

AMES TRANSIT AGENCY BOARD OF TRUSTEES CYRIDE CONFERENCE ROOM

April 29, 2016

1. CALL TO ORDER: 8:00 A.M.
2. Recognition of Outgoing Board Members & MPO Representation
3. Approval of March 29, 2016 Minutes
4. Public Comments
5. Rate Setting – Fares
6. Rate Setting – Passes
7. Standard 40' Bus Purchase
8. Intermodal Facility Tenant Lease – Executive Express
9. Intermodal Facility Tenant Lease – Jefferson
10. Annual Dial-A-Ride Survey Results, Contract Renewal and Performance Measures
11. Brown Route Service Change
12. Operating Demonstration Project Evaluation and New Contract Consideration
13. State Grant & Public Transit Infrastructure Grant (PTIG) Applications
14. Bus and Facilities Grant Consideration
15. Transit Director's Report
16. Set Meeting Times and Place:
 - May 25, 2016, 8:00 AM
 - July 20, 2016, 8:00 AM
 - August 24, 2016, 8:00 AM
17. Adjourn

AMES TRANSIT AGENCY BOARD OF TRUSTEES

AMES, IOWA

March 29, 2016

The Ames Transit Agency Board of Trustees met on March 29, 2016 at 7:00 a.m. in the CyRide Conference room. President Haila called the meeting to order at 7:09 a.m. with Trustees Abbas, Schainker, Haila and Gartin present. Absent: Trustees Madden and Teubert.

Duane Pitcher, City of Ames Finance Director, was in attendance.

APPROVAL OF FEBRUARY 17, 2016 MINUTES: Trustee Abbas made a motion to approve the February 17, 2016 minutes. Trustee Gartin seconded the motion. (Ayes: Four. Nays: None.) Motion carried unanimously.

PUBLIC COMMENTS: None.

CYRIDE OPERATING BUDGET CLOSING BALANCE POLICY: Director Kyras shared that at previous transit board meetings, board members had briefly discussed what the appropriate level of CyRide's closing operating balance should be to address unforeseen or higher-than-anticipated expenses that might occur during a budget year. She then explained that CyRide staff had met with Duane Pitcher, City of Ames Finance Director, to analyze CyRide's financial history and that Mr. Pitcher had prepared a memo providing recommendations on what he believed was the minimum and desired closing balance levels.

Director Kyras provided background information on the historical level of this balance compared to CyRide expenses, as well as the previous Transit Board's desire for a 15% balance.

Director Kyras shared highlights from Mr. Pitcher's document entitled, "Transit Operations Fund Reserve Balance Recommendation" memo:

- The operations closing balance should be based on total expenses as they are more volatile than revenue.
- Past budgets have fairly accurately predicted actual revenues and expenses.
- Revenue and expenses are fairly predictable throughout the year.
- As CyRide is a portion of the City of Ames' consolidated finances, it would have the ability utilized these finance for cash flow needs.
- He indicated a 5% fund balance was sufficient; however, recommended a minimum balance of 7.5% be established, and for the Transit Board to set a policy if the balance falls below the minimum.

Mr. Pitcher then clarified information contained in his memo. He indicated that his analysis was based on ten years' worth of financial data. Further, that there was only one year when CyRide's predicted expenses varied from actual expenses and that this was due to timing over two fiscal years. He also indicated that he had analyzed CyRide's cash flow on a month-by-month basis and shared some of his observations. He then reiterated that 5% was adequate, but that the Transit Board would most likely want to go slightly higher than the "adequate" amount with a 7.5% balance. He indicated he supported staff's recommendation that if the balance was between 7.5% and 10% to leave the balance, but that balances below the minimum should follow a board policy for staff to provide options on how to realign its expenses/revenues.

Director Kyras provided information on CyRide's current closing balance estimated at more than \$1.3 million at the end of the current fiscal year and that she anticipates a significant fuel saving of approximately \$500,000 in the current budget year.

President Haila asked for further information on whether the operating closing balance was needed to balance revenues/expenses on an annual basis. Director Kyras indicated that the balance varied each year, with some years increasing and others decreasing. She further stated that it had varied between a 4% and 18% balance over the past ten years. She indicated in years where it had dipped, unexpected expenses had caused the decline, such as for large spikes in fuel prices in a short period of time and for personnel issues such as worker's compensation claims. Mr. Pitcher shared that he had looked at the variance over the past 10 years and that five years the balance had increased and for five years it was lower, but that overall it was fairly insignificant variations.

President Haila inquired about what other risk factors, besides fuel, could impact this balance. Specifically, he asked about accident claims. Mr. Pitcher responded that the City of Ames has liability insurance to address these situations and that CyRide would be covered under this insurance. Mr. Pitcher further clarified that fuel was the largest factor to impact the balance, but he indicated that he believed it would not make a large enough impact to require a larger closing balance to be maintained. He stated that unrealistic budgets could also make an impact.

President Haila inquired on the revenue side about CyRide's federal funding. Director Kyras explained that CyRide's federal funding allocated for the current year is placed in the next year's budget; therefore, CyRide is always one year behind, which allows for actual budgeting unless Congress delays these decisions. She indicated that the larger revenue risk relates to the economy. Specifically, with state funding that can vary between \$650,000 and \$800,000 each year and is more immediate. Director Kyras also explained that, on the revenue side, farebox revenue has been steadily declining.

A question was raised about CyRide's student trust fund balance. Director Kyras indicated that enrollment has not decline to-date and that it was predicted to increase

again the next year. Further, she indicated that the students/ISU Administration had indicated that they are comfortable with a \$500,000 balance in this trust fund.

Trustee Madden arrived at 7:26 a.m.

Trustee Schainker shared his thoughts that he it is not as concerned about cash flow issues, but believes that that the Transit Board should be concerned about actual revenues and expenses and whether these are adequate. He shared also his concern in reviewing the information contained in the staff report regarding peer transit system balances where some system carried no or low balances.

Director Kyras shared her perspective that the peer system that was most similar to CyRide would be Chapel Hill, North Carolina based on their similarity in enrollment, population and funding structure. She indicated that this system has an 8% goal, but is currently holding a 12% balance.

Trustee Gartin shared his thoughts that CyRide should consider its older fleet age and the impact that higher maintenance costs would have on CyRide's financial situation and its impact on the closing balance. He also shared his concern about CyRide's current driver shortage and how this could impact the budget, closing balance and the level that is set for this balance. Mr. Pitcher shared that the expenses Trustee Gartin referred to would be addressed in accurately developing the budget each year as opposed to the relying on the closing balance for these items. Trustee Schainker concurred.

President Haila referred to CyRide's Student Government Trust Fund indicating that it can be unpredictable as enrollment changes. Trustee Madden shared his thoughts that the Trust Fund is a separate reserve account for CyRide and its purpose is to smooth out student fees when enrollment variations occur. However, he indicated that in a worst-case scenario these funds could be used for an unanticipated major financial situation.

Trustee Schainker shared that he preferred waiting until the end of the year to determine how to address funding in excess of the established operating closing balance. Director Kyras indicated that this was staff's recommendation as well and that this issue would be addressed in the next agenda item.

Director Kyras shared with the Transit Board CyRide staff's recommendation that a minimum balance of 7.5% be established, with a goal of 10% and adoption of a policy that when the balance falls below the minimum, to provide the Transit Board with options to address the declining balance.

Clarification questions were asked about this recommendation as opposed to the other alternatives provided to the Transit Board. Director Kyras shared how the recommended alternative would work:

- If the balance is in excess of 10%, the Transit Board would review the balance each year after the annual financial audit is completed and decide how to address the funds in excess of the policy.
- When the balance is below 10% but above 7.5%, no action would be taken.
- When the balance is below 7.5%, CyRide staff would provide options to the Transit Board on how to address the lower operating closing balance.

Trustee Gartin said that the Transit Board would have the opportunity to reassess the operating closing balance policy at any time if board members desired to modify any portion of the policy.

Trustee Gartin moved Alternative #2 to establish a minimum closing balance of 10.0%, and direct staff to provide the Transit Board with options to raise revenue/lower expenses when fund levels are below this minimum. Trustee Schainker seconded.

Trustee Madden shared his opinion that he believed Alternative #1 was the preferable alternative to establish a minimum balance of 7.5% with a closing balance goal of 10%, stating that reserving too much in a balance would take away from the services CyRide can provide.

Trustee Gartin indicated he is typically more financially conservative, but understood the reasons to have the balance lower at 7.5%. He indicated that he was more comfortable; however, with the higher 10% minimum balance.

Trustee Schainker requested clarification on how CyRide would address balances above and below an established minimum. Director Kyras shared that if the minimum was established at 7.5% and the goal at 10%, and then if the operating closing balance was at 8 or 9% at the final audit, then no action would be taken, but if it fell below 7.5% then staff would address this issue with the Transit Board.

Trustee Madden shared that CyRide's capital needs for buses and facilities are substantial and that CyRide will always have needs in these areas, so a lower operating balance would allow these funds to be used to address these capital issues.

Trustee Gartin asked board members if they were comfortable with the differences between Alternative #1 and Alternative #2. Board member's thoughts were then discussed with confusion on how, specifically, they differed. Director Kyras further explained the difference between the two alternatives by providing an example for Alternative #1. She indicated that if the Transit Board approved a budget with a 10% operating closing balance and additional expenses were incurred (fuel prices increase significantly) that dropped the balance to 8.5%, then staff would not bring options to the board to address budget shortfall. However, if the additional expense dropped the closing balance to 6%, then options would be discussed with the Transit Board.

Trustee Madden stated that he believes the 7.5% to 10% range was reasonable, and was concerned that having a larger balance would require the local funding partners to increase their costs to have more dollars in reserve. He indicated he would not be supportive of this.

Trustee Schainker shared his thoughts that setting a firm policy will lead to difficult Transit Board decisions in the future if the balance falls below the minimum balance established. Further, he shared that the Transit Board has never been forced to make a tough decision on service levels as a result of unanticipated revenue/expenses and a policy will force action to be taken.

Following the discussion, Trustee Gartin indicated that he understood the value of Trustee Madden's guidance rescinding his original motion and moving Alternative #1 to establish a minimum balance of 7.5%, a closing balance of 10%, and direct staff to provide the Transit Board with options to raise revenue/lower expenses when fund levels are below the minimum. Motion seconded by Trustee Schainker and original second rescinded. (Ayes: Five. Nays: None.) Motion carried.

Trustee Gartin shared that he had found the information provided to be very helpful and suggested that the policy be included as part of CyRide's new board member orientation. Trustee Gartin also thanked Mr. Pitcher for his thoughtful analysis.

CYRIDE OPERATING BUDGET CLOSING BALANCE DOLLARS: Director Kyras stated that, based on the action taken in the previous agenda item establishing an operating closing balance policy, the Transit Board would need to decide how to address the additional operating closing balance funding above 10%. She indicated that the Board could take action at this board meeting or could defer action until after the 2015-2016 audit is completed. She then provided information on the dollar amount in excess of 10% operating closing balance established (approximately \$400,000). She indicated that if the recommendation was to take action at this board meeting, that she would recommend the funds be transferred to CyRide's capital budget to be used for local share for buses and/or facilities.

Director Kyras shared with the Transit Board that, on her recent trip to Washington, DC, she had learned more about the new Bus and Facilities Competitive Grant and that it will fund facilities as well as buses up to \$26.7 million in federal share. She indicated that this would provide a federal funding source for facilities that had not existed for over five years.

Trustee Schainker asked if this was 80/20 federal money and Director Kyras stated that the program rules had not been published yet so was not sure at this time. She also shared that in her meetings, federal officials had indicated that the applications could be

submitted by the end of 2016. Director Kyras indicated that it was her desire to prepare information concerning CyRide's long-term facility options by fall and then be ready to submit an application when the grant is available.

Trustee Schainker moved Alternative #1 to table Transit Board action on the operating closing balance until the 2015-2016 budget year audit is finalized and then include a policy discussion on the balance at a Transit Board meeting thereafter. Trustee Abbas seconded the motion. (Ayes: Five. Nays: None.) Motion carried.

FY2015/16 AND FY2016/17 BUDGET SAVINGS FROM ICAAP GRANT: Director Kyras provided history on the past two ICAAP grants for operating projects and its impacts on the 2015-2016 and 2016-2017 budgets. The result is an operating savings in each of the two budgets for services that students paid 100% for at the time the budgets were approved. The operating dollar savings in each budget year is as follows:

- 2015-2016 - \$158,334
- 2016-2017 - \$384,000

The total two year savings will be \$542,000. Director Kyras explained that the board will need to decide how to apply this savings in the budgets and provided three alternatives as identified in the information provided in the meeting materials.

Trustee Schainker requested clarification on how the cost of service increases, which were paid for by students, is shared after the initial year. Director Kyras said that students pay for one year and then the next year, the additional costs are added onto their base amount. She then provided an example of how this works (\$4 million student share in year 1, students add a route costing \$200,000 in year 1 makes the total cost \$4.2 million, in year 2 the base amount for students, before any additional increase, would be \$4.2 million).

Trustee Madden shared that student costs are increasing and that they are being asked to pay a larger share of CyRide's total expenses. He also indicated that Iowa State's enrollment is projected to increase another 500 to 700 students next year, so that CyRide's demand for service and ridership would most likely increase as well, which could require more buses, particularly with the new development on South 4th St. Therefore, his opinion was to add this savings back into the Student Trust Fund. Trustee Abbas concurred, indicating that if there were other needs, students could determine if these funds should be allotted based on a case-by-case basis.

Director Kyras clarified that the 2016-2017 budget included five more hours per day of service to address increases on routes.

Trustee Madden reminded the Transit Board that student fees have been set for next school year and were increased. This, combined with higher enrollment, will generate more revenue for CyRide, but that CyRide's demand could also potentially increase.

Trustee Abbas shared that he believed that the savings created by the two ICAAP grants should be returned to the students.

Trustees requested information regarding the eligibility requirements of the ICAAP program. Director Kyras shared that new routes can be funded at 80% for the first three years of their service and pointed out at the end of the three years, the community would then need to fund the entire cost of the route.

Trustee Madden shared additional information regarding student costs. He indicated that there was a reasonable probability that student tuition will increase, as the State of Iowa is not willing to fund the university's budget increase request.

Director Kyras clarified under the proposal being discussed that the students would still pay their approved budgeted share, which includes the services approved in the ICAAP grant, but that the savings created by the grant award would be added to the CyRide Student Government Trust Fund balance.

Trustee Madden shared that enrollment can have a dramatic impact on student costs and putting the ICAAP grant savings back into the reserve account will allow for their cost increases to be mitigated.

Director Kyras shared that CyRide had predicted what semester student fees would need to be in the future and indicated that \$4 to \$5 increases per year were typical, but possibly this could be reduced if the savings were placed in the student's Trust Fund.

Trustee Schainker made a motion to approve Alternative #2 for the transfer of ICAAP funds received in the 2015-2016, 2016-2017 and 2017-2018 budget years for the Blue, Brown, Green and Plum Routes to the Student Government Trust Fund as grant payments are received. Trustee Abbas seconded the motion.

Trustee Gartin asked if the grant being discussed was received each year and Director Kyras said it was a competitive grant and is not guaranteed. CyRide was awarded funding last year, and this year, from the competitive grant program and the reason for the savings is because students were asked to pay for this service prior to submitting a grant application. Gartin questioned whether the transit board was setting a precedent in applying for a grant when funding had been secured. Director Kyras shared that the timing of the grant would never coincide with the annual budgeting process, so if CyRide applied for funding on a new service in the future, the same situation could occur if a grant was later approved.

Trustee Schainker shared his thoughts that returning funding to the Trust Fund did not set a precedent as the next ICAAP application could be for a service where all three funding partners had committed to the new service and the grant savings would be applied to all three parties.

After additional discussion, Trustee Schainker amended the motion to include a recommendation with the understanding that this action to transfer the money back to the students does not set a precedent in future situations and is based upon case by case circumstances.

President Haila called for the vote. (Ayes: Five. Nays: None.) Motion carried.

Trustee Abbas asked when CyRide would apply for the next round of ICAAP funding. Director Kyras said October 2016, and if another grant is approved, staff would bring this topic to the Trustees for discussion on how to address the savings.

FACILITY SPACE UPDATE – SHORT TERM OPTIONS: Director Kyras recapped information presented at the previous board meeting regarding the lack of space at CyRide’s current site, then shared the short-term sites that staff had researched over the past month - City Warehouse on Edison St., realtor space at E. Lincoln Way and Dayton, and former Van Wall building by the airport (ISU warehouse). The following recaps the information presented.

- Former Van Wall site -
 - Accommodates four to six buses
 - Grass surface
 - Improvements - asphalt surface at \$45,000, light fixtures at \$5,000, and electric at \$5,600.
 - Advantages - Closer to a majority of CyRide routes
 - Disadvantages - Smaller site, no expansion possible

Trustee Gartin asked about putting in pervious pavers and managing water on the site. Barb Neal, CyRide’s Operation’s Assistant, indicated that pervious pavement had been researched and the weight of the buses would not allow this to be a consideration.

- City Warehouse (Edison St.) -
 - Currently being used by City as a Police impound lot.
 - Accommodates 15 to 25 buses
 - No cost to CyRide to use this space
 - Improvements – Eastside fence would need to be removed and replaced, new gate, additional gravel for parking lot, additional lighting and electrical. Total cost \$43,000.

- CyRide could share this location with the Ames Police Department until they relocate.
 - Expansion possible
 - Advantages – Lower cost, larger site
 - Disadvantages – Remote location compared to routes
 - CyRide does not plan to operate from this location next year, but use this as storage and shuttle buses between the two sites as needed
- Realtor Site (former Universal Harvester site at Lincoln Way and Dayton)
 - CyRide staff met with Realtor Dan Hunziker to tour the site
 - Accommodates 20 vehicles in 35,000 square foot building
 - Lease rate would be \$152,060 plus utilities
 - Brent Schipper, CyRide’s architectural consultant, checked with the City’s Inspection Department to determine if there were any impediments to CyRide leasing this site and found that it would need to be brought up to code. The estimated cost to accomplish this was calculated to be approximately \$200,000 (ADA requirements, sprinklers, insulation, etc.)
 - Improvements - Two overhead doors to maneuver buses
 - Advantages – indoor bus storage
 - Disadvantages – Higher cost (in excess of \$50,000 in budget)

Director Kyras explained that after consideration of the three sites, that staff believes the City Warehouse site best fits CyRide’s facility needs for the short-term.

Transit board members discussed other alternatives, such as CyRide’s parking lot, the parking lot north of Frederiksen Court and Brookside Park. Issues were found for each of these sites.

Trustee Madden made a motion to approve Alternative #1 to secure the City Warehouse site for bus parking for the next fiscal year and begin the improvements necessary to utilize the site. The motion was seconded by Trustee Abbas. (Ayes: Five. Nays: None.) Motion carried.

Trustee Gartin asked Director Kyras to investigate the need for additional insurance for this site.

FEDERAL OPERATING GRANT APPLICATION SUBMITTAL APPROVAL: Director Kyras introduced the application, which is an annual item. In the consideration of time, President Haila asked if there were any questions regarding the grant and there being none, Trustee Gartin made a motion to approve Alternative #1 to authorize the Transit Director to execute and file a Section 5307 grant application in the amount of \$1,974,304 to the Federal Transit Administration. Trustee Schainker seconded the motion. (Ayes: Five. Nays: None.) Motion carried.

DMACC SERVICE REQUEST: Director Kyras shared that DMACC had indicated an interest over the years for evening bus service to their Hunziker facility in southeast Ames and had recently offered to pay 100% of the cost to provide this service under a three-year contract. She indicated that if this service began under a contract with DMACC, CyRide and DMACC would be able to gauge the need for this service during the contract period.

President Haila said the location of where the DMACC facility is located creates a transportation challenge, but if representatives are willing to pay for additional service, this should be considered. He also indicated that including this facility in the upcoming System Redesign Study would be appropriate.

Trustee Gartin shared his concern about adding service while CyRide was experiencing a shortage of drivers. Director Kyras indicated that this service would not require additional drivers or buses as it would be added onto current driver shifts.

Trustee Gartin made a motion to approve Alternative #1 for the operation of two evening trips to DMACC for the next three-year period and direct staff to develop a contract with DMACC for consideration by the Transit Board at a future board meeting. Motion seconded by Trustee Abbas. (Ayes: Five. Nays: None.) Motion carried.

Trustee Gartin asked if DMACC students could pay a fee structure much like Iowa State students and would like them to consider adopting the same model as ISU. Trustee Madden explained DMACC has a different type of class offering and was unsure whether this model could work for their program.

QUARTERLY OPERATIONS REPORT (OCT – DEC 2015): Director Kyras explained the highlights:

- Ridership is steady year-to-date, but lower in the second quarter -2.6%. Contributing factors: mild weather and additional housing located close to campus.
- Farebox revenue is lower with fewer non-students using CyRide service. Contributing factor: lower gas prices.
- Expenses for passengers are stable
- Maintenance - more cleaning of buses, more road calls, minor and major mechanical, maintenance costs are lower because of fuel.

President Haila asked about having fuel in the maintenance expenses as it tended to mask true maintenance costs. Director Kyras indicated that the City's budget process established this structure.

- Accidents are higher. CyRide staff is currently analyzing the information to see if trends can be addressed.
- Customer comments are higher with more requests for additional services; more investigation finding drivers not at fault as well as more driver errors.

- Dial-A-Ride ridership is up 3.4% and farebox revenue is higher
- Moonlight Express ridership is lower for the quarter, but higher year-to-date.

TRANSIT DIRECTOR'S REPORT:

- **Driver Hiring/Training** – Director Kyras provided data on the number of open hours not assigned to drivers due to CyRide’s driver shortage. She indicated that CyRide had started the current school year at more than 750 open hours and due to employment separations, approximately the same number of hours was open to begin the spring semester; however, since then, CyRide had been able to reduce the number of open hours by more than 100 hours. Barb Neal indicated CyRide operates a total of approximately 5,000 hours per week. Transit Board members asked if the incentives approved by the Transit Board in January were making an impact. Director Kyras indicated that it was still early, but would provide information in the future on this issue.
- **Overtime** – Director Kyras indicated that overtime was higher this year because of the number of open hours. Overtime expenses were \$128,471 through March 2016 compared to \$101, 238 for the last fiscal year. CyRide’s current year budget is \$95,000. With lower fuel costs, CyRide should still have a positive ending balance.
- **Washington DC Trip** - Director Kyras shared information regarding the new FAST Transportation Bill that she received during her trip to Washington DC with the Iowa Public Transit Association. There is a new competitive funding program for buses and facilities.
- **Dial-A-Ride Survey** – This survey has been distributed and the results will be shared with board members next month as part of the discussion on renewing CyRide’s contract with HIRTA for this service.
- **CIT Contract** – CyRide staff will prepare information for board consideration at next month’s meeting regarding CyRide’s demonstration project with CIT to operate portions of the Cardinal Route.
- **Copper Beech** – Under the Copper Beech contract with CyRide for service, it was to notify CyRide by March 1st if they desired to terminate/modify service. CyRide did not receive a notification and has billed this business for next year’s expenses.

Director Kyras also shared that she had received notification from Chris Strawhacker, ISU Facilities Management & Planning, that the university has established addresses for its buildings on campus, which will impact CyRide. She indicated that the new address would be 601 North University Blvd. and would require changing signage, paper products, etc.

DATE OF NEXT MEETING AND TIME: April 29, 2016 at 8:00 a.m.

Trustee Gartin called for adjournment at 8.57 a.m. Seconded by Trustee Schainker. (Ayes: Five. Nays: None.) Motion carried.

John Haila, President

Joanne Van Dyke, Recording Secretary

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: April 29, 2016

SUBJECT: Recognition of Outgoing Board Members & MPO Representation

BACKGROUND: Under the City of Ames Municipal Code creating the Ames Transit Agency, two of the six seats on the Transit Board of Trustees will expire on May 15, 2016.

INFORMATION: Outgoing board members will be recognized for their contribution to CyRide's operation in the community.

In addition, the April 29, 2016 board meeting will be the last official meeting for Hamad Abbas, who has served as the Transit Board's representative on the Ames Area MPO for the past two years and, with his departure from the Transit Board, board members will need to select a new representative to this position. A May meeting of the Ames Area MPO will be addressing CyRide requests for funding and, therefore, a Transit Board representative could assist this committee in understanding the funding challenges facing the Transit Agency.

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: April 29, 2016

SUBJECT: Rate Setting - Fares

BACKGROUND: In January 2012, CyRide increased its fare structure to address a funding shortfall created by higher than budgeted fuel prices. The following table compares fare revenues (cash and tickets) received in the 2012-2013, 2013-2014, 2014-2015 and 2015-2016 budget years through **March of each year**.

Fare Category	2012-2013 Fare Revenue	2013-2014 Fare Revenue	2014-2015 Fare Revenue	2015-2016 Fare Revenue
Cash	\$103,614	\$98,051	\$85,087	\$80,484
Reduced Fare Ticket	\$7,214	\$16,697	\$14,914	\$12,396
Full Fare Ticket	\$17,348	\$17,908	\$15,644	\$15,072
Total Fares	\$128,176	\$132,656	\$115,645	\$107,952

Based on the above information, cash and ticket revenue is lower in 2015-2016 than in the three previous budget years, with the largest decline in cash fares, representing a 5.5% decrease through March 2016.

INFORMATION: Each year the Transit Board sets rates for the following year. The attached sheet details the proposed 2016-2017 rate structure, which keeps fares unchanged for the next year.

If approved by the Transit Board of Trustees, the structure would become effective on July 1, 2016 and remain effective through June 30, 2017.

ALTERNATIVES:

1. Approve the 2016-2017 rates, which reflect no change from the 2015-2016 rate structure.
2. Modify rates per board priorities.

RECOMMENDATION:

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

AMES TRANSIT AGENCY BOARD OF TRUSTEES

RATE SETTING RESOLUTION 2016-1

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

SECTION ONE – CyRide Rates Effective July 1, 2016

Fixed Route Fares

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

RATE SETTING RESOLUTION 2016-1

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Dial-A-Ride Fares

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

Miscellaneous Revenue

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

Enacted this 29th day of April 2016

AMES TRANSIT AGENCY BOARD OF TRUSTEES:

BY: _____
John Haila, President

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: April 29, 2016

SUBJECT: Rate Setting - Passes

BACKGROUND: In January 2012, CyRide increased its fare structure to address a funding shortfall created by higher than budgeted fuel prices. The following table compares pass revenues (semester and monthly passes) received in the 2012-2013, 2013-2014, 2014-2015 and 2015-2016 budget years **through March of each year.**

Pass Category	2012-2013 Pass Revenue	2013-2014 Revenue	2014-2015 Revenue	2015-2016 Revenue
Red. Fare Sem.	\$18,598	\$9,045	\$12,715	\$15,926
Full Fare Mo.	\$24,140	\$22,460	\$21,260	\$19,200
Full Fare Sem.	\$71,115	\$68,215	\$70,611	\$45,305
Red. Fare Mo.	\$6,620	\$7,170	\$9,758	\$9,957
Total Fares	\$120,473	\$106,890	\$114,344	\$90,388

Based on the above information, revenue is 21% lower than one year ago with the major factor being a significant reduction (-50%) in full fare semester passes. Staff is currently researching this significant change and will provide additional information at the board meeting.

INFORMATION: Each year the Transit Board sets rates for the following year. The attached sheet details the proposed 2016-2017 rate structure, which remains unchanged from CyRide's current fare structure.

If approved by the Transit Board of Trustees, the structure would become effective on July 1, 2016 and remain in effect through June 30, 2017.

ALTERNATIVES:

1. Approve the 2016-2017 rates, which reflects no change from the 2015-2016 rate structure.

2. Modify rates per board priorities.

RECOMMENDATION:

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

AMES TRANSIT AGENCY BOARD OF TRUSTEES

RATE SETTING RESOLUTION 2016-2

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

SECTION ONE – CyRide Rates Effective July 1, 2016

REGULAR FARE PASSES

2016 SUMMER REGULAR PASS

PURCHASE DATE	Expiration Date	Price
Thursday, April 21, 2016 – Wednesday, August 31, 2016	August 31, 2016	\$50.00

2016 FALL REGULAR PASS

PURCHASE DATE	Expiration Date	Price
Monday, August 8, 2016 – Friday, September 16, 2016	December 31, 2016	\$80.00
Saturday, September 17, 2016 – Friday, December 9, 2016	December 31, 2016	\$50.00

2016/17SCHOOL YEAR REGULAR FARE PASS

PURCHASE DATE	Expiration Date	Price
Monday, August 8, 2016 – Friday, September 16, 2016	June 1, 2017	\$160.00
Saturday, September 17, 2016 – Friday, December 9, 2016	June 1, 2017	\$140.00
Saturday, December 10, 2016 – Friday, February 17, 2017	June 1, 2017	\$80.00
Saturday, February 18, 2017 – Sunday, March 19, 2017	June 1, 2017	\$60.00

2016/17WINTER REGULAR FARE PASS

PURCHASE DATE	Expiration Date	Price
Saturday, November 5 – Friday, December 9, 2016	March 20, 2017	\$75.00
Saturday, December 10, 2016 – Friday, February 17, 2017	March 20, 2017	\$50.00

REGULAR FARE PASSES

2016 SUMMER REGULAR PASS

PURCHASE DATE	Expiration Date	Price
Thursday, April 21, 2016 – Wednesday, August 31, 2016	August 31, 2016	\$50.00

2016 FALL REGULAR PASS

PURCHASE DATE	Expiration Date	Price
Monday, August 8, 2016 – Friday, September 16, 2016	December 31, 2016	\$80.00
Saturday, September 17, 2016 – Friday, December 9, 2016	December 31, 2016	\$50.00

2016/17SCHOOL YEAR REGULAR FARE PASS

PURCHASE DATE	Expiration Date	Price
Monday, August 8, 2016 – Friday, September 16, 2016	June 1, 2017	\$160.00
Saturday, September 17, 2016 – Friday, December 9, 2016	June 1, 2017	\$140.00
Saturday, December 10, 2016 – Friday, February 17, 2017	June 1, 2017	\$80.00
Saturday, February 18, 2017 – Sunday, March 19, 2017	June 1, 2017	\$60.00

2016/17WINTER REGULAR FARE PASS

PURCHASE DATE	Expiration Date	Price
Saturday, November 5 – Friday, December 9, 2016	March 20, 2017	\$75.00
Saturday, December 10, 2016 – Friday, February 17, 2017	March 20, 2017	\$50.00

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

SECTION THREE – Other Conditions

Other conditions pertaining to any Semester Pass are:

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

Enacted this 29th day of April 2016.

AMES TRANSIT AGENCY BOARD OF TRUSTEES

By: _____
John Haila, President

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: April 29, 2016

SUBJECT: Standard 40' Bus Purchase

BACKGROUND: Over the last two years, CyRide has been awarded three grant applications to purchase a total of four 40' buses. The combined budget/sources for a bus purchase is as follows:

Iowa DOT Grant	\$351,200
2015 Iowa Clean Air Attainment Program (ICAAP) Grant	\$702,400
2016 Iowa Clean Air Attainment Program (ICAAP) Grant	\$364,000
Local Funding (20%)	<u>\$354,400</u>
Total Capital Investment	\$1,772,000

Once funding for at least three vehicles is secured, CyRide typically begins the procurement process to purchase buses. This policy allows CyRide's maintenance staff to efficiently maintain the overall fleet with a more standardized fleet.

INFORMATION: The Iowa Department of Transportation has conducted a statewide bid for the purchase of transit buses; therefore, this bid will be used to secure these vehicles, as opposed to a separate bid conducted by CyRide. Gillig buses comprise 69% of CyRide's bus fleet; therefore, this award will further standardize CyRide bus fleet, reducing maintenance costs. These vehicles have also proven to be a reliable, quality bus in the fleet.

While final price negotiations are currently in progress based on CyRide's bus specifications, approving the purchase of four 40' buses to Gillig Corporation of Hayward, California at the not-to-exceed grant amount of \$1,772,000 will allow for an expeditious award as the delivery date is approximately 22 months from the time a purchase order is issued.

The local share of \$354,400 for this bus purchase will be accumulated in CyRide's capital budget in the current year and over the next two budget years – next year's budget (2016-2017) and the following year (2017-2018). CyRide will have accumulated all required local share dollars by the time buses are delivered (anticipated for Late Spring/Summer 2018) and payment is

required. Local funding for this grant is included in the 2016-2021 Capital Improvement Plan approved by the Transit Board of Trustees in December 2015.

Upon action by the Transit Board of Trustees, CyRide staff will also seek approval from the Ames City Council at their May 10, 2016 meeting.

ALTERNATIVES:

1. Approve award of four 40' buses to Gillig Corporation at a price not-to-exceed \$1,772,000.
2. Direct staff to prepare a CyRide 40' bus procurement bid.
3. Do not purchase new buses and return grant funds to the FTA.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1 to purchase four 40' buses from Gillig Corporation at a total price not-to-exceed \$1,772,000. CyRide was chosen by the Iowa Department of Transportation to receive funding to replace/expand its fleet. This award was in recognition of CyRide's increasing ridership demand and need for a reliable, newer bus fleet to meet this demand in an efficient manner. Purchase of these vehicles through the Iowa Department of Transportation's procurement process will allow the competitive procurement requirements to be met in a manner that reduces CyRide's administrative costs and standardizes the fleet, benefitting its riders, drivers and mechanics.

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees
FROM: Sheri Kyras
DATE: April 29, 2016
SUBJECT: Intermodal Facility Tenant Lease – Executive Express

BACKGROUND: Under the approved Intermodal Facility operating agreement between the City of Ames and Iowa State University, CyRide staff is charged with negotiating leases for the terminal area of the building. Last year, staff prepared a one-year agreement for Executive Express that expires June 30, 2016. Their service began operating from the Intermodal Facility on July 1, 2012. Over the last several months, staff has worked with the carrier to negotiate an annual renewal of this agreement that will provide office/waiting room/van storage space for Executive Express van service to the Des Moines International Airport.

INFORMATION: In negotiating a new lease agreement, the following contractual items were modified in the new lease agreement.

- Contract term dates and extending it for a three year period instead of a one year contract

The Producer Price Index (PPI) for related industries experienced no increase during calendar year 2015; therefore, there will be no price increase for the 2016-2017 budget year, with annual re-evaluation each year through the term of the new agreement to set lease rates.

Each of these changes are discussed, and highlighted in red, in the more detailed information regarding lease provisions.

1. Basic Provisions –

- Official designation of the parties to the agreement
- Definition of exclusive and common areas as well as the address and suite number
- Facility is available 24/7
- Lease starts on July 1, 2016 and expires June 30, 2019 (Discussions about a new contract would start in January of the last year.)

- \$1,030.00 per month lease rate with Producer's Price Index used to calculate the increase each year. Utilities would be \$300 per month. Rent would be paid to ISU's Parking Division Manager.
 - Three parking spaces will be provided, two at no cost, with the third one at the covered annual permit rate.
2. **Premises** – That the estimated square footage determines the rent, that the tenant is responsible for furnishings and that alterations must be approved by ISU' Parking Division Manager.
 3. **Term** - Original year plus two extensions are possible. If extensions are taken, all original terms of the agreement still are in force.
 4. **Representations and Warranties** -
 - CyRide/City is the sole owner of the facility and has the right to enter into the agreement
 - That there are no planned widening of streets in the vicinity
 - That there is no condemnation, eminent domain issues, lawsuits or mechanical problems with the facility and that there are no other agreements that would impact their business.
 5. **Use** –
 - That they will use the facility for its intended purpose
 - That there are no hazardous materials, asbestos or environmental issues that would impact their business
 - That it will comply with any future laws that impact use of the space
 - That is will provide documents as requested within 10 days after receipt
 - That it will notify CyRide if there is any pending legal action against their Company
 - It will enter the facility from Sheldon Ave. and exit on Hayward Ave. to Lincolnway
 6. **Maintenance and Repairs: Improvements, Additions and Alterations** – Jefferson will keep the facility clean and orderly, that it will repair, at its cost, any damage created by its employees or customers.
 7. **Insurance and Indemnity** –
 - CyRide/City of Ames is insured again all risk for full replacement cost
 - Jefferson will have a comprehensive general liability policy for its premises of single limit liability of \$1 million per occurrence, provide a certificate of insurance to CyRide and a new one upon its expiration, and that, not maintaining this insurance is a material default of the contract. City of Ames, CyRide, ISU and Board of Regents will be named on coverage as additional insureds.
 - Tenant will have a personal property policy for the premises for full replacement cost value. The landlord has no obligation to insure and no liability for personal property.
 - Tenant will have an automobile insurance policy for \$1,000,000 combined single limit for owned, leased, unowned, hired or employee's vehicles.

- Tenant will have worker's compensation and employer's liability for Coverage A and B in the amounts listed in the lease.
 - Insurance companies providing the coverage will have AM Best Rating of A-VII.
 - Each party indemnifies the other for actions of negligence or wrongful acts of its employees. ISU, Board of Regents and State of Iowa are added to this provision. Jefferson/CyRide will provide their own legal counsel to defend against a claim filed against their firm/agency.
 - Each party agrees to discharge the other from claims, losses and liabilities covered under third party insurance. This provision delineates the situations under which this could occur.
8. **Damage or Destruction** – If the facility is damaged or destroyed, Jefferson will repair or restore the premises with reasonable promptness and diligence. Rent will be abated during this time period. If CyRide does not start repairs within 30 days or is not completed within 90 days, the lease can be terminated.
 9. **Real Property Taxes** – CyRide will pay any real estate taxes due.
 10. **Assignment and Subletting** – Jefferson may not sublease the space without written approval from CyRide and can only be subleased to another Over-The Road carrier.
 11. **Termination for Convenience** – Tenant or landlord can terminate the lease when it is in their best interest with 90 days notice in writing.
 12. **Default; Breach; Remedies** –
 - Lists events that would constitute a default: Non-payment of rent, not abiding by lease agreement, subleasing space without approval, receivership, seizure of assets, liens.
 - CyRide has the right to remove Jefferson's property, control the leased space and can relet the space.
 - CyRide defaults if, upon notified by the Jefferson, it fails to meet any terms of the contract within 30 days unless the remedy would take longer than 30 days. The contract lists the remedies for the tenant – cure the default itself and deduct cost from rent or terminate the lease.
 13. **Severability** – The invalidity of a lease provision does not affect the remainder of the contract.
 14. **Conditions Precedent** – Contract obligations do not start until CyRide receives a certificate of occupancy. If this is not received by August 1, 2012, Jefferson can terminate the contract.
 15. **Time of Essence** – Contract obligations must be addressed as quickly as possible.
 16. **Rent Defined** – All monetary obligations in the contract are defined as rent.
 17. **No Prior or Other Agreements** – The contract is the entire agreement.
 18. **Notices** – All notices to either party must be in writing and delivered to the individuals identified in the agreement.
 19. **Waivers** – If CyRide waives a default of the contract, this does not mean other defaults are waived. Also, acceptance of rent does not waive the default.
 20. **Holdover** – If the contract expires and tenant remains, a month-to-month rent can be charged.

21. **Cumulative Remedies** – Remedies can be cumulative.
22. **Covenants and Conditions** – All contract provisions are both covenant and conditions.
23. **Binding Effect; Choice of Law** – Binding on all successors or representatives and any possible litigation will be in Story County.
24. **Attorney’s Fees** – If litigation occurs, the prevailing party is entitled to reasonable attorney’s fees.
25. **Landlord’s Access; Repairs** – CyRide or ISU Parking Division can enter Jefferson’s space for reasons listed.
26. **Signs** – Jefferson can put signs in the facility with permission of CyRide.
27. **Quiet Possession** – If Jefferson abides by the terms of the contract, CyRide will not interfere with its business.
28. **Performance Under Protest** – Jefferson can pay rent under protest and file suit to recover the full amount.
29. **Authority** – Jefferson confirms that its representative is authorized to sign the lease.
30. **Conflict** – Handwritten/typewritten changes prevail over the printed version of the contract.
31. **Offer** – The contract is not binding until all parties have signed the agreement.
32. **Amendments** – Requires written amendments with all parties signing.
33. **Multiple Parties** – If more than one contact is identified for a party, the actions of one bind the other.
34. **No Interpretation Against Drafter** – It is a legally binding document and each party has consulted with legal counsel; however, CyRide’s crafting of the contract provisions does not mean that it is binding and an attorney has drafted its terms.

The agreement has been reviewed and approved by:

- City of Ames Legal Counsel and Risk Manager
- ISU’s Project Manager for the Intermodal Facility as well as its legal and risk management personnel
- Executive Express’ Legal Counsel and owner

ALTERNATIVE:

1. Approve the Ames Intermodal Facility Commercial Tenant Lease with Executive Express.
2. Direct staff to renegotiate a lease with Executive Express with board direction on items to be renegotiated.
3. Do not approve a lease with Executive Express for space within the Ames Intermodal Facility.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1 to enter into a three-year contract with Executive Express for space within the Ames Intermodal Facility. One of the two main purposes of the Ames Intermodal Facility was to coordinate transportation services within a single location. This agreement allows for this coordination to continue.

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees
FROM: Sheri Kyras
DATE: April 29, 2016
SUBJECT: Intermodal Facility Tenant Lease - Jefferson

BACKGROUND: Under the approved Intermodal Facility operating agreement between the City of Ames and Iowa State University, CyRide staff is charged with negotiating leases for the terminal area of the building. In 2012, staff prepared a three-year agreement for Jefferson Lines and Burlington Trailways that expires June 30, 2016. Their service began operating from the Intermodal Facility on July 1, 2012. Over the last six months, staff has worked with Jefferson Lines to negotiate a new three-year lease agreement that will provide shared office/waiting room space for Jefferson Lines and Burlington Trailways.

INFORMATION: In negotiating a new lease agreement, the following contractual issues were modified in the new lease agreement.

- Contract start and expiration dates

The Producer Price Index (PPI) for related industries experienced no increase during calendar year 2015; therefore, there will be no price increase for the 2016-2017 budget year, with annual re-evaluation each year through the term of the new agreement to set lease rates.

Each of these changes are discussed, and highlighted in red, in the more detailed information regarding lease provisions.

1. Basic Provisions –

- a. Official designation of the parties to the agreement
- b. Definition of exclusive and common areas as well as the address and suite number
- c. Facility is available 24/7
- d. Lease starts on July 1, 2016 and expires June 30, 2019 (Discussions about a new contract would start in January of the last year.)
- e. \$1,030.00 per month lease rate with Producer's Price Index used to calculate the increase each year. Utilities would be \$300 per month. Rent would be paid to ISU's Parking Division Manager.

- f. Three parking spaces will be provided, two at no cost, with the third one at the covered annual permit rate.
2. **Premises** – That the estimated square footage determines the rent, that the tenant is responsible for furnishings and that alterations must be approved by ISU' Parking Division Manager.
3. **Term** - Original year plus two extensions are possible. If extensions are taken, all original terms of the agreement still are in force.
4. **Representations and Warranties** -
 - CyRide/City is the sole owner of the facility and has the right to enter into the agreement
 - That there are no planned widening of streets in the vicinity
 - That there is no condemnation, eminent domain issues, lawsuits or mechanical problems with the facility and that there are no other agreements that would impact their business.
5. **Use** –
 - That they will use the facility for its intended purpose
 - That there are no hazardous materials, asbestos or environmental issues that would impact their business
 - That it will comply with any future laws that impact use of the space
 - That is will provide documents as requested within 10 days after receipt
 - That it will notify CyRide if there is any pending legal action against their Company
 - It will enter the facility from Sheldon Ave. and exit on Hayward Ave. to Lincolnway
6. **Maintenance and Repairs: Improvements, Additions and Alterations** – Jefferson will keep the facility clean and orderly, that it will repair, at its cost, any damage created by its employees or customers.
7. **Insurance and Indemnity** –
 - a. CyRide/City of Ames is insured again all risk for full replacement cost
 - b. Jefferson will have a comprehensive general liability policy for its premises of single limit liability of \$1 million per occurrence, provide a certificate of insurance to CyRide and a new one upon its expiration, and that, not maintaining this insurance is a material default of the contract. City of Ames, CyRide, ISU and Board of Regents will be named on coverage as additional insureds.
 - c. Tenant will have a personal property policy for the premises for full replacement cost value. The landlord has no obligation to insure and no liability for personal property.
 - d. Tenant will have an automobile insurance policy for \$1,000,000 combined single limit for owned, leased, unowned, hired or employee's vehicles.
 - e. Tenant will have worker's compensation and employer's liability for Coverage A and B in the amounts listed in the lease.
 - f. Insurance companies providing the coverage will have AM Best Rating of A-VII.

- g. Each party indemnifies the other for actions of negligence or wrongful acts of its employees. ISU, Board of Regents and State of Iowa are added to this provision. Jefferson/CyRide will provide their own legal counsel to defend against a claim filed against their firm/agency.
 - h. Each party agrees to discharge the other from claims, losses and liabilities covered under third party insurance. This provision delineates the situations under which this could occur.
8. **Damage or Destruction** – If the facility is damaged or destroyed, Jefferson will repair or restore the premises with reasonable promptness and diligence. Rent will be abated during this time period. If CyRide does not start repairs within 30 days or is not completed within 90 days, the lease can be terminated.
 9. **Real Property Taxes** – CyRide will pay any real estate taxes due.
 10. **Assignment and Subletting** – Jefferson may not sublease the space without written approval from CyRide and can only be subleased to another Over-The Road carrier.
 11. **Termination for Convenience** – Tenant or landlord can terminate the lease when it is in their best interest with 90 days notice in writing.
 12. **Default; Breach; Remedies** –
 - a. Lists events that would constitute a default: Non-payment of rent, not abiding by lease agreement, subleasing space without approval, receivership, seizure of assets, liens.
 - b. CyRide has the right to remove Jefferson’s property, control the leased space and can relet the space.
 - c. CyRide defaults if, upon notified by the Jefferson, it fails to meet any terms of the contract within 30 days unless the remedy would take longer than 30 days. The contract lists the remedies for the tenant – cure the default itself and deduct cost from rent or terminate the lease.
 13. **Severability** – The invalidity of a lease provision does not affect the remainder of the contract.
 14. **Conditions Precedent** – Contract obligations do not start until CyRide receives a certificate of occupancy. If this is not received by August 1, 2012, Jefferson can terminate the contract.
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 17. **No Prior or Other Agreements** – The contract is the entire agreement.
 18. **Notices** – All notices to either party must be in writing and delivered to the individuals identified in the agreement.
 19. **Waivers** – If CyRide waives a default of the contract, this does not mean other defaults are waived. Also, acceptance of rent does not waive the default.
 20. **Holdover** – If the contract expires and tenant remains, a month-to-month rent can be charged.
 21. **Cumulative Remedies** – Remedies can be cumulative.
 22. **Covenants and Conditions** – All contract provisions are both covenants and conditions.
 23. **Binding Effect; Choice of Law** – Binding on all successors or representatives and any possible litigation will be in Story County.

24. **Attorney's Fees** – If litigation occurs, the prevailing party is entitled to reasonable attorney's fees.
25. **Landlord's Access; Repairs** – CyRide or ISU Parking Division can enter Jefferson's space for reasons listed.
26. **Signs** – Jefferson can put signs in the facility with permission of CyRide.
27. **Quiet Possession** – If Jefferson abides by the terms of the contract, CyRide will not interfere with its business.
28. **Performance Under Protest** – Jefferson can pay rent under protest and file suit to recover the full amount.
29. **Authority** – Jefferson confirms that its representative is authorized to sign the lease.
30. **Conflict** – Handwritten/typewritten changes prevail over the printed version of the contract.
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32. **Amendments** – Requires written amendments with all parties signing.
33. **Multiple Parties** – If more than one contact is identified for a party, the actions of one bind the other.
34. **No Interpretation Against Drafter** – It is a legally binding document and each party has consulted with legal counsel; however, CyRide's crafting of the contract provisions does not mean that it is binding and an attorney has drafted its terms.

The agreement has been reviewed and approved by:

- City of Ames Legal Counsel and Risk Manager
- ISU's Project Manager for the Intermodal Facility as well as its legal and risk management personnel
- Jefferson's regional manager and Legal Counsel

ALTERNATIVE:

1. Approve the Ames Intermodal Facility Commercial Tenant three-year lease with Jefferson Partners.
2. Direct staff to renegotiate a lease with Jefferson Partners with board direction on items to be renegotiated.
3. Do not approve a lease with Jefferson Partners for space within the Ames Intermodal Facility.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1 to enter into a three-year contract with Jefferson Lines for space within the Ames Intermodal Facility. One of the two main purposes of the Ames Intermodal Facility was to coordinate transportation services within a single location. This agreement allows for this coordination to continue at a rate and terms that are competitive in the Ames market.

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: April 29, 2016

SUBJECT: Annual Dial-A-Ride Survey Results, Contract Renewal and Performance Measures

BACKGROUND: CyRide is required by the federal government to provide ADA Complementary Bus service (door-to-door service for the disabled) in the Ames community. Since 2003, CyRide has contracted with Story County's transit provider to operate Ames service in conjunction with their Story County service.

CyRide has conducted an annual Dial-A-Ride survey every year since 2011 to gain input on customer's overall impressions, as well as specific suggestions to improve service. Input from this survey is used to provide feedback to HIRTA regarding performance issues, as well as for the Transit Board of Trustees to consider renewal of its contract for ADA-required complementary transit services, referred to as Dial-A-Ride (DAR) service in Ames.

At the May 2015 Transit Board of Trustees meeting, board members approved a new three-year contract with HIRTA for Dial-A-Ride service. The 2016-2017 fiscal year will represent the second year of this three-year agreement. Each year, board members are asked to consider action on continuing Dial-A-Ride service under this contract for the next fiscal year. This survey will provide input for this decision.

If the board does not desire to continue contracting with HIRTA for the next fiscal year and to directly operate service, CyRide staff will need to hire additional drivers and dispatchers, purchase new vehicles and a software program to dispatch trips. The additional cost is estimated at over \$1 million dollars the first year and approximately \$600,000 each year thereafter. CyRide will receive \$222,740 during the 2016-2017 budget year in federal support to operate this service if contracted to another transit provider and to purchase capital needed to support its operation.

Additionally, at the February 2015 board meeting, members requested staff negotiate with HIRTA staff prior to the 2016-2017 budget year regarding a contract addendum to include performance goals for next fiscal years' service.

INFORMATION: The purpose of this board item is to determine if CyRide will continue to contract with HIRTA to operate DAR service for CyRide in the Ames community and to determine if the Transit Board desires to establish performance measures for this contracted service for the next fiscal year. Information obtained from the annual survey will be provided to assist board members in determining actions to be taken regarding DAR service for the next contract year.

Survey Results

All eligible Dial-A-Ride customers were mailed a customer satisfaction survey on March 22, 2016. Of the 358 survey's distributed, 38 were returned for a 10.6% return rate, which is statistically significant. In comparison, CyRide received 37 surveys in the previous year's survey. The results from the 2016 survey (5th year of operation for HIRTA) as well as a comparison to the 2015 survey (4th year of operation) is attached and briefly summarized below. Also attached are the specific comments provided on the 2016 surveys by customers regarding service.

The following general highlights and variations from last year can be made:

- Overall satisfaction with the Dial-A-Ride service has declined slightly over last year, with 65.3% satisfied in 2016 compared to 74.2% in 2015, with more individuals "very dissatisfied."
- Customers indicated that there has been a small improvement in the quality of service over the course of the year, with 48% indicating that the service had either improved or was about the same as last year compared with 43.3% the previous year. However, a higher percentage of customers this year compared to last year indicated that service had not improved the past 12 months. (20.0% in 2016 compared with 6.7% in 2015).
- Satisfaction in making reservations has increased dramatically this past year - increasing from 66.7% to 76.9% in reserving trips; however, more individuals indicated frustration with the phone system, such as being placed on hold for more than 3 minutes – 19.2% in 2016 compared to 9.1% in 2015.
- Satisfaction with bus drivers being polite/ helpful increased dramatically this past year from 63.6% satisfied in 2015 to 84.6% in 2016. This could be attributed to higher driver staffing levels this year.
- Satisfaction with being called back on the weekend for next week trips has also increased from 3.0% in 2015 to 23.1% in 2016.

A majority of the comments provided either compliments the service or expressed concerns regarding wait times on the phone (see attached).

Contract Renewal

CyRide staff began discussions with HIRTA regarding renewal of the DAR contract for the 2016-2017 budget year. In these preliminary discussions, HIRTA indicated an interest in continuing to provide DAR service on behalf of CyRide. The attached email confirms this desire and their proposed rate structure for the 2016-2017 year. A comparison of current year rates versus proposed rates is described in the table below.

HIRTA Contract Rate for DAR Service

Rate Category	2015-2016 Budget Rate	2016-2017 Budget Rate	% Change
Weekday Trips	\$13.56 per trip	\$14.03 per trip	3.5%
Weeknight Trips	\$45.62 per hour	\$46.53 per hour	2%
Weekend Trips	\$45.62 per hour	\$46.53 per hour	2%

The above increases are within industry standards for transit operating contracts, the increase is also lower than last year (4%) and the cost per hour and trip is lower than CyRide's cost to provide the service.

Performance Goals

CyRide and HIRTA staff considered potential performance goals that could be amended into the existing contract per the Transit Board's request. Staff recommends the following measures and goals for the 2016-2017 fiscal year. The goals would be set on an annual basis for Dial-A-Ride service only (not including service to Story County clients); however, would be monitored on a quarterly basis.

Type of Measure	Performance Measure	FY2017 Goal	FY2016 YTD	FY2015 Actual
Financial	Cost/Passenger	\$16.00	\$15.87	\$16.38
Quality	Passengers/Comment (12,000/12)	1,000	NA	NA
Quality	Percentage of Rides Within the Pickup Window	90%	85%	NA
Efficiency	Passengers/Revenue Hour	3.0	3.1	2.9
Safety	# of Passenger Injuries	0	0	1

The above goals have been reviewed by HIRTA and are acceptable to their agency.

Action for consideration at the board meeting will require a decision on whether to continue under the existing CyRide/HIRTA contract, on whether the Transit Board desires to establish Dial-A-Ride performance goals and, if so, to set goals for the next contract period.

ALTERNATIVES:

1. Approve continuing the contract with Heart of Iowa Regional Transit Agency (HIRTA) for the 2016-2017 budget year at a 2% to 3.5% increase in rates and establish the staff recommended performance goals for this next budget year.
2. Approve continuing a contract with Heart of Iowa Regional Transit Agency (HIRTA) for the 2016-2017 budget year at a 2% to 3.5% increase in rates and establish Transit Board directed performance goals for this next budget year.
3. Approve continuing the contract with Heart of Iowa Regional Transit Agency (HIRTA) for the 2016-2017 budget year at a 2% to 3.5% increase in rates and **do not** establish performance goals for this next budget year.
4. Table action on continuing the CyRide-HIRTA contract to the next Transit Board meeting and provide additional information to board members, as requested.
5. Do not continue the contract with HIRTA for Dial-A-Ride service and begin directly operating service on July 1, 2016.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1 to continue a contract with HIRTA to provide Dial-A-Ride service next fiscal year and to approve the staff-recommended performance measures to monitor its service quality to the community. The operation of DAR service by HIRTA provides the most economical delivery of service within the community by combining DAR and HIRTA programs together as opposed to separate, at times duplicative services. Additionally, DAR ridership continues to increase and the number of customer comments received by CyRide has decreased in the last twelve to eighteen months.

RE: Dial-A-Ride Rates 2016-2017

Julia Castillo

Tuesday, April 05, 2016

To: Sheri Kyras

Sheri,

This is what I am proposing. I will have the board approve at the April 28th meeting.

HIRTA is requesting compensation as follows:

- \$14.03 for day time hours (6:30am-6:00pm)
- \$46.53 for evening/weekend hours (after 6:00pm and weekends)
- Fuel surcharge to remain the same at a base rate for fuel being \$2.30 and monthly percentage based on fuel price range schedule.

Julia Castillo | Executive Director

HIRTA Public Transit

P: 515-309-9281 | F: 515-777-2745

Dial-A-Ride Survey Comparison 2014, 2015, 2016

Question/Response	2014		2015		2016	
	#	%	#	%	#	%
1. How many times over the last 12 months have you ridden DAR Services?						
1. I have not ridden	1	2.4%	5	14.7%	12	33.3%
2. Less than 4 times a year	7	16.7%	4	11.8%	2	5.6%
3. Once a month	7	16.7%	7	20.6%	3	8.3%
4. Twice a month	12	28.6%	3	8.8%	5	13.9%
5. Once a week	0	0.0%	3	8.8%	3	8.3%
6. Several times a week	15	35.7%	12	35.3%	11	30.6%
2. Overall, over the past twelve months, how satisfied are you with the service you have been provided by DAR service?						
1. Very dissatisfied	5	12.2%	1	3.2%	3	11.6%
2. Dissatisfied	1	2.4%	1	3.2%	2	7.7%
3. Somewhat Satisfied	5	12.2%	6	19.4%	4	15.4%
4. Satisfied	10	24.4%	11	35.5%	6	23.0%
5. Very Satisfied	20	48.8%	12	38.7%	11	42.3%
3. As HIRTA has become more familiar in provided DAR service in Ames this year, has service improved?						
1. Improved	21	58.3%	13	43.3%	12	48.0%
2. About the same	13	36.1%	15	50.0%	8	32.0%
3. Not improved	2	5.6%	2	6.7%	5	20.0%
4. Please respond to the following questions by circling the number that best describes your experience in the last 12 months with DAR service.						
	Always		Always		Always	
1. Reserve trips, professionally/politely greeted?	31	75.6%	22	66.7%	20	76.9%
2. When scheduling trips, received a busy signal?	6	15.0%	3	9.1%	3	11.5%
3. When scheduling trips, put on hold for more than 3 mins.?	10	24.4%	3	9.1%	5	19.2%
4. When calling on the weekend to reserve a trip, call returned by 8 pm on Sunday?	10	43.5%	1	3.0%	6	23.1%
5. Ride scheduled within 1 hour of time requested	18	46.2%	12	36.4%	10	38.5%
6. Bus/Van clean and in good working condition	23	56.1%	17	51.5%	15	57.7%
7. Bus driver polite and helpful	30	73.2%	21	63.6%	22	84.6%
8. Wheelchair is tied down and anchored securely to the floor	13	81.3%	7	21.9%	9	36.0%
9. Bus driver charged the correct fare	33	86.8%	24	72.7%	19	73.1%
10. ADA card processed promptly	19	79.2%	12	37.5%	12	46.2%
5. Has a request for a trip been turned down by the DAR staff within the past 12 months?						
1. Yes	12	30.0%	9	29.0%	7	28.0%
2. No	28	70.0%	22	71.0%	18	72.0%

Dial-A-Ride Survey Comparison 2014, 2015, 2016

Question/Response	2014		2015		2016	
	#	%	#	%	#	%
6. If your trip was turned down, what was the reason you were given by the person you talked with on the phone?						
Timeline didn't work out.						
Too busy.	1	1	4		1	
I wasn't on the schedule. I missed a day of work.						
A request was made for a 3:15- pm ride to be cancelled. They (you) cancelled the 9:010 am pick up alos. We caught the error with your phone message around 4 pm. We immediately called to fix it and were told no.					1	
Request was for after hour operation.					1	
Schedule is full.	1	1			1	
"Booked solid."	1	1			1	
Holiday			1			
Blank	1	1				
They always change the time. They call me to report the change 80% of the time.	1	1				
Buses arrived earlier than expected while in the doctor's office.	1	1				
Never had this.	1	1				
Short of Help	1	1				
Driver shortage, medical or emergency trips only			1			
Not accepting anymore rides for that day			1			
No more seats available			1			
I chose not to take HIRTA a few times because pick up times offered was more than 1 hour from the time I needed to be there			1			
No such thing as a same day request			1			
No available transportation at that time			1			
Several drivers had the flu and one driver had been out unexpectedly due to a funeral.			1			
7. While requesting a ride or riding Dial-A-ride service, have you ever felt you were personally being discriminated						
1. Yes	1	2.5%	1	0.0%	1	4.0%
2. No	39	97.5%	33	100.0%	24	96.0%
8. If yes to the #7 question, please explain the situation below.						
Two drivers need help with English and one needs help with what his job is with us older people.						

Dial-A-Ride Survey Comparison 2014, 2015, 2016

Question/Response	2014		2015		2016	
	#	%	#	%	#	%
9. Please check the reason you ride Dial-A-Ride service.						
1. Medical appointment	35	85.4%	30	90.9%	21	77.8%
2. Work/school	10	24.4%	8	24.2%	9	33.3%
3. Shopping (grocery or other)	18	43.9%	10	30.3%	13	48.2%
4. Personal appointments (such as to the beauty shop)	17	41.5%	11	33.3%	10	37.4%
5. Social trips (such as to visit a friend)	7	17.1%	9	27.3%	9	33.3%
6. Other	8	19.5%	8	24.2%	3	11.1%
ISU Basketball games			1			
Riverside North for United Way Income tax prep	1	1				
Heartland to eat, Wellness on Douglas; Memorial Union to sew dresses in July	1	1				
ISU events					1	
No car - best option						
Church	1	1			2	
Riverside North for United Way Income tax prep	1	1				
Restaurant, Church			1			
Library			1			
Senior Center			1			
Shopping center, JCPenny's			1			
10. Please indicate your ethnic background.						
1. White	34	89.5%	28	84.8%	22	84.6%
2. African American	3	7.9%	3	9.1%	2	7.7%
3. Asian	0	0.0%	1	3.0%	1	3.8%
4. Native American or Pacific Islander	0	0.0%	0	0.0%	0	0.0%
5. American Indian or Alaskan Natices	2	5.3%	1	3.0%	1	3.9%
6. Hispanic	1	2.6%	1	3.0%	1	3.9%
7. Other	0	0.0%	0	0.0%	0	0.0%
11. Please provide us with any comments/suggestions you have for improving Dial-A-Ride service.						
See attached comments.						

Dial-A-Ride Customer Satisfaction Survey 2016

Q11 10) Please provide us with any comments/suggestions you have for improving Dial-A-Ride service (Be as specific as possible.)

Answered: 21 Skipped: 17

#	Responses	Date
1	Make ADA riders be and have preference over those who can ride regular routes.	4/15/2016 11:39 AM
2	I am glad that there is a service and I use it 5 or 6 times a week. I wish there could be a way to pay for service without cash or tickets like a credit card or debit card.	4/15/2016 11:37 AM
3	Elaboration on some questions that could not be identified in the survey: 1) added that rides once or twice a week 3) Question on whether the service has improved or not this year, 2 answers were checked. Both: 1. Improved 2. About the same. Left it blank on electronic format for this reason. 4 j) ADA card processed in 21 days. Answer of Yes was written in.	4/11/2016 11:03 AM
4	I really appreciate the service you provide. The drivers are always friendly and helpful. Thank you so very much. I appreciate HIRTA so much. Thank you!	4/6/2016 11:36 AM
5	None	4/5/2016 11:59 AM
6	I used HIRTA before surgery and was satisfied. I have not used HIRTA since Sept. 2015 because of a problem of hip surgery and complications.	4/5/2016 11:58 AM
7	Need to hire more drivers.	4/5/2016 11:57 AM
8	Going to adult day care and shopping at Wal-Mart.	4/4/2016 2:59 PM
9	When you call they have their announcements then your put int he queue to wait for an associate to schedule appointments. After waiting for about 5-10 minutes, the automated system comes on and says you've reached the maximum wait time and tells you to press 9 to hold and when you press 9 you're put all the way back in the announcements and then your put back in the queue again to wait. Most of the time this happens 2-3 times before you get to talk to an associate to schedule your rides. This is all in 1 call and time add it up 3x5=15 minutes and 4x10=40 minutes wait time.	4/4/2016 2:57 PM
10	I call early for a ride. I have been a member of Dial-A-Ride for many years. After my accident on this bus on July 20, 2015, I think they (James Brown Ins.) has paid all my bills that they will not give me any money for new broken eye glasses which I need.	4/4/2016 2:50 PM
11	Don't like that I have to pay \$2 per ride now/don't always have the money, especially towards the end of the month (dr. appts.)	4/4/2016 2:39 PM
12	Hold times are very long. When maximum hold time is reached I choose to continue holding. I'm put at the rear of the line. This is very frustrating. The dispatcher being in local town of Ames was more efficient.	4/4/2016 12:04 PM
13	We are set up to use Dial-A-Ride, we have not used it yet. We will be using it this summer for several eye appointments. I may also sometimes need a ride to the chiropractor if my current ride has schedule changes. Looking forward to the ride!	4/4/2016 11:58 AM
14	A couple of years ago, I had a standing reservation time to got to a weekly meeting. One time, my trip was pushed back 30 minutes, by scheduling. I was not notified. When I finally was taken to my meeting, I had missed quite a bit. Has that been corrected, so pick up time is reliable?	3/29/2016 11:29 AM
15	I'm satisfied.	3/29/2016 11:27 AM
16	Ames office would help. Need someone local as dispatcher who knows always where to go. I've never had anything but good, friendly drivers in all the time I used this service for myself and my husband before he passed away.	3/29/2016 11:26 AM
17	I was told there was a limit on how many sacks you can have when grocery shopping, but it is not posted on the bus. Why?	3/28/2016 1:46 PM
18	I only use HIRTA bus.	3/28/2016 1:45 PM

Dial-A-Ride Customer Satisfaction Survey 2016

19	Several times, while trying to arrange a "will-call" ride home, I got stuck on hold and got almost to #1 in the queue, only to be told that I've reached the maximum hold time and be bounced back to the end of the line. More than once, I have had to wait for over an hour for my ride home.	3/28/2016 1:39 PM
20	Reservations after the designated time, I choose to remain on the line. I am put on hold but not where I was in the queue. i.e. You are 1st caller in...	3/28/2016 1:35 PM
21	Keep up the good work.	3/28/2016 1:30 PM

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: April 29, 2016

SUBJECT: Brown Route Service Change

BACKGROUND: With the new Research Park’s Hub building opening this summer, CyRide staff has reviewed existing bus ridership serving the park area in an effort to determine how to best serve this growing area of the city. At the October 29, 2015 Transit Board meeting, staff proposed a no cost service change that would eliminate a portion of the #6 Brown Route on the North Loop of the Research Park and extend service instead to the new Research Park Hub building further south along University Blvd. (see attached Map entitled, “Proposed Brown Route Service Change”). At that time, board members asked staff to research the impact of this change and to have discussions with Research Park administrators to determine if the proposed change would positively impact employees working in this area.

INFORMATION: President Haila and CyRide staff met with two Research Park representatives in December 2015 to initially propose the service modifications. Based on that discussion, CyRide conducted a two-week ridership count (after the roundabout at University Blvd. and Airport Rd. was completed and stops were opened back up) on the number of customers boarding at these stops to determine the impact that this change could have on current riders. The results of this survey are graphically displayed on the attached map. In summary, all stops along the portion of the route to potentially be impacted serves 1-3 customers per day except for the stop nearest University Blvd., which averages 14.3 passengers. In discussions with Research Park representatives, an alternate solution may be able to be accommodated for this stop, if the proposed change was implemented. The alternate solution includes: CyRide improving the bus stop on University Blvd. nearest this stop and for the Research Park to provide an improved connection to this bus stop on University Blvd., connecting it to the parking lot for easier, more direct, access for current riders. No formal commitment was made to implement this alternative by either party; however, both organizations agreed to further pursue this possible solution, if needed.

Further, the Research Park representatives indicated that they understood the need for the change with the new building and the residential development currently being planned that is occurring directly west of this building and the lower ridership currently experienced on the North Loop. They also indicated that a lack of bus service further into their development poses

challenges in the future as they try to attract more businesses to the park and requested that discussions continue regarding the possibility of a shuttle from the hub that could circulate throughout the research development to provide direct access to other buildings in the park.

The Transit Board will need to determine if this change will benefit the community and if so, the fall 2016 schedule could reflect the new route structure, which would be effective Monday, August 15, 2016.

ALTERNATIVE:

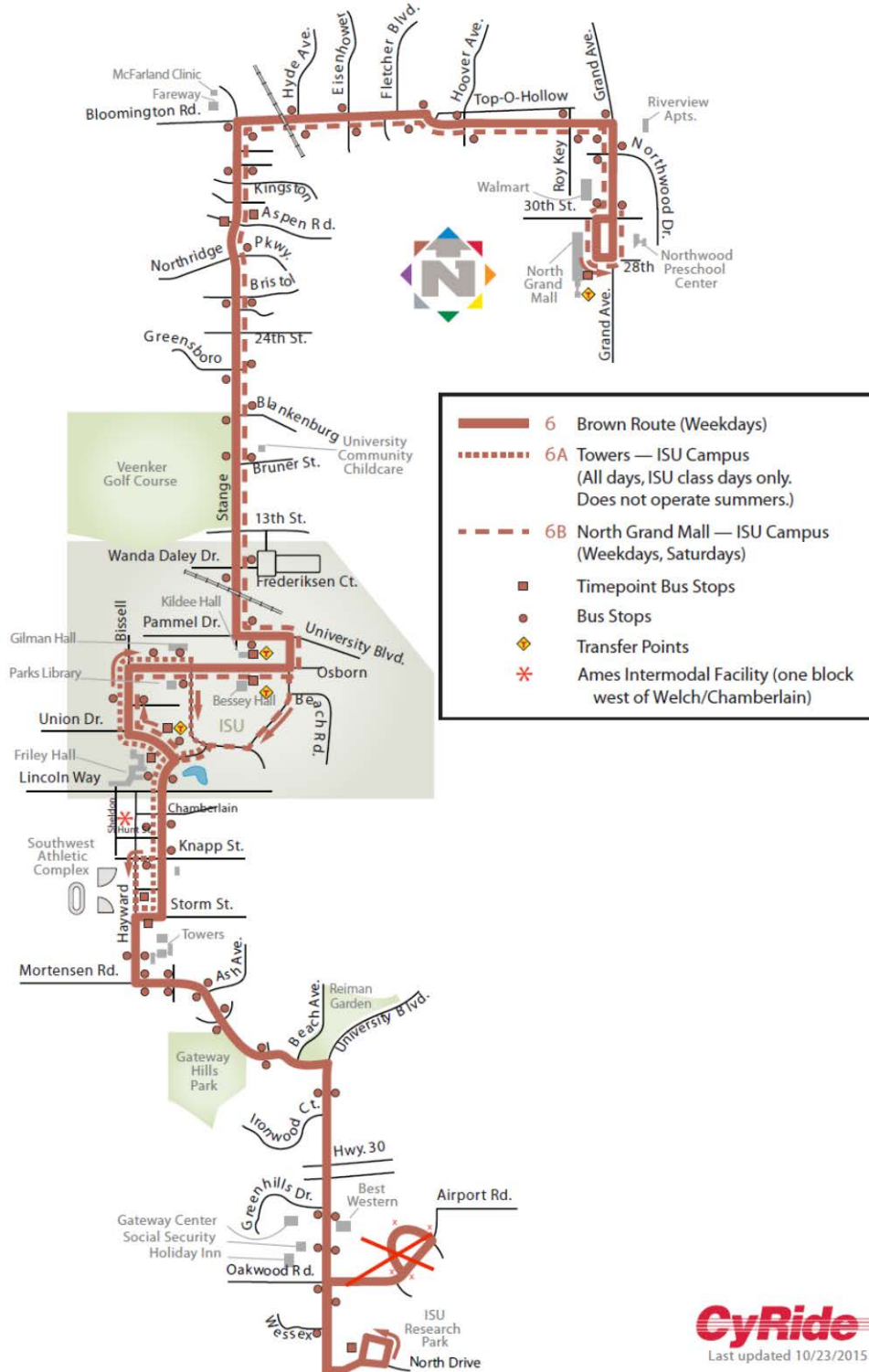
1. Approve a service change for the #6 Brown Route to extend service to the new Research Park Hub building effective August 15, 2016, with notification to existing riders immediately.
2. Table action until the next Transit Board meeting and direct staff to seek input from its existing riders prior to a final decision at that meeting.
3. Do not approve modifying the #6 Brown Route service.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1 to approve the change with notification to riders. This change is a minor modification and does not require public input per federal regulations and will leave a majority of current riders with a transit option on University Blvd. within easy walking distance (less than ¼ mile, which is the industry standard). The long-term potential for higher ridership and to serve more customers in this area will be better served by the route change to the Hub building and the residential developments to the west.

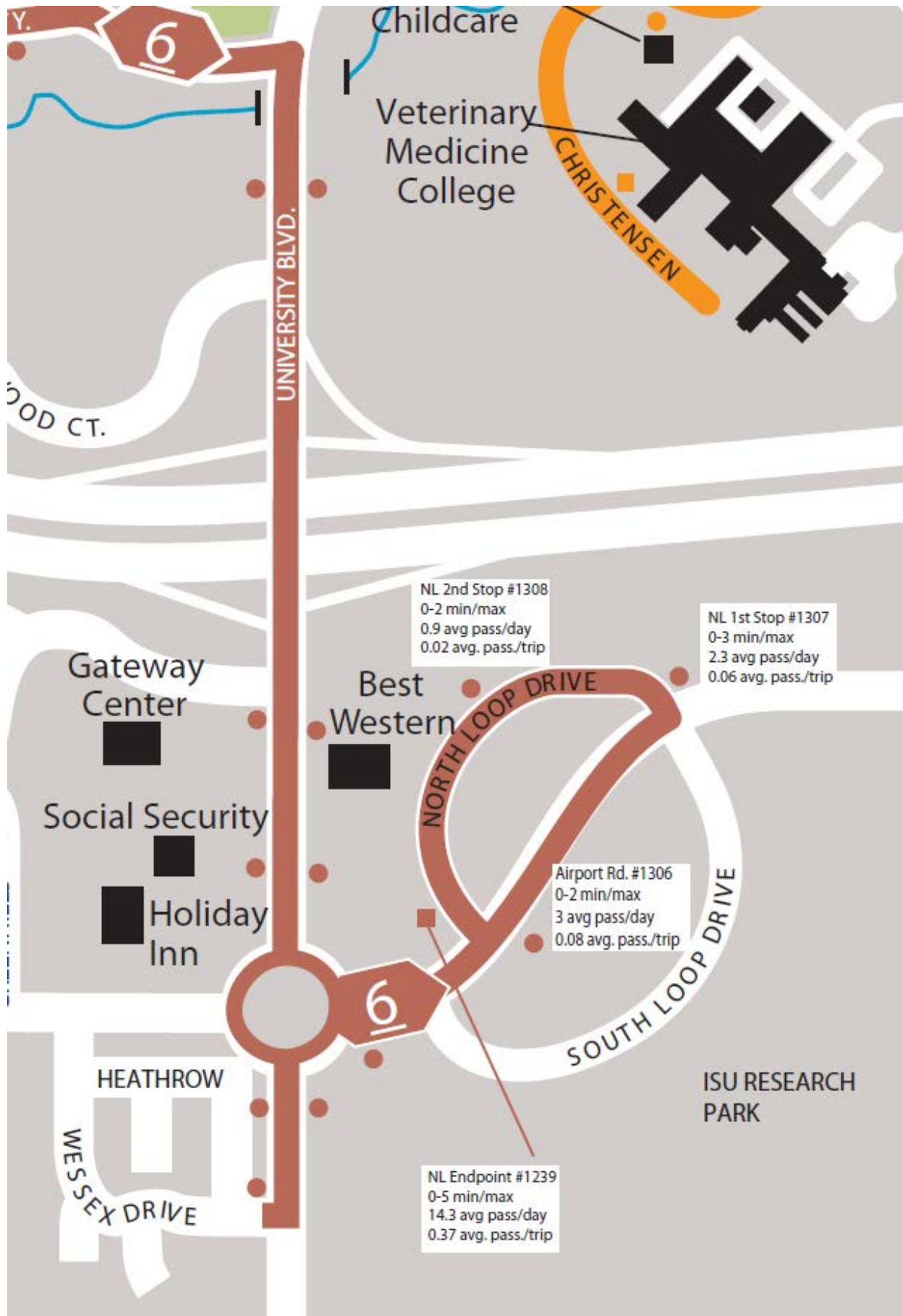
Proposed Brown Route Service

BROWN ROUTES



Change

CyRide
Last updated 10/23/2015



CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: April 29, 2016

SUBJECT: Operating Demonstration Project Evaluation and New Contract Consideration

BACKGROUND: At the July 30, 2015 Transit Board meeting, members approved a contract with Central Iowa Transit (CIT) to operate a portion of CyRide’s Cardinal Route for the 2015-2016 school year. The purpose of this operating project was to determine if service could be successfully operated by a private operator utilizing transit-style buses. The project would also have a positive impact on CyRide by reducing the number of drivers needed for CyRide’s operations by an equivalent of two operators and the number of buses by two.

Three bus operators provided service on the Cardinal Route this year as follows:

Primary Provider – CyRide: All mid-afternoon, evening and “extra buses” on scheduled trips with transit-style buses.

Secondary Provider – CIT: Scheduled morning until mid-afternoon service with two transit-style buses.

Ancillary Provider – Durham: 4-6 buses for one trip in the morning as “extra buses” to address overcrowding. School buses are used on the Cardinal Route service by the bus operator after completing its morning K-12 service.

INFORMATION: The end of the school year/CIT contract is approaching; therefore, staff has analyzed the impact of this service to-date on CyRide’s operations to determine if the project has been successful this school year and if it should be considered for implementation in the future. This analysis consists of:

- Customer satisfaction survey results
- Staff service observations
- Customer comments received throughout the year
- Comparison on contractor versus CyRide costs

Customer Satisfaction Survey

CyRide distributed a customer survey to Cardinal Route riders on CyRide, CIT and Durham school buses the week of April 11, 2016. Approximately 1,300 surveys were distributed with 210 returned for a 16% return rate and, therefore, is statistically significant. The information below provides a brief summary of the survey results.

Service Characteristics

CyRide asked customers to rate, from “1” to “5” with a “5” rating being very satisfied and a “1” rating being least satisfied, how each of the three bus services operating on this route were providing service. The table below provides an overall numerical rating with a “5” being the highest rating.

Question	CyRide	CIT	Durham
Overall Satisfaction	4.6	4.2	4.0
Driver Friendliness	4.6	4.3	4.5
Smooth Driving	4.1	3.8	4.2
Safe Ride	4.6	4.4	4.5
Driver Helpfulness (Answers Questions)	4.7	4.5	4.4
Bus Being On-Time	4.3	4.2	4.2
Cleanliness of Bus Exterior	4.6	4.4	4.4
Cleanliness of Bus Interior	4.6	4.3	4.3
Space Available on the Bus (Seated/Standing)	4.2	4.2	4.1
Availability of Wheelchair Lift	4.7	4.6	NA

Each service received at least a 4.0 rating on all characteristics with one exception regarding a smooth ride on CIT’s Cardinal Route service. This finding was discussed with CIT after reviewing the results of this survey. However, the overall results of this survey were positive for each provider, with students more comfortable with CyRide service at this time.

Overall Cardinal Route Service Rating/Recommend Service to a Friend

Respondents rated the Cardinal Route service, in total, as follows:

Excellent	45%
Very Good	39%
Good	15%
Below Average	.5%
Poor	0%
Very Poor	.5%

Over 95% of the survey respondents rated the service as “Good” or better and 98.5% of respondents indicated that they would recommend service to a friend.

Positive/Negative Comments

CyRide received 129 comments (attached) regarding the service's quality, with most comments positively supporting how the service was operated this year. Negative comments are still be analyzed and will aid CyRide staff in any future possible contracting endeavors and service planning.

Staff Observations

CyRide staff monitored CIT buses throughout the school year with the following issues addressed:

- On-Time performance and understanding of how a scheduled service operates (first few weeks)
- Listening to and use of the radio to coordinate with CyRide to ensure smooth operation between all buses (on-going)
- Wheelchair lift training and operations (two incidents)
- Driving skills of one driver

Each of these issues was addressed with CIT and most concerns were addressed adequately and promptly.

Customer Comments Throughout the Year

CyRide received a few comments from customers regarding CIT’s operation of service under contract with CyRide. The most prevalent comment was regarding the lack of training and use of the wheelchair lift for a disabled customer. CyRide expressed its concerns to CIT in this area and the bus operator retrained its drivers; however, it took several discussions to resolve this issue.

Contractor Versus CyRide Cost Comparison

CIT’s current contract cost to provide two, five-hour pieces of work per day, is \$711.13, which is equivalent to \$85.68 per hour. CyRide’s fully allocated cost has been calculated at \$86.00 per hour, with its direct cost of operation approximately \$60 per hour.

Overall, CyRide was pleased with CIT’s contracted service on the Cardinal Route. While contracting with a private operator can create challenges when not directly controlling service in this type of service model, overall CIT has “stepped in CyRide’s shoes” in delivering a quality service on this route. CyRide has also benefited from this contract by being able to

reduce the total number of bus drivers and buses needed at a time when both have been a challenge and will continue to be in the next school year.

ALTERNATIVES:

1. Direct staff to prepare a new Request For Proposal to received bids on service contracting on the Cardinal Route for the 2016-2017 school year for consideration at the July Transit Board meeting.
2. Do not contract with a private provider on the Cardinal Route for scheduled service during the 2016-2017 school year and directly-operate all services, except “extra buses” contracted with the Ames School District’s provider.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1 to seek bids for contracted bus service to augment CyRide’s operations for the 2016-2017 school year. This alternative will allow CyRide to meet its service needs during the next school year at a time when it is experiencing a driver shortage. With a satisfactory customer satisfaction rating on its contracted service during the 2015-2016 school year, this option provides a solid solution to operating a quality transit service in the Ames community.

#21 Cardinal Route Customer Satisfaction Survey

Q6 6. Please provide us with any positive or negative experiences you have had with the #21 Cardinal route service.

Answered: 129 Skipped: 83

#	Responses	Date
1	driver closes doors too early	4/21/2016 7:23 AM
2	Love that they run so often Monday's through Thursday's Wish they ran until 7 or 8 on fridays	4/15/2016 5:33 PM
3	Sometimes drivers will forget to make requested stops - rear door are often difficult to open.	4/15/2016 4:14 PM
4	Very much like NextBus. Seats on old buses are often shredded and torn. Otherwise it's really nice to have regular routes to and from campus back to Fredrickson Ct.	4/15/2016 4:11 PM
5	It's fast and has a great schedule that fits my needs.	4/15/2016 4:09 PM
6	Overall positive experience - however, some instances of a driver driving past the stop I'm waiting at.	4/15/2016 4:06 PM
7	If #21 Cardinal route can be provided on weekends, it would be awesome!	4/15/2016 4:02 PM
8	In many of CIT buses, the yellow signal panel dos not work properly, making getting off at the right stop difficult.	4/15/2016 4:00 PM
9	"One time" is something I experience each day and on occasion there are a few rough rides and slow to braking bur nothing horrible.	4/15/2016 3:58 PM
10	One time the wheelchair lift didn't work on one of the CIT buses so a girl had to wait for the next bus.	4/15/2016 3:55 PM
11	Many buses and I always get to class on time.	4/15/2016 3:53 PM
12	Don't like older buses with blue leather seats, they make it hard to say in your seat without slipping.	4/15/2016 3:48 PM
13	There are inconsistent drive times. Some times it is 5 min. ride to the MU other is is over 10 mins.	4/15/2016 3:46 PM
14	Stop requests on some white buses (CIT) don't work causing stops to be missed.	4/15/2016 3:43 PM
15	Convenient bus route when getting to either the MU or to classes without waiting for the other buses that go there.	4/15/2016 3:42 PM
16	Gets to class on time.	4/15/2016 3:38 PM
17	Keep up good work!	4/15/2016 3:36 PM
18	Typically a very good experience! Only problem is that sometimes the bus is behind schedule and I have to wait awhile to catch one after class.	4/15/2016 3:28 PM
19	No problem.	4/15/2016 3:26 PM
20	Great route. School buses are not pleasant. Too many stops on the east side and Lower Friley. Some should be removed.	4/15/2016 3:23 PM
21	No summer bus. Bus shuts down too early on Friday. Get ride of Moonlight bus or "drunk bus". The school is enabling alcoholism. The should should be ashamed. The parents of those children are failures.	4/15/2016 3:18 PM
22	I would prefer the driver to always go the the stop at 41 Fredrickson on cold days instead of waiting at Hawthorn in the mornings.	4/15/2016 3:12 PM
23	Drove away.	4/15/2016 3:10 PM
24	Always very friendly drivers.	4/15/2016 3:08 PM
25	The drivers are especaly kind; good drivers and overall great at their jobs.	4/15/2016 3:07 PM
26	21 Cardinal buses always do a good job of waiting to load every person possible.	4/15/2016 3:05 PM
27	There is one driver that doesn't seem to pay much attention to what is going on around him and that causes him to miss stops occasionally. He will open doors before the bus is stopped and will hit the gas and brake pedals extremely hard.	4/15/2016 10:15 AM
28	Love the convenience, how often it runs. Wish it ran more on the weekend.	4/15/2016 8:30 AM

#21 Cardinal Route Customer Satisfaction Survey

29	It gets me to class - positive.	4/14/2016 4:43 PM
30	It's the reason I make it to my classes.	4/14/2016 4:40 PM
31	The drivers are nicer on this route, more than other routes.	4/14/2016 4:39 PM
32	Always there give or take a minute.	4/14/2016 4:38 PM
33	Most reliable on campus because of tis frequency but on the Iowa State app, the times are almost always wrong.	4/14/2016 4:37 PM
34	There are some drivers who are not as careful with their driving. Sometimes feeling that the bus is racing someone else.	4/14/2016 4:35 PM
35	Some buses are not on time when I use the Agronomy stop.	4/14/2016 4:33 PM
36	The CIT transportation buses don't have a smooth ride, sometimes the driver is a bit reckless and the vinyl seats don't have much traction. I like the frequency of the route. The stop on the north side of Kildee on Pammel seems not effective.	4/14/2016 4:32 PM
37	Sometimes they don't come when they say they are - might just be a technology thing though.	4/14/2016 4:30 PM
38	Sometimes the app is not working. 2 or 3 times the bus did not have the thin on it/ or working that told NextBus where they were.	4/14/2016 4:28 PM
39	Some buses run early in the afternoon and cause me to miss the bus.	4/14/2016 4:26 PM
40	Sometimes during busy time not enough space on bus. More busses during these times.	4/14/2016 4:24 PM
41	I haven't really had negative experiences but I have much better experience when the drivers greet and smile at us and acknowledge when we than them exiting the bus.	4/14/2016 4:22 PM
42	All good stuff	4/14/2016 4:20 PM
43	Have met some very nice drivers who help give a great start to my day.	4/14/2016 4:17 PM
44	Sometimes glitches with Nextbus. Right outside my apartment so very convenient. I wish they run at least limited (service) on weekends!	4/14/2016 4:15 PM
45	Overall high quality.	4/14/2016 4:06 PM
46	Can't think of anything.	4/14/2016 4:00 PM
47	Usually on time, never too crowded except before morning classes.	4/14/2016 3:58 PM
48	One negative experience was when the bus went over the curb at a fast speed.	4/14/2016 3:57 PM
49	Always on time and very friendly.	4/14/2016 3:56 PM
50	They have mostly been good - the service is reliable and usually gets me where I need to go on time.	4/14/2016 3:54 PM
51	21 Cardinal is always on time. The only negative thing I have to sat is I wish it rand on weekend as well.	4/14/2016 3:53 PM
52	Later services would help a lot of people out who (need) late labs or need to get on campus for other activities.	4/14/2016 3:51 PM
53	Always on time.	4/14/2016 3:49 PM
54	I like when my driver is friendly and actually says good morning or just hi when I get on the bus! The bus driver today is very nice!!	4/14/2016 3:44 PM
55	It does pretty well - sometimes the Iowa State app displays wrong info, though. It would be nice to somehow be notified of delays.	4/14/2016 3:42 PM
56	I use mystate for bus information, no negative experience, rides to Freddy Court should be more frequent.	4/14/2016 3:40 PM
57	some drivers are very cool, but some look mad and upset all the time.	4/14/2016 3:31 PM
58	Buses leave when I'm walking up to them a lot of the time.	4/14/2016 3:22 PM
59	Some of the CIT buses need maintenance. Several of the "Stop Requested" do not light up.	4/14/2016 1:36 PM
60	School buses have small seats and hard to walk through the aisle.	4/14/2016 1:33 PM
61	A bus left when I was waiting at the door for it. That's bad.	4/14/2016 1:28 PM
62	the bus drivers are very friendly greeters.	4/14/2016 1:25 PM
63	When the bus went our of service, the driver looped around again but he didn't go to the first stop, instead dropped me off by the cars right after the first left turn. cool guy!	4/14/2016 1:22 PM

#21 Cardinal Route Customer Satisfaction Survey

64	The bus comes regularly and is almost always on time.	4/14/2016 1:20 PM
65	One time the bus driver pulled off when I was 5 steps away from the door and I thought that was a bad move ... I'm over it now.	4/14/2016 1:00 PM
66	My preference is a CyRide bus over CIT bus because that ride is typically smoother.	4/14/2016 12:58 PM
67	Always on time.	4/14/2016 11:54 AM
68	Some friendly bus drivers. Sometimes could do better job looking around at bus stops.	4/14/2016 11:31 AM
69	Once the bus drove right past me without stopping. Once the driver took a wrong turn so I had to walk across campus and I was late for my activity.	4/14/2016 11:17 AM
70	I like the Cardinal Route service.	4/14/2016 11:11 AM
71	I've had bus drivers run stop signs and go through bus stops when people pull string.	4/14/2016 11:09 AM
72	Some drivers go really fast, especially in the winter and half the time I'm afraid they'll crash the bus.	4/14/2016 11:07 AM
73	Watched wheelchair lift not work for a student in a wheelchair.	4/14/2016 11:05 AM
74	Usually pretty good.	4/14/2016 11:03 AM
75	Sometimes Nextbus is inaccurate. Usually pretty good (service).	4/14/2016 10:49 AM
76	Good service.	4/14/2016 10:48 AM
77	I do homework on it while going to Pearson from Freddy.	4/14/2016 10:45 AM
78	Sometimes the next bus does not show up on the app or is inaccurate. Have had issues with broken seat cushions and times where the cord to signal a stop hasn't worked.	4/14/2016 10:44 AM
79	One of the early morning 21 drivers (dark skinned male) drives rather reckless and not smooth at all. He has missed stops that people have signaled for and drives rather fast. I avoid the times I know it is his bus because of it.	4/14/2016 10:40 AM
80	10:38 bus drives past bus stops.	4/14/2016 10:38 AM
81	Many buses. I always have an option. CyRide drivers don't talk.	4/14/2016 10:14 AM
82	Very rarely (do) they drive smoothly.	4/14/2016 10:12 AM
83	21 Route is the best part of living in Freddy Court.	4/14/2016 10:07 AM
84	Bus driver drove off when I was about to get on because I went to throw something out before getting on.	4/14/2016 10:04 AM
85	Buses are leaving early and not waiting but it's better now.	4/14/2016 10:00 AM
86	sometimes drivers drive too aggressively.	4/14/2016 9:58 AM
87	One time a driver stopped the bus at a bus stop to take a phone call that lasted several minutes. None of the passengers, including myself, knew what to do. Several got off and got on other buses because they had places to be. Some drivers are friendly and funny when approaching transfer points or when trying to get people to fill all available seats so all riders can fit on the bus.	4/14/2016 9:24 AM
88	Few times bus has not stopped at a stop.	4/14/2016 9:10 AM
89	The drivers are always friendly, but morning buses are often very full and jerk to stops at times.	4/14/2016 9:04 AM
90	The drivers are very friendly and go out of their way to help people get to their destination.	4/14/2016 9:02 AM
91	Some buses are missing from the NextBus system. It's convenient and punctual and the drivers are very friendly.	4/14/2016 8:56 AM
92	Very convenient! Most drivers are good but a few are not smooth (driving) at all.	4/14/2016 8:52 AM
93	This bus is very dependable and helpful with getting me to and from my classes and apartment in Freddy.	4/14/2016 8:50 AM
94	All great!	4/14/2016 8:48 AM
95	Only negatives are with CIT drivers going over the curb and speeding up and slowing down much too quickly (the nice lady with the very red hair is the driver that does this. Very nice but sometimes don't feel safe; otherwise everything is great!	4/13/2016 8:57 PM
96	Negative: CIT buses didn't have a way to know if a rider signaled a stop. It wasn't clear if the rider successfully pushed the yellow bar and the driver was hostile when asked if it worked.	4/13/2016 8:54 PM
97	Only one experience where the bus driver turned down Osborn. No real negative effects other than time added to the ride. Doubt this happens often.	4/13/2016 8:51 PM

#21 Cardinal Route Customer Satisfaction Survey

98	Sometimes not all of the morning buses are shown on MyState.	4/13/2016 8:48 PM
99	Polite and firendly drivers.	4/13/2016 8:46 PM
100	Always on lime and clean. Divers are very friendly! If they see someone running to catch the bus they usually wait for that person.	4/13/2016 8:45 PM
101	Some drivers forget to stop to let students off or forget to stop and pick up students, especially at the temporary stop outside Agronomy.	4/13/2016 8:16 PM
102	It can be crowded at times.	4/13/2016 8:14 PM
103	I became friends with one of the drivers and I look forward to seeing her every time I use 21.	4/13/2016 8:12 PM
104	Always on time and the time point stop - very helpful. Very reliable to get places on a consistent lime basis. Get to know the face of the driver on that shift.	4/13/2016 8:10 PM
105	There is one CyRide driver that is so kind, she brightens my day with her smile!	4/13/2016 8:08 PM
106	Drivers are very friendly.	4/13/2016 8:05 PM
107	Sometimes buses are early and leave the stop early.	4/13/2016 8:03 PM
108	Little bit of gap of arriving time.	4/13/2016 7:51 PM
109	Bus drivers are always helpful, but some are horrible with the breaks.	4/13/2016 7:48 PM
110	Some of the older CyRide buses have had a broken alarm stop.	4/13/2016 7:45 PM
111	Dude with dark shaggy hair (skinny and white) is always very nice, so is Alariah Waters.	4/13/2016 7:43 PM
112	I've seen the wheelchair lift not work sometimes.	4/13/2016 7:40 PM
113	Arriving on time to and from school, drivers are always really helpful and friendly, not yet had a negative experience and hoping not to.	4/13/2016 7:34 PM
114	Friendly service.	4/13/2016 7:29 PM
115	I was late to an exam because 3 CyRide buses stopped to let off passengers and were not picking up. I ended up having to wait over 25 minutes.	4/13/2016 7:28 PM
116	There's one bus with blue seats that needs to be retired, 50% of seats are broken plus the bell cord is tool	4/13/2016 7:25 PM
117	I usually travel through 21 Cardinal but the drivers of CIT, one African American man and one lady, they usually have morning shifts are not that good. Driving of men is not safe.	4/13/2016 7:22 PM
118	A CIT bus driver passed 2 stops in the morning even though I pulled the cord twice.	4/13/2016 7:19 PM
119	Positive - Always there when I need it, especially if I an late for class.	4/13/2016 7:16 PM
120	One of the bus drivers talk in the phone while driving. Seems a bit unsafe!	4/13/2016 10:41 AM
121	Once I was two feet from getting on the bus and it drove away.	4/13/2016 9:03 AM
122	There are quick starts and stops with some drivers. I think he may have been new.	4/13/2016 8:56 AM
123	Sometimes the time was off...I think maybe it was when there were extra buses on route. It was accurate probably about 85-90% of the time.	4/13/2016 7:36 AM
124	again to many people get off on the horse barn stop when they could just walk.	4/13/2016 1:18 AM
125	As mentioned above, only problem is with the NextBus service online and on Mystate not always showing the times that a bus is coming, which leads me to think that the bus is no longer running even though I usually later find that it is (also would hope the bus would never stop running, especially late at night, as many students rely on the bus to get back home safely) One time I pulled the cord for a stop and the driver did not stop at that stop and went right past it	4/12/2016 7:28 PM
126	Great experience, perfect route, very convenient	4/12/2016 3:33 PM
127	Love it Shout out to all the drivers yo	4/11/2016 8:00 PM
128	It seems like the CIT bus drivers in particular are somewhat dangerous drivers. I have have many bad experiences with the CIT drivers.	4/11/2016 7:05 PM
129	Always extremely close quarters during passing periods. Cit bus driver once left while I was standing on the lowest step barely on the bus.	4/11/2016 6:51 PM

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees

FROM: Sheri Kyras

DATE: April 29, 2016

SUBJECT: State Grant & Public Transit Infrastructure Grant (PTIG) Applications

INFORMATION: Annually, CyRide submits a grant application(s) to the Iowa Department of Transportation (IDOT) to support operating and capital needs for the transit system. The following briefly summarizes the application to be submitted by May 1, 2016 for funding during the 2016-2017 budget year.

<u>Operating</u>	<u>State/Federal Share</u>
State Operating Assistance (Estimate based on 5.494898% of available funding)	\$792,586
Federal Section 5310 Elderly and Disabled Funding..... Assistance for ADA Service Contract with HIRTA	<u>\$222,740</u>
TOTAL Operating.....	\$1,015,326

<u>Capital</u>	<u>Federal Share</u>
Federal 5339 Discretionary Grant Request For 8 - 40' Heavy-duty Replacement Buses w/cameras (\$3,760,000 total)	\$3,196,000
Federal Section 5310 Elderly and Disabled Funding..... For Associated Transit Improvements – Bus Stops	\$40,000
Public Transit Infrastructure Grant For Bus Roof Reconstruction	<u>\$320,000</u>
TOTAL Capital	\$3,556,000

TOTAL STATE GRANT APPLICATION \$4,571,326

State operating assistance and Elderly and Disabled 5310 formula dollars are the only funding that CyRide is assured of receiving. All other funding sources for state bus replacements and Public Transit Infrastructure grants are competitively selected at the state level and CyRide will be informed of the selection decisions during the 2016-2017 year.

The local match requirement for these projects are as follows:

- No local match is required for State Operating Assistance
- The Section 5310 capital and operating projects are currently included in CyRide's 2016-2017 operating and capital budgets. The 20% local match is \$65,685.
- The PTIG bus storage roof project is currently included in CyRide's 2016-2017 capital budget and City of Ames Capital Improvement Plan. The 20% local match is \$80,000.
- The Section 5339 funding is not currently in CyRide's 2016-2017 capital budget as funding received by the State of Iowa for bus replacements is competitively selected. CyRide will not be informed if its buses are selected until later into the 2016-2017 budget year. Buses can be federally funded at 80% (ICAAP) or 85% (5339) depending on the type of funds. Agenda Item #14 in the board packet will address how CyRide desires to address buses that will be contained in the State's application for federal Bus and Facilities grant, the Section 5337 and CMAQ/ICAAP funding. Currently, CyRide's buses are approximately 132nd on the Iowa DOT's Public Transit Equipment and Facilities Management System (PTMS) Plan, which is the document used to determine vehicle replacements under these funding sources.

A public hearing will be held to discuss this application with the community on April 28, 2016. No written or oral comments have been made to date from the notice released in *The Tribune*.

ALTERNATIVES:

1. Approve the FY2017 State Grant Application subject to public hearing comments.
2. Modify the FY2017 State Grant Application based upon board priorities.
3. Reject the grant application and do not submit a state funding request for the 2016-2017 budget year.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1 to submit an operating and capital application to the IDOT, as this application supports the enhancement of transit services in the Ames community and contains projects previously approved in the operating and capital budgets and City of Ames Capital Improvement Plan.

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees
FROM: Sheri Kyras
DATE: April 29, 2016
SUBJECT: Bus and Facilities Grant Consideration

BACKGROUND: For the last five years, CyRide has had the potential to receive bus replacement funding from two sources allocated by the state, but funded by the federal government as follows:

- **Congestion Mitigation Air Quality (CMAQ)/Iowa Clean Air Attainment Program (ICAAP)** - 80% federal, 20% local match required
- **5339 Statewide Allocation** – 85% federal, 15% local match required

If transit systems desire funding from these two sources, they must be contained in the States annual grant application (previous board item.) In the last five years, CyRide has received only one large bus from these two funding sources based on the Iowa DOT's statewide ranking of bus needs, which funds \$5.6 million dollars of bus replacements each year statewide.

However, the new Transportation FAST Act bill passed in December 2015, provides funding for a new, third potential funding source in a competitive Bus and Facilities grant program, which will award \$211 million nationwide at an 85% federal, 15% local match requirement. The notice to submit applications was anticipated to be released later this year, but was unexpectedly released in late March. The 2016 round of applications are due on May 13, 2016. With this short turnaround, CyRide staff will not be in a position to submit a direct application for consideration; however, will be included in the Iowa DOT's nationally competitive Bus and Facilities application along with all other transit systems in the state. A draft Iowa DOT list of rural and urban replacement vehicles, based on their priority ranking, is attached. The state could receive \$0 in funding under this program or up to \$21.1 million, per a recipients maximum 10% allocation.

The Iowa DOT will be allocating funding from the competitive Bus and Facilities grant program first (anticipated in summer 2016), if a grant is received, then the CMAQ/ICAAP and 5339 allocation (January to April 2017).

Currently, CyRide’s capital budget and the City of Ames’ Capital Improvement Program contains the following buses in out-years of funding:

- Four new buses in 2018-2019
- Two new buses in 2019-2020

In the “best case scenario,” CyRide could receive delivery of buses under any of the three potential sources in fall 2018, with the more likely delivery date of summer 2019.

INFORMATION: The new national competitive Bus and Facilities grant application process is similar to the Federal Transit Administration’s (FTA) releasing past national discretionary grants where CyRide, individually, has been successful in receiving grants for 16 large buses and six articulated buses over several years.

The attached “draft” list of CyRide buses needing to be replaced within the competitive Statewide Bus and Facilities grant includes fifteen large 40-foot heavy duty buses. The maximum local match to fund all 15 buses under the competitive Bus and Facilities grant, if awarded, is estimated at \$1,057,500. This would represent the “best case” for CyRide’s bus replacement program if the state were awarded the maximum allocation of \$21.1 under the new grant program.

The more realistic award would be a total of 1-6 buses or \$10 million. Therefore, the range of local funding that could potentially be needed is estimated to be between \$70,000 and \$423,100 (15% of \$470,000/bus). If awarded only \$5 million, CyRide would not receive any buses, as its first bus is ranked 62nd and \$5 million would award funding through the 56th bus on the list.

In reviewing sources of local match if buses were received by any of the three federal funding sources, CyRide’s fuel savings and operating closing balance above the minimum and goal set by the Transit Board at the March meeting could potentially fund any unanticipated federal bus awards.

Category	Unanticipated Budget Savings
Fuel	\$700,000
Operating Closing Balance above 10%	\$391,945
Total	\$1,091,945

The above savings could be utilized for one-time capital projects to address CyRide’s bus and facility needs. A financial commitment of these funds is not necessary for the grant at this time; however, a resolution is required to indicate the board’s interest in funding buses on the list if a grant is received and the local match could be available. If the state received a grant award under the Competitive State Bus and Facilities grant or under the State’s grant application for 5339 or CMAQ/ICAAP program, CyRide could choose, at that time, how many buses it could

actually provide local match towards. Other transit systems lower on the statewide list could then utilize the funding if not all CyRide buses are able to be funded. A financial commitment would need to be made at the time grant awards are announced, which may or may not be after the 2016 financial audit is completed.

If CyRide does not receive any funding or funding for only a few buses, under the new Bus and Facilities federal grant submitted by the Iowa DOT, its buses could then be considered for the Statewide grant (5339 or CMAQ/ICAAP) whenever apportionments are allocated later in the year (January – April 2017.)

ALTERNATIVES:

1. Approve a resolution expressing CyRide’s commitment to providing local match for the purchase of CyRide buses under the statewide competitive federal Bus and Facilities grant.
2. Approve a resolution expressing CyRide commitment to providing local match for a board specified number of buses or dollar amount under the statewide competitive federal Bus and Facilities grant.
3. Do not participate in the statewide competitive Bus and Facilities grant.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1 to allow CyRide to maximize the possibility of funding buses under the statewide grant, which funds buses at a higher federal share of 85%. If a grant is approved, the Transit Board can then decide how many buses CyRide can provide local match toward. If buses can be purchased through this grant, it will help fund new buses contained in the City if Ames Capital Improvement Plan over the next several years.

DRAFT LIST (SUBJECT TO CHANGE)

Ames Transit Agency (CyRide)

Urban Systems (other than Ames)

Rural Systems (Region 11 - HIRTA)

\$5 Million Est (5339 Competitive Grant)

\$10 Million Est (5339 Competitive Grant & FY2017 ICAAP/5339 Formula)

\$21.1 Million Max Request Allowed Per Grantee

Rural and Small Urban
Ranked PTMS Vehicles per 2016/2017 TIP

System Name	System ID	SERIAL_NUMBER	PROPERTY ID	Year	PROPERTY_DESCRIPTION	Desc	PTMS Points	Total	Federal 85 %	Local Match	TIP	Running Total
1 Region 10	100	1BAADCPH91F201765	45L	2001	BLUEBIRD	Medium Duty Bus (33-36 ft.)	114.30	201,000	170,850	30,150	2016	170,850
2 Fort Dodge	269	1FDXE45P05HB14016	FD48	2005	Ford Supreme Startrans	Light Duty Bus (158" wb)	171.33	96,820	82,297	14,523	2017	253,147
3 Region 3	030	1FDWE35S81HA88205	8205	2001	Ford	Light Duty Bus (158" wb)	128.00	89,115	75,748	13,367	2017	328,895
4 Region 12	120	1FDWE35S92HB14974	0208	2002	Ford Aerolite	Light Duty Bus (176" wb)	121.70	94,760	80,546	14,214	2017	409,441
5 Fort Dodge	269	1FDXE45F03HB00069	FD45	2003	Ford Champion	Light Duty Bus (176" wb)	118.90	101,971	86,675	15,296	2017	496,116
6 Region 12	120	1D4GP24R25B402227	0506	2005	Dodge Grans Caravan	Conversion Van	118.21	56,135	47,715	8,420	2017	543,831
7 Region 13	130	1FDXE45S16HA51420	0602	2006	MINNESOTA BODY BUS	Light Duty Bus (176" wb)	115.25	88,056	74,848	13,208	2017	618,678
8 Region 11	110	1FDXE45F33HB00065	1136	2003	Ford Champion	Light Duty Bus (176" wb)	110.11	89,000	75,650	13,350	2017	694,328
9 Marshalltown	479	1YH249X76V6005992	971	1997	Orion II	Heavy Duty Bus (30-34 ft.)	108.63	411,000	349,350	61,650	2016	1,043,678
10 Region 13	130	1FDXE45S56HA51419	0601	2006	MINNESOTA BODY BUS	Light Duty Bus (176" wb)	106.91	88,056	74,848	13,208	2017	1,118,526
11 Region 3	030	1GBDX23E13D257539	4539	2003	Activan	Minivan	101.87	54,075	45,964	8,111	2017	1,164,490
12 Region 2	020	1FDXE45F33HB83738	D062	2004	Ford Eldorado Aerotech	Light Duty Bus (176" wb)	100.92	101,000	85,850	15,150	2016	1,250,340
13 Region 12	120	1GAHG39U751238959	0504	2005	CHEVROLET STANDARD VAN	Conversion Van	100.92	56,135	47,715	8,420	2017	1,298,055
14 Region 13	130	1FDXE45S66HA72991	0603	2006	FORD THOMAS-ELDORADO	Light Duty Bus (176" wb)	97.70	88,056	74,848	13,208	2017	1,372,902
15 Region 12	120	1FDWE45F22HA19441	0206	2002	Ford Supreme	Light Duty Bus (176" wb)	97.40	94,760	80,546	14,214	2017	1,453,448
16 Region 13	130	1FDXE45S16HA72994	0606	2006	FORD THOMAS-ELDORADO	Light Duty Bus (176" wb)	94.97	88,056	74,848	13,208	2017	1,528,296
17 Region 14	140	1FDXE45S23HB48301	80	2003	Champion Challenger	Light Duty Bus (176" wb)	94.96	92,000	78,200	13,800	2016	1,606,496
18 Region 1	010	1FDXE45P06HA73002	05166	2006	FORD / ELDORADO ADA 186"WB LDB	Light Duty Bus (176" wb)	92.71	93,149	79,177	13,972	2017	1,685,672
19 Mason City	482	1FDWE35P14HB49796	38	2004	Ford Champion	Light Duty Bus (176" wb)	92.71	97,000	82,450	14,550	2017	1,768,122
20 Region 14	140	1FDXE45S83HB48299	79	2003	Champion Challenger	Light Duty Bus (176" wb)	91.93	92,000	78,200	13,800	2016	1,846,322
21 Region 8	080	1FDXE45S84HB23601	601	2004	Champion Bus	Light Duty Bus (176" wb)	91.08	92,700	78,795	13,905	2017	1,925,117
22 Region 1	010	1FDXE45P26HA73003	05167	2006	FORD / ELDORADO ADA 186"WB LDB	Light Duty Bus (176" wb)	89.06	93,149	79,177	13,972	2017	2,004,294
23 Region 13	130	1FDXE45S36HA72995	0607	2006	FORD THOMAS-ELDORADO	Light Duty Bus (176" wb)	87.87	88,056	74,848	13,208	2017	2,079,142
24 Region 13	130	1FDXE45S56HA72996	0608	2006	FORD THOMAS-ELDORADO	Light Duty Bus (176" wb)	87.60	88,056	74,848	13,208	2017	2,153,989
25 Region 3	030	1GBDV13E25D115560	2560	2005	Chevrolet Brauan Entervan	Minivan	87.22	54,075	45,964	8,111	2017	2,199,953
26 Region 8	080	1FDXE45P06HB18102	102	2006	Eldorado	Light Duty Bus (176" wb)	86.46	92,700	78,795	13,905	2017	2,278,748
27 Muscatine	533	1FDXE45P46HB33122	242	2006	Eldorado	Light Duty Bus (176" wb)	84.66	97,000	82,450	14,550	2017	2,361,198
28 Region 1	010	1FDXE45P76HB33082	06162	2004	FORD / EL DORADO	Light Duty Bus (176" wb)	84.36	93,149	79,177	13,972	2017	2,440,375
29 Region 3	030	1FDPB80C1SVA42826	2826	1995	THOMAS BUS	Medium Duty Bus (to 28 ft.)	83.91	181,280	154,088	27,192	2017	2,594,463
30 Region 1	010	1FDXE45P06HB33084	06164	2004	FORD / EL DORADO	Light Duty Bus (176" wb)	83.71	93,149	79,177	13,972	2017	2,673,639
31 Muscatine	533	1FDXE45P06HB33120	240	2006	Eldorado	Light Duty Bus (176" wb)	82.44	97,000	82,450	14,550	2016	2,756,089
32 Muscatine	533	1FDXE45P26HB33121	241	2006	Eldorado	Light Duty Bus (176" wb)	81.63	97,000	82,450	14,550	2016	2,838,539
33 Region 4	040	1FDXE45P16HA51428	7465	2006	Ford Supreme	Light Duty Bus (176" wb)	81.49	92,000	78,200	13,800	2016	2,916,739
34 Muscatine	533	1FDXE45P66HB33123	243	2006	Eldorado	Light Duty Bus (176" wb)	81.46	97,000	82,450	14,550	2017	2,999,189
35 Region 10	100	1FDWE35S36DA68667	242	2006	FORD SUPREME	Light Duty Bus (138" wb)	81.38	83,000	70,550	12,450	2016	3,069,739
36 Region 14	140	1FDXE45S84HB55254	86	2004	FORD GOSHEN COACH	Light Duty Bus (176" wb)	81.22	94,760	80,546	14,214	2017	3,150,285
37 Region 11	110	1FDXE45P15HB14011	1139	2005	FORD E450	Light Duty Bus (176" wb)	81.18	89,000	75,650	13,350	2017	3,225,935
38 Region 10	100	1FDWE35S46DB24261	245	2007	Ford Supreme	Light Duty Bus (138" wb)	80.83	83,000	70,550	12,450	2016	3,296,485
39 Region 5	050	1FDXE45PX5HB08935	05-6	2005	Ford Supreme Startrans	Light Duty Bus (176" wb)	80.78	94,760	80,546	14,214	2017	3,377,031
40 Region 4	040	1FDXE45PX6HA51430	7512	2006	Ford Supreme	Light Duty Bus (176" wb)	80.41	92,000	78,200	13,800	2016	3,455,231
41 Region 11	110	1FDXE45S46DB10158	2225	2007	Ford Eldorado	Light Duty Bus (176" wb)	80.08	95,220	80,937	14,283	2017	3,536,168
42 Region 9	090	1FDXE45S06DB32691	691	2006	Ford Eldorado	Light Duty Bus (176" wb)	80.07	90,000	76,500	13,500	2016	3,612,668
43 Region 1	010	1FDXE45P96HB33083	06163	2004	FORD / EL DORADO	Light Duty Bus (176" wb)	79.87	93,149	79,177	13,972	2017	3,691,845
44 Region 10	100	1FDXE45S66HA53521	381	2006	Eldorado Aerotechs	Light Duty Bus (176" wb)	79.75	90,000	76,500	13,500	2016	3,768,345

DRAFT LIST (SUBJECT TO CHANGE)

Ames Transit Agency (CyRide)

Urban Systems (other than Ames)

Rural Systems (Region 11 - HIRTA)

\$5 Million Est (5339 Competitive Grant)

\$10 Million Est (5339 Competitive Grant & FY2017 ICAAP/5339 Formula)

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Rural and Small Urban
Ranked PTMS Vehicles per 2016/2017 TIP

	System Name	System ID	SERIAL_NUMBER	PROPERTY_ID	Year	PROPERTY_DESCRIPTION	Desc	PTMS Points	Total	Federal 85 %	Local Match	TIP	Running Total
45	Region 9	090	1FDXE45S46HA93077	177	2006	Ford Eldorado Bus	Light Duty Bus (158" wb)	79.66	85,000	72,250	12,750	2016	3,840,595
46	Region 2	020	1FDXE45P55HB44810	D065	2005	Ford/Supreme	Light Duty Bus (176" wb)	78.91	101,000	85,850	15,150	2016	3,926,445
47	Region 8	080	1FDXE45S14HB26470	470	2004	Champion Bus	Light Duty Bus (176" wb)	78.46	90,000	76,500	13,500	2016	4,002,945
48	Region 1	010	1FDXE45P46HA72998	05162	2006	FORD / ELDORADO ADA 186"WB LDB	Light Duty Bus (176" wb)	78.43	90,000	76,500	13,500	2016	4,079,445
49	Region 4	040	1FDXE45S16HB24642	7470	2006	Ford Supreme	Light Duty Bus (176" wb)	77.80	92,000	78,200	13,800	2016	4,157,645
50	Sioux City	705	1FDXE45P56HB30357	1322	2006	E450 Ford / Supreme, 158" Wheelbase, Raised Floor	Light Duty Bus (176" wb)	77.45	\$90,000	\$76,500	\$13,500	2016	4,234,145
51	Region 2	020	1FDWE35PX5HB44792	G016	2005	Ford / Supreme	Light Duty Bus (176" wb)	77.42	101,000	85,850	15,150	2016	4,319,995
52	Region 7	070	1FDXE45P16HA53518	0502	2006	Ford Eldorado	Light Duty Bus (176" wb)	77.27	101,000	85,850	15,150	2016	4,405,845
53	Sioux City	705	15GCD0914N1084248	1335	1992	Gillig Phantom	Heavy Duty Bus (40-42 ft.)	77.08	\$470,000	\$399,500	\$66,750	2016	4,805,345
54	Region 9	090	1FDXE45S26DB32692	692	2006	Ford Eldorado	Light Duty Bus (176" wb)	76.90	90,000	76,500	13,500	2016	4,881,845
55	Region 1	010	1FDXE45P56HA33081	06161	2004	FORD / EL DORADO	Light Duty Bus (176" wb)	76.85	93,149	79,177	13,972	2017	4,961,022
56	Region 4	040	1FDXE45P45HB08932	7508	2005	Ford/Supreme	Light Duty Bus (176" wb)	76.19	92,000	78,200	13,800	2016	5,039,222
57	Region 9	090	1FDXE45S06HA93075	175	2006	Ford Eldorado Bus	Light Duty Bus (158" wb)	75.82	85,000	72,250	12,750	2016	5,111,472
58	Region 9	090	1FDXE45S66HA93078	178	2006	Ford Eldorado Bus	Light Duty Bus (158" wb)	75.81	85,000	72,250	12,750	2016	5,183,722
59	Region 5	050	1FDXE45S06HB20503	05-8	2005	FORD STARTRANS	Light Duty Bus (176" wb)	75.70	94,760	80,546	14,214	2017	5,264,268
60	Region 3	030	1FDXE45P75HB24901	2901	2005	Ford Supreme	Light Duty Bus (158" wb)	75.35	89,611	76,169	13,442	2017	5,340,437
61	Region 2	020	1FDWE35P56HA59229	N014	2006	Ford/Supreme	Light Duty Bus (176" wb)	75.31	101,000	85,850	15,150	2016	5,426,287
1 62	Ames	015	15GCD1214P1084835	00716	1993	Gillig	Heavy Duty Bus (40-42 ft.)	75.24	\$470,000	\$399,500	\$68,250	2016	5,825,787
63	Burlington	097	1HVBEABLX1H386057	721	2001	International Supreme	Medium Duty Bus (29-32 ft.)	75.23	188,000	159,800	28,200	2016	5,985,587
64	Region 2	020	1FDWE35P46HA66091	A002	2006	Ford/Supreme	Light Duty Bus (176" wb)	75.14	101,000	85,850	15,150	2016	6,071,437
65	Region 4	040	1FDXE45P36HA51429	7514	2006	Ford Supreme	Light Duty Bus (176" wb)	75.03	92,000	78,200	13,800	2016	6,149,637
66	Region 2	020	1FDWE35P95HB39521	N012	2005	Ford / Supreme	Light Duty Bus (176" wb)	74.54	101,000	85,850	15,150	2016	6,235,487
67	Region 2	020	1FDWE35P66HA66092	9008	2006	Ford/Supreme	Light Duty Bus (176" wb)	74.43	101,000	85,850	15,150	2016	6,321,337
68	Region 9	090	1FDXE45S46HA93080	180	2006	Ford Eldorado Bus	Light Duty Bus (158" wb)	74.37	85,000	72,250	12,750	2016	6,393,587
69	Region 1	010	1HVBBNEN8MH305316	09291	1991	INTERNATIONAL / BLUE BIRD SCHOOL BU	Heavy Duty Bus (35-39 ft.)	74.34	462,664	393,264	69,400	2017	6,786,851
2 70	Ames	015	15GCD1212P1084818	00711	1993	Gillig	Heavy Duty Bus (40-42 ft.)	74.22	\$470,000	\$399,500	\$68,250	2016	7,186,351
3 71	Ames	015	15GCD1215P1084830	00715	1993	Gillig	Heavy Duty Bus (40-42 ft.)	74.18	\$470,000	\$399,500	\$68,250	2016	7,585,851
72	Region 3	030	1FDXE45P55HB24900	1900	2005	Ford Supreme	Light Duty Bus (158" wb)	74.02	89,611	76,169	13,442	2017	7,662,021
4 73	Ames	015	15GCD1218P1084823	00712	1993	Gillig	Heavy Duty Bus (40-42 ft.)	73.79	\$470,000	\$399,500	\$68,250	2016	8,061,521
74	Region 10	100	1FDXE45PX6HA53520	256	2006	Ford Eldorado Aerotech	Light Duty Bus (176" wb)	73.41	101,000	85,850	15,150	2016	8,147,371
75	Cedar Rapids	118	1BAGBCPA72F205446	102	2001	Bluebird	Medium Duty Bus (to 28 ft.)	73.14	\$174,000	\$147,900	\$68,250	2016	8,295,271
76	Region 4	040	1FDXE45PX6HA51427	7260	2006	Ford Supreme	Light Duty Bus (176" wb)	73.08	92,000	78,200	13,800	2016	8,373,471
5 77	Ames	015	15GCD2110R1085538	00717	1993	Gillig	Heavy Duty Bus (40-42 ft.)	72.77	\$470,000	\$399,500	\$68,250	2016	8,772,971
6 78	Ames	015	15GCD121XP1084824	00713	1993	Gillig	Heavy Duty Bus (40-42 ft.)	72.6	\$470,000	\$399,500	\$68,250	2016	9,172,471
79	Region 9	090	1FDXE45S96DB29742	642	2006	Ford Eldorado	Light Duty Bus (158" wb)	72.58	85,000	72,250	12,750	2016	9,244,721
80	Region 11	110	1FDWE35S86HB34039	5517	2006	Ford Supreme	Light Duty Bus (138" wb)	72.19	82,000	69,700	12,300	2017	9,314,421
81	Region 6	060	1FDXE45S36DA68386	106	2006	Ford Eldorado (186" wb)	Light Duty Bus (176" wb)	71.82	89,000	75,650	13,350	2016	9,390,071
82	Region 9	090	1FDXE45S26HA93076	176	2006	Ford Eldorado Bus	Light Duty Bus (158" wb)	71.70	85,000	72,250	12,750	2016	9,462,321

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83	Region 10	100	1T88H2B2811102520	252	2001	Thomas MVP-EF	Medium Duty Bus (33-36 ft.)	71.46	201,000	170,850	30,150	2016	9,633,171
84	Region 14	140	1FDWE35S14HA96280	85	2004	FORD GOSHEN COACH PACER II	Light Duty Bus (138" wb)	71.32	87,551	74,418	13,133	2017	9,707,589
85	Region 3	030	1FDXE45P95HB24902	6902	2005	Ford Supreme	Light Duty Bus (158" wb)	70.04	89,611	76,169	13,442	2017	9,783,758
86	Region 3	030	1HVBEABM4WH530587	2587	1998	Eldorado 32NW	Medium Duty Bus (to 28 ft.)	69.76	181,280	154,088	27,192	2017	9,937,846
87	Region 14	140	1FDXE45S85HB14012	89	2005	FORD SUPREME	Light Duty Bus (176" wb)	69.69	93,194	79,215	13,979	2017	10,017,061
88	Region 9	090	1FDXE45S86DB32695	695	2006	Ford Eldorado	Light Duty Bus (158" wb)	69.45	85,000	72,250	12,750	2016	10,089,311
89	Region 2	020	1FDXE45FX3HB83736	D060	2004	Ford Eldorado Aerotech	Light Duty Bus (176" wb)	68.98	101,000	85,850	15,150	2016	10,175,161
90	Region 1	010	1GBDV13W28D147129	08033	2008	Chevy Uplander/Braun	Minivan	68.95	52,500	44,625	7,875	2016	10,219,786
91	Region 10	100	1FDXE45S07DB21658	212	2007	Ford Supreme	Light Duty Bus (176" wb)	68.80	90,000	76,500	13,500	2016	10,296,286
92	Region 4	040	1FDXE45SX6HB24641	7516	2006	Ford Supreme	Light Duty Bus (176" wb)	68.65	142,000	120,700	21,300	2016	10,416,986
93	Clinton	141	1FDXE45P16HB33126	0640	2006	Ford Eldorado	Light Duty Bus (176" wb)	68.55	110,000	93,500	16,500	2016	10,510,486
94	Burlington	097	4UZAAZAL93CL86382	722	2002	Freightliner Concorde	Medium Duty Bus (29-32 ft.)	68.49	188,000	159,800	28,200	2016	10,670,286
7	95 Ames	015	15GCD2018V1088693	00743	1997	Gillig 40'	Heavy Duty Bus (40-42 ft.)	68.13	\$470,000	\$399,500	\$68,250	2016	11,069,786
96	Region 14	140	1FDWE35S34HA96278	83	2004	GOSHEN COACH PACER II	Light Duty Bus (176" wb)	67.97	94,760	80,546	14,214	2017	11,150,332
97	Region 10	100	1FDXE45P46HB33119	257	2006	Ford El Dorado Aerotech	Light Duty Bus (176" wb)	67.51	101,000	85,850	15,150	2016	11,236,182
8	98 Ames	015	15GCD2013V1088686	00740	1997	Gillig 40'	Heavy Duty Bus (40-42 ft.)	67.41	\$468,651	\$398,353	\$70,298	2017	11,634,536
99	Region 2	020	1FDWE35F32HB07196	D054	2002	Ford Eldorado Aerolite	Light Duty Bus (176" wb)	67.38	101,000	85,850	15,150	2016	11,720,386
100	Region 2	020	1FDWE35P35HB44794	S021	2005	Ford / Supreme	Light Duty Bus (176" wb)	67.27	106,091	90,177	15,914	2017	11,810,563
101	Region 9	090	1FDXE45S66DB32694	694	2006	Ford Eldorado	Light Duty Bus (158" wb)	67.07	85,000	72,250	12,750	2016	11,882,813
9	102 Ames	015	15GCD201XV1088684	00739	1997	Gillig 40'	Heavy Duty Bus (40-42 ft.)	66.5	\$468,651	\$398,353	\$70,298	2017	12,281,166
103	Region 10	100	1FDWE35S76DA78814	211	2006	Ford Supreme	Light Duty Bus (138" wb)	66.33	83,000	70,550	12,450	2016	12,351,716
104	Region 9	090	1FDXE45S46DB32693	693	2006	Ford Eldorado	Light Duty Bus (158" wb)	66.27	85,000	72,250	12,750	2016	12,423,966
105	Region 6	060	1FDXE45S07DA13038	107D	2007	Ford Eldorado (186" wheelbase)	Light Duty Bus (176" wb)	65.02	89,000	75,650	13,350	2016	12,499,616
106	Region 14	140	1FDWE35S54HA96279	84	2004	FORD GOCHEN COACH PACER II	Light Duty Bus (176" wb)	64.56	94,760	80,546	14,214	2017	12,580,162
107	Region 9	090	1FDWE35S76HB34033	333	2006	Ford Supreme	Light Duty Bus (158" wb)	64.25	87,835	74,660	13,175	2017	12,654,822
108	Region 4	040	1FDXE45S96DA68389	7518	2006	FORD ELDORADO	Light Duty Bus (176" wb)	64.14	92,000	78,200	13,800	2016	12,733,022
109	Region 8	080	1FDXE45PX6HA73007	007	2006	Eldorado	Light Duty Bus (176" wb)	63.93	90,000	76,500	13,500	2016	12,809,522
110	Region 9	090	1FDWE35S36HB34028	328	2006	Ford Supreme	Light Duty Bus (158" wb)	63.73	87,835	74,660	13,175	2017	12,884,182
111	Region 9	090	1FDWE35S46HB34037	337	2006	Ford Supreme	Light Duty Bus (158" wb)	63.52	87,835	74,660	13,175	2017	12,958,842
112	Region 2	020	1FDXE45P37DA13062	B010	2007	Ford/Eldorado	Light Duty Bus (176" wb)	63.02	106,091	90,177	15,914	2017	13,049,019
113	Clinton	141	1FDWE35P96HB30349	564	2006	Ford Supreme	Light Duty Bus (158" wb)	62.97	98,000	83,300	14,700	2016	13,132,319
114	Region 9	090	1FDWE35S66HB34038	338	2006	Ford Supreme	Light Duty Bus (158" wb)	62.70	87,835	74,660	13,175	2017	13,206,979
115	Region 2	020	1FDWE35P15HB44793	S020	2005	Ford / Supreme	Light Duty Bus (176" wb)	62.41	106,091	90,177	15,914	2017	13,297,156
116	Region 9	090	1FDWE35S06HB34035	335	2006	Ford Supreme	Light Duty Bus (158" wb)	62.25	87,835	74,660	13,175	2017	13,371,816
117	Region 9	090	1FDWE35S16HB34027	327	2006	Ford Supreme	Light Duty Bus (158" wb)	62.23	87,835	74,660	13,175	2017	13,446,476
118	Region 2	020	1FDWE35P75HB44796	N013	2005	Ford / Supreme	Light Duty Bus (176" wb)	62.12	101,000	85,850	15,150	2016	13,532,326

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119	Region 6	060	1FDXE45S17DB43068	207	2008	Ford Eldorado 186" wb ld bus	Light Duty Bus (176" wb)	62.06	89,000	75,650	13,350	2016	13,607,976	
120	Waterloo	815	1FDXE45P16DB13451	708	2007	Ford ELDORADO AEROTECH	Light Duty Bus (176" wb)	61.86	\$101,000	\$85,850	\$15,150	2016	13,693,826	
121	Region 9	090	1FDWE35S96HB34034	334	2006	Ford Supreme	Light Duty Bus (158" wb)	61.83	87,835	74,660	13,175	2017	13,768,485	
122	Region 9	090	1FDWE35S6HB34026	326	2006	Ford Supreme	Light Duty Bus (158" wb)	61.65	87,835	74,660	13,175	2017	13,843,145	
123	Region 9	090	1FDWE35S56HB34029	329	2006	Ford Supreme	Light Duty Bus (158" wb)	61.19	87,835	74,660	13,175	2017	13,917,805	
124	Region 11	110	1FD4E45P38DA40007	3323	2008	Ford Supreme	Light Duty Bus (158" wb)	60.74	84,000	71,400	12,600	2016	13,989,205	
125	Region 3	030	1HVBNNMP5NH395643	5643	1992	International	Medium Duty Bus (to 28 ft.)	60.51	181,280	154,088	27,192	2017	14,143,293	
126	Region 16	160	1FD4E45P38DB46358	082	2008	Ford Supreme	Light Duty Bus (176" wb)	60.38	86,000	73,100	12,900	2016	14,216,393	
127	Region 10	100	4UZZAAZDD04CM40206	254	2004	Eldorado Aero Access	Medium Duty Bus (33-36 ft.)	59.74	201,000	170,850	30,150	2016	14,387,243	
128	Region 10	100	1FDWE35S86HB34042	230	2006	FORD SUPREME	Light Duty Bus (176" wb)	59.70	90,000	76,500	13,500	2016	14,463,743	
129	Region 16	160	1FDWE35P76DB15937	063	2006	FORD E-350 SUPREME	Light Duty Bus (176" wb)	59.41	86,000	73,100	12,900	2016	14,536,843	
130	Region 9	090	1FDWE35S26HB34036	336	2006	Ford Supreme	Light Duty Bus (158" wb)	59.17	87,835	74,660	13,175	2017	14,611,503	
131	Region 2	020	WD0PF445375200241	8006	2007	Sprinter Paratransit	Light Duty Bus (176" wb)	58.59	106,091	90,177	15,914	2017	14,701,680	
132	Region 11	110	1FDXE45P86DA40627	1141	2006	Star Trans Ford	Light Duty Bus (176" wb)	58.52	95,220	80,937	14,283	2017	14,782,617	
133	Region 10	100	1FDXE45S96DB32690	384	2007	Ford Eldorado (186")	Light Duty Bus (176" wb)	58.20	90,000	76,500	13,500	2016	14,859,117	
134	Region 2	020	1FDXE45P35HB49312	D063	2005	Ford/Supreme	Light Duty Bus (176" wb)	57.48	106,091	90,177	15,914	2017	14,949,294	
135	Region 3	030	1FDXE45P16DB00506	6506	2006	Ford Supreme	Light Duty Bus (158" wb)	55.69	89,611	76,169	13,442	2017	15,025,464	
136	Region 7	070	1FD4E45P38DA85075	0801	2008	Ford Supreme	Light Duty Bus (176" wb)	54.96	101,000	85,850	15,150	2016	15,111,314	
137	Sioux City	705	2B1249X73V6005965	1079	1997	Orion II	Heavy Duty Bus (26-29 ft.)	54.89	\$380,000	\$323,000	\$91,400	2016	15,434,314	
138	Region 10	100	1FDWE35S66DA89271	209	2006	Ford Supreme	Light Duty Bus (158" wb)	54.78	85,000	72,250	12,750	2016	15,506,564	
139	Waterloo	815	1FDXE45P66DB18533	709	2007	Ford ELDORADO AEROTECH	Light Duty Bus (176" wb)	54.46	\$101,000	\$85,850	\$15,150	2016	15,592,414	
140	Region 7	070	1FDXE45P66DB15647	0601	2006	Ford Eldorado Aerotech	Light Duty Bus (176" wb)	53.31	101,000	85,850	15,150	2016	15,678,264	
141	Region 11	110	1FD4E45PX8DB46356	3325	2008	Ford Supreme	Light Duty Bus (176" wb)	52.72	89,000	75,650	13,350	2017	15,753,914	
142	Region 10	100	1FD4E45SX8DA35522	385	2008	Aerotech Ford 220	Light Duty Bus (158" wb)	52.44	85,000	72,250	12,750	2016	15,826,164	
10	143	Ames	015	15GCD1219P1084829	00714	1993	Gillig	Heavy Duty Bus (40-42 ft.)	52.16	\$468,651	\$398,353	\$70,298	2017	16,224,517
144	Region 16	160	1FD4E45P38DB44190	081	2008	Ford Supreme	Light Duty Bus (176" wb)	51.66	86,000	73,100	12,900	2016	16,297,617	
145	Region 3	030	1FDXE45P17DA13044	4044	2007	Ford El Dorado	Light Duty Bus (176" wb)	49.95	94,760	80,546	14,214	2017	16,378,163	
146	Region 2	020	1FDWE35P36HA59228	S022	2006	Ford/Supreme	Light Duty Bus (176" wb)	46.90	106,091	90,177	15,914	2017	16,468,340	
147	Region 2	020	WD0PF445175200688	8007	2007	Sprinter Paratransit	Light Duty Bus (176" wb)	46.88	106,091	90,177	15,914	2017	16,558,518	
148	Region 11	110	1FD4E45S08DB51375	8722	2008	Ford Supreme	Light Duty Bus (158" wb)	46.62	89,167	75,792	13,375	2017	16,634,310	
149	Waterloo	815	1BAGGBXA33F215002	303	2003	Bluebird CSRE 3204	Heavy Duty Bus (30-34 ft.)	45.53	\$436,000	\$370,600	\$63,300	2016	17,004,910	
150	Region 2	020	1FD4E45P29DA55012	G017	2009	Ford Eldorado	Light Duty Bus (176" wb)	43.03	106,091	90,177	15,914	2017	17,095,087	
151	Clinton	141	15GCD2017V1088688	9743	1997	Gillig Phantom	Heavy Duty Bus (35-39 ft.)	42.37	434,000	368,900	65,100	2016	17,463,987	
152	Region 8	080	1FD4E45S49DA03143	143	2009	Ford Eldorado	Light Duty Bus (176" wb)	42.19	92,700	78,795	13,905	2017	17,542,782	
153	Region 10	100	1FD4E45S29DA29773	324	2009	Ford El Dorado	Light Duty Bus (176" wb)	41.13	90,000	76,500	13,500	2016	17,619,282	
11	154	Ames	015	15GCD2019V1088689	00741	1997	Gillig 40'	Heavy Duty Bus (40-42 ft.)	40.91	\$468,651	\$398,353	\$70,298	2017	18,017,635
155	Region 10	100	1FD4E45S99DA37777	323	2009	Ford El Dorado	Light Duty Bus (176" wb)	40.32	90,000	76,500	13,500	2016	18,094,135	
156	Region 16	160	1FBSS31L42HB30708	022	2002	Ford E-350 Van	Conversion Van	39.50	52,000	44,200	7,800	2016	18,138,335	

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12	Ames	015	1VH5H3H20Y6501098	00956	2000	Orion V	Heavy Duty Bus (40-42 ft.)	39.46	\$468,651	\$398,353	\$70,298	2017	18,536,689
13	Ames	015	1VH5H3H23Y6501094	00953	2000	Orion V	Heavy Duty Bus (40-42 ft.)	38.21	\$468,651	\$398,353	\$70,298	2017	18,935,042
14	Ames	015	1VH5H3H25Y6501100	00958	2000	Orion V	Heavy Duty Bus (40-42 ft.)	38.01	\$468,651	\$398,353	\$70,298	2017	19,333,395
15	Ames	015	1VH5H3H25Y6501095	00954	2000	Orion V	Heavy Duty Bus (40-42 ft.)	37.91	\$468,651	\$398,353	\$70,298	2017	19,731,749
161	Davenport	182	5GYF3LP244U03D354	3801	2003	New Flyer	Heavy Duty Bus (40-42 ft.)	37.64	\$470,496	\$399,922	\$70,574	2017	20,131,670
162	Waterloo	815	1FDXE45P49DA64438	905	2009	Ford Van cutaway, Eldorado AeroTech	Light Duty Bus (176" wb)	35.86	\$101,000	\$85,850	\$15,150	2016	20,217,520
163	Region 8	080	1FDXE45P34HA49726	726	2004	Ford Supreme	Light Duty Bus (176" wb)	33.46	90,000	76,500	13,500	2016	20,294,020
164	Region 4	040	1FDXE45S29DA90024	7524	2009	Ford Eldorado	Light Duty Bus (176" wb)	33.19	94,000	79,900	14,100	2017	20,373,920
165	Waterloo	815	1FDXE45P79DA64434	906	2009	Ford cutaway Van, Eldorado Aero Tech	Light Duty Bus (176" wb)	33.02	\$101,000	\$85,850	\$15,150	2016	20,459,770
166	Region 8	080	1FDXE45S29DA69142	9142	2009	Ford Eldorado	Light Duty Bus (176" wb)	32.91	92,700	78,795	13,905	2017	20,538,565
167	Waterloo	815	1FDXE45P09DA64436	904	2009	Ford cutaway Van, Eldorado Aero Tech	Light Duty Bus (176" wb)	32.67	\$101,000	\$85,850	\$15,150	2016	20,624,415
168	Region 1	010	1FDXE45S69DA64431	09182	2009	Ford/Eldorado (186)	Light Duty Bus (176" wb)	32.17	93,149	79,177	13,972	2017	20,703,592
169	Region 10	100	1FDXE45S59DA44073	213	2009	El Dorado Aerotech	Light Duty Bus (158" wb)	31.66	85,000	72,250	12,750	2016	20,775,842
170	Region 1	010	2D4RN4DE0AR120543	09059	2010	Dodge Grand Caravan/Braun	Minivan	31.61	52,500	44,625	7,875	2016	20,820,467
171	Waterloo	815	1FDXE45P99DA64435	908	2009	Ford cutaway Van , Eldorado Aero Tech	Light Duty Bus (176" wb)	31.56	\$101,000	\$85,850	\$15,150	2016	20,906,317
172	Region 14	140	2D8HN44E79R560300	S-13	2009	Grand Caravan	Minivan	29.80	54,621	46,428	8,193	2017	20,952,745
173	Region 6	060	1FDXE45S89DA88410	309	2010	Ford Aerotech	Light Duty Bus (158" wb)	29.70	84,000	71,400	12,600	2017	21,024,145
174	Region 6	060	1FDXE45S39DA88430	409	2010	Ford Aerotech	Light Duty Bus (176" wb)	29.49	89,000	75,650	13,350	2017	21,099,795
175	Waterloo	815	1FDXE45P29DA64437	907	2009	Ford cutaway Van , Eldorado Aero Tech	Light Duty Bus (176" wb)	29.28	\$101,000	\$85,850	\$15,150	2016	21,185,645
176	Region 1	010	1FDXE45S79DA88429	09187	2009	FORD / ELDORADO (186)	Light Duty Bus (176" wb)	29.13	93,149	79,177	13,972	2017	21,264,821
177	Region 9	090	1FDXE45S9DA15636	436	2009	Ford E450 Eldorado	Light Duty Bus (158" wb)	29.08	87,835	74,660	13,175	2017	21,339,481
178	Region 9	090	1FDXE45S19DA15637	437	2009	Ford E450 Eldorado	Light Duty Bus (158" wb)	28.93	87,835	74,660	13,175	2017	21,414,141
179	Region 1	010	1FDXE45S89DA64432	09183	2009	Ford/Eldorado (186)	Light Duty Bus (176" wb)	28.50	93,149	79,177	13,972	2017	21,493,318
180	Region 1	010	1FDXE45S19DA88426	09184	2009	FORD / ELDORADO (186)	Light Duty Bus (176" wb)	28.48	93,149	79,177	13,972	2017	21,572,494
181	Region 2	020	1FDXE45P75HB44811	D064	2005	Ford/Supreme	Light Duty Bus (176" wb)	28.10	106,091	90,177	15,914	2017	21,662,672
182	Region 14	140	2D8HN44E99R560296	S-10	2009	Grand Caravan	Minivan	27.68	54,621	46,428	8,193	2017	21,709,099
183	Region 10	100	2D4RN4DE5AR120537	388	2010	Dodge Grand Caravan	Minivan	26.68	52,500	44,625	7,875	2016	21,753,724
184	Region 2	020	1FDXE45P49DA64441	B011	2009	Ford / Eldorado	Light Duty Bus (176" wb)	26.64	106,091	90,177	15,914	2017	21,843,902
185	Region 10	100	1FDXE45S79DA90021	326	2010	FORD EL DORADO	Light Duty Bus (176" wb)	26.55	90,000	76,500	13,500	2016	21,920,402
186	Region 10	100	1FDXE45P59DA64433	261	2009	Eldorado Aerotech	Medium Duty Bus (33-36 ft.)	26.04	201,000	170,850	30,150	2016	22,091,252
187	Region 1	010	1FDXE45S19DA91522	10183	2009	Ford/Eldorado (186)	Light Duty Bus (176" wb)	25.82	93,149	79,177	13,972	2017	22,170,428
188	Region 4	040	1FDXE45S49DA64430	7522	2009	Ford Eldorado	Light Duty Bus (176" wb)	25.78	94,000	79,900	14,100	2017	22,250,328
189	Region 6	060	1FDXE45S99DA69106	109A	2009	Ford Eldorado Bus	Light Duty Bus (158" wb)	25.74	84,000	71,400	12,600	2017	22,321,728

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Rural and Small Urban
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	System Name	System ID	SERIAL_NUMBER	PROPERTY_ID	Year	PROPERTY_DESCRIPTION	Desc	PTMS Points	Total	Federal 85 %	Local Match	TIP	Running Total
190	Region 4	040	1FDFE45SX9DA69132	7160	2009	Ford Eldorado	Light Duty Bus (176" wb)	25.54	94,000	79,900	14,100	2017	22,401,628
191	Region 10	100	AFDFE45S09DA90023	328	2010	Ford El Dorado	Light Duty Bus (176" wb)	24.56	90,000	76,500	13,500	2016	22,478,128
192	Region 2	020	1FDXE45PX6HA26592	D066	2006	Ford / Supreme	Light Duty Bus (176" wb)	24.47	104,031	88,426	15,605	2017	22,566,555
193	Region 1	010	1FDFE45S59DA88428	09186	2009	FORD / ELDORADO (186)	Light Duty Bus (176" wb)	24.31	93,149	79,177	13,972	2017	22,645,731
194	Region 10	100	1FDFE45S99DA90022	327	2010	Ford El Dorado	Light Duty Bus (176" wb)	24.12	90,000	76,500	13,500	2016	22,722,231
195	Region 1	010	1FDFE45S39DA88427	09185	2009	FORD / ELDORADO (186)	Light Duty Bus (176" wb)	23.60	93,149	79,177	13,972	2017	22,801,408
196	Region 11	110	1GBDV13W38D207483	2227	2008	Chevy Uplander Minivan	Minivan	23.14	50,500	42,925	7,575	2017	22,844,333
197	Waterloo	815	1BAGGBXA13F215001	302	2003	Bluebird CSRE 3204	Heavy Duty Bus (30-34 ft.)	22.72	\$436,000	\$370,600	\$63,300	2016	23,214,933
198	Region 4	040	1FDFE45S69DA90026	7165	2009	Ford Eldorado	Light Duty Bus (176" wb)	22.28	94,000	79,900	14,100	2017	23,294,833
199	Region 8	080	1FDFE45S69DA69144	9144	2009	Ford Eldorado	Light Duty Bus (176" wb)	21.95	92,700	78,795	13,905	2017	23,373,628
200	Region 10	100	4UZAAZDD84CM64530	262	2004	Freightliner El Dorado	Medium Duty Bus (33-36 ft.)	21.32	201,000	170,850	30,150	2016	23,544,478
201	Region 10	100	1FDEE3FS7ADA55486	248	2010	El Dorado Aerotech 200	Light Duty Bus (138" wb)	21.13	83,000	70,550	12,450	2016	23,615,028
202	Region 2	020	1FDWE35PO5HB39519	P001	2005	Ford / Supreme	Light Duty Bus (176" wb)	20.80	106,091	90,177	15,914	2017	23,705,205
203	Region 4	040	1FDFE45S49DA90025	7523	2009	Ford Eldorado	Light Duty Bus (176" wb)	20.45	94,000	79,900	14,100	2017	23,785,105
204	Region 10	100	1FDFE4FS8ADA52610	215	2009	Ford El Dorado	Light Duty Bus (158" wb)	19.27	85,000	72,250	12,750	2016	23,857,355
205	Region 2	020	1FDFE45P19DA69127	C001	2009	Ford/ElDorado LD bus	Light Duty Bus (176" wb)	18.68	106,091	90,177	15,914	2017	23,947,533
206	Region 10	100	1FDFE4FS6ADB00346	329	2011	FORD AEROTECH (186")	Light Duty Bus (176" wb)	18.08	90,000	76,500	13,500	2016	24,024,033
207	Region 8	080	1FDFE45S49DA69143	9143	2009	Ford Eldorado	Light Duty Bus (176" wb)	17.83	92,700	78,795	13,905	2017	24,102,828
208	Region 10	100	2D4RN4DE6AR120546	247	2010	Dodge	Minivan	17.00	52,500	44,625	7,875	2016	24,147,453
209	Des Moines	194	15GGD271321072748	22411	2002	Gillig Low Floor	Heavy Duty Bus (40-42 ft.)	16.94	\$470,000	\$399,500	\$91,000	2016	24,546,953
210	Region 10	100	1FDFE45S89DA90027	386	2010	Ford El Dorado	Light Duty Bus (176" wb)	16.01	90,000	76,500	13,500	2016	24,623,453
211	Region 7	070	1FDFE45S09DA69110	0902	2009	Ford Eldorado	Light Duty Bus (176" wb)	15.76	101,000	85,850	15,150	2017	24,709,303
212	Region 10	100	1FDFE4FS1ADA52609	214	2010	El Dorado Aerotech	Light Duty Bus (158" wb)	15.70	87,551	74,418	13,133	2017	24,783,721
213	Region 7	070	1FDFE45S49DA69109	0901	2009	Ford Eldorado	Light Duty Bus (176" wb)	15.37	101,000	85,850	15,150	2017	24,869,571
214	Region 1	010	1FDFE45S89DA91520	10181	2009	Ford/Eldorado (186)	Light Duty Bus (176" wb)	15.37	90,000	76,500	13,500	2017	24,946,071
215	Region 7	070	1FDFE45S29DA69111	0903	2009	Ford Eldorado	Light Duty Bus (176" wb)	15.12	101,000	85,850	15,150	2017	25,031,921
216	Region 11	110	1GBDV13W68D182126	1143	2008	Chevy Uplander Minivan	Minivan	14.91	50,500	42,925	7,575	2017	25,074,846
217	Region 7	070	1FDFE45S19DA69133	0904	2009	Ford Eldorado	Light Duty Bus (176" wb)	14.44	101,000	85,850	15,150	2017	25,160,696
218	Region 7	070	1FDFE45S39DA69134	0905	2009	Ford Eldorado	Light Duty Bus (176" wb)	14.37	101,000	85,850	15,150	2017	25,246,546
16	219 Ames	015	1FDFE4FL2ADA55480	00336	2010	ElDorado AeroTech 240	Light Duty Bus (176" wb)	13.11	\$113,300	\$96,305	\$16,995	2017	25,342,851
17	220 Ames	015	1FDFE4FL4ADA55478	00334	2010	ElDorado AeroTech 240	Light Duty Bus (176" wb)	12.78	\$113,300	\$96,305	\$16,995	2017	25,439,156
221	Region 10	100	1FDFE4FS2ADA09008	387	2010	Ford Supreme	Light Duty Bus (158" wb)	12.64	85,000	72,250	12,750	2016	25,511,406
18	222 Ames	015	1FDFE4FL6ADA55479	00335	2010	Eldorado AeroTech 240	Light Duty Bus (176" wb)	12.44	\$113,300	\$96,305	\$16,995	2017	25,607,711
19	223 Ames	015	1FDFE4FL2ADA55477	00333	2010	ElDorado AeroTech 240	Light Duty Bus (176" wb)	11.8	\$113,300	\$96,305	\$16,995	2017	25,704,016
224	Burlington	097	1FDXE45S75HB08167	733	2005	2005 Ford Cutaway E450 Super duty	Light Duty Bus (176" wb)	11.65	110,000	93,500	16,500	2016	25,797,516
225	Region 10	100	1FDFE4FS4ADA09009	389	2010	Ford Supreme	Light Duty Bus (158" wb)	11.60	85,000	72,250	12,750	2016	25,869,766
226	Region 4	040	1FDFE4FS8ADA86756	7529	2010	Ford Eldorado	Light Duty Bus (176" wb)	10.69	94,000	79,900	14,100	2017	25,949,666
227	Region 10	100	1FDFE45S29DA69108	301	2009	Ford El Dorado 2009	Light Duty Bus (176" wb)	9.20	90,000	76,500	13,500	2016	26,026,166
228	Region 10	100	1FDFE4FS8ADB00347	330	2011	FORD AEROTECH (186")	Light Duty Bus (176" wb)	7.77	90,000	76,500	13,500	2016	26,102,666

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Rural and Small Urban
Ranked PTMS Vehicles per 2016/2017 TIP

	System Name	System ID	SERIAL_NUMBER	PROPERTY_ID	Year	PROPERTY_DESCRIPTION	Desc	PTMS Points	Total	Federal 85 %	Local Match	TIP	Running Total	
20	229	Ames	015	1FD FE4FL6ADA55482	00338	2010	ElDorado Aerotech 200	Light Duty Bus (158" wb)	7.77	\$108,151	\$91,928	\$16,223	2017	26,194,595
	230	Region 10	100	1GBG5V1957F424215	259	2008	Chevy Supreme 5500 Senator	Medium Duty Bus (33-36 ft.)	7.01	201,000	170,850	30,150	2016	26,365,445
	231	Des Moines	194	15GGD271521072752	22415	2002	Gillig Low Floor	Heavy Duty Bus (40-42 ft.)	6.68	\$470,000	\$399,500	\$91,000	2016	26,764,945
	232	Burlington	097	1FDXE40S7XHA91316	734	1999	1999 Ford Supreme	Light Duty Bus (158" wb)	6.57	105,000	89,250	15,750	2016	26,854,195
	233	Des Moines	194	15GGD271521072749	22412	2002	Gillig Low Floor	Heavy Duty Bus (40-42 ft.)	6.4	\$470,000	\$399,500	\$91,000	2016	27,253,695
	234	Cedar Rapids	118	1TUMDT9A9NR828943	2922	1992	GMC RTS BUS	Heavy Duty Bus (35-39 ft.)	5.57	\$438,000	\$372,300	\$68,250	2016	27,625,995
21	235	Ames	015	1FD FE4FL4ADA55481	00337	2010	ElDorado AeroTech 200	Light Duty Bus (158" wb)	4.09	\$108,151	\$91,928	\$16,223	2017	27,717,923
	236	Des Moines	194	15GGD271121072747	22410	2002	Gillig Low Floor	Heavy Duty Bus (40-42 ft.)	4.08	\$470,000	\$399,500	\$91,000	2016	28,117,423
	237	Waterloo	815	1BAGGBXAX3F215000	301	2003	Bluebird CSRE 3204	Heavy Duty Bus (30-34 ft.)	2.97	\$436,000	\$370,600	\$63,300	2016	28,488,023
	238	Region 8	080	1FD FE4FSXADB00348	348	2011	Ford ElDorado	Light Duty Bus (176" wb)	1.88	92,700	78,795	13,905	2017	28,566,818
	239	Des Moines	194	15GGD271821072751	22414	2002	Gillig Low Floor	Heavy Duty Bus (40-42 ft.)	1.84	\$470,000	\$399,500	\$91,000	2016	28,966,318
	240	Region 10	100	1FDEE3FS6ADA52613	303	2009	ElDorado Aerotech	Light Duty Bus (138" wb)	0.43	83,000	70,550	12,450	2016	29,036,868
	241	Region 10	100	1FDEE3FS4ADA52612	302	2009	ElDorado Aerotech	Light Duty Bus (138" wb)	-1.01	83,000	70,550	12,450	2016	29,107,418
	242	Des Moines	194	15GGD271X21072746	22409	2002	Gillig Low Floor	Heavy Duty Bus (40-42 ft.)	-1.85	\$470,000	\$399,500	\$91,000	2016	29,506,918
	243	Region 10	100	1GBG5V1967F424322	258	2008	Chevy Supreme Senator	Medium Duty Bus (33-36 ft.)	-2.64	201,000	170,850	30,150	2016	29,677,768
	244	Region 2	020	1FDXE45P27DB05764	9011	2008	Ford/Eldorado	Light Duty Bus (176" wb)	-3.29	106,091	90,177	15,914	2017	29,767,945
	245	Cedar Rapids	118	5FD182ALOXGW13774	100	2000	THOMAS SLF 230	Medium Duty Bus (to 28 ft.)	-3.38	\$174,000	\$147,900	\$68,250	2016	29,915,845
	246	Region 10	100	1FD FE4F5SADA97391	390	2010	Ford El Dorado Aerotech	Light Duty Bus (176" wb)	-4.40	90,000	76,500	13,500	2016	29,992,345
	247	Cedar Rapids	118	1TUMDT9A5NR828969	2924	1992	GMC RTS BUS	Heavy Duty Bus (35-39 ft.)	-5.05	\$438,000	\$372,300	\$68,250	2016	30,364,645
	248	Region 10	100	2D4RN4DE4AR410879	304	2010	Dodge Grand Caravan	Minivan	-5.31	52,500	44,625	7,875	2016	30,409,270
	249	Des Moines	194	15GGD271121072750	22413	2002	Gillig Low Floor	Heavy Duty Bus (40-42 ft.)	-6.91	\$470,000	\$399,500	\$91,000	2016	30,808,770
	250	Region 10	100	2D4RN4DE1AR412623	305	2010	Dodge Grand Caravan	Minivan	-7.13	52,500	44,625	7,875	2016	30,853,395
	251	Region 8	080	1FD FE4FS6BDA54485	485	2011	Ford ElDorado	Light Duty Bus (176" wb)	-8.44	92,700	78,795	13,905	2017	30,932,190
	252	Region 10	100	1FD FE4FS9CDA08070	216	2012	Ford El Dorado	Light Duty Bus (176" wb)	-8.67	92,700	78,795	13,905	2017	31,010,985
	253	Region 10	100	2D4RN4DG6BR770027	249	2011	Dodge Grand Caravan	Minivan	-11.14	52,500	44,625	7,875	2016	31,055,610
	254	Region 8	080	WDPPF4CC2A9434999	999	2010	Freightliner Sprinter	Light Duty Bus (176" wb)	-11.24	92,700	78,795	13,905	2017	31,134,405
	255	Region 8	080	WDPPF4CC0A9434998	998	2010	Freightliner Sprinter	Light Duty Bus (176" wb)	-12.60	92,700	78,795	13,905	2017	31,213,200
	256	Cedar Rapids	118	1TUMDT9A2NR828945	2923	1992	GMC RTS BUS	Heavy Duty Bus (35-39 ft.)	-13.37	\$438,000	\$372,300	\$68,250	2016	31,585,500
	257	Region 10	100	2D4RN4DG0BR770010	306	2011	Dodge Grand Caravan	Minivan	-16.22	54,075	45,964	8,111	2017	31,631,464
	258	Region 2	020	1FDXE45P07DB05763	9010	2008	Ford/Eldorado	Light Duty Bus (176" wb)	-21.76	106,091	90,177	15,914	2017	31,721,641
	259	Region 2	020	1FDXE45P06DB42004	D069	2007	Ford/ElDorado	Light Duty Bus (176" wb)	-22.12	106,091	90,177	15,914	2017	31,811,819
	260	Region 4	040	1FDWE35S22HA21696	7140	2002	Ford Supreme	Light Duty Bus (176" wb)	-22.45	92,000	78,200	13,800	2016	31,890,019
	261	Region 10	100	1GBG5V1949F402113	260	2009	Chevy Supreme medium duty bus	Medium Duty Bus (33-36 ft.)	-23.62	201,000	170,850	30,150	2016	32,060,869
	262	Region 10	100	1FDEE3F55CDB30219	480	2013	ElDorado	Light Duty Bus (138" wb)	-28.19	85,491	72,667	12,824	2017	32,133,536
	263	Cedar Rapids	118	5DF235DA42JA15183	302	2002	THOMAS SLF235	Heavy Duty Bus (35-39 ft.)	-29.06	\$438,000	\$372,300	\$68,250	2016	32,505,836
	264	Region 10	100	2C4RDGBG8CR399104	307	2012	Dodge	Minivan	-33.66	54,075	45,964	8,111	2017	32,551,800
	265	Region 10	100	1FD FE4F55CDB30246	308	2012	ElDorado	Light Duty Bus (176" wb)	-37.80	92,700	78,795	13,905	2017	32,630,595

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 Ranked PTMS Vehicles per 2016/2017 TIP

	System Name	System ID	SERIAL_NUMBER	PROPERTY_ID	Year	PROPERTY_DESCRIPTION	Desc	PTMS Points	Total	Federal 85 %	Local Match	TIP	Running Total
266	Region 8	080	2DR4N4DG3BR778960	960	2011	Dodge Amerivan PT	Minivan	-51.59	50,000	42,500	7,500	2016	32,673,095
267	Waterloo	815	5DF229DA45JA74507	0503	2005	SLF 200 DAIMLER CHRYSLER	Heavy Duty Bus (30-34 ft.)	-53.85	\$436,000	\$370,600	\$63,300	2016	33,043,695
268	Waterloo	815	5DF229DA65JA74508	0504	2005	SLF 200 DAIMLER CHRYSLER	Heavy Duty Bus (30-34 ft.)	-56.59	\$436,000	\$370,600	\$63,300	2016	33,414,295
269	Waterloo	815	5DF229DA85JA74509	0505	2005	SLF 200 DAIMLER CHRYSLER	Heavy Duty Bus (30-34 ft.)	-87.22	\$436,000	\$370,600	\$63,300	2016	33,784,895

Transit Director's Report

April 2016

1. Surface Transportation Program (STP) Application Request Status

At the November 2015 Transit Board meeting, board members approved the following motion to request Surface Transportation Program (STP) funding from the Ames Area MPO.

“Trustee Madden made a motion to have CyRide staff develop an FY2020 application for 15% of the AAMPO’s STP allocation for the purchase of buses.”

Based on this motion, staff developed and submitted a STP application on February 29, 2016 for \$225,000, which is equivalent to 15% of the estimated total STP dollars allocated to the Ames Area MPO. The federal share of a bus is approximately \$350,000, so this funding, if approved, would be able to fund one additional bus approximately every two years. The MPO Technical and Policy Committees will be considering this request, along with other funding priorities, in May 2016. Staff will update board members on the result of this request at the May board meeting.

2. Open Driving Hours Status

At the February 2016 Transit Board meeting, board members requested that staff include information in each board packet on CyRide’s driver staffing issue. The table below shows a history of where CyRide began the year, as well as the weekly hours starting with the spring semester. The purple highlighted weeks indicates new information since the March Transit Board meeting.

Week of:	Number of Open Hours
Beg. of Fall Semester	749.5
January 10	787.4
January 17	793.9
January 24	766.2
January 31	789.9
February 7	850.6
February 14	658.2
February 21	663.0
February 28	662.5
March 6	648.6
March 13	688.1
March 20	712.3
March 27	627.1
April 3	643.2
April 10	607.2
April 17	645.7

CyRide's goal by mid-August 2016 is to reduce open hours to approximately 450-500 open hours or around a 30% improvement in open hours as of the beginning of the spring and fall semesters.

3. System Redesign Study Update

The Request for Proposal (RFP) for the System Redesign Study was distributed on April 1, 2016, with proposals to be submitted by May 2, 2016. Staff will be working to evaluate the proposals and interview prospective firms during May and prepare a recommendation for award for the next transit board meeting.

May

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
		Odyssey of the Mind 24 - 29	← Transit Board Meeting 8:00am →			
29 Odyssey of the Mind	30 Memorial Day	31		Summer Board Mtgs. July 20 and August 24 at 8:00 AM	2016	