

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

October 23, 2019

1. CALL TO ORDER: 3:30 P.M.
2. Approval of September 16, 2019 Minutes
3. Public Comments
4. New Bus Purchase
5. Construction Project Closeout
6. FY2018-2019 Preliminary Closing Balance
7. FY2020-2021 Service Planning
8. Transit Director's Report
9. Fall Meeting Dates/Times:
  - November 14, 4:15 PM
  - December 12, 4:15 PM
10. Adjourn

## AMES TRANSIT AGENCY BOARD OF TRUSTEES

AMES, IOWA

September 16, 2019

The Ames Transit Agency Board of Trustees met on September 16, 2019, at 4:15 p.m. in CyRide's Conference room. President Bibiloni called the meeting to order at 4:15 p.m. Present: Trustees Cain, Jeffrey, Schrader and Schainker. Absent: Trustee Nelson.

**APPROVAL OF AUGUST 8, 2019 MINUTES:** Trustee Jeffrey made a motion to adopt the August 8, 2019, minutes as presented. Trustee Schrader seconded the motion. (Ayes: Five. Nays: None.) Motion carried.

**TITLE VI SERVICE STANDARDS & POLICIES OVERVIEW:** Interim Director Neal explained the first two agenda items are part of CyRide's Title VI program. Neal explained the Board must approve an overall Title VI Program, including service standards and policies, for submission to FTA by October 1, 2019. Neal went on to explain this agenda item requests approval of modifications and/or clarifications to the standards and policies section of the overall Title VI program. Specifically, four areas were under review: vehicle headways, on-time performance, service availability, and vehicle assignments.

Neal explained the vehicle headway standard was last reviewed in 2013 and was not reviewed in 2016, due to the system redesign. She explained CyRide's routes prior to and after CyRide 2.0 modifications exceeded previous, board-established standards.

Trustee Nelson arrived at 4:19 p.m.

Interim Director Neal and staff recommended an update to CyRide's previous minimum service headways to reflect current operations with CyRide 2.0 changes. Neal referenced 2019-2020 frequencies for CyRide service and stated that recommendations were based off these standards. Trustee Schainker asked for clarification on if the new changes were a requirement. Shari Atwood, Transit Planner, explained she had contacted The Civil Rights office at the Federal Transit Administration (FTA) and they confirmed standards should follow the minimum service CyRide is currently providing. These standards are not meant to be an absolute each time CyRide expands frequency or adds a new route, but the standard should be applied whenever designing a new service or route. In general, CyRide serves areas with minorities at a greater frequency than other areas of the Ames' community. Interim Director Neal went on to explain changes regarding curb-to-curb and flexible services are based on the addition of the EASE route and the elimination of #25 Silver route.

The next standard Interim Director Neal reviewed was on-time performance. She explained there are two standards in this category. Staff is recommending no changes to the percentage of trips always operated and minor clarification under percentage of trips not late. Staff recommends increasing the 3 minute late standard to 5 minutes to

be more aligned with the defined “on-time” category of other larger transit systems, with similar per capita ridership.

Interim Director Neal explained staff rationale for changing the standard for service availability, or the percentage of the population within a ¼ mile of CyRide routes. The previous standard stated 85%. Staff recommended changing this to 80%, based on GIS information. Interim Director Neal explained, after consulting with the City of Ames GIS department, the percentage has decreased due to the extension of the Ames City limits. She clarified, after reviewing other Title VI programs throughout respective transit agencies, 80% is still relatively high.

The last standard considered was vehicle assignments. Staff recommended no changes in the policy; however, there have been some modification in sizes of buses assigned to certain routes because of route elimination and safety considerations.

Trustee Schainker made a motion to approve the CyRide service standards and policies as recommended by staff for inclusion into the larger Title VI Program document. Trustee Cain seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

**TITLE VI PROGRAM UPDATE:** Interim Director Neal explained this agenda item is the overall Title VI program. Part of the Title VI regulations requires the Transit Board to review and formally approve its program update, as well as sign an updated policy statement every three years. Interim Director Neal reminded the Board of the Safe Harbor threshold for individuals who speak Mandarin Chinese and speak English “less than very well.” Federal regulations require all vital documents in this document be printed in the language the LEP group speaks. Interim Director Neal explained the standards and modifications prepared by staff section by section, which are summarized in the board packet.

Trustee Schainker made a motion to approve CyRide’s Title VI Plan and policy for submission to the Federal Transit Administration by October 1, 2019. Trustee Jeffrey seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

**TRANSIT ASSET MANAGEMENT (TAM) PLAN & PERFORMANCE TARGETS UPDATE:** Interim Director Neal explained to the transit board that FTA regulations require every transit agency have a plan, regardless of size. CyRide must create, maintain and update, communicate to Ames Area MPO and state DOT staff. Further, it must self-certify, submit annual data to the National Transit Database (NTD), submit an annual narrative report to NTD, and participate in oversight during the triennial review process.

Interim Director Neal went over the useful life benchmark (ULB) for each asset class. She then reviewed the differences between the FTA default ULB’s and CyRide’s locally determined ULB ages for each asset class category. Neal explained that currently discretionary grants are not hindered by different ULB’s; however, future conversations may warrant return to the FTA recommended levels. This is particularly true if

discretionary grants are dispersed according to a transit agency's ULB or if it hinders CyRide's ability to compete with other Iowa transit agencies within the PTMS process.

Interim Director Neal summarized the status of the FY19 Performance Targets and Status for each asset class and category. She continued to explain the importance of designating an Accountable Executive who is responsible for carrying out the TAM plan and Agency Safety Plan, as well as setting future performance targets for 2020 submitted in the National Transit Database (NDT) by October 31, 2019. In the past, this person was the Transit Director and staff recommends that Interim Director Neal be named as the Accountable Executive in the 2020 TAM Plan. Interim Director Neal summarized the recommended 2020- 2024 performance targets for each FTA required asset class and category developed by staff.

Trustee Jeffrey made a motion to approve CyRide staff's recommendation for the establishment of FY2020 TAM performance targets for submission to FTA and the approval of Barb Neal, Interim Transit Director, as the Accountable Executive. Trustee Nelson seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

**LOW OR NO EMISSION GRANT TIMELINE AND BUDGET** Interim Director Neal reiterated that in July, CyRide received notification CyRide was awarded the federal funding for \$1,660,180 for a Low and No Emission Grant. To reduce the full local share commitment of \$477,620, staff discussed with the transit board the possibility of submitting an upcoming state grant for the second round of the Volkswagen Settlement funding, which could significantly reduce the local share. If the Volkswagen Settlement Grant, VW, was awarded for the application request, CyRide's local match could be reduced by \$390,000.

Interim Director Neal explained there are two areas of the original budget that needed to be revisited. First, there was a change to the original budget for the cost of the chargers and dispensers. CyRide was notified by the Center for Transportation & the Environment (CTE) that charger and dispenser costs have increased, and, as a result, were underestimated in the original budget. The consultants recommended increasing this amount by \$40,000, bringing the total from \$100,000 to \$140,000 for the purchase and installation of this equipment.

The second item was the submission of the Volkswagen Settlement Grant 2020. Neal explained two components, electric buses and depot charging stations, would qualify for this grant opportunity. She went on to explain staff had developed a revised budget, for submission in a VW grant, which could request \$390,000 for these two project activities.

Interim Director Neal provided a preliminary schedule of major activities the transit board would need to accomplish and approve for full bus deployment by summer 2022. CyRide staff asked the transit board to revise the electric bus budget to reflect current

equipment costs and direct staff to prepare and submit an application in the next round of grant opportunities on receipt of funding notices.

Trustee Schainker made a motion to approve the revised electric bus budget to reflect current equipment costs and state funding for inclusion in a VW Settlement grant and direct staff to prepare and submit an application in the next round of these grant opportunities. Trustee Schrader seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

**YEAR END RIDERSHIP UPDATE – INFORMATIONAL:** Interim Director Neal provided ridership analyses for the end of FY2019. She stated that CyRide ended fiscal year 2019 with a ridership was decrease of 6.9% or 451,042 fewer rides. She analyzed several factors that may have contributed to lower ridership. She also provided an analysis of ridership trends by areas of town.

President Bibiloni asked if staff was surprised with the reduction in ridership from west Ames, down 14.7%, and Orange route ridership was not up a proportional amount. Trustee Cain stated a contributing factor for the west Ames decline may have been that ISU discontinued renting apartment complexes in this area, so there is less ISU student occupancy in that area.

**TRANSIT DIRECTOR’S REPORT:**

- 1. Quarterly Report** – A chart was shared of key performance measures and a brief summary of the fourth quarter was graphically presented.
- 2. Title VI Equity Analysis Update** – A brief update was given on the public meeting held on September 5. The board was reminded the public comment period is open until September 23.
- 3. 2020-2021 ISU Student Fees and Trust Fund Balance** – A brief update was given about the Student Government Finance Committee meeting scheduled on September 24 to discuss the trust fund balance and a new student fee rate for 2020-2021.

**FALL MEETING DATES/TIME:**

- October 23, 3:30 P.M.
- November 14, 4:15 P.M.
- December 12, 4:15 P.M.

**Adjourn:** Trustee Cain made a motion to adjourn the meeting and motion seconded by Trustee Jeffrey. The meeting adjourned at 5:06 p.m. (Ayes: Six. Nays: None.) Motion carried.

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Juan Bibiloni, President

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Joanne Van Dyke, Recording Secretary

**CITY OF AMES, Iowa**

**MEMO TO:** Ames Transit Board of Trustees

**FROM:** Barbara Neal

**DATE:** October 23, 2019

**SUBJECT:** New Bus Purchase

**BACKGROUND:** CyRide was recently awarded two grants for new buses. Together, these grants will cover 97% of the costs of three new standard diesel 40' buses. The budget for this bus purchase is as follows:

2019 Iowa Clean Air Attainment Program (ICAAP) Grant	\$1,221,960
2019 Iowa's Volkswagen Settlement Environmental Mitigation Trust Project (VWSEMT) Grant	\$ 170,640
Local Funding (3%)	<u>\$ 45,000</u>
<b>Total Funds Available</b>	<b>\$1,437,600</b>

Local funding for these grants is included in the 2019-2024 Capital Improvement Plan, approved by the Transit Board of Trustees in January 2019.

**INFORMATION:** The Iowa Department of Transportation completed a statewide heavy-duty bus bid in the fall of 2018. Transit agencies in the State of Iowa can use the resulting contract to purchase buses, saving agencies administrative time and money. Gillig buses comprise the majority of the CyRide fleet and awarding this contract to Gillig will allow CyRide to continue to standardize the fleet.

The bus manufacturer has completed preliminary pricing for the vehicles. The estimated price per bus from Gillig has been quoted at \$450,346 each, for a total cost of approximately \$1,351,038. Additionally, technologies like automatic passenger counters are still being considered for the buses. CyRide employees will continue to refine bus specifications until approximately six months before the vehicles are built. The manufacturer will provide updated pricing once specifications are finalized. Since vehicle pricing is not finalized until late in the process, staff is requesting approval of award to Gillig Corporation of Livermore, California at the not-to-exceed grant amount of \$1,437,600. The delivery date of the buses will be approximately 18-20 months from the date the purchase order is issued.

Under the terms of the VW grant award, the three existing 2002 buses being replaced with new buses will need to be scrapped and rendered inoperable. At a minimum, there will need to be a 3-inch diameter hole drilled into the engine block of each vehicle. Rendering the 2002 buses

inoperable and scrapping them planned for the fall of 2019. CyRide staff will request award approval from the Ames City Council during the November 12, 2019, meeting.

**ALTERNATIVES:**

1. Approve award to Gillig Corporation of Livermore, California in the not to exceed amount of \$1,437,600 for the purchase of three new 40' standard diesel buses.
2. Do not approve the contract award for the purchase of new buses and direct staff to reflect board priorities.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1 for the purchase of three 40' buses from Gillig Corporation at a total price not to exceed \$1,437,600. This will allow CyRide to replace three existing buses

**CITY OF AMES, Iowa**

**MEMO TO:** Ames Transit Board of Trustees

**FROM:** Barbara Neal

**DATE:** October 23, 2019

**SUBJECT:** Construction Project Closeout

**BACKGROUND:** CyRide used local capital funding to remove and replace the pavement at the bus turnaround located at the corner of Ontario Street and California Avenue. Internally, this turnaround is known as the Green route endpoint. Funds for the project were included in the 2019-2022 capital plan. The budget for this element of the project was \$50,000.

The CyRide 2019 Pavement Improvement CyRide Bus Turnarounds Project (Bid No. 2019-086) originally contained another element including removing and replacement of the pavement at the turnaround located at the Ames Middle School. This portion of the project was postponed until next year due to a property deed not being filed in 2004. This issue has now been resolved with the Ames Community School District.

**INFORMATION:** Four bids for the project were received from area companies. Jensen Builders, Ltd. of Des Moines, IA submitted the low base bid of \$47,700 for the turnaround at Ontario Street and California Ave. The Ames Transit Agency Board of Trustees approved award of the contract to Jensen Builders, Ltd. on March 15, 2019. Work on the project started June 3 and was substantially complete on July 30, 2019. There was one contract change order for pouring additional sidewalk. All work has been completed to the satisfaction of CyRide staff.

The table below provides additional project budget detail:

Description	Amount
Original Contract Base Bid	\$47,700
Change Order 1 – Additional concrete sidewalk to meet ADA requirements	\$1,425
Total Contract Sum	\$49,125
Payment Made to Date	\$46,669
<b>Unpaid Balance - 5% Retainage</b>	<b>\$2,456</b>

As of October 10, 2019, all conditions of the contract have been met by Jensen Builders, Ltd. and required documentation is on file.



**ALTERNATIVE:**

1. Accept final completion and approve the release of retainage in the amount of \$2,456 to Jensen Builders, Ltd. for the completion of the 2019 Pavement Improvements CyRide Bus Turnarounds Project.
2. Reject Alternative #1 and direct staff to modify the project to reflect Transit Board priorities.

**RECOMMENDATION:**

The Transit Director recommends approval of alternative #1, accepting the 2019 Pavement Improvements CyRide Bus Turnarounds Project as complete and releasing the retainage in the amount of \$2,456 to Jensen Builders, Ltd. All conditions of the project contract have been completed to the satisfaction of CyRide staff.

**CITY OF AMES, Iowa**

**MEMO TO:** Ames Transit Board of Trustees  
**FROM:** Barbara Neal  
**DATE:** October 23, 2019  
**SUBJECT:** FY2018-2019 Preliminary Closing Balance

**BACKGROUND:** The Transit Board has established a policy that the operating closing balance should be between 7% and 10% of operating expenses. Funds, in addition to the maximum percentage, can be considered for reprogramming to meet additional operating or capital needs.

Final operating expenses and operating closing balance levels will be available at the close of the City of Ames’ audit process, anticipated in December 2019. The following preliminary estimates are currently available.

**INFORMATION:** CyRide completed the 2018-2019 year with an estimated \$4,753,582 operating closing balance per CyRide and City of Ames Finance Department estimations. This is higher than the recommended balance for this fund; however, the board has made commitments of these fund dollars as reflected in the chart below.

<b>Fund Activity</b>	<b>Dollars</b>
<b>Preliminary Closing Balance</b>	<b>\$4,753,582</b>
2019-2020 Federal Funds*	\$2,250,000
Less 10% Closing Balance for 2018 - 2019	\$1,111,536
Board Commitment to Iowa DOT New Bus Local Match	\$102,520
Board Commitment to Low No Grant BEB Local Match	\$495,620
ICAPP Grant for Plum Route Repaid to the SG Trust Fund	\$464,178
<b>Anticipated Uncommitted Closing Balance</b>	<b>\$329,728</b>

\* These funds are needed for cash flow purposes, as federal funds are received after the budget year has been completed.

The purpose of bringing the fund balance to the board member’s attention at this time is so informed decisions can be made during the budgeting process. After the final audit is completed for the 2018-2019 budget year, CyRide staff will report the final audited operating closing balance to the Transit Board. Board members can decide how to address any funds, in addition to or under the established closing balance policy, and how to proceed forward with committing closing balance funds in excess of 10% of operating expenses.

**CITY OF AMES, Iowa**

**MEMO TO:** Ames Transit Board of Trustees

**FROM:** Barbara Neal

**DATE:** October 23, 2019

**SUBJECT:** FY2020-2021 Service Planning

**BACKGROUND:** Each year, as part of the budgeting process, CyRide staff brings to the Transit Board suggested service proposals for possible inclusion in the next year's budget. In preparation for the December board meeting budget discussions, CyRide staff is seeking board input on potential service proposals. If the Transit Board desires to modify CyRide services next year based on customer requests or staff suggestions, these modifications will need to be included in the 2020-2021 budget options presented in December. Each item is discussed below.

**INFORMATION:** This report has been divided into two sections as follows:

- Customer Requests
- Staff Requests

**Customer Requests**

CyRide has received few public comments requesting additional service improvements since October 2018, when previous comments were shared with the board. On the next page is a summary of unaddressed comments, the service necessary to meet the request, and the estimated cost needed to implement the suggestion:

Route	Customer Suggestion	Service Change	Estimated Cost
#2 Green	Deviate Green route service weekdays by AHS both directions 6:30am to 9:00am and 3:30pm to 6:30pm	Add additional morning and afternoon trips past AHS	Estimated cost \$58,000
#6 Brown	Extend weeknight Brown route service northbound until 10:30pm	Add one additional Brown Route weeknight trip	Estimated cost \$9,800
#6 Brown	Deviate Brown route service into Green Hills retirement center	Add one additional bus on Brown Route all day due to overall length of route	Estimated cost \$250,000
#9 Plum	Request Plum route service on Saturday	Add one bus on Saturday every 40 mins., 7:15am to 6:00pm	Estimated cost \$35,000 (if weekend; double cost)
#23 Orange	Run full Orange route service the week before ISU school starts	Add additional service every 4 mins., opposed to currently every 12 mins.	Estimated cost \$8,000
#6 Brown/ #25 Gold	Better less confusing service through SUV on weekends. Would prefer weekend Gold route service or old Blue route service	Add one bus on Saturday and Sunday every 50 mins., Sat. 8:00 am to 10:00 pm, Sun. 8:30 am to 11:30 pm)	Estimated cost Sat. \$54,310 Sun. \$56,335 Weekend: \$110,645
#25 Gold	Add Gold route service through SUV on weekends	Add two buses on Saturday and Sunday every 25 mins., Sat. 8:00 am to 10:00 pm, Sun. 8:30 am to 11:30 pm)	Estimated cost Sat. \$78,166 Sun. \$83,517 Weekend: \$161,683

### CyRide Staff Requests

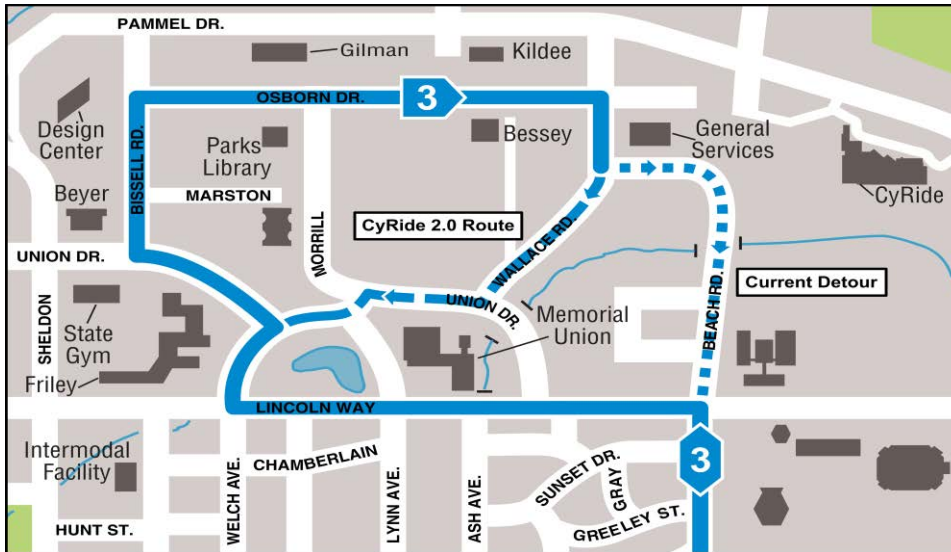
#### **3# Blue Route Modification:**

Currently, the #3 Blue Route is detouring due to the road closure on Wallace Road in front of Gerdin Hall, which is undergoing facility expansion. This detour shortens the Blue route from its CyRide 2.0 alignment. Under CyRide 2.0, the Blue route was not operating on-time, with some trips 10 minutes late. In 2018-2019, the route was kept on schedule with extra buses. This issue was previously brought to the board and the decision to fix the issue was deferred due to the construction project. There are two options to permanently correct timing issues when the route is no longer on detour.

1. Return the route to the original CyRide 2.0 alignment. An additional bus would need to be added to the schedule all day to provide enough time in the schedule.

***Estimated Annual Cost for an additional Blue Route: \$250,000***

2. Modify the #3 Blue to follow the current detour route after construction has ended.  
***Estimated Annual Cost for Modifying Blue Route: \$30,000 savings in fuel and maintenance annual cost.***



**#14 Peach Route Modification:**

Currently, the #14 Peach Route does not operate on-time because of heavy traffic along the Stange, Osborn, and Pammel corridors. To address this issue in the short-term, the service is being operated in a mini bus and additional trips are being added in the afternoon with the extra hours the Transit Board approved last January. Staff believes there are two possible options to permanently address the timing issue of this route.

1. Modify the trip length from 30 to 40 minutes in order to ensure the bus remains on time and drivers have enough recovery time at the mall.

***Estimated Annual Cost to Change Peach Route Schedule: \$0***

2. Increase the travel time on Peach route to 40 minutes and add a second bus on this route to improve the headways, which would result in a bus every 20 minutes.

***Estimated Annual Cost to Change the Peach Route Schedule: \$180,000***

Additionally, public meetings will be required if major service reductions occur on either the #3 Blue route or the #14 Peach route.

**Fiscal Considerations & Recommendations:**

With declining ridership and ISU enrollment numbers, CyRide faces a challenging fiscal environment, and will need to balance service needs with funding as it begins the 2020-2021 budget process. With this in mind, a thoughtful approach to service requests is necessary. Staff believes service modifications to the Blue route and Peach route need to be addressed next year to correct significant schedule issues. Additionally, working under the assumption of a 4%

baseline increase by all funding partners, staff is looking for input on service changes the board desires to be included in budget material prepared for the December meeting.

## **Transit Director's Report October 2019**

### **1. Student Fee Committee Request**

On September 24, 2019, CyRide presented its recommendation for the 2020-2021 school year student fee rate to Iowa State University's Student Fee Committee. After three straight years of enrollment declines not anticipated by the predictive model, the trust fund balance has experienced a significant reduction. Assuming an enrollment decrease next year, a baseline inflation rate of 4%, and a goal of slowly restoring the previously agreed \$500,000 target balance, the student fee request was increased by \$10.50, for a total of \$95.60 per full-time student each semester (see attached, "SG Contribution to Trust Fund 20-21").

### **2. Agency Safety Plan Update**

All public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307) are required to develop and certify an Agency Safety Plan by July 20, 2020. Among other requirements, the safety plan must include development of measures and performance targets in four key areas. These include injuries, fatalities, system reliability, and safety events. The plan must be approved by the accountable executive (Transit Director) and the transit board, as well as the naming of a new Chief Safety Officer, who has a direct line of report to the accountable executive, is also part Agency Safety Plan implementation process.

In order to be compliant with the new requirements, the Board of Trustees approved the creation of the new Chief Safety Officer position on January 10, 2019, when the budget was approved. CyRide staff has had little time to research and develop a strategy for filling the position since it was created. With a new Transit Director now in place and the regulatory deadline fast approaching, staff will be working with Human Resources to fill this open position as quickly as possible in order to bring a safety plan forward for board approval.

### **3. Conferences**

I attended the Midwest/SW Transit conference in Kansas City on September 11-13. During the meeting, I met with Scott Borgren, Executive Director of Community Transportation Association of America (CTAA) and Ed Redfern, Federal Legislative Consultant, regarding legislative priorities of interest to CyRide.

Rich Leners and I attended the American Public Transit Association (APTA) conference in New York City on October 12-16. While there, I attended training provided by the Federal Transit Administration on the agency safety plan requirements, held in advance of the conference. Rich and I both attended many great informative sessions during the conference. We attended sessions that focused on the passenger experience, integrating technology in transit, and current legislative priorities.

#### 4. Ridership Statistics First Two Weeks of Fall Semester

Staff has collected final ridership information for the first two weeks of the fall semester, which is summarized below. The Labor Day holiday was within the first two weeks this year, and ridership for that day has been omitted from the totals shown below for comparison purposes.

Overall, ridership for this period fell by 15.9%. Staff will continue to monitor ridership information and identify opportunities for no and/ or low cost adjustments to help correct this trend.

First Week	2018	2019	% Change
Monday	40,617*	31,588	-22.2%
Tuesday	38,965	31,860	-18.2%
Wednesday	38,955	33,100	-15.0%
Thursday	37,457	32,707	-12.7%
Friday	36,945	29,951	-18.9%
<b>5-Day Total</b>	<b>192,939</b>	<b>159,206</b>	<b>-17.5%</b>

\* Heavy Rain

Second Week	2017	2018	% Change
Monday	38,503	0	
Tuesday	39,208*	32,866	-16.2%
Wednesday	37,504	32,454	-13.5%
Thursday	36,299	32,279	-11.1%
Friday	34,126*	29,266	-14.2%
<b>5-Day Total</b>	<b>147,137</b>	<b>126,865</b>	<b>-13.8%</b>

\* Heavy Rain

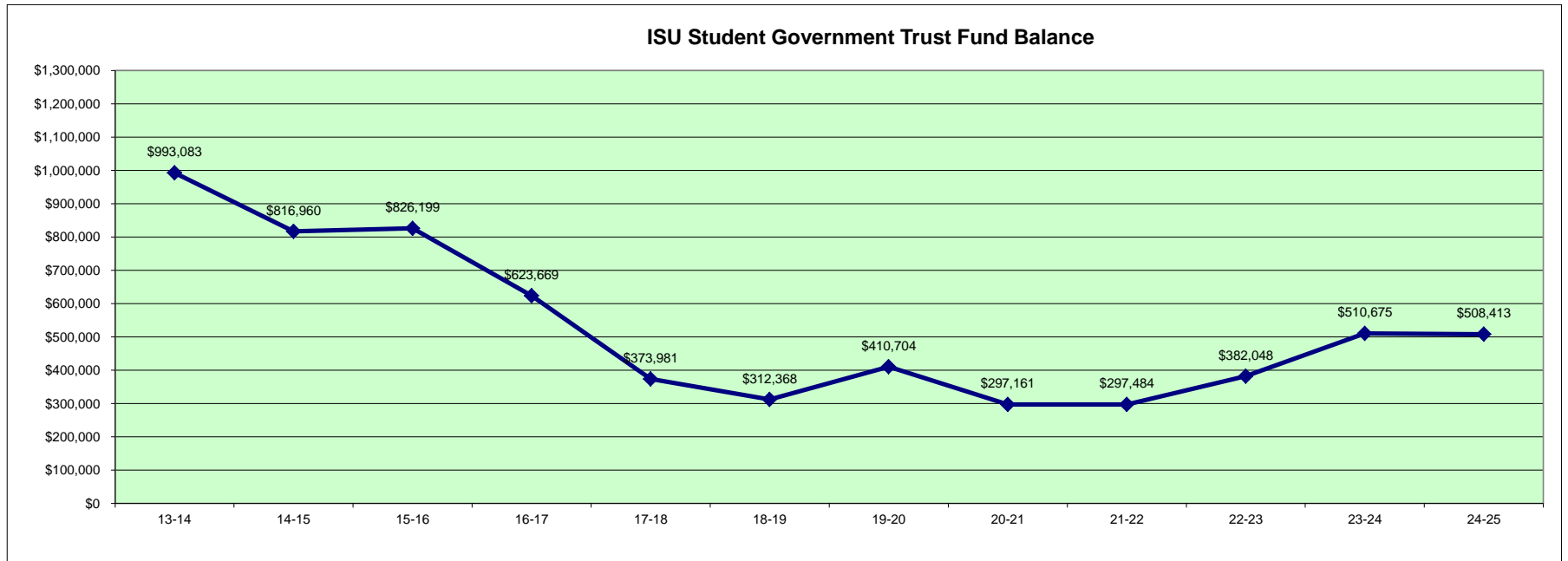


Updated  
9/26/2019

## ISU Student Fees and Trust Fund Summary

Ending Balance goal of \$500,000, with 4% Annual Budget Increase

	6.5%	11.9%	13.8%	5.1%	4.9%	5.0%	4.6%	4.0%	4.0%	4.0%	4.0%	4.0%
<b>CAPITAL &amp; OPERATIONS</b>	<b>Actual</b>	<b>Actual</b>	<b>Actual</b>	<b>Actual</b>	<b>Actual</b>	<b>Actual</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>
	<b>13-14</b>	<b>14-15</b>	<b>15-16</b>	<b>16-17</b>	<b>17-18</b>	<b>18-19</b>	<b>19-20</b>	<b>20-21</b>	<b>21-22</b>	<b>22-23</b>	<b>23-24</b>	<b>24-25</b>
Budgeted Revenue	\$3,726,491	\$4,169,944	\$4,746,157	\$4,997,703	\$5,242,591	\$5,488,993	\$5,741,487	\$5,971,146	\$6,209,992	\$6,458,392	\$6,716,727	\$6,985,396
Actual Revenue	\$3,892,893	\$4,161,666	\$4,467,677	\$4,954,756	\$5,006,687	\$5,191,896	\$5,370,645	\$5,852,603	\$6,205,315	\$6,537,955	\$6,840,355	\$6,978,134
Surplus/(Deficit)	\$166,401	(\$8,278)	(\$278,480)	(\$42,947)	(\$235,904)	(\$297,097)	(\$370,842)	(\$118,543)	(\$4,677)	\$79,563	\$123,628	(\$7,263)
<b>TRUST FUND</b>												
Opening Balance	\$1,078,094	\$993,083	\$816,960	\$826,199	\$623,669	\$373,981	\$312,368	\$410,704	\$297,161	\$297,484	\$382,048	\$510,675
Interest	\$9,758	\$6,712	\$9,239	\$649	\$5,461	\$9,030	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Payments	(\$165,000)	(\$86,000)										
				\$83,579	\$74,755	\$84,397						
					(\$94,000)	\$142,057	\$464,178					
Transfers In (Out)	\$166,401	(\$665)	\$0	(\$286,758)	(\$235,904)	(\$297,097)	(\$370,842)	(\$118,543)	(\$4,677)	\$79,563	\$123,628	(\$7,263)
Ending Balance	\$993,083	\$816,960	\$826,199	\$623,669	\$373,981	\$312,368	\$410,704	\$297,161	\$297,484	\$382,048	\$510,675	\$508,413
% of Budgeted Revenue	24.9%	19.9%	17.4%	12.5%	7.1%	5.7%	7.2%	5.0%	4.8%	5.9%	7.6%	7.3%
Increase	<b>\$0.00</b>	<b>\$1.50</b>	<b>\$2.24</b>	<b>\$6.75</b>	<b>\$2.25</b>	<b>\$4.25</b>	<b>\$5.50</b>	<b>\$10.50</b>	<b>\$7.00</b>	<b>\$5.50</b>	<b>\$5.00</b>	<b>\$6.00</b>
Total Fees	\$62.61	\$64.11	\$66.35	\$73.10	\$75.35	\$79.60	\$85.10	\$95.60	\$102.60	\$108.10	\$113.10	\$119.10
Increase %	0.0%	2.4%	3.5%	10.2%	3.1%	5.6%	6.9%	12.3%	7.3%	5.4%	4.6%	5.3%
Student Semester FTEs	62,177	64,914	67,336	67,779	67,467	66,135	63,109	61,219	60,480	60,480	60,480	58,590
Official Enrollment	33,241	34,732	35,714	36,660	35,993	34,992	33,391	32,391	32,000	32,000	32,000	31,000



<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
<b>November</b>					<b>1</b>	<b>2</b>
<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b> Transit Board Mtg. 4:15pm	<b>15</b>	<b>16</b>
<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>
<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b> City & University Holiday	<b>29</b> City & University Holiday	<b>30</b>
					<b>2019</b>	