



Legislation Details (With Text)

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Title: CONTRACT K-1718-8: A CONTRACT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND CLEVELAND AREA RAPID TRANSIT (CART) IN THE AMOUNT OF \$585,500 FOR TRANSPORTATION SERVICES THROUGH JUNE 30, 2018.

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Attachments: 1. Text File CART, 2. K-1718-8, 3. CART Bus Stop List, 4. Exhibit B CART Administrative Guide

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CONTRACT K-1718-8: A CONTRACT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND CLEVELAND AREA RAPID TRANSIT (CART) IN THE AMOUNT OF \$585,500 FOR TRANSPORTATION SERVICES THROUGH JUNE 30, 2018.

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 serving the larger Norman community in 1986, and since 1993 the City of Norman has partnered in funding this essential public service.

Transporting more than 1.2 million passengers in fiscal year 2016-2017 (FY17), CART features twelve fixed routes in its system. Those include six Norman city routes, four 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 major employers, medical facilities, residential areas, social service providers, 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 189.5 square miles of Norman.

CART fixed-route ridership is nearly the same as the previous year and CART access ridership is up 7 percent from last year. Recent additions of a second bus to the Main Street Route 10 and Alameda/E. Norman Route 21 have increased the frequency and capacity for these well-used routes. CART also made many improvements to bus stop locations, including adding ADA landing pads, benches, and signage. CARTaccess, CART's origin-to-destination service for those who cannot ride the "regular" bus routes because of disabilities and/or age, ensures mobility totaling more than 34,000 trips for persons with disabilities each year. The majority of CARTaccess riders are Norman citizens with no University affiliation.

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 fiscal year 2017-2018 (FYE 18) represents the twenty-fourth year of the City's financial partnership for transit services.

For a number of years the City's share in the funding of CART remained relatively level in spite of increasing costs of providing the service. In 2007 the City Council Transportation Committee recommended that the City try to achieve a budget share of at least 11% of the costs (excluding a \$10,500 per year allocation for bus passes). The City did meet this goal since 2007 except for 2012 and 2014, as shown below when comparing budgeted operational contributions (excluding \$10,500 per year allocations for bus passes).

The FYE 14 budget of \$450,000 was the same as the FYE 13 budget and equaled 10.26% of the total CART budget for that fiscal year.

The FYE 15 budget of \$500,000 was a \$50,000 increase over the FYE 14 budget and equaled 11.54% of the total CART budget for the fiscal year.

The FYE 16 budget of \$525,000 is a \$25,000 increase over the FYE 15 budget and equaled 11.65% of the total CART budget for the fiscal year.

The FYE 17 budget of \$575,000 is a \$50,000 increase over the FYE 16 budget and equals 11.33% of the total CART budget for the fiscal year.

The FYE 18 budget of \$575,000 does not reflect any increase over the FYE 17 budget and equals 10.7% of the total CART budget for the fiscal year.

Contract K-1718-8 is for the general mass transportation services provided by CART. The set aside for bus passes is also included in this contract.

Bus stop, bus shelter and bus bench locations are identified in Addendum A. Included in Addendum A are locations that will receive the installation of a Bus Stopper. This device is a reflective device attached to the bus stop sign that uses headlights from the approaching bus to reflect a signal to the bus driver. When a person moves the handle up and down a flashing pattern is communicated to the driver so the driver knows a passenger is waiting. The designated locations were determined by CART based upon information from drivers indicating which stops are difficult to detect waiting passengers in the dark.

Addendum B provides detailed information regarding the current fare structure and Addendum C is a map that provides an overview of the CART system.

The Administrative Guide for Bus Stop Locations and Bench and Shelter Locations and Advertising is attached as Exhibit B. This document is intended to provide a framework for authorizing bus stops, bus benches, bus shelters and advertising contained on the benches or shelters. Staff reviews this document each year with CART staff to update bench and shelter locations and to determine the availability of advertising at these new locations.

RECOMMENDATION: The City Council approved the funding for the FYE 18 budget on June 13th. Staff has reviewed the proposed contract and recommends approval. Funds in the amount of \$585,500 to cover both operational contributions of \$575,000 and bus pass contributions of \$10,500 are available in Miscellaneous Services/CART (010-1001-411.47-66).