

**AMES TRANSIT AGENCY BOARD OF TRUSTEES
JOINT MEETING With
CITY COUNCIL
COUNCIL CHAMBERS
515 Clark Avenue**

October 20, 2015

1. CALL TO ORDER: 6:00 P.M.
2. Next Meeting Time and Place for Ames Transit Board of Trustees
 - December 3, 2015 – 8 A.M. – CyRide Conference Room



Ames City
Council-Transit
Board of Trustees
Meeting

October 20, 2015

Presentation Topics

- **CyRide General Information/Handouts**
- **Development Impact on Transit**
- **CyRide Budget**

CyRide General Information

Service Philosophy

*Within financial constraints, provide a **ride** for every customer desiring to use transit when and where **CyRide operates.***

○ Key Points:

- Everyone at a bus stop gets a ride– seated or standing
 - buses may be crowded
 - it may require six-seven buses to provide the capacity needed at a specific time of the day
 - no one is left at the bus stop to wait for another scheduled trip, except on Orange Rt.
- Days/Hours of service - Does not apply to hours or days of service that CyRide currently does not operate a route.
- Budget – Acknowledgement that CyRide may not be able to financially provide all services requested.

CyRide General Information

Who CyRide Serves

- **Ridership –**
 - \$6,711,665
 - 112 rides per capita – equivalent to large communities like Boston
- **Student vs Non-Student –**
 - 93% students
 - 7% non-students
- **Percentage of Elderly/Disabled –**
 - 5% (estimate)

CyRide General Information

Where CyRide Receives Funding

Source	Dollars	% of Budget	% of Local \$
Local	\$6,590,133	62%	
Students	\$4,334,944		66%
City of Ames	\$1,567,694		24%
ISU	\$687,495		10%
Federal	\$1,970,542	19%	
State	\$676,500	6%	
Farebox	\$308,389	3%	
Other	\$1,054,436	10%	
Tot. Operating Exp.	\$10,600,000		

CyRide General Information

How CyRide Spends it's Dollars

Expense	Dollars	Percent of Budget
Wages and Benefits	\$7,205,594	68%
Consumables (Fuels/Fluids)	\$1,338,078	13%
Capital (Local \$)	\$800,000	7%
Contractual (Bldg. & Grounds/ Maintenance/Training, etc.)	\$798,505	7%
Internal City Services	\$281,509	3%
Insurance	\$249,507	2%

CyRide General Information

Operating Closing Balances

	Dollars	Percent of Operating Costs
Operating Closing Balance 2014-2105	\$1,241,800	13.2%
Anticipated 2015-2016 Additional Savings	200,959	
Anticipated Operating Balance 2015-2016	1,442,759	14.6%

CyRide General Information

Challenges Facing CyRide

- **Increasing ridership** – Fall 2015 average weekday - +2.4% (est. 6.9 million this year)
- **Infrastructure** –
 - **Buses** – Fleet age continues to increase (currently 10 yrs.)
 - **Facility** – In Fall 2016, CyRide will exceed bus storage (inside and outside the bldg.) on its current site (17 buses parked outside, 4 off-site)
- **Driver Shortage** – Short 10-15 drivers
- **System Redesign** – Grown from 4 million to 7 million riders, need to examine different delivery models (route design, type of buses used)

Development Impact on Transit

Types of Development & Costs

- **Types of Development That Have an Impact–**
 - **Major Destinations** – ie. Research Park
 - **Large residential complexes** - ie. The Grove, Copper Beech
 - **Numerous smaller complexes along a route**
- **Impact -**
 - **Increase Budget** - Adding one bus to a route would cost approximately \$150,000 to \$200,000 per year
 - **Eliminate Current Service** – One additional bus is equivalent to all services between 9 pm and 12:30 am each weekday
 - **Not Serve Development** – Not meet customer expectations

Development Impact on Transit

Case Studies

- **Large Impact (Little or no service when developed)**
 - **S. 16th Street (The Grove/Copper Beech)-**
\$228,000
 - CyRide Cost: \$115,000
 - Developer Agreement: \$113,000 for 3 yrs.
- **Smaller Impact (On current bus route)**
 - **S. 4th Street (Stadiumview) –**
 - CyRide Anticipated Cost – \$50,000 (est.)
 - No developer agreement

Development Impact on Transit

Coordination Opportunities

- **Identify** transit corridors
- **Provide** significant incentive to developers to develop within the corridors
- **Make** land use decisions that compliment transit, as opposed to stretch its resources
- **Explore** a policy that would require financial assistance for transit, if possible

CyRide Budget

Historical Increases

- Local funding average annual increases

Year	City	ISU	GSB
2010-2011	3.5%	3.5%	3.6%
2011-2012	4.0%	4.0%	6.5%
2012-2013	7.0%	7.0%	9.2%
2013-2014	2.6%	2.6%	6.5%
2014-2015	4.4%	4.4%	11.9%
2015-2016	5.2%	5.2%	9.5%
6-Year Average	4.5%	4.5%	8.0%
35-Year Average	5.6%	6.3%	8.1%

CyRide Budget

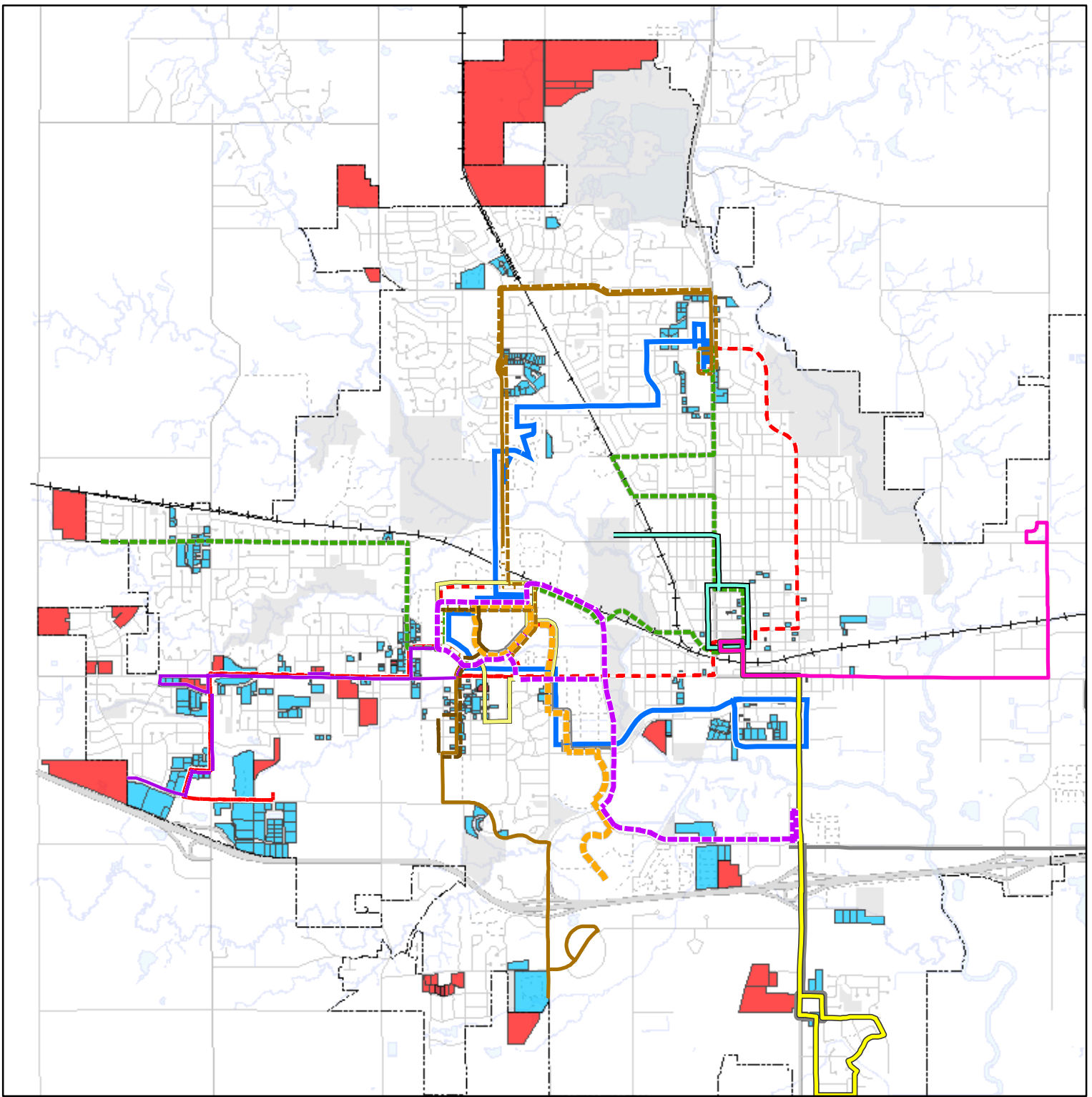
Five-Year Pro Forma Summary


- Based on no growth
- Requires 2.8% per year increase for all three parties
- Purchase vehicles to keep fleet average at 13-14 years. (currently 10 yrs.)
- Reconstructs portions of current facility at the end of their useful life
- Starts building a local reserve to match state/federal grants for additional bus storage space


CyRide Budget

Future Budget Assumptions

- **Anticipated Budget Increases** - To keep pace with anticipated growth, CyRide will need a 5 – 8% annual growth for capital and operating needs.
- **Local Dollar Shares** – To meet this anticipated growth, the options are:
 - **Stay** with the past local funding allocation (66% students, 24% city, 10% ISU), or
 - **Develop** a new one



 Future Residential Development Areas

 Existing High Density Residential

CyRide Routes

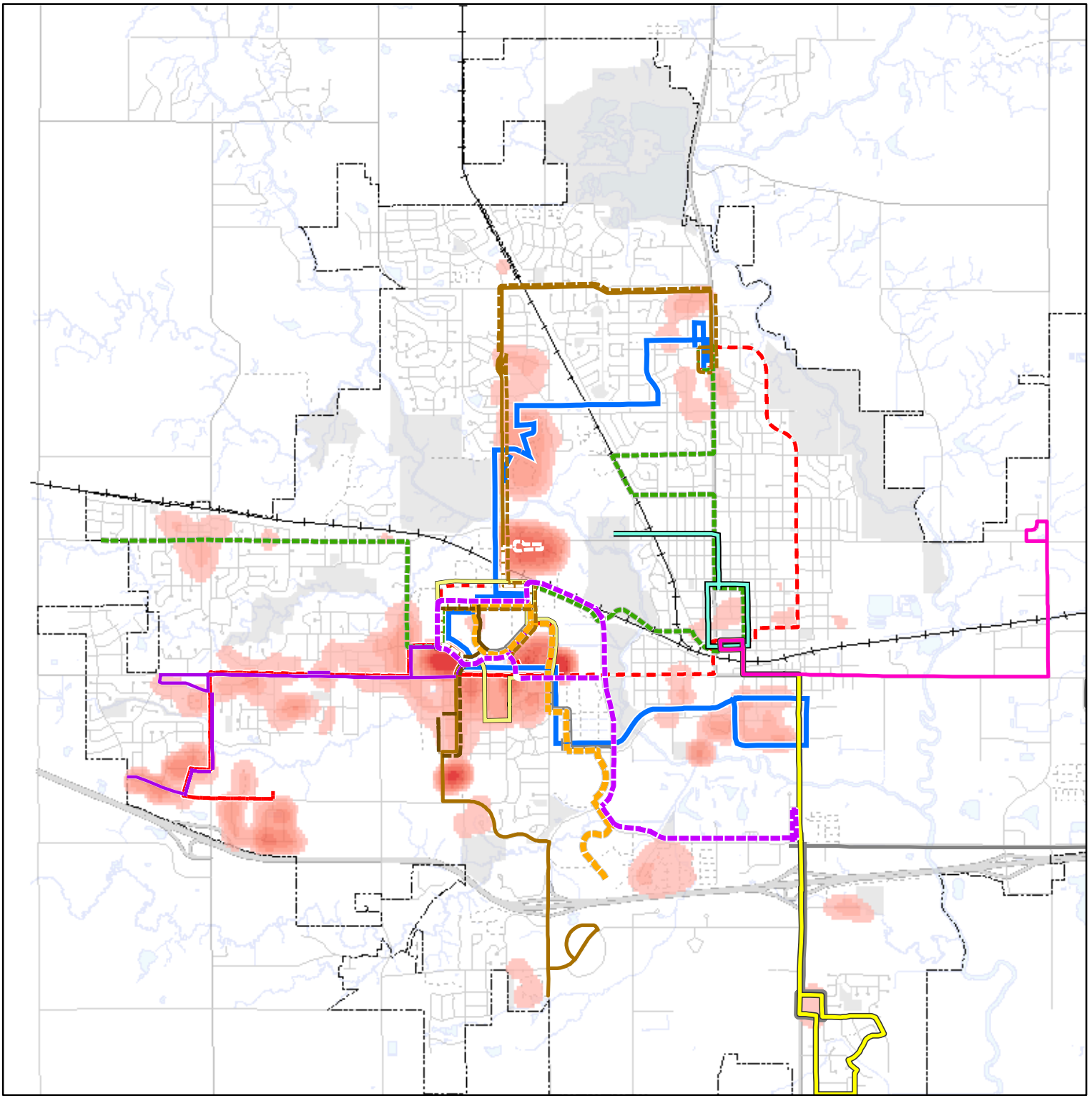
 Less Frequent Service

 More Frequent Service

High Density Housing with CyRide Routes










Ames, IA







Student Density

Per Sq Mile

	0 - 913		14000 - 23447
	914 - 3,349		23,448 - 36,543
	3,350 - 7,308		36,544 - 50,552
	7,309 - 13,399		50,553 - 63,951
			63,952 - 77,655

CyRide Routes

-  Less Frequent Service
-  More Frequent Service

**ISU Student Density
with
CyRide Routes
Ames, IA**



CyRide Five Year Pro Forma Current Split for Three Parties

Operations	Incr.	FY16	FY17	FY18	FY19	FY20	FY21
Beginning Balance		\$ 1,241,800	\$ 1,442,759	\$ 1,605,226	\$ 1,725,573	\$ 1,799,497	\$ 1,822,405
State Operating	2.0%	\$ 764,383	\$ 779,671	\$ 795,264	\$ 811,169	\$ 827,393	\$ 843,941
FTA Operating	2.5%	\$ 1,952,245	\$ 2,001,051	\$ 2,051,077	\$ 2,102,354	\$ 2,154,913	\$ 2,208,786
Elderly/Disabled	2.5%	\$ 153,600	\$ 157,440	\$ 161,376	\$ 165,410	\$ 169,546	\$ 173,784
ICAAP			\$ 158,334	\$ 158,334			
ISU	2.8%	\$ 723,150	\$ 743,152	\$ 763,707	\$ 784,830	\$ 806,538	\$ 828,846
City	2.8%	\$ 1,648,996	\$ 1,694,606	\$ 1,741,477	\$ 1,789,645	\$ 1,839,145	\$ 1,890,014
Student Govt.	2.8%	\$ 4,565,484	\$ 4,691,761	\$ 4,821,531	\$ 4,954,890	\$ 5,091,938	\$ 5,232,776
St. Gov. ICAAP Credit			\$ (158,334)	\$ (158,334)			
St. Gov. Extra service			\$ 80,000	\$ 164,000	\$ 246,000	\$ 328,000	\$ 410,000
St. Gov. Used Buses							
Other Revenue	2.5%	\$ 1,066,894	\$ 1,093,566	\$ 1,120,905	\$ 1,148,928	\$ 1,177,651	\$ 1,207,092
Operating Revenues		\$ 10,874,751	\$ 11,241,246	\$ 11,619,337	\$ 12,003,226	\$ 12,395,122	\$ 12,795,238
Wages	3.0%	\$ 5,675,077	\$ 5,845,329	\$ 6,020,689	\$ 6,201,310	\$ 6,387,349	\$ 6,578,970
5 Hours extra per day	2.5%		\$ 80,000	\$ 164,000	\$ 246,000	\$ 328,000	\$ 410,000
Benefits (no Health Ins.)	3.0%	\$ 945,517	\$ 973,883	\$ 1,003,099	\$ 1,033,192	\$ 1,064,188	\$ 1,096,113
Health Insurance	7.0%	\$ 585,000	\$ 625,950	\$ 669,767	\$ 716,650	\$ 766,816	\$ 820,493
Payroll		\$ 7,205,594	\$ 7,525,162	\$ 7,857,555	\$ 8,197,152	\$ 8,546,353	\$ 8,905,576
Internal Services	3.0%	\$ 281,509	\$ 289,954	\$ 298,653	\$ 307,612	\$ 316,841	\$ 326,346
Insurance	5.0%	\$ 249,507	\$ 261,982	\$ 275,081	\$ 288,836	\$ 303,277	\$ 318,441
Contractual	3.0%	\$ 798,505	\$ 822,460	\$ 847,134	\$ 872,548	\$ 898,724	\$ 925,686
Commodities (no fuel)	3.0%	\$ 402,078	\$ 414,140	\$ 426,565	\$ 439,361	\$ 452,542	\$ 466,119
Fuel (\$2.40/Gallon)	3.0%	\$ 936,000	\$ 964,080	\$ 993,002	\$ 1,022,792	\$ 1,053,476	\$ 1,085,081
Other		\$ 600	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
Services/Commodities		\$ 2,668,199	\$ 2,753,617	\$ 2,841,435	\$ 2,932,150	\$ 3,025,861	\$ 3,122,673
Operating Expenses		\$ 9,873,793	\$ 10,278,779	\$ 10,698,990	\$ 11,129,302	\$ 11,572,214	\$ 12,028,248
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
Ending Balance		\$ 1,442,759	\$ 1,605,226	\$ 1,725,573	\$ 1,799,497	\$ 1,822,405	\$ 1,789,395
		14.6%	15.6%	16.1%	16.2%	15.7%	14.9%
Capital							
Beginning Balance		\$ 793,246	\$ 613,039	\$ 255,831	\$ 519,180	\$ 274,180	\$ 350,020
State/Federal		\$ 3,093,965	\$ 1,380,832	\$ 1,377,039	\$ 2,272,000	\$ 888,640	\$ 464,320
ISU Parking		\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000
Interest		\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
Capital Revenues		\$ 3,913,965	\$ 2,200,832	\$ 2,197,039	\$ 3,092,000	\$ 1,708,640	\$ 1,284,320
Building (Grants)		\$ 330,000	\$ 375,000	\$ 755,000	\$ 810,000		
Building (Local)		\$ 225,000	\$ 360,000	\$ 420,000	\$ 125,000	\$ 250,000	\$ -
Buses (Grants)		\$ 3,000,000	\$ 1,301,040	\$ 446,690	\$ 2,040,000	\$ 1,060,800	\$ 530,400
HIRTA Vehicles		\$ 137,500					\$ 159,400
Buses (Local)		\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 135,000	\$ 135,000
Bus Stops		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Needs Analysis		\$ 69,672					
Shop Equipment		\$ 68,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Video Systems		\$ 45,000	\$ 180,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000
Computers/Office Equip.		\$ 14,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000
Support/Shop Vehicle		\$ 30,000	\$ 105,000	\$ 30,000	\$ 80,000	\$ 30,000	\$ 30,000
Capital Expenses		\$ 4,094,172	\$ 2,558,040	\$ 1,933,690	\$ 3,337,000	\$ 1,632,800	\$ 1,011,800
Ending Balance		\$ 613,039	\$ 255,831	\$ 519,180	\$ 274,180	\$ 350,020	\$ 622,540