

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

January 22, 2019

1. CALL TO ORDER: 7:45 A.M.
2. Public Comments
3. 2019-2020 Service Improvements and Budget
4. Transit Director's Report
5. Set Spring/Summer Meeting Dates/Times:
  - February 14, 2019, 4:15 PM
  - March 12, 2019, 4:15 PM
  - April 11, 2019, 4:15 PM
  - May 9, 2019, 4:15 PM
  - June, 13, 2019, 4:15 PM
  - July 11, 2019, 4:15 PM
6. Anticipated Closed Session as provided by Section 20.17, Subsection 3, *Code of Iowa* to discuss matter relating to contract negotiations
7. Adjourn

**CALL IN INFORMATION:**

**Dial-In-Number: 1-866-244-8528**  
**Conference Passcode: 576515**

**CITY OF AMES, Iowa**

**MEMO TO:** Ames Transit Board of Trustees  
**FROM:** Sheri Kyras  
**DATE:** January 22, 2019  
**SUBJECT:** 2019-2020 Service Improvements and Budget

**BACKGROUND:** At the January 10, 2019 Transit Board meeting, members voted to direct staff to further investigate the #9 Plum Route option to serve ISU's Veterinary Medicine College, which would provide a higher level of service, but require customers to walk a farther distance traveling to the facility, while reducing costs by \$93,122 (see attached map of #9 Plum Route changes). By implementing this change, it would allow 30 min. service on the #14 Peach route between North Grand Mall and campus each weekday at no additional cost (see attached #14 Peach route changes.)

Staff was directed to gain input from the Veterinary College, with the specific action taken on the 2019-2020 service improvements as follows:

“Trustee Cain made a motion to approve staff’s recommendation to implement five service enhancements and one service reduction, as presented, effective August 19, 2019 and implementation of the #25 Gold summer/breaks recommendation effective May 13, 2019 at a cost of \$27,223 in the current budget year. Further, to investigate the Plum route option with the ISU College of Veterinary Medicine to determine their preference for the option (Plum Route) or original proposal (Peach Route) and provide information at a special board meeting in January to finalize the budget.”

**INFORMATION:**

**There are two decisions that will need to be made by the Transit Board: 2019-2020 service improvements and 2019-2020 budget.**

**2019-2020 Service Improvements**

To finalize the service improvement decision, staff has received information from ISU’s Veterinary Medicine and Facilities Planning & Management Departments as follows:

## **College of Veterinary Medicine**

After providing information to the College of Veterinary Medicine, CyRide received two communications. Both communications from Vet. Med. representatives indicated that the #9 Plum route option would provide the greatest benefit to customers going to/from the College and ISU's campus.

### **From the College of Veterinary Medicine's Director of Operations –**

“From the feedback received so far from users - students, staff and administrators – Option 2 (plum route) is overwhelmingly preferred –it provides more service and users don't mind walking a little. We haven't received any recommendations for Option 1 (peach route)....”

### **From the College of Veterinary Medicine's Dean's Cabinet –**

“Cabinet agreed with the recommendations for the Plum Route – Option 2.”

### **From ISU's Facilities Planning & Management –**

Feedback for ISU's Facilities Planning & Management raised concerns about the lack of a sidewalk to Vet. Med. for customers riding from campus. While this is not a change, the option proposed would increase the number of customers walking up the hill.

“There is no sidewalk connecting S 16<sup>th</sup> Street to the main CVM building. The walk would need to extend from the Childcare facility parallel to Christiansen Drive to S. 16<sup>th</sup>.” Estimated cost \$135,000 to \$155,000. The suggestion offered was that the sidewalk funding be addressed with the proposed change to the Plum Route, as it will be the primary service to Vet Med.”

If the #9 Plum route and #14 Peach route changes are approved by the Transit Board, staff would recommend making this change effective May 13, 2018 as it is a no cost change and will benefit Vet. Med. customers more quickly.

## **2019-2020 Budget**

Staff has provided three budget options for consideration, based upon its decision on the #14 Peach and #9 Plum routes as follows:

- **Option #2A** – Includes #14 Peach route, 30 min. service option for 6 hrs./day and 60 min. service for the remainder of the day
- **Option #2B** – Excludes the #14 Peach route, 30 min. service option on the existing route and would implement the #9 Plum route deviation and modified #14 Peach route at a cost reduction from Option #2A of \$93,122

- **Option #2C** – Same as Option #2B, but adds two additional service improvement proposals.

## **Budget Options**

### **Option #2A**

This option was presented at the January 10, 2019 meeting and includes the #14 Peach route every 60 minutes for most of the day, with six hours of the day with service at 30 mins. **The local funding partner shares would be 4.8% under this option.** (See attached document entitled, “Budget Analysis - Budget Option #2A Board Directed Modification (No Peach Route”).

### **Option #2B**

This option is the alternative to Option #2A in meeting the College of Veterinary Medicine’s (Vet. Med.) transportation needs by deviating the #9 Plum route to Vet Med. as it travels to campus. Customers traveling from campus to Vet. Med. would de-board the bus on S. 16<sup>th</sup> at Christensen Dr. Service would be operated every weekday at a 20 min. level through 10 pm. In this option, the #14 Peach route would be modified to only travel between North Grand Mall and campus, which will allow this service to be more frequent, every 30 mins., as opposed to the current 60 min. service level, at no additional budget expense. Maps of these two changes are located on p. 7. **The local funding partner shares under this option would be 3.9%.** The attached document entitled, “Budget Analysis - Budget Option #2B (Peach Reduction/Plum Deviation”).

### **Option #2C**

If the #14 Peach route proposal for six additional hours of service is eliminated from consideration, there is a second option for board consideration. This option #2C encompasses another tier of recommendations that could be considered for implementation within the direction board members provided to staff at the December board meeting (no more than 5% local funding partner increase) - #6 Brown Route evening service and #12 Lilac Route midday service. An explanation of each is as follows.

#### **Brown Route Evening Service**

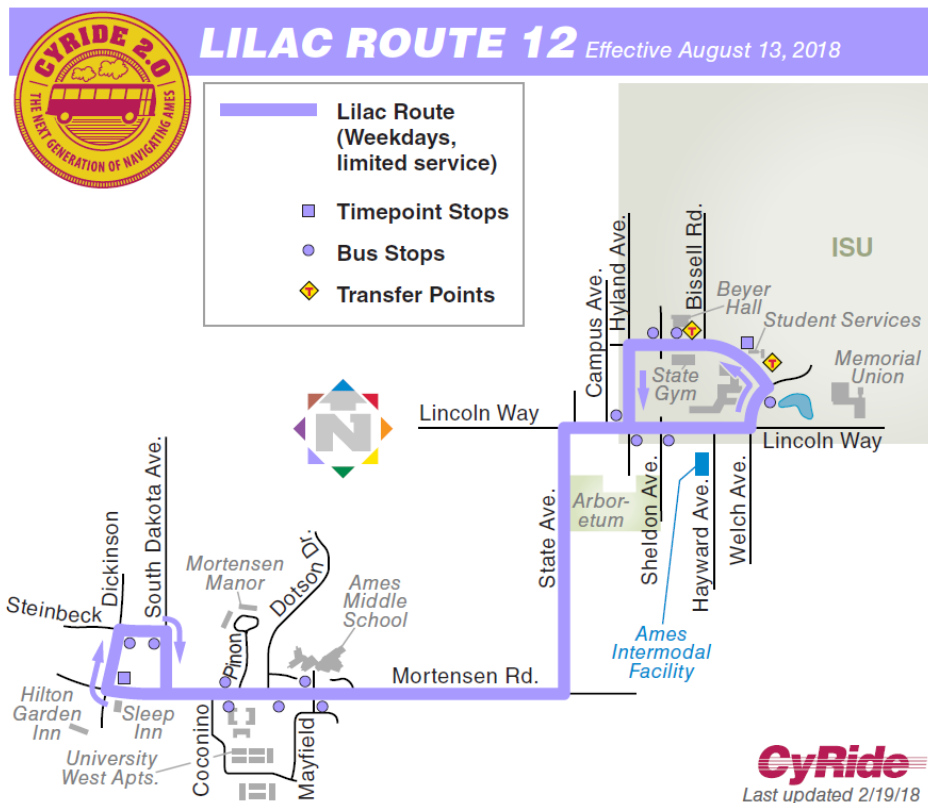
**Additional Cost: \$35,433**

This service proposal would extend the weekday hours of service on the Brown route by two hours (8:30 – 10:30 pm). Currently service ends at 8:30 pm; last year service ended on the Brown route at 10:30 pm. This suggestion was included in all forms of feedback CyRide received and was one of the top five requests from the online survey. See attached map for an illustration of this route.

## #12 Lilac Midday Service

**Additional Cost: \$37,481**

This service proposal would “fill in the gaps” of service on this route each weekday during the school year between the hours of 10 am to 2 pm, at a 40-minute service level (one additional bus would be added during this four-hour period). Last year, bus service in the area of Steinbeck and Dickenson on this route, which was served by the #1A Red route, operated all day at a 15 minute service level. This suggestion was included in all forms of feedback CyRide received. It ranked #3 in the email/telephone comments received, and ranked 9<sup>th</sup> in the online survey. (See map below for an illustration of the route.)



Combined, the two new service proposals total \$72,914, \$20,208 less than the #14 Peach route option in option #2A. **The local funding partner shares under option #2C would be 4.6%.** The attached document entitled, “Budget Analysis - Budget Option #2C (Peach Reduction/Plum Deviation, Brown Evening and Lilac Midday”).

A summary below compares the services/proposals included in each of the budget options:

<b>Change</b>	<b>Budget Option #2A</b>	<b>Budget Option #2B</b>	<b>Budget Option #2C</b>
Baseline Budget	X	X	X
Chief Safety Officer	X	X	X
Labor Negotiation Proposals	X	X	X
#14 Peach – 30 min.	X		
#25 - Gold - Breaks/Summer	X	X	X
#25 - Gold - Eve.	X	X	X
#11 Cherry – Eve.	X	X	X
Early Morning Trips	X	X	X
#25 Gold – Service Reduction	X	X	X
#6 Brown – Eve.			X
#12 Lilac Midday – 40 min.			X
<b>Funding Partner Increase</b>	<b>4.8%</b>	<b>3.9%</b>	<b>4.6%</b>

Action taken at the January 10, 2019 board meeting approved Budget Option #2A (in green on the above chart), leaving open the possibility of changing this approval to Option #2B or #2C at the special meeting.

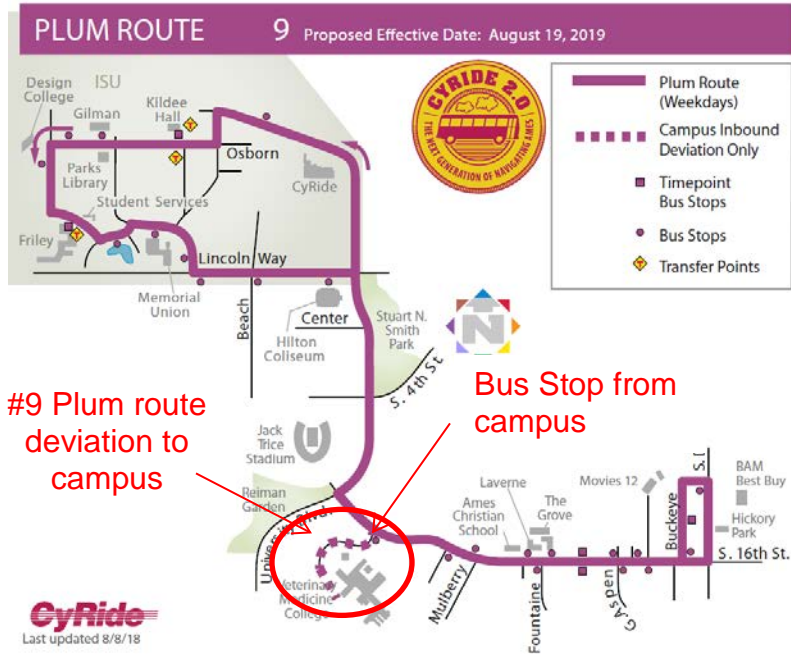
**ALTERNATIVES:**

1. Approve budget option #2A, which includes the baseline increase, plus the Chief Safety Officer, Labor Negotiation proposals, five service improvements and one service reduction. Local funding partner increases in the 2019-2020 budget would be 4.8% higher. All service modifications, except the #25 Gold route summers/break proposal would be implemented on August 26, 2019, with the Gold route summer/break being implemented on May 13, 2019.
2. Approve budget option #2B, which includes the baseline increase, plus the Chief Safety Officer, Labor Negotiation proposals, four service improvements and one service reduction. Local funding partner increases in the 2019-2020 budget would be 3.9% higher. Additionally, that the #9 Plum and #14 Peach route and #25 Gold route summers/break proposal will be implemented on May 13, 2019. The remainder of the service modifications would be implemented on August 26, 2019.
3. Approve Budget Option #2C, which includes the baseline increase, plus the Chief Safety Officer, Labor Negotiation proposals, six service improvements and one service reduction. Local funding partner increases in the 2019-2020 budget would be 4.6% higher. Additionally, that the #9 Plum and #14 Peach route and #25 Gold route summers/break proposal will be implemented on May 13, 2019. The remainder of the service modifications would be implemented on August 26, 2019.

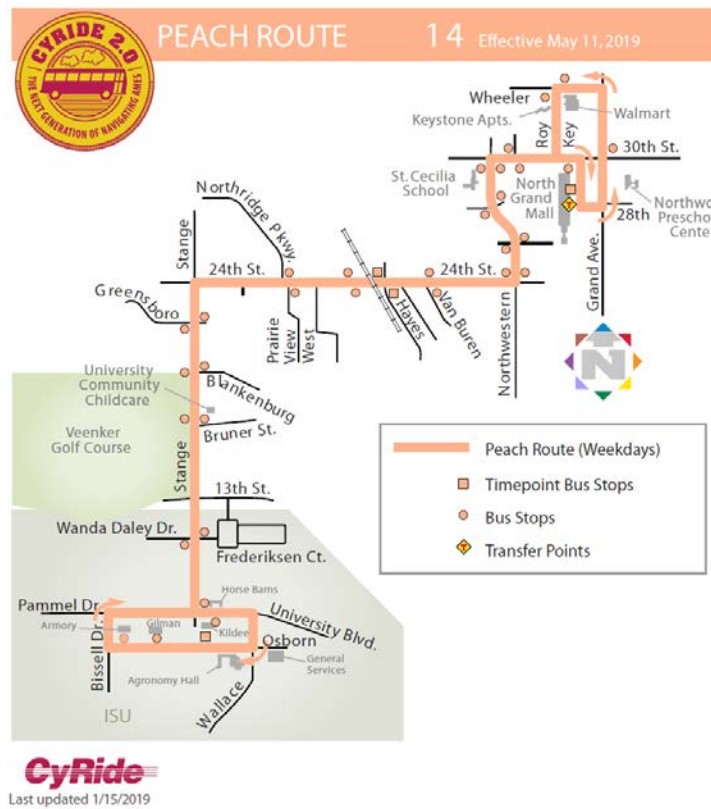
**RECOMMENDATIONS:**

The Transit Director recommends approval of Alternative #3 to approve budget option #2C, from a technical standpoint. Each of the proposals contained in this budget option are either required by the federal government, will position CyRide to meet its service demands in the future or will address customer concerns raised as a result of CyRide 2.0's service changes. Additionally, this option is .4% below the maximum local funding partner increase board members desired for the 2019-2020 budget.

# Modifications to #9 Plum Route to Enhance Service to the College of Veterinary Medicine



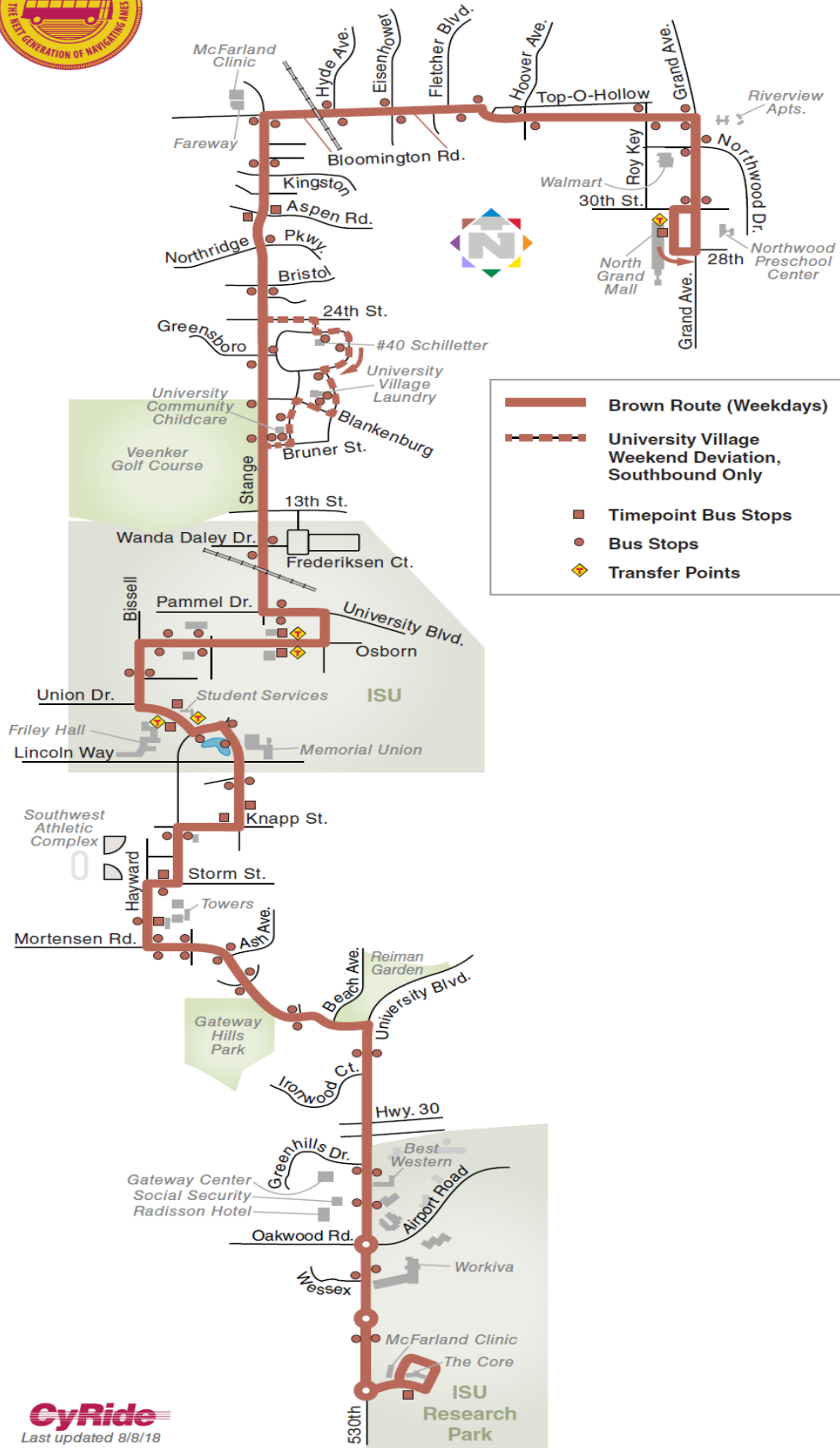
# Modification to #14 Peach Route







# BROWN ROUTE 6 Effective August 13, 2018



**CyRide**  
Last updated 8/8/18

## BUDGET ANALYSIS - 2018 Actual, 2019 Amended, 2020 Requested

Budget Option #2A Board Directed Modifications (Peach Route Included)

1/16/2019

As of 10/23

01/16/19	9:47 AM	12-13	13-14	14-15	15-16	16-17	17-18	18-19	18-19	19-20	% Chg.	% Chg.	% Chg.	% Chg.	
		Actual	Actual	Actual	Actual	Actual	Actual	Adopted	Amended	Requested	Am/Ad	Am/Act	Req./Ad.	Req./Am.	
<b>FIXED ROUTE</b>															
550-1221	Operations	\$4,476,908	\$4,820,101	\$5,335,159	\$5,769,537	\$6,167,454	\$6,455,736	\$6,774,169	\$6,627,656	\$7,037,308	-2.2%	2.7%	3.9%	6.2%	
550-1222	Maintenance	\$2,067,061	\$2,146,625	\$2,119,741	\$1,986,041	\$2,100,140	\$2,235,050	\$2,661,259	\$2,676,735	\$2,684,726	0.6%	19.8%	0.9%	0.3%	
<b>FIXED ROUTE TOTAL</b>		<b>\$6,543,969</b>	<b>\$6,966,725</b>	<b>\$7,454,900</b>	<b>\$7,755,577</b>	<b>\$8,267,596</b>	<b>\$8,690,569</b>	<b>\$9,435,428</b>	<b>\$9,304,391</b>	<b>\$9,722,034</b>	-1.4%	7.1%	3.0%	4.5%	
<b>DIAL-A-RIDE</b>															
550-1341	Operations	\$143,889	\$175,671	\$192,387	\$200,532	\$163,968	\$179,855	\$185,622	\$185,632	\$182,139	0.0%	3.2%	-1.9%	-1.9%	
550-1342	Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0%	0.0%	0.0%	0.0%	
<b>DIAL-A-RIDE TOTAL</b>		<b>\$143,889</b>	<b>\$175,671</b>	<b>\$192,387</b>	<b>\$200,532</b>	<b>\$163,969</b>	<b>\$179,855</b>	<b>\$185,622</b>	<b>\$185,632</b>	<b>\$182,139</b>	0.0%	3.2%	-1.9%	-1.9%	
<b>ADMINISTRATION/SUPPORT</b>															
550-1101	Administration	\$1,024,009	\$1,131,713	\$1,159,442	\$1,177,940	\$1,135,853	\$1,147,601	\$1,391,109	\$1,406,994	\$1,369,642	1.1%	22.6%	-1.5%	-2.7%	
550-1102	Safety/Training	\$216,990	\$231,879	\$251,212	\$287,322	\$342,835	\$363,673	\$356,352	\$356,626	\$447,863	0.1%	-1.9%	25.7%	25.6%	
550-1103	Promotion	\$6,259	\$2,594	\$3,148	\$5,803	\$4,392	\$6,613	\$10,050	\$10,150	\$10,150	1.0%	53.5%	1.0%	0.0%	
550-1105	Blgd/Grounds	\$288,282	\$358,061	\$348,335	\$364,479	\$404,547	\$436,948	\$370,174	\$372,129	\$386,064	0.5%	-14.8%	4.3%	3.7%	
550-1106	System Redesign	\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0%	0.0%	0.0%	0.0%	
<b>ADMIN/SUPPORT TOTAL</b>		<b>\$1,535,540</b>	<b>\$1,724,247</b>	<b>\$1,762,138</b>	<b>\$1,835,545</b>	<b>\$2,012,630</b>	<b>\$1,955,990</b>	<b>\$2,127,686</b>	<b>\$2,145,899</b>	<b>\$2,213,719</b>	0.9%	9.7%	4.0%	3.2%	
<b>TOTAL OPERATING EXPENSES</b>		<b>\$8,098,292</b>	<b>\$8,876,556</b>	<b>\$9,409,425</b>	<b>\$9,800,528</b>	<b>\$10,444,195</b>	<b>\$10,826,415</b>	<b>\$11,748,736</b>	<b>\$11,635,922</b>	<b>\$12,117,892</b>	-1.0%	7.5%	3.1%	4.1%	
<b>TRANSFER TO SG TRUST</b>		<b>\$140,800</b>	<b>\$166,402</b>	<b>\$0</b>	<b>\$0</b>	<b>\$83,579</b>	<b>\$74,755</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	0.0%	0.0%	0.0%	0.0%	
<b>TRANSFER TO CAPITAL FUND</b>		<b>\$378,801</b>	<b>\$800,000</b>	<b>\$800,000</b>	<b>\$801,106</b>	<b>\$1,315,166</b>	<b>\$460,000</b>	<b>\$800,000</b>	<b>\$800,000</b>	<b>\$800,000</b>	0.0%	0.0%	0.0%	0.0%	
<b>TOTAL USED</b>		<b>\$8,617,893</b>	<b>\$9,842,958</b>	<b>\$10,209,425</b>	<b>\$10,601,634</b>	<b>\$11,842,940</b>	<b>\$11,361,170</b>	<b>\$12,548,736</b>	<b>\$12,435,922</b>	<b>\$12,917,892</b>	-0.9%	9.5%	2.9%	3.9%	
<b>OPENING BALANCE</b>		<b>\$786,976</b>	<b>\$1,149,006</b>	<b>\$1,153,948</b>	<b>\$1,238,225</b>	<b>\$1,570,232</b>	<b>\$3,569,931</b>	<b>\$1,082,368</b>	<b>\$1,082,368</b>	<b>\$1,147,166</b>	0.0%	-69.7%	6.0%	6.0%	
<b>OPERATING REVENUE</b>		<b>\$8,979,924</b>	<b>\$9,850,940</b>	<b>\$10,288,228</b>	<b>\$10,940,529</b>	<b>\$13,888,574</b>	<b>\$12,107,961</b>	<b>\$12,244,817</b>	<b>\$12,500,720</b>	<b>\$12,876,638</b>	2.1%	3.2%	5.2%	3.0%	
<b>TOTAL AVAILABLE</b>		<b>\$9,766,900</b>	<b>\$10,999,946</b>	<b>\$11,442,176</b>	<b>\$12,178,754</b>	<b>\$15,438,806</b>	<b>\$15,677,892</b>	<b>\$13,327,185</b>	<b>\$13,583,088</b>	<b>\$14,023,804</b>	1.9%	-13.4%	5.2%	3.2%	
Committed Funds															
Closing Balance Excess of 10%															
<b>CLOSING BALANCE</b>		<b>\$1,149,007</b>	<b>\$1,156,988</b>	<b>\$1,232,751</b>	<b>\$1,577,120</b>	<b>\$3,569,931</b>	<b>\$1,082,368</b>	<b>\$778,449</b>	<b>\$1,147,166</b>	<b>\$1,105,912</b>	47.4%	6.0%	42.1%	-3.6%	
Closing/Operating Total		14.2%	13.0%	13.2%	16.1%	34.2%	39.9%	6.6%	9.9%	9.1%					
<b>REVENUE/EXPENSE RATIO</b>		110.9%	111.0%	109.3%	111.6%	132.8%	111.8%	104.2%	107.4%	106.3%					
											FY2018	FY2019	FY2020	Increase	
<b>OPERATING FUND BALANCE</b>		\$1,149,007	\$1,156,988	\$1,232,751	\$1,577,120	\$3,569,931	\$1,082,368				City	\$1,821,476	\$1,907,085	\$1,998,626	4.8%
<b>CAPITAL FUND BALANCE</b>		\$1,124,525	\$659,497	\$1,007,482	\$1,509,165	\$1,051,251	\$572,691				ISU	\$ 798,789	\$ 836,332	\$ 876,476	4.8%
<b>TRUST FUND BALANCE</b>		\$1,078,094	\$993,083	\$804,635	\$540,106	\$623,669	\$472,503				SG	\$ 5,242,591	\$ 5,488,993	\$ 5,752,566	4.8%

## BUDGET ANALYSIS - 2018 Actual, 2019 Amended, 2020 Requested

Budget Option #2B (Peach Reduction/Plum Deviation)

1/16/2019

		As of 10/23													
01/16/19	3:45 PM	12-13	13-14	14-15	15-16	16-17	17-18	18-19	18-19	19-20	% Chg.	% Chg.	% Chg.	% Chg.	
		Actual	Actual	Actual	Actual	Actual	Actual	Adopted	Amended	Requested	Am/Ad	Am/Act	Req./Ad.	Req./Am.	
<b>FIXED ROUTE</b>															
550-1221	Operations	\$4,476,908	\$4,820,101	\$5,335,159	\$5,769,537	\$6,167,454	\$6,455,736	\$6,774,169	\$6,827,656	\$6,975,678	-2.2%	2.7%	3.0%	5.3%	
550-1222	Maintenance	\$2,067,061	\$2,146,625	\$2,119,741	\$1,986,041	\$2,100,140	\$2,235,050	\$2,661,259	\$2,676,735	\$2,684,726	0.6%	19.8%	0.9%	0.3%	
<b>FIXED ROUTE TOTAL</b>		<b>\$6,543,969</b>	<b>\$6,966,725</b>	<b>\$7,454,900</b>	<b>\$7,755,577</b>	<b>\$8,267,596</b>	<b>\$8,690,569</b>	<b>\$9,435,428</b>	<b>\$9,304,391</b>	<b>\$9,660,404</b>	<b>-1.4%</b>	<b>7.1%</b>	<b>2.4%</b>	<b>3.8%</b>	
<b>DIAL-A-RIDE</b>															
550-1341	Operations	\$143,889	\$175,671	\$192,387	\$200,532	\$163,968	\$179,855	\$185,622	\$185,632	\$182,139	0.0%	3.2%	-1.9%	-1.9%	
550-1342	Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
<b>DIAL-A-RIDE TOTAL</b>		<b>\$143,889</b>	<b>\$175,671</b>	<b>\$192,387</b>	<b>\$200,532</b>	<b>\$163,969</b>	<b>\$179,855</b>	<b>\$185,622</b>	<b>\$185,632</b>	<b>\$182,139</b>	<b>0.0%</b>	<b>3.2%</b>	<b>-1.9%</b>	<b>-1.9%</b>	
<b>ADMINISTRATION/SUPPORT</b>															
550-1101	Administration	\$1,024,009	\$1,131,713	\$1,159,442	\$1,177,940	\$1,135,853	\$1,147,801	\$1,391,109	\$1,406,994	\$1,369,642	1.1%	22.6%	-1.5%	-2.7%	
550-1102	Safety/Training	\$216,990	\$231,879	\$251,212	\$287,322	\$342,835	\$363,673	\$356,352	\$356,626	\$447,863	0.1%	-1.9%	25.7%	25.6%	
550-1103	Promotion	\$6,259	\$2,594	\$3,148	\$5,803	\$4,392	\$6,813	\$10,050	\$10,150	\$10,150	1.0%	53.5%	1.0%	0.0%	
550-1105	Bldg/Grounds	\$288,282	\$358,061	\$348,335	\$364,479	\$404,547	\$436,948	\$370,174	\$372,129	\$386,064	0.5%	-14.8%	4.3%	3.7%	
550-1106	System Redesign					\$125,000									
<b>ADMIN/SUPPORT TOTAL</b>		<b>\$1,535,540</b>	<b>\$1,724,247</b>	<b>\$1,762,138</b>	<b>\$1,835,545</b>	<b>\$2,012,630</b>	<b>\$1,955,990</b>	<b>\$2,127,686</b>	<b>\$2,145,899</b>	<b>\$2,213,719</b>	<b>0.9%</b>	<b>9.7%</b>	<b>4.0%</b>	<b>3.2%</b>	
<b>TOTAL OPERATING EXPENSES</b>		<b>\$8,098,292</b>	<b>\$8,876,556</b>	<b>\$9,409,425</b>	<b>\$9,800,528</b>	<b>\$10,444,195</b>	<b>\$10,826,415</b>	<b>\$11,748,736</b>	<b>\$11,635,922</b>	<b>\$12,056,262</b>	<b>-1.0%</b>	<b>7.5%</b>	<b>2.6%</b>	<b>3.6%</b>	
<b>TRANSFER TO SG TRUST</b>		\$140,800	\$166,402	\$0	\$0	\$83,579	\$74,755	\$0	\$0	\$0					
<b>TRANSFER TO CAPITAL FUND</b>		\$378,801	\$800,000	\$800,000	\$801,106	\$1,315,166	\$460,000	\$800,000	\$800,000	\$800,000	0.0%				
<b>TOTAL USED</b>		<b>\$8,617,893</b>	<b>\$9,842,958</b>	<b>\$10,209,425</b>	<b>\$10,601,634</b>	<b>\$11,842,940</b>	<b>\$11,361,170</b>	<b>\$12,548,736</b>	<b>\$12,435,922</b>	<b>\$12,856,262</b>	<b>-0.9%</b>	<b>9.5%</b>	<b>2.5%</b>	<b>3.4%</b>	
<b>OPENING BALANCE</b>		\$786,976	\$1,149,006	\$1,153,948	\$1,238,225	\$1,570,232	\$3,569,931	\$1,082,368	\$1,082,368	\$1,147,166	0.0%	-69.7%	6.0%	6.0%	
<b>OPERATING REVENUE</b>		\$8,979,924	\$9,850,940	\$10,288,228	\$10,940,529	\$13,868,574	\$12,107,961	\$12,244,817	\$12,500,720	\$12,802,546	2.1%	3.2%	4.6%	2.4%	
<b>TOTAL AVAILABLE</b>		<b>\$9,766,900</b>	<b>\$10,999,946</b>	<b>\$11,442,176</b>	<b>\$12,178,754</b>	<b>\$15,438,806</b>	<b>\$15,677,892</b>	<b>\$13,327,185</b>	<b>\$13,583,088</b>	<b>\$13,949,712</b>	<b>1.9%</b>	<b>-13.4%</b>	<b>4.7%</b>	<b>2.7%</b>	
Committed Funds							\$2,586,474								
Closing Balance Excess of 10%							\$647,880								
<b>CLOSING BALANCE</b>		<b>\$1,149,007</b>	<b>\$1,156,988</b>	<b>\$1,232,751</b>	<b>\$1,577,120</b>	<b>\$3,569,931</b>	<b>\$1,082,368</b>	<b>\$778,449</b>	<b>\$1,147,166</b>	<b>\$1,093,450</b>	<b>47.4%</b>	<b>6.0%</b>	<b>40.5%</b>	<b>-4.7%</b>	
Closing/Operating Total		14.2%	13.0%	13.2%	16.1%	34.2%	39.9%	6.6%	9.9%	9.1%					
<b>REVENUE/EXPENSE RATIO</b>		<b>110.9%</b>	<b>111.0%</b>	<b>109.3%</b>	<b>111.6%</b>	<b>132.8%</b>	<b>111.8%</b>	<b>104.2%</b>	<b>107.4%</b>	<b>106.2%</b>					

		FY2018			FY2019			FY2020			Increase
<b>OPERATING FUND BALANCE</b>	\$1,149,007	\$1,156,988	\$1,232,751	\$1,577,120	\$3,569,931	\$1,082,368					
<b>CAPITAL FUND BALANCE</b>	\$1,124,525	\$659,497	\$1,007,482	\$1,509,185	\$1,051,251	\$572,691					3.9%
<b>TRUST FUND BALANCE</b>	\$1,078,094	\$993,063	\$804,635	\$540,106	\$623,669	\$472,603					3.9%
							City	\$1,821,476	\$1,907,085	\$1,981,462	3.9%
							ISU	\$ 796,789	\$ 836,332	\$ 868,949	3.9%
							SG	\$5,242,591	\$5,468,993	\$5,703,063	3.9%

## BUDGET ANALYSIS - 2018 Actual, 2019 Amended, 2020 Requested

Budget Option #2C (Peach Reduction/Plum Deviation, Brown Evening and Midday Lilac)

1/16/2019

As of 10/23

01/16/19	3:44 PM	12-13 Actual	13-14 Actual	14-15 Actual	15-16 Actual	16-17 Actual	17-18 Actual	18-19 Adopted	18-19 Amended	19-20 Requested	% Chg. Am/Ad	% Chg. Am/Act	% Chg. Req./Ad.	% Chg. Req./Am.
<b>FIXED ROUTE</b>														
550-1221	Operations	\$4,476,908	\$4,820,101	\$5,335,159	\$5,769,537	\$6,167,454	\$6,455,736	\$6,774,169	\$6,627,656	\$7,028,800	-2.2%	2.7%	3.8%	6.1%
550-1222	Maintenance	\$2,067,061	\$2,146,625	\$2,119,741	\$1,986,041	\$2,100,140	\$2,235,050	\$2,661,259	\$2,676,735	\$2,664,726	0.6%	19.8%	0.9%	0.3%
<b>FIXED ROUTE TOTAL</b>		<b>\$6,543,969</b>	<b>\$6,966,725</b>	<b>\$7,454,900</b>	<b>\$7,755,577</b>	<b>\$8,267,596</b>	<b>\$8,690,569</b>	<b>\$9,435,428</b>	<b>\$9,304,391</b>	<b>\$9,713,526</b>	<b>-1.4%</b>	<b>7.1%</b>	<b>2.9%</b>	<b>4.4%</b>
<b>DIAL-A-RIDE</b>														
550-1341	Operations	\$143,889	\$175,671	\$192,387	\$200,532	\$163,968	\$179,855	\$185,622	\$185,632	\$182,139	0.0%	3.2%	-1.9%	-1.9%
550-1342	Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
<b>DIAL-A-RIDE TOTAL</b>		<b>\$143,889</b>	<b>\$175,671</b>	<b>\$192,387</b>	<b>\$200,532</b>	<b>\$163,969</b>	<b>\$179,855</b>	<b>\$185,622</b>	<b>\$185,632</b>	<b>\$182,139</b>	<b>0.0%</b>	<b>3.2%</b>	<b>-1.9%</b>	<b>-1.9%</b>
<b>ADMINISTRATION/SUPPORT</b>														
550-1101	Administration	\$1,024,009	\$1,131,713	\$1,159,442	\$1,177,940	\$1,135,853	\$1,147,601	\$1,381,109	\$1,406,994	\$1,369,642	1.1%	22.6%	-1.5%	-2.7%
550-1102	Safety/Training	\$216,990	\$231,879	\$251,212	\$287,322	\$342,835	\$363,673	\$356,352	\$356,626	\$447,863	0.1%	-1.9%	25.7%	25.6%
550-1103	Promotion	\$6,259	\$2,594	\$3,148	\$5,803	\$4,392	\$6,613	\$10,050	\$10,150	\$10,150	1.0%	53.5%	1.0%	0.0%
550-1105	Bldg/Grounds	\$288,282	\$358,061	\$348,335	\$364,479	\$404,547	\$436,948	\$370,174	\$372,129	\$386,064	0.5%	-14.8%	4.3%	3.7%
550-1106	System Redesign					\$125,000								
<b>ADMIN/SUPPORT TOTAL</b>		<b>\$1,535,540</b>	<b>\$1,724,247</b>	<b>\$1,762,138</b>	<b>\$1,835,545</b>	<b>\$2,012,630</b>	<b>\$1,955,990</b>	<b>\$2,127,686</b>	<b>\$2,145,899</b>	<b>\$2,213,719</b>	<b>0.9%</b>	<b>9.7%</b>	<b>4.0%</b>	<b>3.2%</b>
<b>TOTAL OPERATING EXPENSES</b>		<b>\$8,098,292</b>	<b>\$8,676,556</b>	<b>\$9,409,425</b>	<b>\$9,800,528</b>	<b>\$10,444,195</b>	<b>\$10,826,415</b>	<b>\$11,748,736</b>	<b>\$11,635,922</b>	<b>\$12,109,384</b>	<b>-1.0%</b>	<b>7.5%</b>	<b>3.1%</b>	<b>4.1%</b>
TRANSFER TO SG TRUST		\$140,800	\$168,402	\$0	\$0	\$83,579	\$74,755	\$0	\$0	\$0				
TRANSFER TO CAPITAL FUND		\$378,801	\$800,000	\$800,000	\$801,106	\$1,315,166	\$460,000	\$800,000	\$800,000	\$800,000	0.0%			
<b>TOTAL USED</b>		<b>\$8,617,893</b>	<b>\$9,842,958</b>	<b>\$10,209,425</b>	<b>\$10,601,634</b>	<b>\$11,842,940</b>	<b>\$11,361,170</b>	<b>\$12,548,736</b>	<b>\$12,435,922</b>	<b>\$12,909,384</b>	<b>-0.9%</b>	<b>9.5%</b>	<b>2.9%</b>	<b>3.8%</b>
OPENING BALANCE		\$785,976	\$1,149,006	\$1,153,948	\$1,238,225	\$1,570,232	\$3,569,931	\$1,082,368	\$1,082,368	\$1,147,166	0.0%	-69.7%	6.0%	6.0%
OPERATING REVENUE		\$8,979,924	\$9,850,940	\$10,288,228	\$10,940,529	\$13,868,574	\$12,107,961	\$12,244,817	\$12,500,720	\$12,860,173	2.1%	3.2%	5.0%	2.9%
<b>TOTAL AVAILABLE</b>		<b>\$9,766,900</b>	<b>\$10,999,946</b>	<b>\$11,442,176</b>	<b>\$12,178,754</b>	<b>\$15,438,806</b>	<b>\$15,677,892</b>	<b>\$13,327,185</b>	<b>\$13,583,088</b>	<b>\$14,007,339</b>	<b>1.9%</b>	<b>-13.4%</b>	<b>5.1%</b>	<b>3.1%</b>
Committed Funds							\$2,586,474							
Closing Balance Excess of 10%							\$647,880							
<b>CLOSING BALANCE</b>		<b>\$1,149,007</b>	<b>\$1,156,988</b>	<b>\$1,232,751</b>	<b>\$1,577,120</b>	<b>\$3,569,931</b>	<b>\$1,082,368</b>	<b>\$778,449</b>	<b>\$1,147,166</b>	<b>\$1,097,955</b>	<b>47.4%</b>	<b>6.0%</b>	<b>41.0%</b>	<b>-4.3%</b>
Closing/Operating Total		14.2%	13.0%	13.2%	16.1%	34.2%	39.9%	6.6%	9.9%	9.1%				
<b>REVENUE/EXPENSE RATIO</b>		<b>110.9%</b>	<b>111.0%</b>	<b>109.3%</b>	<b>111.6%</b>	<b>132.8%</b>	<b>111.8%</b>	<b>104.2%</b>	<b>107.4%</b>	<b>106.2%</b>				

											FY2018	FY2019	FY2020	Increase	
<b>OPERATING FUND BALANCE</b>	\$1,149,007	\$1,156,988	\$1,232,751	\$1,577,120	\$3,569,931	\$1,082,368					City	\$1,821,476	\$1,907,085	\$1,994,811	4.6%
<b>CAPITAL FUND BALANCE</b>	\$1,124,525	\$659,497	\$1,007,482	\$1,509,185	\$1,051,251	\$572,691					ISU	\$ 798,789	\$ 836,332	\$ 874,804	4.6%
<b>TRUST FUND BALANCE</b>	\$1,078,094	\$993,083	\$804,635	\$540,106	\$623,669	\$472,503					SG	\$5,242,591	\$5,468,993	\$5,741,466	4.6%

# Transit Director's Report

January 2019

## 1. Spring Construction Bids - Plans & Specifications

CyRide's A & E firm is in the process of developing plans and specifications for three CyRide construction projects that will begin in early summer – replacement of turnarounds at the Ames Middle School and on Ontario St. at California; expansion of CyRide's security system and replacement of CyRide's bus washer. The bid projects are contained in the current year of the Capital Improvement Plan (CIP) and budgeted as follows:

- Turnarounds: Ames Middle School - \$85,000; Ontario/California - \$50,000
- Security System: \$200,000
- Bus Wash: \$646,303

The plans and specifications for each will be presented to the City Council for approval on February 5, 2019, with bids due in mid-March. Once bids are received, CyRide will request board approval at a special conference call meeting, tentatively scheduled for March 25, 2019, prior to action being taken by the Ames City Council on March 26, 2019.