



Ames City  
Council-Transit  
Board of Trustees  
Meeting

October 20, 2015

# Presentation Topics

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

## CyRide General Information

# Service Philosophy

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

### ○ Key Points:

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

## CyRide General Information

# Who CyRide Serves

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

## CyRide General Information

# Where CyRide Receives Funding

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

## CyRide General Information

# How CyRide Spends it's Dollars

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

## CyRide General Information

# Operating Closing Balances

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

## CyRide General Information

# Challenges Facing CyRide

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



## Development Impact on Transit

# Types of Development & Costs

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

## Development Impact on Transit

# Case Studies

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

## Development Impact on Transit

# Coordination Opportunities

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

## CyRide Budget

# Historical Increases

- Local funding average annual increases

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

## CyRide Budget

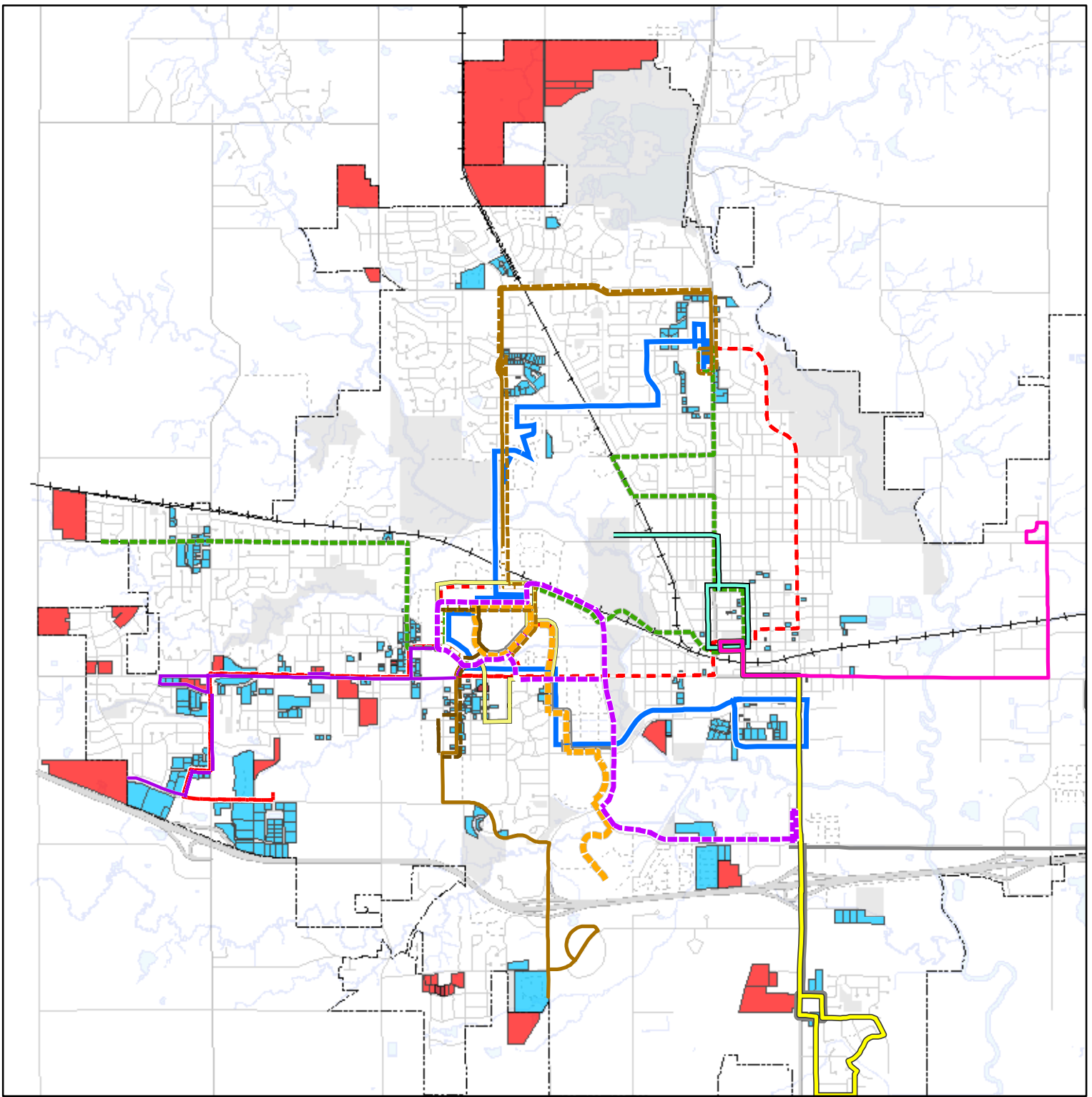
# Five-Year Pro Forma Summary

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

## CyRide Budget

# Future Budget Assumptions

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



# High Density Housing with CyRide Routes Ames, IA



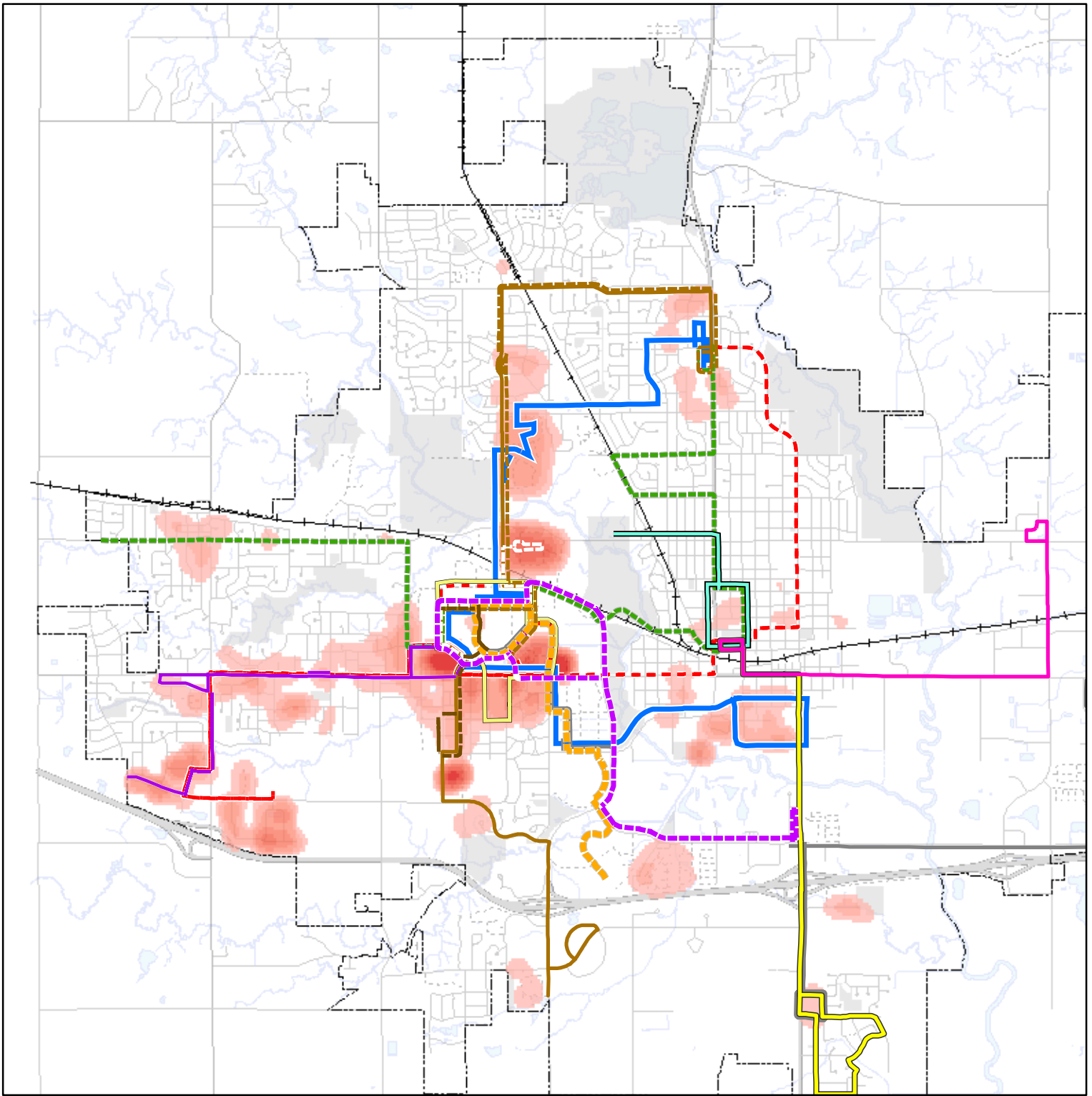
- Future Residential Development Areas
- Existing High Density Residential
- CyRide Routes**
- Less Frequent Service
- More Frequent Service



## CyRide Five Year Pro Forma Current Split for Three Parties

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





**Student Density**

Per Sq Mile

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

**CyRide Routes**

- Less Frequent Service
- More Frequent Service

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

