DART system.

BY THE NUMBERS
(Small Vs. Medium Urbanized Funding Comparison)

Statistic	CyRide (Sm. Urban)	DART (Med. Urban)	Difference
FY2014 Est. Ridership	6,500,000	4,250,000	+2,250,000
FFY2014 Urbanized Funding	\$1,970,542	\$6,244,054	-\$4,273,512
Federal \$/Passenger	\$0.30	\$1.46	-\$1.16
Population/Tax Base Supporting Transit Expenses	60,000	600,000	-540,000

Compounding this challenge is the fact that in Ames, ridership has increased over 50% in just the last seven years at a time when federal operating dollars have been stable and capital funding has been virtually eliminated. This has placed an increasing burden on the local governments and, in small urban systems, it is difficult for the population and tax base to fully support the need and desire for transit services as well as the growth. As a result, CyRide is at a financial crossroads in its ability to keep pace with the community’s desired level of transit service.

Support Requested:

CyRide requests that the Federal Transit Administration’s program, Small Transit Intensive Cities, be increased from 1.5% of total transit funding to 3% in recognition of small, transit intensive community’s unique and growing transit needs. This increase will add nearly \$1 million dollars in operating and/or capital dollars to support a highly transit intensive culture within Ames, raising the federal dollars provided per passenger carried to \$0.45. Many university communities around the nation are advocating for this change to support a more balanced and equitable approach to transit funding.

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
	← Finals Week				→	
						ISU Graduation
21	22	23	24	25	26	27
28	29	30	31			