



**AMES TRANSIT AGENCY  
BOARD OF TRUSTEES**

**CYRIDE TRAINING ROOM – January 15, 2026**

1. CALL TO ORDER: 4:30 p.m.
2. Public Comments
3. Surface Transportation Block Grant Program Application - FY 2030
4. Federal Section 5307 Grant Execution - FFY 2026 STBG Funding
5. Battery Electric Bus Purchase Change Order
6. Spring Meeting Dates / Times
  - February 19, 2026, 4:30 p.m.
  - March 19, 2026, 4:30 p.m.
  - April 16, 2026, 4:30 p.m.
  - May 21, 2026, 4:30 p.m.
7. Adjourn

**January 15, 2026**  
**Surface Transportation Block Grant Program**  
**Application - FY 2030**  
**CyRide Resource: Shari Atwood**

**BACKGROUND:**

The Ames Area Metropolitan Planning Organization (AAMPO) receives approximately \$2.1 million annually for transportation capital projects in the greater Ames community through the Surface Transportation Block Grant Program (STBG). Eligible capital projects include street improvements, traffic signalization, transit capital, bike paths, and other transportation enhancement projects. Projects selected for this funding and approved in the AAMPO's Transportation Improvement Program (TIP) could receive up to 80% federal funding.

Since FY 2020, the AAMPO has approved between \$225,000 to \$400,000 annually in STBG funding for CyRide to support new bus purchases. Grant applications for STBG funding in the FY 2030 budget year are currently being requested, with applications due by February 20, 2026.

CyRide is requesting \$400,000 (19% of the total STBG allocation) for partial funding of a bus purchase in FY 2030. If approved, this funding would help replace an existing 40' heavy-duty bus that is beyond its useful life with a new, more efficient 40' heavy-duty vehicle.

CyRide's five-year Capital Improvements Plan (CIP) includes future bus replacements, with some funding sources not yet identified for outlying years. The AAMPO expects to announce STBG award decisions in late March 2026. If awarded, the STBG funds would provide funding for the FY 2030 CIP, and CyRide would incorporate this project into the 2030 year of the 2027-2030 TIP for formal approval by the AAMPO Policy Board.

**ALTERNATIVES:**

1. Approve a grant request of \$400,000 in bus capital funds from the AAMPO for STBG federal funds in FY 2030.
2. Direct staff to proceed according to Transit Board priorities.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1, authorizing a request for \$400,000 in federal STBG funds from the AAMPO. If awarded, these federal funds would support planned bus purchases and help CyRide continue to build a more efficient and maintainable fleet.

**January 15, 2026**  
**Federal Section 5307 Grant Execution –**  
**FFY 2026 STBG Funding**  
**CyRide Resource: Shari Atwood**

**BACKGROUND:**

The Surface Transportation Block Grant (STBG) program provides flexible funding from the Federal Highway Administration (FHWA) for use in transportation projects. Each year, approximately \$1.8 million in STBG funding is available for the Ames metropolitan area, which is distributed through the Ames Area Metropolitan Planning Organization (AAMPO).

In March 2022, CyRide submitted an STBG application to the AAMPO to receive \$225,000 in funding for a partial bus purchase. In July 2025, the AAMPO approved CyRide's STBG project and the Transportation Improvement Program (TIP). Based on increased bus prices and available uncommitted STBG funding, the AAMPO increased CyRide's STBG allocation to \$377,050 in federal funds, representing approximately 20% of the Ames area's annual total.

In October 2025, CyRide requested that the AAMPO begin the process of transferring the federal funds from the FHWA to the Federal Transit Administration (FTA), which allows CyRide to formally apply for a grant. FHWA approved the transfer in late October 2025. Typically, there is a three-month waiting period for the transfer of funds before CyRide may formally submit the grant. During this review period, CyRide will have pre-award authority to begin the procurement process. The Transit Board of Trustees is required to authorize any grant application request prior to the Transit Director formally submitting the grant to the FTA.

CyRide is planning to upgrade one 40' diesel bus to a battery electric bus with this funding. The bus to be replaced is a 2006 Orion VII with approximately 359,464 miles. The base funding for this bus is currently pending approval in a grant application with the Iowa DOT. CyRide's grant application will request additional funding once the STBG funding is formally transferred into the FTA's Section 5307 account. After both grants are approved, CyRide will bring this item back to the Transit Board for formal approval of the bus purchase.

**ALTERNATIVES:**

1. Approve the Transit Director to execute and file a Section 5307 Surface Transportation Block Grant application in the amount of \$337,050 to the Federal Transit Administration.
2. Do not approve submitting a federal application.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1. Proceeding with this application will allow CyRide to expand its battery electric bus fleet to eight vehicles while keeping local costs to a minimum for this project.

**January 15, 2026**  
**Battery Electric Bus Purchase Change Order**  
**CyRide Resource: James Rendall**

**BACKGROUND:**

In November 2023, the Transit Board awarded a contract for five 40’ heavy-duty battery electric buses (BEBs) to Gillig LLC of Livermore, California, for a cost not to exceed \$5,789,480. The State of Washington procurement contract was utilized for this purchase.

The funding sources approved for this project are summarized below.

Funding Source	Funding		
	Federal	Local	Total
Bus & Bus Facilities Discretionary (Section 5339)	\$2,218,500	\$391,500	\$2,610,000
Urbanized Area Formula Funding (Section 5307)	\$2,034,634	\$359,053	\$2,393,687
STBG Funding	\$225,000	\$56,250	\$281,250
Additional Local Funding		\$504,543	\$504,543
<b>Total Project Budget</b>	<b>\$4,478,134</b>	<b>\$1,311,346</b>	<b>\$5,789,480</b>

After the contract was issued, new tariff policies were implemented that affected the final cost of several vehicle components. The State of Washington contract includes a provision that allows manufacturers to pass through costs incurred due to tariffs.

CyRide has received delivery of all five BEBs. Following final assembly, Gillig notified CyRide that the impact of recently implemented tariff policies was \$12,951.12 per bus, resulting in a total cost increase of \$64,755.60.

This adjustment represents a 1.12% increase to the overall project budget and increases the total purchase price from \$5,789,480 to \$5,854,235.60. CyRide, in coordination with the Purchasing Division, reviewed the documentation provided by Gillig and determined that the cost adjustment reflected actual cost incurred and was calculated in accordance with the provisions of the State of Washington procurement contract.

An additional \$64,755.60 in local funding is required to support this change order. Staff has evaluated the project budget and recommends using funds from the Battery Electric Bus Reserve Fund to support the budget shortfall.

The revised project budget is shown below:

Funding Source	Funding		
	Federal	Local	Total
Bus & Bus Facilities Discretionary (Section 5339)	\$2,218,500	\$391,500	\$2,610,000
Urbanized Area Formula Funding (Section 5307)	\$2,034,634	\$359,053	\$2,393,687
STBG Funding	\$225,000	\$56,250	\$281,250
Local Funding (Previously committed)		\$504,543	\$504,543
BEB Reserve Fund (Change order)		\$64,755.60	\$64,755.60
<b>Revised Total Project Budget</b>	<b>\$4,478,134</b>	<b>\$1,376,101.60</b>	<b>\$5,854,235.60</b>

Approval of this change order is required for CyRide to complete acceptance of the new vehicles.

**ALTERNATIVES:**

1. Approve the cost-related change order and establish a new total contract amount of \$5,854,235.60 for the purchase of five battery electric buses from Gillig LLC of Livermore, California.
2. Direct staff to proceed according to Transit Board priorities.

**RECOMMENDATION:**

The Transit Director recommends approval of Alternative #1, to approve the tariff-related change order and revised contract amount. Transit Board approval is required because the cumulative total of the change orders exceeds the previously approved project budget. Utilizing the Battery Electric Bus Reserve Fund allows CyRide to accommodate the cost increase using existing capital reserves and complete the project in compliance with procurement requirements and Transit Asset Management objectives.