



# City of Norman, OK

Municipal Building Council  
Chambers  
201 West Gray Street  
Norman, OK 73069

## Master

**File Number: K-1314-24**

**File ID:** K-1314-24

**Type:** Contract

**Status:** Consent Item

**Version:** 1

**Reference:** Item No. 30

**In Control:** City Council

**Department:** Planning and  
Community  
Development  
Department

**Cost:** \$460,500.00

**File Created:** 07/08/2013

**File Name:** CART Contract

**Final Action:**

**Title:** CONTRACT NO. K-1314-24: A CONTRACT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND CLEVELAND AREA RAPID TRANSIT (CART) IN THE AMOUNT OF \$460,500 FOR TRANSPORTATION SERVICES THROUGH JUNE 30, 2014.

**Notes:** ACTION NEEDED: Motion to approve or reject Contract No. K-1314-24 with CART in the amount of \$460,500 through June 30, 2014; and, if approved, authorize the execution thereof.

ACTION TAKEN: \_\_\_\_\_

**Agenda Date:** 07/23/2013

**Agenda Number:** 30

**Attachments:** K-1314-24

**Project Manager:** Linda Price, Revitalization Manager

**Entered by:** linda.price@normanok.gov

**Effective Date:**

### History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
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### Text of Legislative File K-1314-24

Body

**BACKGROUND:** Beginning in 1980 as a campus shuttle service for the University of Oklahoma, Cleveland Area Rapid Transit (CART) has become the third largest transit system in the State of Oklahoma. The University expanded the service into a public transportation bus system in 1986, and since 1993 the City of Norman has partnered in funding this essential public service.

Transporting more than one million passengers annually, CART features six Norman city routes, three University of Oklahoma campus routes, a route that serves to transport people to the Social Security Office in Moore as well as a six-times-daily commuter route to Oklahoma City, the "Sooner Express." CART offers users mobility throughout the city, including access to many medical facilities, residential areas, retail businesses and restaurants. Additionally, CARTaccess, an origin-to-destination service for those who are unable to ride the fixed route bus system, travels all 191 square miles of Norman.

CART ridership decreased by 3% this past year after showing an increase last fiscal year. CARTaccess,

CART's origin-to-destination service for those who cannot ride the regular bus routes because of disabilities and/or age, ensures mobility for approximately 30,000 riders per year, the majority of whom are Norman citizens with no University affiliation. CARTaccess ridership decreased 1% from the previous year. CART provided 3 days less service in FY13 when compared to FY12.

**DISCUSSION:** Funding for CART is provided by the Federal Transit Administration, the University of Oklahoma, the City of Norman, and the Oklahoma Department of Transportation. The proposed contract for services for FYE 14 represents the twentieth year of City subsidy for transit services.

For a number of years the City share in the funding of CART remained relatively level in spite of increasing costs of providing the service. In 2007 the Transportation Committee of the City Council recommended that the City try to achieve a budget share of at least 11% of the costs, a percentage last met in 2005. City Council did approve an increase of \$50,000 to \$230,000 in FYE 08 that equaled 8.2% of CART's budget. The FYE 09 budget of \$290,500 approved on June 10, 2008, represented an additional increase of \$50,000 plus \$10,500 specified for bus passes as needed. The \$280,000 budget for FYE 09 (not including the funding for bus passes) equaled 9.2% of the total CART budget for the fiscal year.

The FYE 10 budget of \$400,500 included an increase of \$20,000 to continue current services plus \$90,000 for partial year funding of the new northwest circulator route, and \$10,500 specified for bus passes. The \$390,000 budget for FYE 10 (not including the funding for bus passes) equaled 8.8% of the total CART budget for the fiscal year.

The FYE 11 budget of \$310,500 included a decrease of \$90,000, but retained \$10,500 for bus passes. The \$300,000 budget for FYE 11 (not including the funding for bus passes) equaled 9.7% of the total CART budget for the fiscal year.

The FYE 12 budget of \$310,500 was the same as the FYE 11 budget. The \$300,000 budget for FYE 12 (not including the funding for bus passes) equaled 12.88% of the total CART budget for the fiscal year.

The FYE 13 budget of \$460,500 was a \$150,000 increase over the FYE 12 budget. The \$450,000 budget for FYE 13 (not including the funding for bus passes) equaled 11.08% of the total CART budget for the fiscal year. The FYE 14 budget of \$460,500 is the same as the FYE 13 budget. The \$450,000 budget for FYE 14 (not including the funding for bus passes) equals 10.26% of the total CART budget for the fiscal year.

Contract No. K-1314-24 is for the general mass transportation services provided by CART. The set aside for bus passes is also included in this contract. Bus shelter and bench locations are discussed in the attached addendum.

**RECOMMENDATION:** The City Council approved the funding for the FYE 14 budget on June 11th. Staff has reviewed the proposed contract and recommends approval. Funds in the amount of \$460,500 are available in Miscellaneous Services/CART (account 010-1001-411.47-66).