

**GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION
BOARD MEETING NO. 681**

DATE: September 27, 2023

TIME: 5:15PM

PLACE: 1250 Canal Rd. Lafayette, IN. 47904 Conference Room

MEETING CHAIR: Ms. Julie Ginn

AGENDA

Item

1. Communications and Announcements
2. Public Comment
 - 2.1. Comments on the Agenda – 5 minutes
3. Review and Approval of Agenda Items and Minutes
 - 3.1. Review and Approval of Agenda of Meeting No. 681 held on September 27, 2023.
 - 3.2. Review and Approval of Minutes of Meeting No. 680 held on August 23, 2023.
4. Old Business
5. New Business
 - 5.1. Approval of the change to the Administrative Holiday Calendar (EXHIBIT 1 Pg. 6)
 - 5.2. Approval of the Resolution for George Turner's Retirement (EXHIBIT 2 Pg. 7)
 - 5.3. Discussion of the RCN Grant
 - 5.4. Recap of current Strategic Plan (EXHIBIT 3 Pg. 8)
 - 5.5. Consideration of claims list numbering 38791 through 38913, in the amount of \$687,206.43 (Pg. 28).
 - 5.6. Consideration of payroll for August 1, 2023, through August 31, 2023, in the amount of \$819,832.47 (Pg. 34).
6. Board and Staff Reports
 - 6.1. Chief Executive Officer Report (Pg. 31)
7. Public Comments
 - 7.1. 3 minutes per speaker
8. Adjournment
 - 8.1. Next meeting is Wednesday, October 25, 2023, at 5:15PM at 1250 Canal Rd. Lafayette, IN. 47904.

**MINUTES OF MEETING NO. 680
HELD AUGUST 23, 2023**

Present: Julie Ginn: Chair
Board Mike Gibson: Secretary
James Blanco
Tino Atisso
Angel Valentin
Joel Wright

Present: Bryan D. Smith: Chief Executive Officer
Staff Joanne Zhang: Chief Financial Officer
Bryan Walck: Manager of Customer Experience
Ron Peters: Assistant Manager of Operations
Shawn Coffman: Assistant Manager of Maintenance
Dusty Sturgeon: Human Resources Administrator
Randy Anderson: IT Administrator
Shelby Yeaman: Executive Assistant/Project Manager
Brian Karle: Attorney

Chair, Julie Ginn, called the meeting No. 680 to order at 5:15PM in the GLPTC Board Room, 1250 Canal Road.

Mr. Bryan D. Smith asked to amend the agenda with the Boards approval.

Mr. Bryan D. Smith requested the following changes:

- Change agenda item 2.1 from "Approval of the Enterprise Vanpool Program Contract" to "Approval to authorize the Executive Committee of the Board to approve the Enterprise Vanpool Program Contract."
- Add agenda item 6.0, "Approval of Mr. Bryan D. Smith to register CityBus to the TRUSTINdiana Program."

Mr. Bryan D. Smith requested to amend the agenda to add item #6, to approve Mr. Smith to register CityBus with TRUSTINdiana. Mr. Angel Valentin made the motion to add item #6 to the agenda. Mr. Blanco seconded the motion. The motion carried by a vote of 6 ayes and 0 nays.

ROUTINE BUSINESS

1. The approval of minutes of Meeting No. 679 held on July 26, 2023. A motion was made by Mr. Joel Wright and seconded by Mr. Tino Atisso. Motion carried by a vote of 6 ayes and 0 nays.

OLD BUSINESS

NEW BUSINESS

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

1. Mr. Mike Gibson made the motion to approve the 2024 Budget. Mr. James Blanco seconded the motion. Motion carried by a vote of 6 ayes and 0 nays.
 - a. Mr. Mike Gibson asked the question under the utility's expenses, how it was down 41%. Mr. Randy Anderson responded that with changing our phone system and faxing, we no longer have long distance fees, allowing us to save substantially.
2. Mr. Joel Wright made the motion to approve the Executive Committee of the Board to approve the Enterprise Vanpool Program Contract. Mr. Tino Atisso seconded the motion. Motion carried by a vote of 6 ayes and 0 nays.
 - a. Mr. Angel Valentin inquired what the anticipated cost for this program would be. Mr. Bryan D. Smith said CityBus has dedicated \$250,000 of grant funds which is estimated to take us three years to spend those grant funds.
3. Mr. Angel Valentin made the motion to approve the CTE Contract. Mr. James Blanco seconded the motion. The motion carried by a vote of 6 ayes and 0 nays.
 - a. Mr. Mike Gibson asked if CTE was going to develop the fuel model to evaluate the potential fuel demand, and whether that was in house or not. Mr. Bryan D. Smith clarified that, yes, this was correct.
 - b. Mr. Mike Gibson also wondered whether the hydrogen infrastructure procurement design, which is stage 4 of the project, if CityBus was to provide additional cost on top of the \$745,000. Mr. Bryan D. Smith clarified that there will be additional contracts for the Boards approval, one from Lindy and one from NewFlyer, and Lindy costs will include the final design. This cost to CityBus is still within the Grant amount, but outside of CTE's cost.
 - c. Mr. Mike Gibson had a question that was directed towards the development of validation and KPI's and was wondering if we would have access to the standard KPI's that are being measured and how they measure against other companies. Mr. Smith informed him we will have access to this.
 - d. Mr. Mike Gibson was wanting to know who was going to be on the weekly, or bi-weekly, conference calls over the course of the three-and-a-half-year contract term. Mr. Bryan Smith clarified that those meetings will be passed off to the COO to cover.
4. Although it did not need an approval, the board was introduced to the new agenda that Mr. Bryan D. Smith proposed to be used from now on. The Board Members approved of the new agenda and are good to move forward with it.
5. The Board considered approval of claims 38703 through 38786, in the amount of \$785,281.63. Mr. Mike Gibson made the motion to approve the claims, and Mr. Joel Wright seconded the motion. The motion carried by a vote of 6 ayes and 0 nays.
6. The Board considered approval of payroll for July 1, 2023, through July 31, 2023 in the amount of \$885,596.68. Mr. Mike Gibson made the motion to approve payroll. Mr. James Blanco seconded the motion. Motion carried by a vote of 6 ayes and 0 nays.

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7. Mr. James Blanco made the motion to approve Mr. Bryan D. Smith to register CityBus with TRUSTIndiana. Mr. Tino Atisso seconded the motion. The motion carried with a vote of 6 ayes and 0 nays.

CEO'S REPORT

Mr. Bryan D. Smith wanted to spotlight Mr. George Turner, Manager of Maintenance, for his service for more than 23 years. Mr. Smith mentioned CityBus will be hosting a celebration on September 29th, and details will be emailed when they are finalized.

Mr. Bryan D. Smith also recognized our Roadeo Winners. Rick, who is an operator for CityBus, and Ryan, who is one of the Body Shop Technicians, tied for first and are both rewarded with the day after Thanksgiving off.

Mr. Bryan D. Smith praised Mr. Derek Streeter for his hard work and dedication to putting the safety training class on this past Summer, while also making it fun and memorable for those involved. The Roadeo, and class, addressed several concerns CityBus has had, and because of that we have made changes for the better!

Mr. Ron Peters was recognized for his hard work and dedication, coming in early in the morning, to make sure the new pull out system is going well, and being there for the drivers.

Mr. Bryan D. Smith mentioned the Homestead CS. This is a non-profit payroll program. CityBus employees can get up to a \$1,000 loan. CityBus has no liability for the loan, but our agreement is we will do payroll deduction to pay back the loan. If an employee leaves CityBus before the loan is paid off, CityBus is not responsible, but rather Homestead CT will work with that individual to get the rest of the loan paid back. The goal of this program is they charge an 18% rate for the loan, and will also help with credit boosting.

TRUSTIndiana is a local government funded pool, the state invests in this program. The primary goal is to maintain the principal you are depositing and has a better return than a straightforward bank account. They will divide the money such that 50% is guaranteed under FDIC and 50% of it is invested.

Mr. Bryan D. Smith mentioned that exciting news happened, CityBus has connected with the Build America Bureau. This group helps with the technical grant writing process. They recommended that CityBus apply to a few different grants: the first one called The Reconnecting Communities Grant, which will pay for three grant types. CityBus will focus on the Community Planning and on the Regional Partnership type grants. If awarded, these grants could help pay for the COA, route structuring, and potentially helping pay for preliminary engineering plans for a potential facility. After that, we could request the following year money for capital construction. The company offered to do as much of the application for CityBus as we'd like, and all we need to do is give them the information they need.

One other program that was suggested to CityBus was to do Transit Oriented Development. With the COA, which will come up with the concept that we could use multiple transfer centers, this program could pay for the feasibility study, along with the preliminary engineering, and decide where best to locate these things. This other program could help with the planning stages of these projects.

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

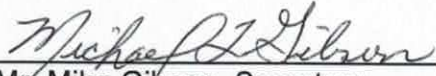
Julie Ginn opened the meeting to anyone from the floor.

Mr. Angel Valentin recognized Mr. Bryan Smith's focus on Transit Oriented Development, and that is something that we're continuing to push when it comes to expanding both the Westside and Southside.

Mr. Joel Wright asked who would be replacing Mr. George Turner when he retires. Mr. Bryan Smith answered, letting the Board know we are hoping to hire a COO, who then will take over that role, which will allow Mr. Shawn Coffman to become the Manager of Fleet and Mr. Ron Peters to be the Manager of Operations.

Mr. Tino Atisso asked about Operator turnover and whether or not that would affect the budget or not. Mr. Bryan Smith let the Board know our goal is to be at 85 Operators.

With no other business to be conducted, Mr. Angel Valentin made the motion to adjourn. Mr. James Blanco seconded the motion. The motion carried by a vote of 6 ayes and 0 nays. The meeting adjourned at 6:02PM. The next regular Board Meeting is scheduled for September 27, 2023, at 5:15PM, in the GLPTC Board Room, 1250 Canal Rd., Lafayette, IN. 47904.


Mr. Mike Gibson, Secretary
CityBus Board of Directors

8/29/2023
Date

Greater Lafayette Public Transportation Corporation - CityBus Administrative Employee Holiday Schedule

The official holidays of CityBus Administrative Offices are listed here. If there is any change to this holiday schedule, you will be notified officially by Human Resources

Calendar Year 2022

Saturday, January 01, 2022	New Years Day	PAID - Observed on 01-03-2022
Monday, January 17, 2022	MLK Jr day	PAID
Monday, May 30, 2022	Memorial Day	PAID
Monday, July 04, 2022	Fourth of July	PAID
Monday, September 05, 2022	Labor Day	PAID
Thursday, November 24, 2022	Thanksgiving	PAID
Friday, November 25, 2022	Unofficial Thanksgiving Holiday	UNPAID (Using Accrued Leave)
Saturday, December 24, 2022	Christmas Eve	PAID - Observed on 12-23-2022
Sunday, December 25, 2022	Christmas Day	PAID - Observed on 12-26-2022
Saturday, December 31, 2022	New Years Eve	PAID - Observed on 12-30-2022

Calendar Year 2023

Sunday, January 1, 2023	New Years Day	PAID - Observed on 01-02-2023
Sunday, January 16, 2022	MLK Jr Day	PAID
Monday, May 29, 2023	Memorial Day	PAID
Tuesday, July 04, 2023	Fourth of July	PAID
Monday, September 04, 2023	Labor Day	PAID
Thursday, November 23, 2023	Thanksgiving	PAID
Friday, November 24, 2023	Unofficial Thanksgiving Holiday	UNPAID (Using Accrued Leave)
Sunday, December 24, 2023	Christmas Eve	PAID - Observed on 12-22-2023
Monday, December 25, 2023	Christmas Day	PAID - Observed on 12-25-2023
Sunday, December 31, 2023	New Years Eve	PAID - Observed on 01-01-2024
Sunday, December 31, 2023	New Years Eve	PAID – Observed on 12-29-2023

Resolution

Honoring the Service of George Turner
September 27, 2023

WHEREAS, George Turner is retiring after 23 years of tireless and visionary leadership as Manager of Maintenance at The Greater Lafayette Public Transportation Corporation (CityBus); and

WHEREAS, George served as Manager of Maintenance the entire span of his employment at GLPTC; and

WHEREAS, George assisted in many major projects: the completion of the addition for bus storage, designed a new 20,000 square foot bus repair shop that included a drive-thru 68ft paint booth, worked with a manufacturer to spec and take delivery of new CityBus trolley buses, constructed three 100KW wind turbines on site, helped design and construct the CityBus Center, designed and constructed a compressed natural gas station to adapt the facility to accommodate CNG powered buses, the expansion of CityBus that included the paving and construction of bays 11 and 12, spec'd our first series of 40' and 60' Compressed Natural Gas buses, and designed and constructed a utility bay extension completed with a second dispenser and third CNG compressor; and

WHEREAS, George worked closely with the Amalgamated Transit Union to ensure a solid relationship with GLPTC front-line workers; and

WHEREAS, George has been an unrelenting advocate for the passengers, employees, and the communities in the GLPTC service area; and

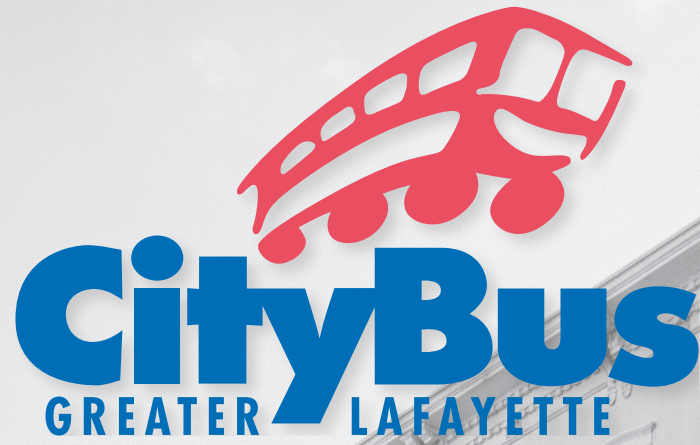
WHEREAS, has dedicated innumerable hours of his professional and personal life to the betterment of the Agency and his community; and

WHEREAS, George has been an example of loyalty, dedication, and grace for all that have met him.

Now, therefore be it resolved this 27th Day of September, 2023, that the Board of Directors for Greater Lafayette Public Transportation Corporation (CityBus) expresses their deep and abiding gratitude to George Turner for his decades of service.

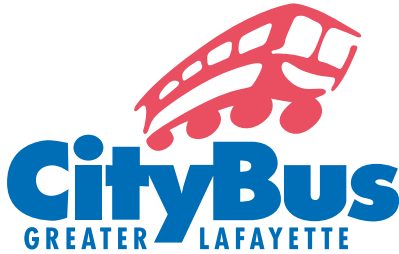
Julie Ginn, Chairperson

Mike Gibson, Secretary/Treasurer



CityBus Strategic Plan 2019 - 2025





CityBus Strategic Plan

CityBus is the operating name for Greater Lafayette Public Transportation Corporation (GLPTC), a municipal corporation established in 1971. As a division of local government, CityBus is lead by a Board of Directors, whose members are appointed by the mayors and city councils of Lafayette and West Lafayette.

CityBus provides public transportation and paratransit services in the Lafayette and West Lafayette communities.

Our Mission

CityBus is a proactive community partner. The organization strives to improve the quality of life by (1) operating safe, reliable and environmentally friendly transit services and (2) partnering in local economic development activities. With employees who take pride in their work, CityBus provides excellent customer service and offers efficient, convenient access to destinations throughout Lafayette and West Lafayette.

Our Vision

CityBus will:

- Play an important role in making the community a better place to live, work, go to school and visit.
- Provide safe, reliable and convenient transit services, and offer a viable transportation choice for all residents—including those with disabilities—employment centers, and visitors.
- Be recognized as a valuable resource for the community.
- Provide high-frequency transit services in areas with greater densities.
- Operate efficiently, using best practices to give taxpayers the best service possible for their investment.
- Be a leader in transit-oriented development efforts.
- Assemble developers, local governments, and planning agencies to address land use decisions that impact mobility.
- Bring environmentally sound transit technologies to the community.
- Use public transportation to support economic development activities.

Our mission and vision statements provide a foundation for our Strategic Plan and goals.

Introduction

As we look into the future, we can proceed on a day to day basis and get by, or we can choose a path to meet the transportation needs of our community. The goals and objectives, as established by the CityBus Board of Directors in this Strategic Plan, will help guide the staff over the next five to six years.

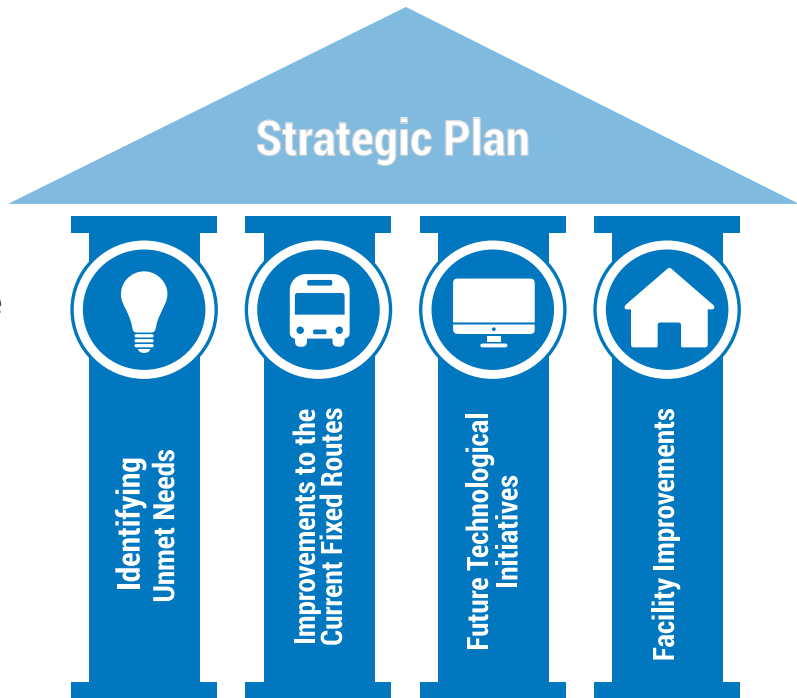
The four pillars of the plan are addressing unmet needs, improving current route effectiveness, implementing technological improvements, and determining future facility needs.

Unmet needs currently exist, and more are sure to present themselves over time. In order to be of value to the community, CityBus must create a way to meet these needs without negatively affecting other routes in the system.

The impact of the changes in the road network necessitates routing changes that add more time to routes serving West Lafayette in order to maintain on time performance. The reduction in vehicular capacity along State Street and the removal of University Street as a transit corridor requires more time to complete several routes. Along with changes to the west side routes, CityBus hopes to add or increase service to several routes in Lafayette.

Technology changes rapidly, and CityBus is committed to utilizing new and improved technologies to keep our riders informed and make their travel as convenient as possible.

As we add more routes and increase frequencies, acquiring more buses is essential. Space to house and maintain additional vehicles is currently at a premium and we must look at options to accommodate growth.



"The greater danger for most of us is not that our aim is too high and we miss, but it is too low and we reach it."....Michelangelo

Section 1



Unmet Needs

Throughout the planning process, CityBus met with political leaders and not for profit groups, as well as interested members of the Greater Lafayette community to discover what needs have not yet been met. Extensive surveying of current and past riders was conducted in the Spring of 2018. To gauge how well we are performing, an area wide digital survey was also completed in the spring. Results of the surveys are attached in the appendix of this Plan.

We learned that our riders and community stakeholders are largely satisfied with CityBus. Although we are pleased with the survey results, we know there are more transportation needs that remain to be addressed.

350 South Industrial Corridor

The Greater Lafayette area is blessed with a low rate of unemployment. With the low rate comes challenges. Manufacturers along 350 South are currently having difficulty filling positions at their plants.

Changing Traffic Patterns

The much needed re-working of the traffic network around campus has spurred a great deal of re-development in West Lafayette surrounding the Purdue Campus. While the development greatly benefits both the City of West Lafayette and Purdue University, it has created both opportunities and challenges for CityBus.

CityBus strives to serve our riders by providing more destinations without transferring and better on time performance, which require altering the 1B Salisbury and the 4B Purdue West routes. The opportunity for CityBus lies in the number of residents living in the new high rise developments who do not own a personal vehicle. Many of these residents will utilize public transportation to meet their needs for shopping, medical, and social interaction with fellow students.

Before any route changes are made CityBus will have a public outreach process and public hearings. All changes to the routes must be approved by the CityBus Board of Directors.

Evening Service

Almost every survey CityBus has initiated has three major themes in regards to what passengers desire: additional passenger shelters, more evening service, and more weekend service are the needs which consistently appear. With the new Northend Community Center on Elmwood opening in the Fall of 2018, the CityBus Strategic Plan calls to add evening service on the 2A/2B Union Schuyler route until 10:00 PM. Over the next few years, the Plan adds more late night frequency to 4B Purdue West and adds more service on Saturday evenings. The 10 Northwestern Avenue route has gained popularity over the last several years and plans to run two additional hours in the evening while Purdue is in session (Fall and Spring semesters).

Faith East Church Community Center

Faith Church operates a community center that is open to the public. The Center has a health club and skate-park, plus many other programs beneficial to the residents of Tippecanoe County.

Faith Community Center is east of Lafayette outside of the CityBus taxing district, however, State law does allow CityBus to serve the area. The question is: What is the best way to serve the Faith East Community Center? The South Street route has insufficient time in the route to travel further east to the Center. Is there a need to travel further east every 30 minutes all day long? Can on demand services such as Uber and Lyft be utilized to serve the area more economically? These questions, and perhaps other questions need answering. The Strategic Plan calls for CityBus to hire an outside consultant to help study the issues and help plan the future service to the Faith Community Center.

Wabash Avenue

The Wabash Avenue neighborhood is located just south of downtown Lafayette and is made up of mostly working class families. Many years ago, CityBus served the area but had only a minimal number of riders. Operating the route for too few riders became a financial burden on CityBus. CityBus would like to re-address serving the neighborhood in the future. How this is accomplished needs further study. Along with the study on how to serve Faith Community Center, the study should also include the Wabash Avenue neighborhood.

CityBus Facilities

The CityBus administrative offices, bus maintenance and storage have been located at 1250 Canal Road since 1974. Over the decades, many changes have happened, including enlarging the administrative offices, adding more indoor bus storage space, and adding a compressed natural gas (CNG) fueling station. In August 2014, CityBus opened the CityBus Center on 3rd Street for better passenger amenities for the disabled. Although CityBus facilities currently meet the day to day requirements of operating an efficient transit system we must prepare for the future. As demand grows so will the size of the fleet. Not storing buses indoors represents a major issue throughout the winter. As routes are added, space at the CBC will not accommodate additional buses. This Plan will discuss several options to address future facility needs.

Section 2



Improvements to the Current Fixed Routes

Addressing the challenges associated by the changes to the road network throughout the campus area can be corrected in one year which will improve on time performance as well as the safety of our riders and the general public.

The recent apartment construction, with more in the planning stages in the Chauncey area, poses a direct threat to the continued success of the routes serving West Lafayette. Although rents tend to be much higher in apartment communities close to campus, students will continue to seek housing close to the University. Fast and convenient travel to and from campus will give students an attractive alternative to living next to campus. The changes to the 1B Salisbury and the 4B Purdue West will allow that to happen.

Increasing ridership at current levels is strategically important as it directly relates to funding CityBus. Growing the ridership is important to maintain and grow the Small Transit Intensive Cities (STIC) funding so that CityBus can continue to offer high quality service. Many of the suggested improvements are a result of analyzing our survey data as well as making observations in the field.

1B Salisbury

In order to help maintain on time performance, the 1B Salisbury was re-routed off of State St to Northwestern Ave in April of 2016. Even with this modification the route remains difficult to keep on time.

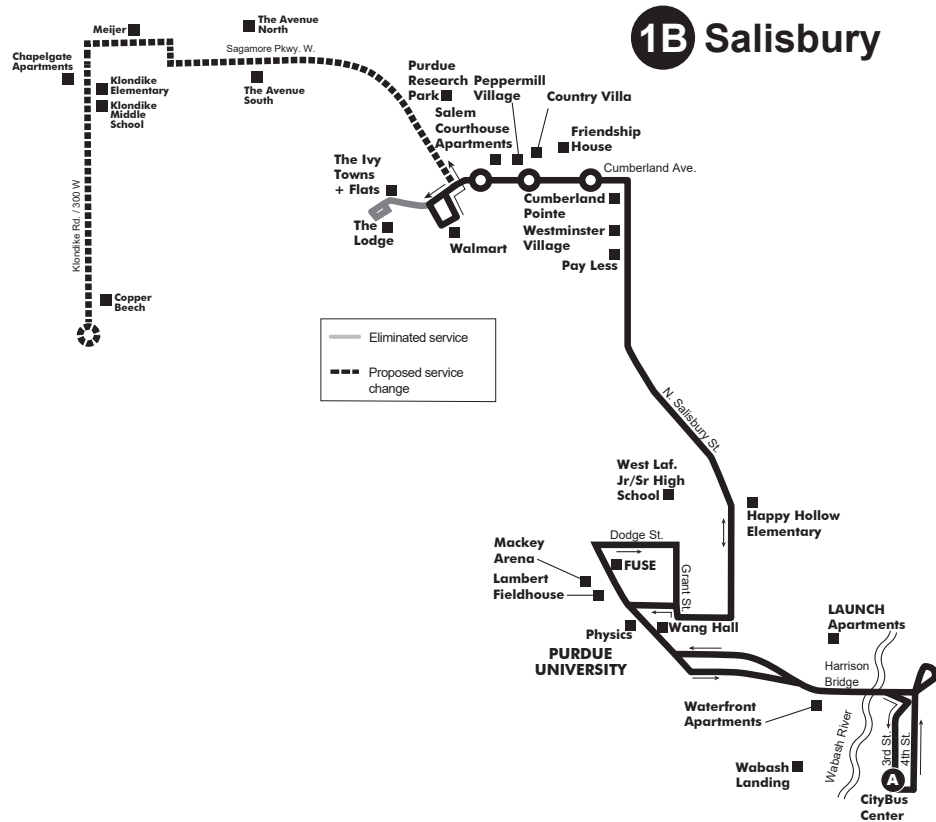
The plan is to increase the number of buses on the route from two to three and make the round trip 90 minutes instead of an hour. This will reduce the average speed of the route greatly. In addition, 1B Salisbury would serve Meijer/Menards shopping center as well as Klondike Road up to the intersection of Cumberland Avenue and Klondike Road.

This will allow those living on Klondike easy access to Meijer, Menards and Wal-Mart without the need to transfer buses. Improved pedestrian safety is an additional benefit to the route change. For residents living in the Cumberland/Klondike area the ride to campus will be much shorter, as route 4B will travel Cumberland Avenue to Wal-Mart and then on to campus. This change will help on time performance as we no longer will have to turn around on property owned by the Lodge Apartments.

Implementation Date: August 2019

Annual Cost of Additional Service: \$410,000

Exhibit 1.1



2A/2B Union Schuyler

Both routes serve the north end of Lafayette, which is comprised of neighborhoods mostly made up of working class families. The major change to the area is the opening of the Faith Church-sponsored Northend Community Center. The community center will house many community not for profit organizations as well as activities geared to people of all ages. The operating hours of the center are 5 AM to 10 PM Monday to Friday and 9 PM on weekends. The Plan calls for service to the Northend Community Center until 10 PM.

Implementation Date: January 2019

Annual Cost of Additional Service: \$75,000

9 Park East

Ridership on 9 Park East continues to grow since service began in July of 2016. Service was added to IU Arnett in 2017. The route began serving Sunnyside Intermediate School in 2018. In January of 2019, CityBus would like to realign the route to serve Sagamore Parkway between South Street and McCarty Lane. This will provide better coverage to a currently underserved area, providing closer access for workers at Alorica and Wabash National and shoppers at Aldi.

Implementation Date: August 2019

Annual Cost of Additional Service: N/A

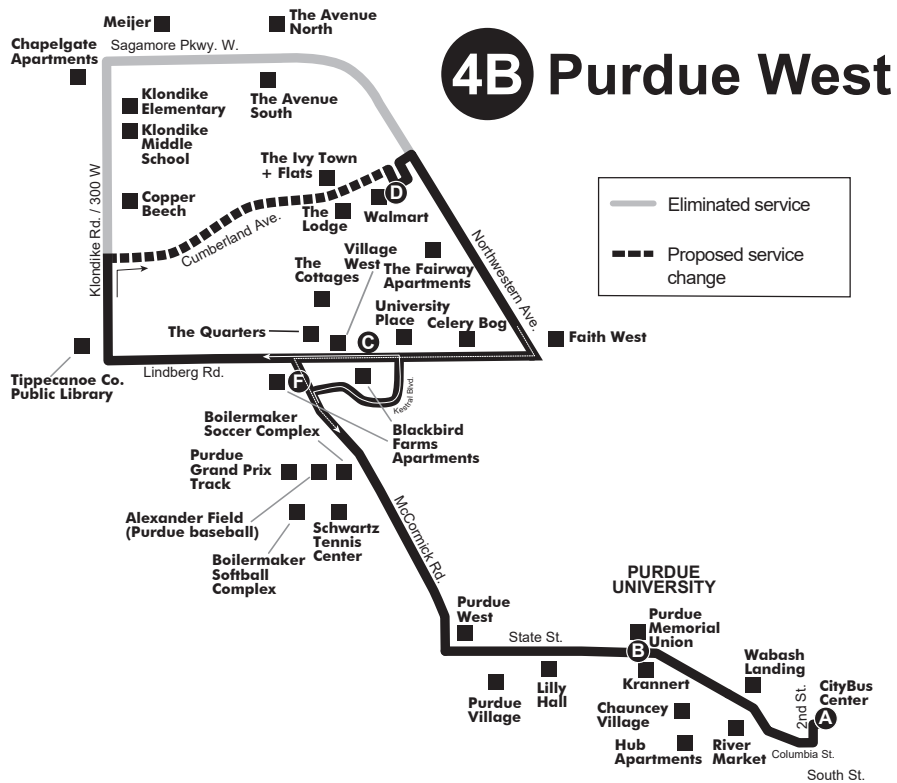
4B Purdue West

Due to many of the same the issues facing 1B Salisbury, the 4B Purdue West is a challenge to keep on schedule. To remedy the situation, we are proposing a shortening the one-way loop by including a right turn onto Cumberland Avenue from Klondike Road. This reduces the trip by 1.2 miles, lowering the average speed from 15.8 MPH to 14.6 MPH. As the area begins to further develop with the addition of a Franciscan Health facility, as well as other residential and commercial projects, CityBus will need a way to get patients, customers, and employees to work. This change would also allow us to not travel into Blackbird Farms subdivision.

Implementation Date: August 2019

Annual Cost of Additional Service: N/A

Exhibit 1.2



4B Purdue West Evening Service

The demand for transit service along the high density corridor between Purdue University and Lindberg Road continues to thrive, but our customer satisfaction survey had some of the lowest ratings on this route for frequency during the evening hours. By increasing the frequency from 60 to 30 minutes, ridership has a very good chance to continue to grow. The 30 minute headways would only be in effect during Purdue's Fall and Spring semesters.

Implementation Date: August 2021

Annual Cost of Additional Service: \$55,000

4B Purdue West Saturday Evening Service

A third improvement for the 4B Purdue West route is operating the bus later on Saturday evenings. This change will not only accommodate graduate students but also gives students a safer trip home after a night out with friends.

Implementation Date: August 2021

Annual Cost of Additional Service: \$27,000

Saturday Evening Service

Among the common requests for service improvements are later evening service on weekends. Following weekend service improvements to 4B Purdue West in August 2021, CityBus will add later Saturday evening service on the other core fixed routes, including 1A Market Square, 1B Salisbury, 4A Tippecanoe Mall and 7 South Street. Hourly service will be extended to 10:40 pm for each route.

Implementation Date: August 2022

Annual Cost of Additional Service: \$34,000

10 Northwestern Ave

Over the last several years, the route has shown great improvement. Route 10 and 5 Happy Hollow were interlined until August 2017. In a year to year comparison, route 10 Northwestern saw an increase of 8.8% in passengers per mile. For the first 4 months of 2018 the average passenger per mile has increased 3.09%. Part of the success is due to the de-coupling of the route and perhaps greater occupancy rates for the apartments along Yeager Rd as a result of Purdue's continued increase in student enrollment.

When Purdue is in session during the Fall and Spring semesters, the number 10 Northwestern route operates until 10 PM. With a great number of graduate students living along the route the last trip at 10 PM does not meet the needs of the students. Many of the graduate students need more time on campus to conduct research. Extending the route for two hours keeps this route an attractive option.

Implementation Date: August 2022

Annual Cost of Additional Service: \$27,000

Industrial Express

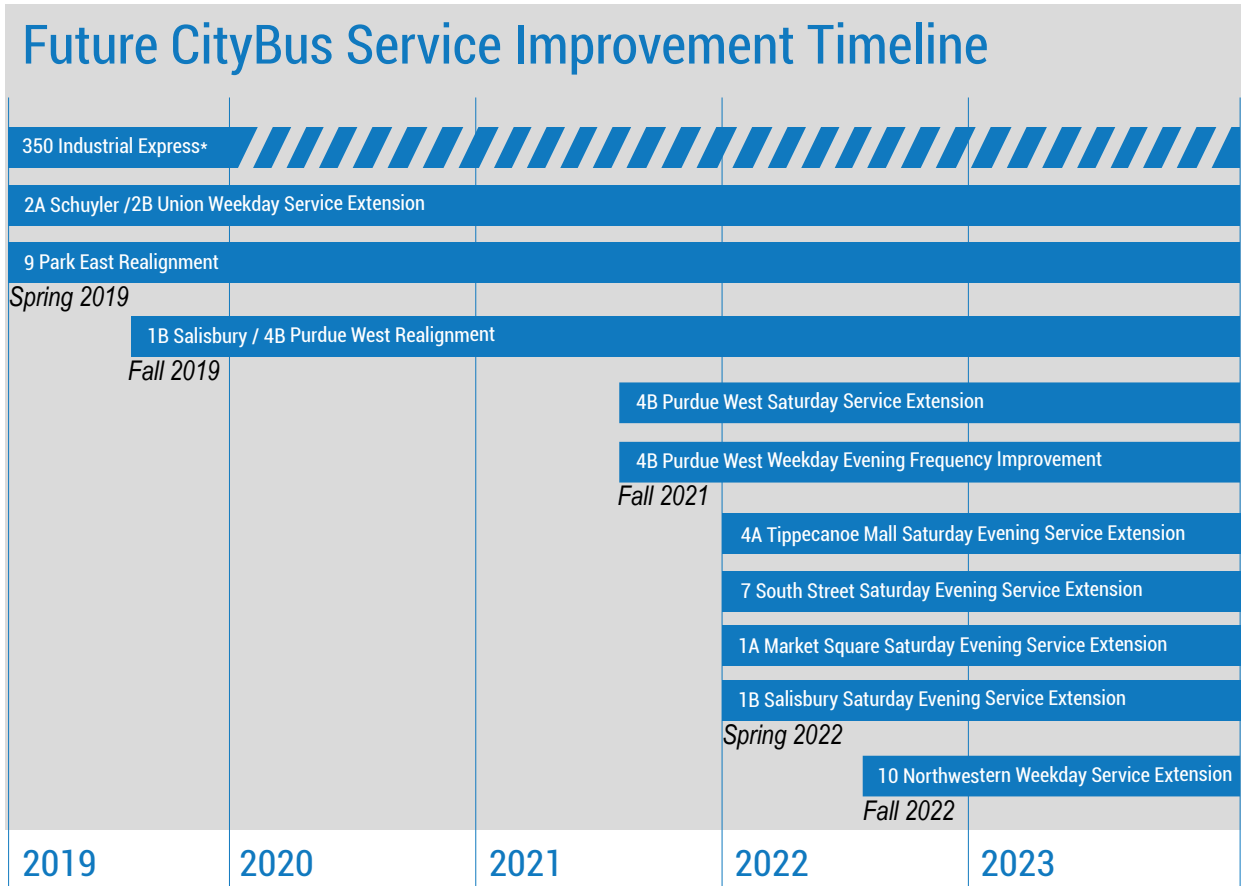
The need for employees is everywhere as shown by the "Now Hiring" signs posted throughout the two cities. Many employers have changed their hiring procedures to hire temporary help first at a lower hourly rate, which creates a need for public transportation. Public transportation is typically not attractive to blue collar workers who make \$20.00 or more an hour. Temporary help, however, averages much less (around \$12.00 an hour) which puts them much closer to workers who have traditionally used public transit.

Unlike traditional fixed route service, the express route will operate only when needed: about 3.5 hours per day, Monday through Saturday. Employees will use their corporate ID cards as passes to board not only the express bus but all other routes within the CityBus system. To alleviate free riders

who no longer work for one of the partners in funding the express service, the IDs will have a sticker showing an expiration date. CityBus will partner with local industry to pay for the cost of operating the express route.

Implementation Date: January 2019

Annual Cost of Additional Service: \$122,000



*Route starts on a 6 month trial basis

Section 3



Future Technological Initiatives

Over the last two decades CityBus took advantage of new technologies to help advance the experience of our riders and to improve operational efficiency and effectiveness. The technology improvements currently deployed by CityBus are listed below.

Efficiency

- Computerized accounting and maintenance software
- Computerized Assisted Dispatching(CAD/AVL)
- Compressed Natural Gas (CNG) propulsion systems

Effectiveness

- Real time passenger information
- Audio announcements
- Next bus digital signage
- Web site how to ride tools and information

CityBus is considering implementation of the following technologies as part of the Strategic Plan.

Mobile Fare App

A new mobile fare application will debut in the Fall of 2019. With the use of a smart phone riders will be able to purchase their fare electronically, eliminating the need to purchase paper tickets in person. Fares will be account based and assigned to a user's phone number.

Each day a picture will appear on the user's phone that the bus operator will recognize which allows the rider to board the bus. Not only will this technology make riding the bus easier it will also reduce printing costs.

Signal Prioritization

With the changes made to the streets in West Lafayette leading to greater congestion and lower vehicle speeds, it is apparent the need for a solution to help move the buses through the traffic. The technology does not switch the signal to green, however it will shorten the length of time the light is red. CityBus intends to partner with the City of West Lafayette in order for a seamless implementation of both hardware and software.

Run Cutting Software

The largest single line item in the CityBus budget is Operator Wages. Purchasing software to optimize the use of our labor force will be invisible to the riding public but could be an asset to efficiently managing our resources. Run-cutting software will pay for itself over time by using millions of combinations of service hours to determine the most efficient use of labor. A request for proposals will be developed to procure the software with the first computerized run cut to occur in the Spring of 2019.

Route Planning Software

As we look to make major route changes in West Lafayette and study how to bring transit service to areas that are currently unserved we may wish to consider investigating software programs that measure the length of each route, prepare an estimate of costs or savings, and provide demographic information.

Autonomous Vehicles

With each passing day we are getting closer to the point where vehicles can operate without human interaction. Getting vehicles to the designated destination, passenger safety concerns, and fare collection are all issues that must be addressed. Using autonomous vehicle technology to move vehicles around the facility to assist with evening fueling and morning pullout are two options that are worth further exploration in the near term. In FY 2020 the FTA plans to announce a grant opportunity to develop such technology for garage operations. With ZF/TRW in close proximity to the CityBus facility it makes a good deal of sense to pursue the autonomous garage options.

Autonomous vehicles (AV) are already operating in the United States (Las Vegas) and their use is growing in countries such as Dubai and Switzerland. The practical application for AVs is to connect passengers to the fixed route system. Connecting neighborhoods like Wabash Avenue or destinations such as Faith Christian or Subaru make AVs an ideal application. Currently Trapeze has software that will operate the AVs in the areas so desired.

Fare payments can be automated or perhaps free as the rider will eventually pay a fare. The question remains as to how "smart" our cities are and to what degree an AV can be used. The savings occurs as the vehicles are driverless and perhaps have no or fewer accidents. A rider would have to either use their smart phone or computer to schedule the AV. With all of the technology needed savings would only occur if more than one AV is utilized since additional technical help may be needed to keep the system functioning. The cost of adding a systems administrator would have to be spread over several AVs as the salary and benefits of a systems administrator would be greater than an operator.

Electric Vehicles

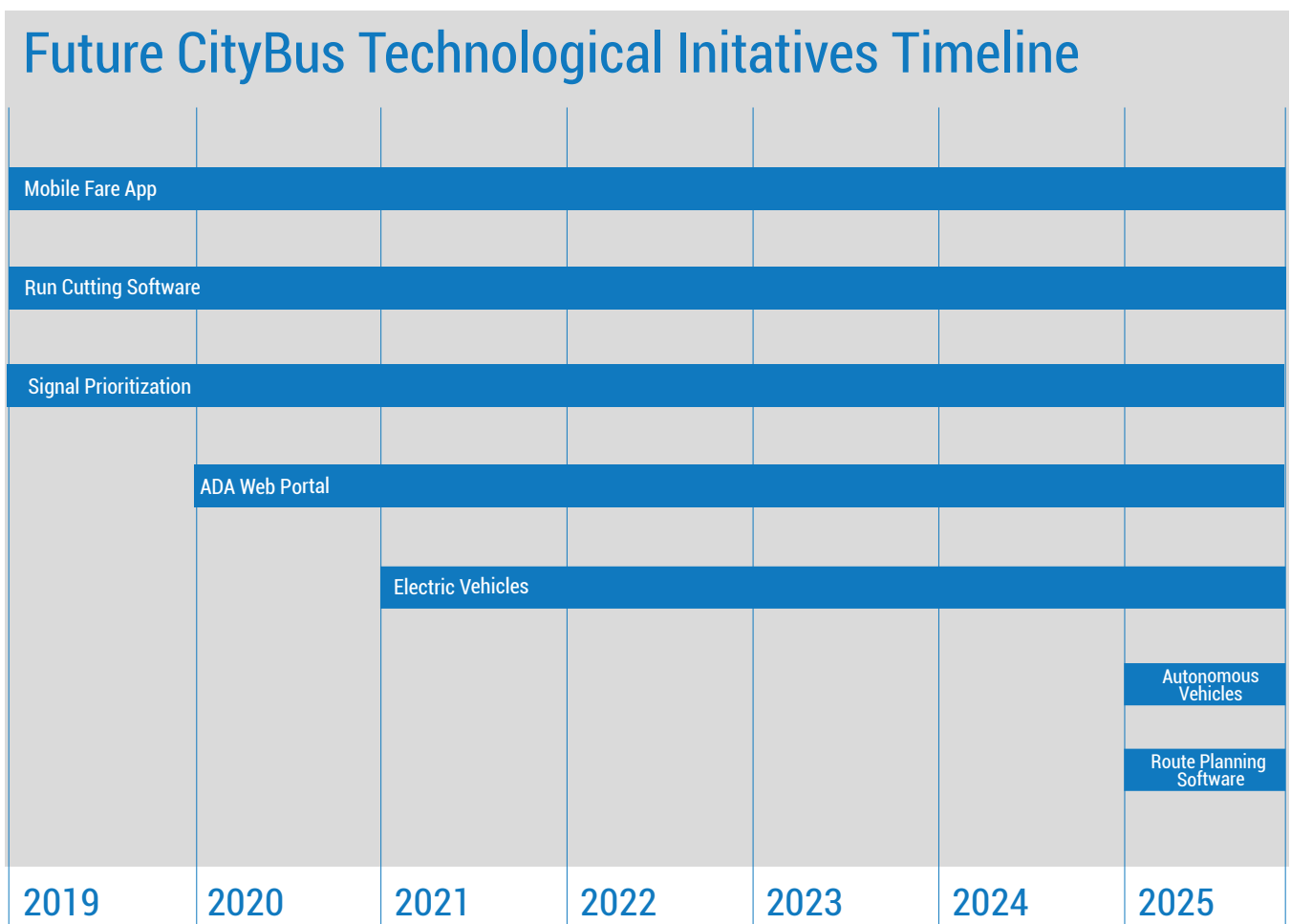
The biggest trend in the transit industry is electric buses. Battery technology has come a long way allowing buses to stay on the road 9 to 11 hours a day before they need to be re-charged. By 2020 it is anticipated the improvements in battery technology will advance the range to 12 hours or more between charges. The cost of an electric bus is double of a CNG powered bus but has one third fewer parts. CityBus will investigate the life cycle cost of the vehicles as the information becomes available. Part of the problem of doing life cycle costing on such a new technology is the brief history of electric buses. Over the next five years CityBus should monitor the progress of the electrically powered buses specifically the cost of the vehicles and the life time cost, the infrastructure improvements needed as well as the cost to power the buses.

A route that may be a good candidate for electrification is the #23 Connector route. Besides playing off the name "Connector" the route has few hills which is important with electric vehicles as more power is consumed with changes in grade.

A secondary benefit to using electric buses is public perception. When the diesel electric hybrids were first introduced into the fleet the public loved the idea of cleaner operating buses. However, in Indiana, it is no secret that our electricity is generated mostly though coal. One way to offset this criticism and to lower our operating costs is to place solar panels on the roof of our buildings.

ADA Web Portal

In order to improve operational efficiency, CityBus will work with our CAD/AVL provider to implement an ADA web portal for trip scheduling and modification. Riders will be able to log into the system and make trip reservations. The reduction in the number of incoming calls will allow CityBus to continue with just one paratransit dispatcher.



Section 4



Facility Improvements

As the Greater Lafayette community continues to grow, CityBus will need to purchase additional vehicles to put new service on the road. Space to house and maintain a growing fleet is currently at a premium. We must consider options to accommodate growth.

4.1 CityBus Administrative and Maintenance Facility

In order to generate options to consider for the inevitable fleet expansion, CityBus hired Synthesis Architects and HNTB to conduct the study. The study contains three options:

- Relocate the administrative offices off site and use the space for additional vehicle storage
- Relocate the administrative offices to the northeast corner of the existing property and demolish office space to create more indoor vehicle parking
- Purchase land or an existing facility with sufficient square footage to meet all the needs (administrative, maintenance, and storage) for the next 40 to 50 years

All options are based on reaching a lease agreement with the Lafayette Parks Department. CityBus already has one lease in place to use property owned by the Parks Department but would need additional space in order to maneuver around the property. If expansion occurs on CityBus owned property it would be prudent to make the expansion sufficiently large enough to accommodate growth over the next 16 to 20 years. A small addition that may last a few short years is the same as kicking the proverbial can down the street.

The January 2017 study conducted by Synthesis and HNTB contained several options. Option 2 has the most promise, but has a new administrative office in the northeast corner of the Canal Road property.

Synthesis HNTB Option 2A New Administrative Offices and Additional Vehicle Storage

The Manager of Maintenance and Manager of Operations would remain at the Canal Rd site in order to be closer to their employees. The new office space in the northeast corner could house the Operations Department offices, dispatch center and a training facility for large group training sessions. A smaller training room is needed to house a bus simulator to help new hires learn to operate a bus as well as veteran drivers who need to work on any deficiencies. When all of the construction is completed a total of 31,300 square feet will be built. The advantages and disadvantages are as follows:

Advantages

- Easy to build in phases as needs arise
- Attains desired administrative/office efficiencies
- All vehicles stored under roof
- Good flow of vehicles on the property

- Good separation of functions
- Enhanced security opportunities

Disadvantages

- Not all functions under one roof
- Requires a large number of new garage doors

Cost Opinion

- \$9,250,000 to \$10,800,000 +/-

Synthesis HNTB Option 2B Operations Department Offices and Additional Vehicle Storage

This site plan would have minimal changes from Option 2A. The administrative space would be smaller as it would only house the Operations Department employees. The alternative would be to locate the administrative offices off-site, preferably near the CityBus Center for customer convenience. Riders needing passes or trying to recover lost and found items would have a much easier time completing their tasks if they did not have to travel to the Canal Road location. Closer proximity would also allow CityBus managers to have a better view of what is happening at the CBC. Along with the Manager of Operations, the Manager of Maintenance would also stay at the Canal Road site to supervise all of the maintenance functions.

Advantages

- Accessibility to our riders and riders' accessibility to CityBus staff
- Smaller administrative building resulting in lower construction costs

Disadvantages

- Separates the management team making communication more difficult
- Adds cost either through leased space or new construction
- Requires a large Federal investment

Cost Opinion

- Additional construction cost and land acquisition adding \$4 to \$5 million

Purchase a New Facility

This option would be the most expensive. The location of the new facility is crucial to maintaining the cost of operations. A new facility farther away from downtown Lafayette or the Purdue campus would be very costly in terms of paying drivers travel time for the morning pullout and evening pull in. Buying a piece of land and building a new facility would require CityBus to find a piece of land close to the center of town large enough to house all the functions for at least a 50 year period of time. CityBus has been at the Canal Rd location for 44 years and can remain for another six to ten years so a 50 year window has legitimacy.

Advantages

- The entire administrative team works under one roof
- This subject would not have to be addressed for another 50 to 60 years
- Expandable throughout the life of the building

Disadvantages

- The most expensive option
- Finding a suitable location that meets the 50 year criteria
- Most likely will not be on a bus route inconveniencing our riders

Cost Opinion

- \$35,000,000 to \$40,000,000

No Build Option

Currently the West Lafayette Community School Corporation (WLCSC) is considering building its own garage facility and operating its own fleet. Should this occur, CityBus could reduce the fleet size by eight or nine buses, which would help relieve overcrowding in the bus storage area. At this point in time it is also uncertain what Purdue University has planned for increasing or decreasing the amount of bus service over the next few years. As the campus both grows in numbers of students and buildings, it is difficult to see how the campus would function without bus service. If the University decides to use a private operator to provide the service this too would free up a lot of room to store vehicles.

4.2 CityBus Center

CityBus Center opened in August 2014. Over the next 5 to 10 years the facility most likely will not need new HVAC or concrete work. Although the infrastructure is in relatively good shape, the current facility will not accommodate further growth in the number of fixed route buses that come and go every 30 minutes throughout the day.

To make room for additional buses, CityBus would be interested in partnering with the City of Lafayette to develop the Dye parking lot – an acre of land directly north of the CityBus Center. In addition to adding a boarding area for future routes the area could be developed in several different ways. A new building could be constructed to create a waiting area for both CityBus and Greyhound passengers with additional floors housing offices for public or private use. This type of development is known as Transit Oriented Development (TOD). One example is the Bloomington Transit two story terminal. Bloomington Transit uses the main floor and the Monroe County 911 dispatch center leases the second floor.

TODs are not limited to just public use. Private sector partners can purchase or lease space from CityBus. The money would then be used for upkeep of the area and to fund other CityBus transportation related functions.

Another option that would blend itself well with the additional staging area is a plaza area that allows interaction with others. The plaza could be designed similar to Pioneer Square in Portland, Oregon. Tri Met, the local transit authority, uses the area for traditional transit purposes, such as staging buses and selling passes, along with non-traditional uses such as showing outdoor movies, sand castle building demonstrations and chess and checker tables for board games. What they accomplished in Portland is called “place-making.” Lafayette could have its own Pioneer Square along the riverfront.

Both cities, along with the Wabash River Enhancement Corporation (WREC), are currently exploring the idea of constructing a second pedestrian bridge across the Wabash River to connect downtown Lafayette to the currently-planned downtown West Lafayette, now known as the Levee. The bridge would span the river at the same point the Brown Street Bridge did decades ago. CityBus would be a natural partner with both municipalities and could assist with the project by applying for a BUILD Transportation grant (formerly known as the TIGER Grant Program).

Section 5

How to Pay for it All

Adding three quarters of a million dollars of additional service over the next three to four years is no easy task for a small transit agency like CityBus. This section discusses what steps need to be taken to accomplish the plans outlined in the previous sections.

Small Transit Intensive Cities

Small Transit Intensive Cities (STIC) is a relatively new FTA program that has endured several Congressional reauthorizations of the Transportation Act. In 2018 each of the six STIC factors were worth \$202,000. In 2019 the FAST Act increases the amount by 33% to approximately \$268,660 per factor which amounts to almost an additional \$200,000 based on the three factors that CityBus currently meets or surpasses.

In the past, CityBus earned five STIC factors, but the sampling for the National Transit Database (NTD) occurred during the construction phase of the Re-State project which dramatically lowered the number of riders carried. CityBus is required to conduct the sampling at least once every three years. However, we have the option to sample next year, one year earlier than scheduled. By regaining the two lost STIC factors, CityBus will increase its Section 5307 formula funds by approximately \$537,320. If the sample is taken in 2019, it will be processed in 2020 and available in the 2021 federal fiscal year.

Section 5307 FTA Formula Funds

As a transit system operating in a community under 200,000 people, CityBus has the flexibility to use its FTA funds (Section 5307) for either operating or capital assistance. CityBus has always kept a balance of using funds for both operating assistance and for capital needs such as buses, tires, staff vehicles and computer equipment. In order to pay for the service improvements, more Section 5307 funds should be allocated to operating assistance. If an average of one bus per year was purchased through one of the FTA's discretionary grant programs (Section 5339) an additional \$400,000 would be available to use to fund the additional service.

Discretionary Grant Programs

The largest growth in FTA funds is in the Section 5339 discretionary grant program. The Bus and Bus Facilities, Low and No Emission (LONO), and BUILD Transportation grants are three programs that CityBus can utilize to replace vehicles and address increasing the size of our administrative and storage facilities. The grants are competitive and the amount of funds requested through the grant applications far exceed what is available. How well the grant is written and supported by members of Congress is vital to the success of the grant application. Hiring a consulting firm to assist in the effort to obtain additional FTA funds should be considered. The consulting firm would not only advocate for additional buses but would also include assisting in grant applications for the building improvements and additions.

Eliminating Diesel Buses

The cost of running diesel buses compared to buses powered by CNG has been proven to be significantly more expensive. CityBus currently operates 28 CNG-powered vehicles, comprising 39% of the fleet. CityBus will need to procure four CNG buses per year over the next decade to completely replace all diesel buses. Any acceleration in the schedule of bus replacement significantly improves the bottom line. Every diesel bus that is replaced with a CNG-powered bus lowers the operating budget over \$20,000 annually before the alternative tax credit is refunded. With the \$.50 per diesel gallon equivalent (DGE) tax credit, the savings are closer to \$27,000 annually per bus. The calculations are based on diesel at the current market rate of \$2.40 per gallon and the cost of CNG at \$.75 per DGE for a bus traveling 50,000 miles per year.

Summary

To meet the need for additional hours of service, it is anticipated that CityBus will need an additional \$750,000 annually. By adding the savings in fuel for a year by adding four CNG buses (\$108,000), one less bus purchased with Section 5307 funds (\$400,000), and the additional STIC money (\$537,000), the total savings comes to \$1.045 million.

Section 6

How Does CityBus Compare?

How CityBus compares to other transit systems within Indiana helps gauge performance and whether or not changes should be based on metrics of comparable systems. The Indiana Department of Transportation (INDOT) classifies transit systems into four tiers, with the largest transit systems comprising Tier I. All of the agencies in Tier I are public transportation corporations with the exception of Evansville.

Efficiency

Passengers per mile is one of the metrics used to measure efficiency. In 2017 the state average was 1.16 passengers per mile which is less than half of our mark of 2.43 passengers per mile. Bloomington Transit is the leader in this category at nearly three rides per mile. Some of the larger cities cover a greater area but carry too few passengers to even reach the state average.

2017

SYSTEM	MILES TRAVELED	RIDERSHIP	PASSENGERS PER MILE
Bloomington	1,191,376	3,338,351	2.92
Evansville	1,585,913	1,561,597	1.14
Fort Wayne	2,153,575	1,780,659	0.87
Indianapolis	11,726,419	9,064,092	0.81
Lafayette	1,973,645	4,580,987	2.43
Muncie	1,086,728	1,433,005	1.48
South Bend	1,703,978	1,640,018	1.03

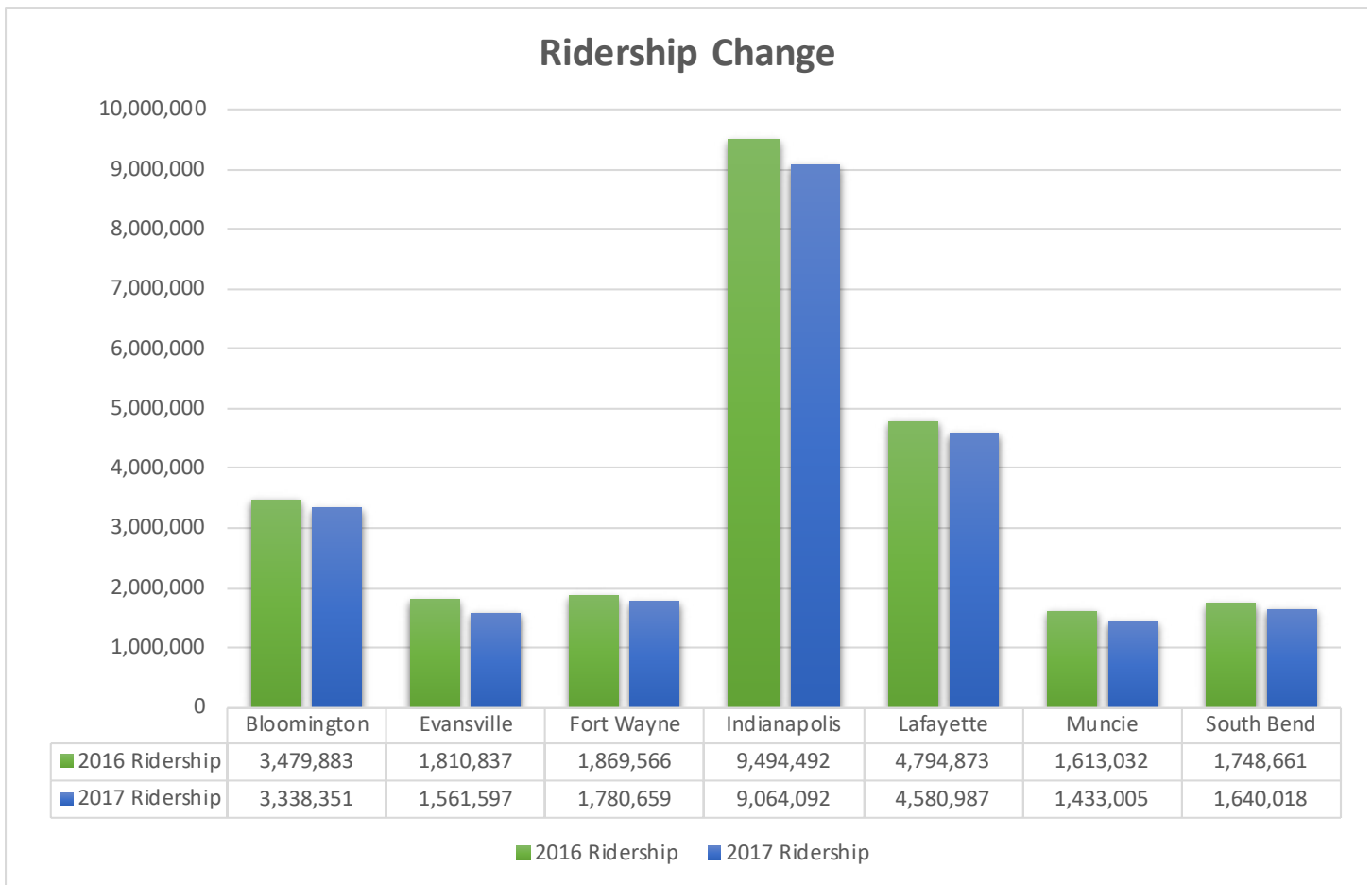
Effectiveness

An efficiently operated transit system is ideal. However, the combination of carrying passengers and generating operating revenue at the same time is also of great importance. Operating revenue allows transit systems to provide more service to the public since they are less dependent on government assistance. The transit industry uses the cost recovery ratio to help determine effectiveness which is defined as fare revenue, leases, exterior advertising sales and contracted service divided by operating expenses. Using data included in the 2017 INDOT Public Mass Transit Annual Report shows CityBus with the highest recovery ratio in Tier 1. The CityBus cost recovery rate is almost double the state average.

2017

SYSTEM	EXPENSES	FARES	OTHER REVENUE	COST RECOVERY
Bloomington	\$7,327,799	\$1,668,630	\$437,210	28.74%
Evansville	\$7,557,161	\$1,422,821	\$338,514	23.31%
Fort Wayne	\$12,625,199	\$1,319,690	\$703,353	16.02%
Indianapolis	\$68,904,842	\$10,352,673	\$380,052	15.58%
Lafayette	\$11,592,217	\$3,116,156	\$557,728	31.69%
Muncie	\$6,961,559	\$228,834	\$64,671	4.22%
South Bend	\$9,786,352	\$1,340,169	\$309,411	16.86%

Whether our cost recovery is high or low, the public is more attuned to how many annual riders CityBus carries. The low cost of fuel and disruptive road construction projects have caused ridership to dip. CityBus was far from the only transit system to experience fewer riders. Below is the ridership change from 2016 to 2017.



CITY BUS --- CLAIMS LISTING FOR
AUGUST 23, 2023 THROUGH SEPTEMBER 27, 2023

Claims UNDER \$20,000 (For Board to select 5 or more for audit)

CLAIM#	VENDOR NAME	CLAIM REASON	AMOUNT
38791	AGAVE HR PARTNERS	CONTRACTUAL SERVICE	4,650.00
38792	BETTER MERCHANTS	CONTRACTUAL SERVICE	6,102.75
38793	CHOSNEK, ED	CHILDCARE	309.16
38794	CHEMSTATION	INVENTORY	1,988.00
38795	FRANCISCAN WORKING WELL	CONTRACTUAL SERVICE	750.00
38796	GRAN-IT CONSULTING	CONTRACTUAL SERVICE	5,059.00
38797	VAN GORDER JANITORIAL	CUSTODIAL SERVICE	4,160.00
38798	LAFAYETTE ELECTRONIC SUPPLIES	SUPPLIES	23.50
38799 **	LINK MANAGEMENT	CAPITAL ITEM	8,582.39
38800	MULHAUPTS	CONTRACTUAL SERVICE	245.70
38801	OFFICE H2O	CONTRACTUAL SERVICE	330.00
38802	PARADIGM	CONTRACTUAL SERVICE	750.00
38803	SAFE HIRING SOLUTIONS	CONTRACTUAL SERVICE	105.75
38804	VIA MOBILITY	CONTRACTUAL SERVICE	3,010.00
38805	GILLIG	INVENTORY	657.67
38806	CINTAS	UNIFORMS-LEASED	4,013.24
38807	THE AFTERMARKET PARTS CO	INVENTORY	1,975.64
38808	STATE BOARD OF ACCOUNTS	AUDIT FEES	150.00
38809	CENTER POINT ENERGY	UTILITIES	199.04
38810	AXA EQUITABLE	8/25/2023 PAYROLL DEDUCTION	3,991.77
38811	EMERALD LOTUS EVENTS	ADVERTISING/Promotional	2,550.00
38812 **	MTB FLOORING	CAPITAL ITEM	7,904.00
38813 **	LARSON ARCHITECTURAL GROUP	CAPITAL ITEM	15,433.50
38814 **	ANDERSON HEATING & COOLING	CAPITAL ITEM	6,326.00
38815	CITY OF LAFAYETTE	UTILITIES	232.94
38816	DUKE ENERGY	UTILITIES	4,222.98
38817	STANDARD INSURANCE	INSURANCE	13,358.50
38818	COMCAST	UTILITIES	263.40
38820	DELTA DENTAL	INSURANCE	5,295.02
38821	MICROSOFT	CONTRACTUAL SERVICE	662.38
38822	QUADIENT	POSTAGE METER	49.53
38823	FRANK DUNCANSON	TRAVEL REIMBURSEMENT	1,002.52
38824 **	CORNS MCS LLC	CAPITAL ITEM	1,175.00
38825	MICROSOFT	CONTRACTUAL SERVICE	160.00
38826	SUPERFLEET	CREDIT CARD - GASOLINE	2,359.01
38827	QUADIENT	POSTAGE METER	55.50
38828	FRONTIER	UTILITIES	356.48
38829	UNITED HEALTHCARE	INSURANCE	2.40
38830	CITY OF LAFAYETTE	UTILITIES	947.62
38831	CONSTELLATION	UTILITIES	19,310.28
38832	REPUBLIC SERVICES	CONTRACTUAL SERVICE	156.20
38833 **	ABC BUS CO	CAPITAL ITEM	920.75
38834	AGAVE HR PARTNERS	CONTRACTUAL SERVICE	5,700.00
38835	ALL STAR ELECTRONIC SECURITY SYSTEM	CONTRACTUAL SERVICE	843.75
38836	A TO Z SHEET METAL	SUPPLIES	200.00
38837	BALL EGGLESTON	ATTORNEY FEES	1,426.00
38838 **	BEST ONE TIRE SERVICE	CAPITAL ITEM	10,013.75
38839	BRENNECO FIRE PROTECTION	CONTRACTUAL SERVICE	357.16
38840	CINTAS	UNIFORMS	1,669.08
38841	CRYSTAL CLEAN	INVENTORY	2,398.56
38842	GRAN-IT CONUSLTING	CONTRACTUAL SERVICE	3,420.00
38843	CUSTOM FORMS	PRINTED MATERIAL	260.00
38844	EVERSIDE HEALTH	INSURANCE	8,258.12
38845 **	FAIRMOUNT DOOR	CAPITAL ITEM	12,555.00
38846	FRANKLIN PEST CONTROL	CONTRACTUAL SERVICE	154.00
38847	FRECKLES GRAPHICS	UNIFORMS	810.20
38848	GILLIG	INVENTORY	12,178.16

* PREPAID ITEM

** 80% FTA FUNDED

CITY BUS --- CLAIMS LISTING FOR
AUGUST 23, 2023 THROUGH SEPTEMBER 27, 2023

Claims UNDER \$20,000 (For Board to select 5 or more for audit)

CLAIM#	VENDOR NAME	CLAIM REASON	AMOUNT
38849	JACKSON OIL & SOLVENTS	INVENTORY	889.95
38850 **	JOHN M ELLSWORTH CO	CAPITAL ITEM	7,466.08
38851 **	KIRKS AUTOMOTIVE	CAPITAL ITEM	11,033.79
38852	LAFAYETTE AUTO SUPPLY	INVENTORY	644.02
38853	LINDE GAS/PRAXAIR	INVENTORY	410.51
38854	LH INDUSTRIAL SUPPLIES	INVENTORY	1,786.07
38855	MAGIC GLASS	CONTRACTUAL SERVICE	770.00
38856	VERIZON	UTILITIES	388.78
38857	NAPA	INVENTORY	7,255.75
38858	NEWTON OIL	INVENTORY	3,564.00
38859	NORTH MECHANICAL	CONTRACTUAL SERVICE	210.00
38860	OLSTEN STAFFING	TEMPORARY EMPLOYMENT	16,732.91
38861	OREILLY AUTO PARTS	SUPPLIES	214.99
38862	PARADIGM	CONTRACTUAL SERVICE	750.00
38863	PLYMATE	CONTRACTUAL SERVICE	189.00
38864 **	RELIABLE TRANSMISSION SERVICE	CAPITAL ITEM	6,250.00
38865	ROSS & WHITE CO	SUPPLIES	213.84
38866	SAFE HIRING SOLUTIONS	CONTRACTUAL SERVICE	519.65
38867	SPECTRIO	CONTRACTUAL SERVICE	145.05
38868	SPX GENFARE	INVENTORY	1,247.16
38869	TEC PROFESSIONALS	SUPPLIES	172.39
38870	THE AFTERMARKET PARTS CO	INVENTORY	5,165.63
38871	TOKEN TRANSIT	CONTRACTUAL SERVICE	10,000.00
38872	WINTEK	CONTRACTUAL SERVICE	2,889.31
38873	TRIPSPARK	CONTRACTUAL SERVICE	399.16
38874 **	VEILLEUX CONCRTE & CUTTING	CAPITAL ITEM	17,000.00
38875	CORPORATE PAYMENT SYSTEMS	CREDIT CARD	15,765.20
38876	STAPLES	SUPPLIES	2,941.99
38877	LAFAYETTE AUTO SUPPLY	INVENTORY	422.11
38878	GILLIG	INVENTORY	5,083.58
38879	A TO Z SHEET METAL	SUPPLIES	85.00
38880	BRAND ELECTRIC	CONTRACTUAL SERVICE	547.00
38881	BETTER MERCHANTS	CONTRACTUAL SERVICE	2,402.50
38882	CULLIGAN	INVENTORY	829.70
38883	JACKSON OIL & SOLVENTS	INVENTORY	2,799.05
38884	JIMS GARAGE	CONTRACTUAL SERVICE	300.00
38885	LAFAYETTE ELECTRONIC SUPPLY	SUPPLIES	47.55
38886	LH INDUSTRIAL SUPPLIES	INVENTORY	2,255.44
38887 **	LINK MANAGEMENT	CAPITAL ITEM	2,820.00
38888	NEW BEGINNINGS EAP	EAP PROGRAM	303.75
38889	STANDARD	INSURANCE	1,017.00
38890	UNITED REFRIGERATION	SUPPLIES	27,408.00
38891 **	VIA MOBILITY	CAPITAL ITEM	3,010.00
38892	CENTERPOINT ENERGY	UTILITIES	4,810.97
38893	CITY OF W LAFAYETTE	UTILITIES	127.20
38894	MICROSOFT	CONTRACTUAL SERVICE	520.45
38896 **	INDOFF INC	CAPITAL ITEM	2,217.92
38897 **	VEILLEUX CONCRTE & CUTTING	CAPITAL ITEM	17,000.00
38898 **	THE AFTERMARKET PARTS CO	CAPITAL ITEM	6,159.80
38899	MULHAUPTS	CONTRACTUAL SERVICE	165.00
38900	CINTAS	UNIFORMS	516.67
38901	T-MOBILE	UTILITIES	669.77
38902	DUKE ENERGY	UTILITIES	18,827.72
38903	DELTA DENTAL	INSURANCE	4,852.06
38904	DUKE ENERGY	UTILITIES	798.21
38905	CITY OF LAFAYETTE	UTILITIES	386.25
38906	COMCAST	UTILITIES	263.40

* PREPAID ITEM

** 80% FTA FUNDED

CITY BUS --- CLAIMS LISTING FOR
AUGUST 23, 2023 THROUGH SEPTEMBER 27, 2023

Claims UNDER \$20,000 (For Board to select 5 or more for audit)

CLAIM#	VENDOR NAME	CLAIM REASON	AMOUNT
38907	CENTER POINT ENERGY	UTILITIES	198.75
38909	TRAVELERS INSURANCE	INSURANCE	3,812.66
38910	CINCINNATI INSURANCE	INSURANCE	3,233.50
38911 **	CHASTAIN & ASSOCIATES	CAPITAL ITEM	4,858.75
38912	BALL EGGLESTON	ATTORNEY FEES	1,978.00
38913 **	CUMMINS SALES & SERVICE	CAPITAL ITEM	4,424.77
TOTAL:			430,209.16

Claims OVER \$20,000 (For Board approval)

38819	UNITED HEALTHCARE	INSURANCE	114,542.23
38895	NULL TANK LINES	INVENTORY	24,166.04
38908	UNITED HEALTHCARE	INSURANCE	118,289.00
TOTAL:			256,997.27

CLAIMS TOTAL: 687,206.43

- 1) Please sign blue claims form for all vendors listed over \$20,000.00
- 2) Please review the above list of claims. Select 5 or more for review at the following months Board meeting.
Please sign/initial: _____
- 3) Reviewing invoices from the prior month:
Please sign& date Board Approval line stamped on all invoices under \$20,000.00.

* PREPAID ITEM

** 80% FTA FUNDED

CEO REPORT TO GLPTC BOARD OF DIRECTORS

MEETING DATE: SEPTEMBER 27, 2023

CEO

What a year it has been. Thank you for the opportunity to serve what has become, to me, “Our” community. My family is finally in town with me, and hopefully, we will have a house under contract by the time we meet on the 27th.

A reminder to join us to celebrate George Turner’s retirement on September 29th here at the CityBus Board Room from 12:00pm to 3:00pm, with a presentation at 1:00pm.

Since we last met:

Renovations at the administrative offices are almost complete. The new employee’s lounge is finished, and I invite board members to come take a look. We have transformed the space upstairs into much-needed additional office space for staff.

We have been working with the Build America Bureau Technical Assistance Center on applying for a grant through the Reconnecting Communities and Neighborhoods program. We are applying for planning funds to assist in funding the comprehensive operations analysis, facility relocation, and preliminary engineering on sidewalk gaps throughout our service area. We have partnered with the cities of Lafayette and West Lafayette on the application. We are seeking \$3.8M, with a limited amount of matching funds from CityBus.

I attended an APTA fly-in event in Washington DC on September 14th and met with staff from Senators’ Braun and Young, as well as Representative Baird. The annual appropriations for transit funding is part of the T-HUD package. At this point, there was some question whether there would be a continuing resolution (CR) to fund US government operations, or if there would be a shutdown. FTA is not directly affected by a shutdown, as they are funded from the Highway Trust Fund, but they would not be able to execute new grants until either a CR is passed or the budget is passed. Congressional and APTA staff both expected no full-year budget’s to be passed until after January.

After much anticipation, we held our kickoff meeting with Commute with Enterprise on September 22nd. There is about a month’s worth of work to do, but GLC already has at least one company ready to commit to funding a vanpool, with more in the works.

FINANCE

- Annual budget is under review by the city. Public Hearings have been scheduled.
- CNG grant has been drawn down; total of \$1.2MM received.
- Invoicing schedule has been reviewed and streamlined.
- Fleetnet transition to cloud version is being scheduled early next year.
- Affordable Small Loan Program with Community Loan Center of West Central Indiana has been initiated.

- PMFT State Fund application for 2024 has been submitted.
- The team has been working on RCN Grant application.

HUMAN RESOURCES

- Welcomed Tashina Warren as our new A Shift Dispatcher on August 29, 2023.
- Welcomed seven new bus operator trainees on August 28, 2023.
- Submitted the first two phases of audit material for our upcoming FTA Drug and Alcohol audit in October.
- Finalized contract and completed payroll setup for the Small Dollar Loan Program that is launching soon.
- Finalized employee file audit and working with staff to provide up to date records.
- Updated DOT physicals and drivers license information in PayCom.
- Working with Paradigm Consulting, Inc. to research benefit options for 2024.
- Beginning interviews for Demand Response Operators.
- Actively looking for A, B, and C Level Mechanics, and C Shift Dispatcher.

MAINTENANCE

- Bodyshop is repairing accident damage on 8007.
- New service truck upfit is mostly complete.
- New Ram Promaster Vans camera and radio equipment installation are underway.

OPERATIONS

- Operations is working with Training by lending drivers for live experience training.
- Operations continued to gather manual rider sampling for the National Transit Database (NTD)-once every three year requirement
- Academic year started off extremely busy at Purdue with a huge influx of new drivers on the campus runs, as well as water main break on Stadium Street. Stadium influences all our campus runs.

CUSTOMER EXPERIENCE

- Development of **Dr. Jon D. Fricker Memorial Internship** is underway through a cooperative effort between staff and Jon's former colleague and Purdue University professor Dr. Kumares C. Sinha. The internship will allow university students to contribute to the improvement of public transit while focusing on assessing current services and developing innovative and efficient improvements for the future. The internship will provide valuable professional experience for university students while paying tribute to the legacy of our highly esteemed former board member.
- Staff participated in Greater Lafayette Commerce's annual Business Expo on September 13th. Promotion of the newest addition to the CityBus family of community services: vanpooling, branded as CityVan of Greater Lafayette, operated in partnership with Enterprise Commute. Many businesses were

interested to learn more and eagerly await the launch of the service in the very near future.

- A vendor has been selected to complete the customer facing graphics and information project. Deliverables include print ready and web versions of the system map, individual route brochures, timetables, maps, logo refresh, and bus stop sign refresh. The project will be completed in two phases anticipated to take approximately 12 weeks to complete.
- Ongoing bus stop improvement project at six locations across the service area continues with most concrete work completed. The installation of shelters and ADA accessible amenities is planned in the coming months upon delivery. Additional improvements are being planned at various locations including the CityBus Center.

SAFETY

- Working with the Executive staff to reduce the risk by collectively addressing the curbing/right side bus damage trend.

TRAINING

- Completed the 3rd week of New Operator Class
- Training class is going strong, anticipating a 70% to 80% graduation rate

Payroll Total for**Aug-23****\$****819,832.47**

Summary	Pay Date 8/11/2023	Pay Date 8/25/2023	Board Members	Grand Total
Gross Wages	\$301,840.15	\$286,229.20	\$200.00	\$588,269.35
Employer Taxes	\$22,814.83	\$21,191.04		\$44,005.87
Employer Fringe Benerfits	\$97,846.05	\$89,711.20		\$187,557.25
Total Payroll	\$422,501.03	\$397,131.44	\$200.00	\$819,832.47

Employer Details	Pay Date 8/11/2023	Pay Date 8/25/2023	Total
Employer Taxes:			
FICA/Medicare	\$22,636.83	\$21,076.86	\$43,713.69
SUTA	178.00	114.18	292.18
	\$22,814.83	\$21,191.04	\$44,005.87
Employer Fringe Benefits:			
PERF Contributions	\$34,536.64	\$32,934.93	\$67,471.57
Health/Dental/Vision/Life	\$53,317.45	\$52,585.67	\$105,903.12
HAS Contributions	\$416.67	\$500.00	\$916.67
Other Fringes	\$9,575.29	\$3,690.60	\$13,265.89
	\$97,846.05	\$89,711.20	\$187,557.25

PROFIT AND LOSS STATEMENT
GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

OPERATING REVENUE	Aug-23	Aug-22	%DIFF/MO	YTD2023	YTD2022	%DIFF	BUDGETED
PASSENGER FARES	\$ 90,336.27	\$ 75,459.00	19.72%	\$ 1,863,209.69	\$ 1,909,156.56	-2.41%	\$ 2,993,912
ADVERTISING INCOME	15,133.80	22,462.84	-32.63%	163,138.45	169,121.52	-3.54%	239,728
INTEREST INCOME	35,002.90	7,925.42	341.65%	186,815.57	27,123.35	588.76%	23,048
MISC. INCOME	5,748.78	71,974.16	-92.01%	58,212.20	405,330.58	-85.64%	200,000
	\$ 146,221.75	\$ 177,821.42	-17.77%	\$ 2,271,375.91	\$ 2,510,732.01	-9.53%	\$ 3,456,688

REVENUE MILES	153,844	135,016	13.95%	1,173,984	1,178,712	-0.40%
REVENUE HOURS	12,365	10,119	22.20%	93,490	91,244	2.46%

OPERATING EXPENSE	Aug-23	Aug-22	%DIFF/MO	YTD2023	YTD2022	%DIFF	BUDGETED	BALANCE	CPM/M	CPM/Y
PERSONNEL										
OPERATOR WAGES	\$ 503,266.81	\$ 401,479.28	25.35%	\$ 3,878,152.03	\$ 3,404,560.20	13.91%	\$ 5,580,833	\$ (1,702,681)	3.27	3.30
ADMINISTRATIVE WAGES	158,315.65	116,707.16	35.65%	992,238.26	1,019,236.69	-2.65%	1,911,253	\$ (919,015)	1.03	0.85
MAINTENANCE WAGES	75,058.25	61,815.25	21.42%	501,294.57	522,690.51	-4.09%	864,809	\$ (363,514)	0.49	0.43
FICA TAX	54,532.67	43,637.81	24.97%	407,134.14	365,924.31	11.26%	639,302	\$ (232,168)	0.35	0.35
PERF	82,713.26	65,723.66	25.85%	591,022.68	556,975.31	6.11%	919,258	\$ (328,236)	0.54	0.50
LIFE & HEALTH INSURANCE	124,153.44	221,448.96	-43.94%	1,059,832.61	1,370,265.23	-22.65%	2,173,302	\$ (1,113,470)	0.81	0.90
UNEMPLOYMENT INSURANCE	412.98	496.38	-16.80%	23,003.39	31,115.41	-26.07%	70,000	\$ (46,997)	0.00	0.02
WORK COMP INSURANCE	8,426.50	-	0.00%	77,683.00	42,204.00	84.07%	79,439	\$ (1,756)	0.05	0.07
UNIFORMS	3,365.54	3,010.83	11.78%	18,550.02	25,721.84	-27.88%	54,958	\$ (36,408)	0.02	0.02
FRINGE BENEFITS	11,349.71	73,755.05	-84.61%	83,432.71	110,571.70	-24.54%	51,251	\$ 32,182	0.07	0.07
	1,021,594.81	988,074.38	3.39%	7,632,343.41	7,449,265.20	2.46%	12,344,406	\$ (4,712,063)		

COMMODITIES										
DIESEL FUEL	10,542.34	25,816.01	-59.16%	112,293.38	130,673.13	-14.07%	247,734	\$ (135,441)	0.07	0.10
CNG FUEL	26,945.31	31,394.88	-14.17%	285,843.80	284,017.01	0.64%	563,509	\$ (277,665)	0.18	0.24
GASOLINE	1,578.45	1,776.53	-11.15%	13,345.54	13,921.49	-4.14%	26,945	\$ (13,600)	0.01	0.01
LUBRICANTS	10,030.64	2,768.62	262.30%	33,053.36	25,079.72	31.79%	47,278	\$ (14,225)	0.07	0.03
REPAIR PARTS--STOCK	39,154.19	24,505.85	59.77%	201,947.26	254,055.39	-20.51%	452,600	\$ (250,653)	0.25	0.17
REPAIR PARTS--FIXED EQUIP	-	1,959.43	-100.00%	154.59	4,843.20	-96.81%	10,000	\$ (9,845)	0.00	0.00
TIRES & BATTERIES	4,682.44	982.44	376.61%	11,775.87	8,107.97	45.24%	13,621	\$ (1,845)	0.03	0.01
CLEANING SUPPLIES	1,637.52	2,667.33	-38.61%	14,198.57	16,067.40	-11.63%	26,789	\$ (12,590)	0.01	0.01
BUILDING MATERIALS	200.00	30.44	557.03%	12,693.19	1,035.58	1125.71%	7,500	\$ 5,193	0.00	0.01
POSTAGE & FREIGHT	137.76	131.36	4.87%	4,518.38	2,445.73	84.75%	5,500	\$ (982)	0.00	0.00
OFFICE SUPPLIES	1,724.82	3,195.17	-46.02%	15,438.96	14,557.90	6.05%	20,000	\$ (4,561)	0.01	0.01
MAT & SUPP--NOT BILL.	7,300.50	7,126.13	2.45%	58,220.58	66,597.84	-12.58%	121,672	\$ (63,451)	0.05	0.05
MAT & SUPPLIES--BILLABLE	218.69	24,907.33	-99.12%	367.50	55,353.00	-99.34%	30,000	\$ (29,633)	0.00	0.00
MAT & SUPPLIES--MAINT	2,132.80	1,007.62	111.67%	3,264.99	5,454.58	-40.14%	10,000	\$ (6,735)	0.01	0.00
	106,285.46	128,269.14	-17.14%	767,115.97	882,209.94	-13.05%	1,583,149	\$ (816,033)		

SERVICES & CHARGES										
ATTORNEY & AUDIT FEES	1,426.00	1,986.00	-28.20%	65,641.00	53,323.00	23.10%	150,000	\$ (84,359)	0.01	0.06
CONTRACT MAINTENANCE	34,646.65	36,352.62	-4.69%	282,325.77	303,307.51	-6.92%	506,440	\$ (224,114)	0.23	0.24
CUSTODIAL SERVICES	4,160.00	16,224.00	-74.36%	33,360.00	47,145.00	-29.24%	66,557	\$ (33,197)	0.03	0.03
CONTRACTUAL SERVICES	25,433.45	62,444.97	-59.27%	265,723.94	260,645.15	1.95%	400,000	\$ (134,276)	0.17	0.23
UTILITIES--TELEPHONE	397.78	607.46	-34.52%	3,502.15	4,936.33	-29.05%	8,026	\$ (4,523)	0.00	0.00
UTILITIES--ELECTRIC	657.31	4,232.05	-84.47%	31,436.92	44,381.54	-29.17%	73,249	\$ (41,812)	0.00	0.03
UTILITIES--WATER & SEWAGE	1,666.07	1,204.02	38.38%	20,472.25	25,126.49	-18.52%	49,346	\$ (28,874)	0.01	0.02
UTILITIES--GAS HEAT	4,331.14	72.11	5906.30%	37,454.03	33,037.06	13.37%	75,000	\$ (37,546)	0.03	0.03
ADVERTISING & PROMOTION	9,310.42	12,695.00	-26.66%	54,576.53	68,125.27	-19.89%	120,000	\$ (65,423)	0.06	0.05
EXTERIOR ADVERTISING	-	14,880.00	-100.00%	9,029.58	33,243.29	-72.84%	45,000	\$ (35,970)	0.00	0.01
PRINTING	791.46	825.00	-4.07%	1,644.99	6,510.08	-74.73%	20,000	\$ (18,355)	0.01	0.00
ADVERTISING FEES	-	-	0.00%	348.03	2,573.83	-86.48%	5,540	\$ (5,192)	0.00	0.00
DUES & SUBSCRIPTIONS	46.40	575.00	-91.93%	28,766.12	21,659.95	32.81%	45,385	\$ (16,619)	0.00	0.02
TRAVEL & MEETINGS	3,409.75	803.40	324.41%	42,131.91	4,657.58	804.59%	87,213	\$ (45,081)	0.02	0.04
PREMIUM PL & PD INSURANCE	38,761.97	17,706.76	118.91%	310,801.51	141,654.06	119.41%	650,000	\$ (339,198)	0.25	0.26
PAYOUTS--PL & PD INS.	12,000.00	8,000.00	50.00%	81,333.32	64,000.00	27.08%	103,320	\$ (21,987)	0.08	0.07
RECOVERY/PHYSICAL DAMAGE	(34,158.75)	-	0.00%	(65,759.90)	(9,260.06)	610.15%	-	\$ (65,760)	-0.22	-0.06
OTHER CORPORATE INS.	-	8,043.99	-100.00%	45,011.00	64,351.92	-30.05%	106,422	\$ (61,411)	0.00	0.04
VEHICLE REGISTRATION	-	-	0.00%	-	15.00	-100.00%	750	\$ (750)	0.00	0.00
INTEREST--SHORT TERM	-	-	0.00%	-	345.03	-100.00%	-	\$ -	0.00	0.00
BAD DEBT EXPENSE	-	-	0.00%	18,195.27	-	0.00%	800	\$ 17,395	0.00	0.02
MISCELLANEOUS EXPENSE	828.38	1,517.60	-45.42%	5,515.97	12,832.84	-57.02%	-	\$ 5,516	0.01	0.00
ACA TAXES & FEES	-	-	0.00%	-	-	0.00%	-	\$ -	0.00	0.00
CASH (OVER)/SHORT	-	-	0.00%	-	(316.14)	-100.00%	-	\$ -	0.00	0.00
	103,708.03	188,169.98	-44.89%	1,271,510.39	1,182,610.87	7.52%	2,513,049	\$ (1,241,539)		

TOTAL EXPENSES	\$ 1,231,588.30	\$ 1,304,513.50	-5.59%	\$ 9,670,969.77	\$ 9,514,086.01	1.65%	\$ 16,440,604	\$ (6,769,634)	8.01	8.24
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OTHER INCOME	Aug-23	Aug-22	%DIFF/MO	YTD2023	YTD2022	%DIFF	BUDGETED
COUNTY PROPERTY TAX	\$ 273,713.51	\$ 247,645.00	10.53%	\$ 2,413,250.75	\$ 1,981,160.00	21.81%	\$ 3,254,501
LOCAL INCOME TAX	64,385.17	58,069.67	10.88%	584,178.67	485,207.36	20.40%	772,697
STATE OPERATING GRANT	-	-	0.00%	4,353,657.00	2,939,142.00	48.13%	4,353,657
FEDERAL OPERATING GRANT	-	-	0.00%	-	-	0.00%	5,302,721
CARES ACT OPERATING GRANT	-	-	0.00%	372,304.00	3,173,285.00	-88.27%	-
FAMILIES FIRST COVID-19 TAX CR	-	-	0.00%	-	-	0.00%	-
ALTERNATIVE FUEL TAX CREDIT	-	-	0.00%	195,028.50	-	0.00%	-
FEDERAL PLANNING GRANT	1,320,560.00	-	0.00%	1,389,588.00	-	0.00%	-
STATE/LOCAL CONTRIBUTION	-	-	0.00%	-	-	0.00%	-
TOTAL OTHER INCOME	\$ 1,658,658.68	\$ 305,714.67	442.55%	\$ 9,308,006.92	\$ 8,578,794.36	8.50%	\$ 13,683,576

OTHER EXPENSES	Aug-23	Aug-22	YTD2023	YTD2022
(GAIN)/LOSS--ASSET DISPOSAL	\$ -	\$ -	\$ -	\$ -
INTERGOVERNMENTAL FUNDS XFE	\$ -	\$ -	\$ -	\$ -
DEPRECIATION EXPENSE	280,152.25	278,994.40	2,243,712.78	2,333,106.99
TOTAL OTHER EXPENSES	\$ 280,152.25	\$ 278,994.40	\$ 2,243,712.78	\$ 2,333,106.99

	Aug-23	Aug-22	YTD2023	YTD2022
NET PROFIT/(LOSS)	\$ 293,139.88	\$ (1,099,971.81)	\$ (335,299.72)	\$ (757,666.63)

REVENUE COMPARISON

August 2023

	August 2023	August 2022	% DIFF	YTD2023	YTD2022	YTD2023
NON-CONTRACT REVENUE						
CASH FARES	\$ 16,764.93	\$ 21,721.83	-22.82%	\$ 127,357.19	\$ 142,054.87	-10.35%
TOKENS	6,296.00	1,319.50	377.15%	16,567.00	12,930.00	28.13%
REGULAR PASS	16,632.00	12,488.00	33.18%	102,572.50	99,064.50	3.54%
DAY PASS	3,500.00	3,022.00	15.82%	24,459.00	16,836.00	45.28%
ELDERLY/DISABLED	2,214.00	2,310.00	-4.16%	17,646.00	18,413.25	-4.17%
YOUTH PASS	-	-	0.00%	-	440.00	-100.00%
TOTAL NON-CONTRACT	\$ 45,406.93	\$ 40,861.33	11.12%	\$ 288,601.69	\$ 289,738.62	-0.39%
TOTAL WITH ACCESS	\$ 57,267.72	\$ 45,955.83	24.61%	\$ 342,972.40	\$ 340,947.02	0.59%
CONTRACT REVENUE						
CAMPUS	\$ -	\$ -	0.00%	\$ 1,007,806.94	\$ 1,055,692.84	-4.54%
IVY TECH	10,000.00	-	0.00%	15,000.00	15,000.00	0.00%
WLSC	-	-	0.00%	-	79,990.90	-100.00%
APARTMENTS	23,068.55	29,503.17	-21.81%	497,430.35	417,525.80	19.14%
WABASH NATIONAL	-	-	0.00%	-	-	0.00%
TRIPPERS	-	-	0.00%	-	-	0.00%
SUPPLEMENTAL SVC.	-	-	0.00%	-	-	0.00%
TOTAL CONTRACT	\$ 33,068.55	\$ 29,503.17	12.08%	\$ 1,520,237.29	\$ 1,568,209.54	-3.06%
AUXILIARY REVENUE						
EXTERIOR ADVER.	\$ 15,133.80	\$ 22,462.84	-32.63%	\$ 163,138.45	\$ 169,121.52	-3.54%
MISC / CONCESSIONS	5,748.78	71,974.16	-92.01%	58,212.20	405,330.58	-85.64%
TOTAL AUXILIARY	\$ 20,882.58	\$ 94,437.00	-77.89%	\$ 221,350.65	\$ 574,452.10	-61.47%
INTEREST REVENUE						
INTEREST	\$ 35,002.90	\$ 7,925.42	341.65%	\$ 186,815.57	\$ 27,123.35	588.76%
	\$ 35,002.90	\$ 7,925.42	341.65%	\$ 186,815.57	\$ 27,123.35	588.76%
TOTAL REVENUE WITHOUT ACCESS						
	August 2023	August 2022	% DIFF	YTD2023	YTD2022	YTD2023
NON-CONTRACT	\$ 45,406.93	\$ 40,861.33	11.12%	\$ 288,601.69	\$ 289,738.62	-0.39%
CONTRACT	33,068.55	29,503.17	12.08%	1,520,237.29	1,568,209.54	-3.06%
AUXILIARY	20,882.58	94,437.00	-77.89%	221,350.65	574,452.10	-61.47%
INTEREST	35,002.90	7,925.42	341.65%	186,815.57	27,123.35	588.76%
	\$ 134,360.96	\$ 172,726.92	-22.21%	\$ 2,217,005.20	\$ 2,459,523.61	-9.86%
TOTAL REVENUE WITH ACCESS						
	August 2023	August 2022	% DIFF	YTD2023	YTD2022	YTD2023
ALL SOURCES	\$ 134,360.96	\$ 172,726.92	-22.21%	\$ 2,217,005.20	\$ 2,459,523.61	-9.86%
ACCESS	11,860.79	5,094.50	132.82%	54,370.71	51,208.40	6.18%
TOTAL REVENUE	\$ 146,221.75	\$ 177,821.42	-17.77%	\$ 2,271,375.91	\$ 2,510,732.01	-9.53%

BALANCE SHEET

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

ASSETS	Dec-22	Current	LIABILITIES	Dec-22	Current
CASH & CASH ITEMS			PAYABLES		
CASH IN BANK-GENERAL FUND	7,166,614.84	9,499,305.78	TRADE PAYABLES	-	-
CASH IN PAYROLL ACCOUNT-GEN FD	103,109.00	465,542.85	ACCOUNTS PAYABLE	362,691.80	246,804.60
LEVY EXCESS FUND	-	-	ACCOUNTS PAYABLE - CNG UTILITIES	99,180.09	182,895.06
WORKING FUNDS	525.00	525.00	TOTAL PAYABLES	461,871.89	429,699.66
UNITED HEALTHCARE HRA IMPREST-GEN FD	-	-	ACCRUED PAYROLL LIABILITIES		
HEALTHCARE IMPREST-GEN FD	-	-	ACCRUED WAGES PAYABLE	132,655.00	132,655.00
RAINY DAY FUND	256,256.66	256,256.66	ACCR COMPENSATED ABSENCES PAYABLE	276,583.24	276,583.24
TOTAL CASH & CASH ITEMS	7,526,505.50	10,221,630.29	DEDUCTIONS-AUTO	-	-
RECEIVABLES			UNION DUES WITHHELD	1,008.10	7,254.58
ACCOUNTS RECEIVABLE	95,134.49	15,465.64	DEDUCTION-FICA/MEDICARE EE	-	-
SHOP INVENTORY	-	-	DEDUCTION-UNION DUES	-	-
A/R - CITY OF LAFAYETTE	-	-	DEDUCTION-WELLNESS	287.45	203.31
CONTRACT RECEIVABLE-PURDUE	487,156.17	1,067,858.86	DEDUCTION-HEALTH INSURANCE	58,842.54	6,947.26
A/R-TICKET VENDING MACHINE COLLECTIONS	3,624.00	4,481.00	DEDUCTION-HEALTH INS - COBRA	-	-
A/R - OFF-SITE PASS SALES COLLECTIONS	-	-	DEDUCTION - CHARITABLE DONATIONS	-	-
ACCTS RECV-EMPLOYEE P/R WASH	-	-	DEDUCTION - LIBERTY NATIONAL	-	13,186.82
A/R CAPITAL GRANTS-FTA	89,009.04	89,009.04	DEDUCTION-GARNISHMENTS	-	0.11
A/R OPERATING ASSISTANCE-FTA	372,304.00	372,304.00	DEDUCTION-UNITED WAY	370.72	837.88
A/R TAX DRAW-COUNTY/LOCAL	-	547,427.02	DEDUCTION-CABLE	-	-
A/R GRANTS-STATE	-	-	DEDUCTION-PERF EE	3,518.23	4,787.52
A/R PLANNING ASSISTANCE-FTA	-	-	DEDUCTION-SUPPORT	-	827.50
A/R OPERATING ASSISTANCE-STATE	-	-	DEDUCTION-INDUS CREDIT UNION	-	-
A/R FEDERAL TAX CREDITS	362,627.00	362,627.00	DEDUCTION-BOSTON MUTUAL	102.88	197.73
PROPERTY TAX RECEIVABLE	3,128,409.00	3,128,409.00	DEFERRED COMPENSATION	1,135.25	2,656.70
TOTAL RECEIVABLES	4,538,263.70	5,587,581.56	ACCRUED PERF PAYABLE ER	13,801.64	19,385.74
MATERIALS & SUPPLIES INVENTORY			TOTAL PAYROLL LIABILITIES	488,305.05	465,523.39
BUS PARTS INVENTORY	375,050.61	375,397.23	ACCRUED TAX LIABILITIES		
PARTS INVENTORY-CLEARING ACCT	-	-	FIT TAXES	-	-
DIESEL & GASOLINE INVENTORY	37,164.97	27,720.87	FICA/MEDICARE	33,144.00	26,755.39
OIL, LUBE, ANTIFREEZE INVENTORY	53,149.46	53,841.48	STATE TAX	-	-
TIRES, TUBES, BATTERIES INVENTORY	4,494.25	1,467.98	STATE UNEMPLOYMENT TAX	-	-
FACILITIES PARTS INVENTORY	30,062.20	30,043.27	COUNTY TAX	-	-
TOTAL MATERIALS & SUPPLIES INVENTORY	499,921.49	488,470.83	TOTAL TAX LIABILITIES	33,144.00	26,755.39
TANGIBLE PROPERTY TRANSIT OPS			SHORT TERM DEBT		
REVENUE EQUIPMENT	26,683,454.68	26,849,731.46	BANK OF AMERICA SHORT-TERM PAYABLE-CNG	-	-
SUPPORT VEHICLES	471,774.93	578,732.43	AUTO INSURANCE PAYOUT LIABILITY	-	(36,320.99)
BUILDING & STRUCTURE	17,213,294.18	17,250,932.09	WORKERMAN COMP INSURANCE PAYOUT LIABILITY	-	-
EQUIPMENT SHOP & GARAGE	489,069.79	526,355.39	HEALTH INSURANCE PAYOUT LIABILITY	-	-
REVENUE COLLECTION FAREBOX	1,729,463.34	1,729,463.34	ACCRUED INTEREST PAYABLE - BANK OF AMERICA-CNG	-	-
COMMUNICATIONS EQUIPMENT	307,624.68	313,567.71	TOTAL SHORT TERM DEBT	-	(36,320.99)
OFFICE EQUIPMENT & FURNISHINGS	296,520.42	323,647.96	OTHER CURRENT LIABILITIES		
CONSTR IN PROGRESS-W LAF	-	-	UNREDEEMED TOKENS	-	-
CONSTR IN PROGRESS - MYERS PED BRIDGE PROJECT	-	-	UNREDEEMED REGULAR PASSES	-	-
CONSTR IN PROGRESS - LAF	2,541,127.24	3,656,955.71	UNREDEEMED DAY PASSES	-	-
CONSTR IN PROGRESS - SHELTERS	-	-	UNREDEEMED E & D PASSES	-	-
LAND	926,471.26	926,471.26	UNREDEEMED SEMESTER PASSES	-	-
TOTAL PROPERTY COST	50,658,800.52	52,155,857.35	UNREDEEMED LOOP PASSES	-	-
ACCUMULATED DEPRECIATION			DEFERRED REVENUE-COUNTY/LOCAL	-	-
ACC DEPR-REVENUE EQUIPMENT	(12,921,158.07)	(14,509,420.75)	DEFERRED REVENUE-ADVERTISING & PAINTED TRANSIT	-	8,249.99
ACC DEPR-SUPPORT VEHICLES	(430,590.75)	(451,428.74)	FEDERAL TAX PAYABLE	-	-
ACC DEPR-BUILDING & STRUCTURE	(8,244,578.22)	(8,704,883.51)	UNREDEEMED 50 FARESAVERS	-	-
ACC DEPR-EQUIPMENT SHOP & GARAGE	(416,499.18)	(454,690.08)	UNREDEEMED PASS STUDENT	-	-
ACC DEPR-REVENUE COLLECTION FAREBOX	(1,548,529.48)	(1,589,351.20)	UNREDEEMED REVENUE	-	-
ACC DEPR-COMMUNICATIONS EQUIPMENT	(57,598.57)	(104,386.73)	UNREDEEMED TVM CHG/STRD VALUE CARDS	7,606.00	8,105.00
ACC DEPR-OFFICE EQUIPMENT & FURNISHINGS	(159,210.15)	(207,716.19)	NET PENSION LIABILITY	3,906,652.00	3,906,652.00
ACC DEPR-CONSTR IN PROGRESS-WLAF	-	-	TOTAL OTHER CURRENT LIABILITIES	3,906,652.00	3,906,652.00
ACC DEPR-CONSTR IN PROGRESS-LAF	-	-	LONG-TERM DEBT		
TOTAL ACCUMULATED DEPRECIATION	(23,778,164.42)	(26,021,877.20)	BANK OF AMERICA LONG-TERM PAYABLE-CNG	-	-
TOTAL PROPERTY LESS DEPRECIATION	26,880,636.10	26,133,980.15	TOTAL LONG-TERM DEBT	-	-
SPECIAL FUNDS			ESTIMATED LIABILITIES		
BONDS & INTEREST CASH ACCT	-	-	FTA EST RES FOR ENCUMBRANCES	-	-
INVESTMENTS-BON & INTEREST FUND	-	-	TOTAL ESTIMATED LIABILITIES	-	-
BANK OF AMERICA FUNDS - CNG	-	-	DEFERRED CREDITS		
ACA MLR PREMIUM REBATE	-	-	DEFERRED CR - MYERS PED BRIDGE PROJECT	-	-
GENERAL FUND CAP-RES 86-12	-	-	TOTAL DEFERRED CREDITS	-	-
BUS AUTO INS CASH FUND	400,000.00	400,000.00	DEFERRED INFLOWS		
INVEST-SPLC FUNDS-DIR & OFFICE	-	-	DEFERRED INFLOW - EXPECTED AND ACTUAL EXPERIENCE	14,858.00	14,858.00
DIRECTOR & OFFICERS SPEC CASH	74,870.36	74,870.36	DEFERRED INFLOW - EXPECTED AND ACTUAL INV EARNINGS	-	-
ELTF DEDUCTIBLE FUNDS	15,000.00	15,000.00	DEFERRED INFLOW - PROPORTIONATE SHARE	100,262.00	100,262.00
INVESTMENTS	-	-	DEFERRED INFLOW - ASSUMPTIONS	167,140.00	167,140.00
CUMULATIVE CAPITAL FUND	1,096,018.24	1,321,429.93	DEFERRED INFLOW FROM PROPERTY TAXES	3,128,409.00	3,128,409.00
CAPITAL IMPROV RESERVE FUND	-	-	TOTAL DEFERRED INFLOWS	3,410,669.00	3,410,669.00
CAPITAL IMPROV INVESTMENTS	-	-	CONTRIBUTIONS		
TOTAL SPECIAL FUNDS	1,585,888.60	1,811,300.29	INVESTMENTS IN TRANSIT SYS-LAF	24,682.75	24,682.75
OTHER ASSETS			FED GOVERN CAP GRANT SEC 3 (5309)	23,056,883.82	23,056,883.82
PRE-PAID INSURANCE	45,963.42	33,087.66	FED GOVERN CAP GRANT SEC 5	2,633,996.56	2,633,996.56
PRE-PAID EXPENSES	74,996.55	119,116.35	FED GOVERN CAP GRANT SEC 9 (5307)	43,879,641.65	44,008,033.65
PRE-PAID HEALTH INSURANCE	-	-	STATE CAP GRANT CONTRIBUTION	788,343.85	788,343.85
TOTAL OTHER ASSETS	120,959.97	152,204.01	STATE CAP GRANT SEC 9	657,682.35	657,682.35
DEFERRED OUTFLOWS			STATE CAP GRANT SEC 5	601,488.98	601,488.98
DEFERRED OUTFLOW - PERF EMPLOYER CONTRIBUTIONS	425,367.00	425,367.00	CONTRIBUTIONS NON GOVERNMENTAL	-	-
DEFERRED OUTFLOW - PROPORTIONATE SHARE	185,471.00	185,471.00	ACCUMULATED EARNINGS/LOSSES	(37,092,454.54)	(33,888,940.27)
DEFERRED OUTFLOW - EXPECTED AND ACTUAL EXPERIENCE	84,242.00	84,242.00	TOTAL CONTRIBUTIONS	34,550,265.42	37,882,171.69
DEFERRED OUTFLOW - EXPECTED AND ACTUAL INV EAR	482,122.00	482,122.00	TOTAL ASSETS	42,858,513.36	46,101,505.13
DEFERRED OUTFLOW - CHANGE IN ASSUMPTION	529,136.00	529,136.00	TOTAL LIABILITIES & CONTRIBUTIONS	42,858,513.36	46,101,505.13
TOTAL DEFERRED OUTFLOWS	1,706,338.00	1,706,338.00			

Aug 2023

EXPENDITURES TO DATE AND REMAINING BUDGET

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

Budget to date 66.7%

	BUDGET FY2023	Budget to Date	Expenditures to Date	Expenditures to Date %	Remaining Budget
PERSONNEL					
Operator Wages	5,580,833	3,720,556	3,878,152	69.5%	1,702,681
Administrative Wages	1,911,253	1,274,169	992,238	51.9%	919,015
Maintenance Wages	864,809	576,539	501,295	58.0%	363,514
FICA	639,302	426,202	407,134	63.7%	232,168
PERF	919,258	612,839	591,023	64.3%	328,236
Life & Health Insurance	2,173,302	1,448,868	1,059,833	48.8%	1,113,470
Unemployment Insurance	70,000	46,667	23,003	32.9%	46,997
Work Comp Insurance	79,439	52,959	77,683	97.8%	1,756
Uniform Rental and Cleaning	54,958	36,638	18,550	33.8%	36,408
Tool Allowance/Fringe Benefits	51,251	34,167	83,433	162.8%	(32,182)
Affordable Care Act Fees	-	-	-	0.0%	-
	12,344,406	8,229,604	7,632,343	61.8%	4,712,063
COMMODITIES					
Diesel Fuel	247,734	165,156	112,293	45.3%	135,441
Natural Gas Fuel	563,509	375,673	285,844	50.7%	277,665
Gasoline	26,945	17,964	13,346	49.5%	13,600
Oil & Antifreeze	47,278	31,519	33,053	69.9%	14,225
Repair Parts, Revenue Vehicles	452,600	301,734	201,947	44.6%	250,653
Repair Parts, Fixed Equipment	10,000	6,667	155	1.5%	9,845
Tires and Batteries	13,621	9,081	11,776	86.5%	1,845
Cleaning Supplies	26,789	17,859	14,199	53.0%	12,590
Building Materials	7,500	5,000	12,693	169.2%	(5,193)
Postage & Freight	5,500	3,667	4,518	82.2%	982
Office Supplies	20,000	13,333	15,439	77.2%	4,561
Other Materials, General Business	121,672	81,114	58,221	47.9%	63,451
Other Materials, Billable	30,000	20,000	368	1.2%	29,633
Other Materials, Maintenance	10,000	6,667	3,265	32.6%	6,735
	1,583,149	1,055,433	767,116	48.5%	816,033
SERVICES & CHARGES					
Attorney & Audit	150,000	100,000	65,641	43.8%	84,359
Contract Maintenance	506,440	337,627	282,326	55.7%	224,114
Custodial Services	66,557	44,372	33,360	50.1%	33,197
Contractual Services	400,000	266,667	265,724	66.4%	134,276
Utilities, Telephone	8,026	5,350	3,502	43.6%	4,523
Utility Expense, Electric	73,249	48,833	31,437	42.9%	41,812
Utility Expense, Water & Sewage	49,346	32,898	20,472	41.5%	28,874
Utilities, Natural Gas Heat	75,000	50,000	37,454	49.9%	37,546
Advertising & Promotions	120,000	80,000	54,577	45.5%	65,423
Exterior Advertising	45,000	30,000	9,030	20.1%	35,970
Printing	20,000	13,333	1,645	8.2%	18,355
Advertising Fees (Legal Ads)	5,540	3,693	348	6.3%	5,192
Dues & Subscriptions	45,385	30,257	28,766	63.4%	16,619
Travel & Meeting Expenses	87,213	58,142	42,132	48.3%	45,081
Premium on PL & PD	650,000	433,333	310,802	47.8%	339,198
Payouts PL & PD	103,320	68,880	81,333	78.7%	21,987
Recovery/physical Damage		-	(65,760)	0.0%	65,760
Other Corporate Ins	106,422	70,948	45,011	42.3%	61,411
Vehicle Registration	750	500	-	0.0%	750
Interest - Short Term	-	-	-	0.0%	-
Bad Debt Expense	800	533	18,195	2274.4%	(17,395)
Misc. Expense		-	5,516	0.0%	(5,516)
Cash (over)/short		-	-	0.0%	-
	2,513,049	1,675,366	1,271,510	50.6%	1,241,539
TOTAL OPERATING EXPENSES	16,440,604	10,960,402	9,670,970	58.8%	6,769,634

August 2023

Route	RouteName	Passengers	Total Miles	Total Hours	P/Mi	%DIFF FROM 22	P/Hrs	%DIFF FROM 22
1A	Market Square	21,810	14,502.32	1,097.20	1.50	▲ 27.29%	19.88	■ -7.08%
1B	Salisbury	42,122	10,397.26	841.10	4.05	▲ 30.72%	50.08	■ -4.82%
2A	Schuyler Ave	9,657	3,975.09	321.85	2.43	▲ 60.67%	30.00	■ -6.44%
2B	Union St	6,744	4,018.75	359.13	1.68	▲ 25.22%	18.78	■ 4.40%
3	Lafayette Square	12,754	11,207.97	801.41	1.14	▲ 39.98%	15.91	■ 4.83%
4A	Tippecanoe Mall	12,499	6,641.28	640.91	1.88	■ 12.24%	19.50	■ 12.75%
4B	Purdue West	83,567	11,944.95	927.61	7.00	▲ 46.94%	90.09	■ 6.80%
5	Happy Hollow	13,444	5,846.95	392.20	2.30	▲ 28.58%	34.28	■ -0.48%
6A	Fourth St	15,773	12,134.10	769.06	1.30	■ 12.75%	20.51	■ -2.03%
6B	South 9th	5,654	4,648.31	344.98	1.22	▲ 33.02%	16.39	■ 4.07%
7	South St	18,665	9,735.66	817.84	1.92	■ 8.80%	22.82	■ -4.30%
8	Klondike Express	13,170	6,804.44	504.22	1.94	▲ 32.19%	26.12	■ 6.73%
9	Park East	3,470	4,967.34	340.76	0.70	■ 3.07%	10.18	■ -0.68%
10	Northwestern	20,552	5,656.19	467.20	3.63	■ 14.21%	43.99	■ 5.46%
23	Connector	18,954	8,006.08	670.84	2.37	▲ 27.96%	28.25	▲ 29.89%
Others	Others	1,385	2,210.43	266.48	0.63	#DIV/0!	5.20	#DIV/0!
Sub Total:		300,220	122,697.12	9,562.79	2.45	▲ 28.45%	31.39	■ 5.15%
13	Silver Loop	22,691	1,739.23	289.14	13.05	▲ 99.01%	78.48	■ 9.03%
14	Black Loop	762	482.00	55.42	1.58	n/a	13.75	n/a
15	Tower Acres	18,895	2,159.64	290.12	8.75	▲ 52.03%	65.13	■ -5.89%
20	South Campus Loop	664	730.14	93.55	0.91	n/a	7.10	n/a
28	Gold Loop	10,714	1,537.17	193.08	6.97	▲ 152.92%	55.49	■ -14.31%
Sub Total:		53,726	6,648.18	921.31	8.08	▲ 94.16%	58.31	■ -5.64%
21A	Lark & Alight	12,638	2,598.14	198.50	4.86	■ 12.76%	63.67	■ -0.75%
24	Redpoint	4,412	1,928.48	105.99	2.29	▲ 125.89%	41.63	■ -6.70%
35	Lindberg Express	20,009	3,221.98	281.49	6.21	▲ 31.56%	71.08	■ 10.30%
Sub Total:		37,059	7,748.60	585.98	4.78	▲ 32.42%	63.24	■ 3.02%
MB Total:		391,005	137,094	11,070	2.85	▲ 33.04%	35.32	▲ 26.84%
DR	ACCESS/FLEX	3,466	16,750	1,295	0.21	■ 0.29%	2.68	■ 1.94%
Demand Response Total:		3,466	16,750	1,295	0.21	■ 0.29%	2.68	■ 1.94%
Grand Total:		394,471	153,844	12,365	2.56	▲ 31.47%	31.90	▲ 29.37%

August 2023

Route	RouteName	Passengers
1A	Market Square	21,810
1B	Salisbury	42,122
2A	Schuyler Ave	9,657
2B	Union St	6,744
3	Lafayette Square	12,754
4A	Tippecanoe Mall	12,499
4B	Purdue West	83,567
5	Happy Hollow	13,444
6A	Fourth St	15,773
6B	South 9th	5,654
7	South St	18,665
8	Klondike Express	13,170
9	Park East	3,470
10	Northwestern	20,552
23	Connector	18,954
Others	Others	1,385
Sub Total:		300,220

13	Silver Loop	22,691
14	Black Loop	762
15	Tower Acres	18,895
20	South Campus Loop	664
28	Gold Loop	10,714
Sub Total:		53,726

21A	Lark & Alight	12,638
24	Redpoint	4,412
35	Lindberg Express	20,009
Sub Total:		37,059

MB Total:	391,005
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DR	ACCESS/FLEX	3,466
Demand Response Total:	3,466	

Grand Total:	394,471
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August 2022

	RouteName	Passengers
1A	Market Square	18,090
1B	Salisbury	32,244
2A	Schuyler Ave	6,035
2B	Union St	5,219
3	Lafayette Square	9,305
4A	Tippecanoe Mall	11,400
4B	Purdue West	59,734
5	Happy Hollow	10,779
6A	Fourth St	14,152
6B	South 9th	4,532
7	South St	17,293
8	Klondike Express	11,444
9	Park East	3,378
10	Northwestern	16,851
23	Connector	11,118
Others	Others	0
Sub Total:		231,574

13	Silver Loop	12,511
15	Tower Acres	15,041
17	Ross Ade	1,637
28	Gold Loop	5,818
Sub Total:		35,007

21A	Lark & Alight	12,225
24	Redpoint	2,174
35	Lindberg Express	15,278
Sub Total:		29,677

MB Total:	296,258
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DR	ACCESS/FLEX	3,163
Demand Response Total:	3,163	

Grand Total:	299,421
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OPERATIONS REPORT

Aug-23

	2023 MONTH	2022 MONTH	2023 YTD	2022 YTD
MILES	153,844	125,148	1,192,521	1,172,671
PAID HOURS	14,573	9,511	116,473	134,403

	2023	2022	YTD 2023	YTD 2022	% DIFF MO	% DIFF YTD
ACCIDENTS	7	5	30	31	40.00%	-3.23%
PER 100,000 MILES	4.55	4.00	2.52	2.64	13.89%	-4.84%
PREVENTABLE	2	4	16	22	-50.00%	-27.27%
PER 100,000 MILES	1.30	3.20	1.34	1.88	-59.33%	-28.48%
NON-PREVENTABLE	5	1	14	9	400.00%	55.56%
PER 100,000 MILES	3.25	0.80	1.17	0.77	306.74%	52.97%
OVERTIME IN HOURS	889	1,002	18,440	15,220	-11.26%	21.15%
% OF OVERTIME HOURS	6.1%	10.5%	15.8%	11.3%	-42.09%	39.80%
SAFETY MEETINGS		6	5	7		

NO PAY HOURS: 359.20

ROADCALLS						AUGUST 2023		
				23-Jun	22-Jun	% DIFF		
MECHANICAL				3	2	▲	75.00%	
OTHER				0	0		#DIV/0!	
DELAYS				0	0		#DIV/0!	
TOTAL-MONTH				3	2	▲	75.00%	
TOTAL-YTD				23	8	▼	35.94%	
BUS#	LOCATION	PROBLEM	TIME	DATE	MECH OR OTHER			
7005		AIR SPRING		8/15/2023	M			
4005		TRANSMISSION		8/15/2023	M			
1803		DRIVESHAFT U-JOINT		8/25/2023	M			

DIESEL COST COMPARISON FOR 2023 (CURRENT YEAR VS LAST YEAR)						
Month	Total Gallons 2023	Total Gallons 2022	% Difference	Avg Cost Gallon 2023	Avg Cost Gallon 2022	Different per Gallon
JAN	5,492	7,117	■ -22.83%	\$3.4600	\$2.5000	▲ \$0.9600
FEB	7,746	7,767	■ -0.27%	\$2.9800	\$2.8800	■ \$0.1000
MAR	6,823	5,515	■ 23.72%	\$2.6800	\$2.8800	■ -\$0.2000
APR	6,283	5,049	■ 24.44%	\$2.5900	\$4.2300	■ -\$1.6400
MAY	2,918	1,988	▲ 46.78%	\$2.5980	\$4.2300	■ -\$1.6320
JUN	2,629	715	▲ 267.69%	\$2.5980	\$4.2300	■ -\$1.6320
JUL	2,157	401	▲ 437.91%	\$2.2200	\$4.2300	■ -\$2.0100
AUG	2,770	2,919	■ -5.10%	\$2.2200	\$4.2300	■ -\$2.0100
SEP			#DIV/0!			■ \$0.0000
OCT			#DIV/0!			■ \$0.0000
NOV			#DIV/0!			■ \$0.0000
DEC			#DIV/0!			■ \$0.0000
TOTAL	36,818	31,471	■ 16.99%	\$21.3460	\$29.4100	▼ -\$8.0640

CNG ACCESS BUSES			
Month	Total DGE Used 2023	Total DGE Used 2022	% Difference
JAN	1,765	2,088	▼ -15.4693%
FEB	1,775	1,677	▼ 5.8438%
MAR	2,051	2,033	▼ 0.8854%
APR	3,527	2,096	▲ 68.2729%
MAY	2,342	1,601	▲ 46.2836%
JUN	2,507	2,565	▼ -2.2612%
JUL	2,230	2,260	▼ -1.3274%
AUG	2,861	2,708	▼ 5.6499%
SEP			#DIV/0!
OCT			#DIV/0!
NOV			#DIV/0!
DEC			#DIV/0!
TOTAL	19,058	17,028	▼ 11.9215%

CNG FIXED ROUTES			
Month	Total DGE Used 2023	Total DGE Used 2022	% Difference
JAN	34,620	32,405	▲ 6.8354%
FEB	32,677	30,618	▲ 6.7248%
MAR	35,239	37,560	▲ -6.1794%
APR	21,084	40,881	▼ -48.4259%
MAY	34,780	34,659	▲ 0.3491%
JUN	28,740	35,346	■ -18.6895%
JUL	28,201	34,178	■ -17.4879%
AUG	39,158	40,299	▲ -2.8313%
SEP			#DIV/0!
OCT			#DIV/0!
NOV			#DIV/0!
DEC			#DIV/0!
TOTAL	254,499	285,946	▲ -10.9975%