

AGENDA

Bloomington Public Transportation Corporation (BPTC)

Tuesday, August 17, 2021

Conference Room

130 W. Grimes Lane
Bloomington, IN 47403

5:30 P.M.

The August 17, 2021 Board meeting will be a hybrid meeting with the ability for Board members and/or the public to attend the meeting virtually at the link below:

Join Zoom Meeting at the following link:

<https://us02web.zoom.us/j/85168526203?pwd=NHVnYmMvVitsUkcwaElyTThpcGF6UT09>

Meeting ID: 851 6852 6203

Passcode: 804314

One tap mobile

+16465588656,,85168526203#,,,,*804314# US (New York)
+13017158592,,85168526203#,,,,*804314# US (Washington DC)

Dial by your location

+1 646 558 8656 US (New York)
+1 301 715 8592 US (Washington DC)
+1 312 626 6799 US (Chicago)
+1 669 900 9128 US (San Jose)
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)

Meeting ID: 851 6852 6203

Passcode: 804314

PUBLIC MEETING

- I. ROLL CALL
- II. PETITIONS AND COMMUNICATIONS FROM THE PUBLIC ON NON-ACTION ITEMS
- III. MESSAGES FROM BOARD MEMBERS
- IV. MESSAGES FROM THE MANAGER
 1. COVID-19 Update
 2. Proposed Service Change – Route 8 and On-Demand Service
 3. Proposed Final 2022 Budget
 4. Alternative Fuels & Infrastructure Assessment Study Award
 5. Sideletter Agreement with AFSCME Local 613
 6. Personnel Report
 7. July Operating Statistics
- V. MESSAGES FROM THE CONTROLLER
 1. July Financial Report
 2. Transportation Management Contract
- VI. PUBLIC COMMENT – ACTION ITEMS



Bloomington Public Transportation Corporation

130 West Grimes Lane, Bloomington, Indiana 47403
812.332.5688 Fax 812.332.3660

To: The BPTC Board of Directors
From: Lew May, General Manager
Date: August 13, 2021
Re: Board Meeting, Tuesday, August 17, 2021

Included below are your notes for the meeting of the Board of Directors set for Tuesday, August 17, 2021, at 5:30 p.m. This will be a hybrid meeting with Board members attending in person and perhaps some attending via electronic means. The public will be allowed to attend in person and via electronic means. For those attending electronically, the Zoom meeting link and details are shown below.

Join Zoom Meeting at the following link:

<https://us02web.zoom.us/j/85168526203?pwd=NHVnYmMvVitsUkcwaElyTTThpcGF6UT09>

Meeting ID: 851 6852 6203
Passcode: 804314

One tap mobile
+16465588656,,85168526203#,,, *804314# US (New York)
+13017158592,,85168526203#,,, *804314# US (Washington DC)

Dial by your location
+1 646 558 8656 US (New York)
+1 301 715 8592 US (Washington DC)
+1 312 626 6799 US (Chicago)
+1 669 900 9128 US (San Jose)
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)

Meeting ID: 851 6852 6203
Passcode: 804314

COVID-19 Update

In July 2021, we carried 121 percent of what we carried in July 2021 for an average weekday. This is about 50 percent of what we averaged for a weekday in July 2019, which was the last pre-pandemic month of July. Average weekday ridership per month since the pandemic began is shown in the table on the following page:

Month	2020/2021 Average Weekday Ridership	2019/2020 Average Weekday Ridership
January 2020	12,487	12,183
February	16,922	14,740
March (thru spring break)	10,736	9,618
March (post spring break)	1,503	14,746
April 2020	1,266	14,081
May	1,399	5,651
June	1,913	5,051
July	1,990	4,779
August	2,630	8,213
September	3,627	17,028
October	3,562	16,672
November	3,039	14,494
December	2,147	11,656
January 2021	2,298	12,487
February	3,330	16,922
March	3,543	7,798
April	3,436	1,266
May	2,667	1,399
June	2,506	1,913
July	2,410	1,990

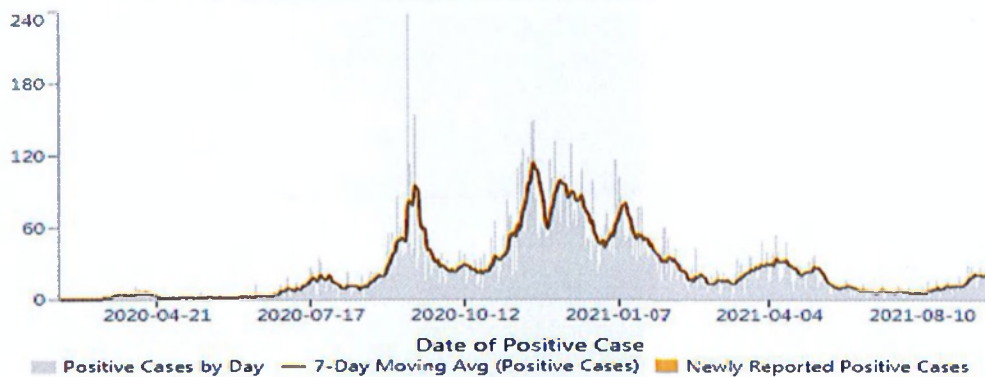
In Monroe County in the past month the number of positive cases for COVID-19 by day has been declining in recent weeks as shown in the graphic on the following page from the Indiana State Department of Health:

Monroe County Positive Cases by Day

1

All

Newly Reported



The number of positive cases in Monroe County has risen recently as shown in the graphic. Vaccinations are now available to all persons age 12 and higher in Monroe County. About 56 percent of all BPTC employees have submitted for the \$100 vaccination incentive.

Fare collection and front door boarding resumed on July 1, 2021. We also opened our Downtown Transit Center and the Grimes Lane facility to the public on July 1, 2021 as well. There have been no major issues associated with the resumption of fare collection, front door boarding, or opening of our facilities to the public. We continue to require passengers and employees on all buses to wear masks as required by the Transportation Security Administration (TSA).

Proposed Service Change – Route 8 and On-Demand Service

We held a public hearing on July 27 at the Downtown Transit Center to receive public comment on the proposed service change in which Route 8 Eastside Local fixed route service would be replaced by on-demand type service to be operated using a subsidized voucher. Attendance was light at the public hearing with fewer than 5 people there. Those who were there generally voiced about upholding safety and reliability standards, and accessibility issues for those without smartphones or banking cards to use the app-based technology.

We've used several other public input mechanisms

- Public feedback survey
- Social media posts
- Targeted stakeholder meeting at Cambridge Square Apartments
- Direct communication with riders by traveling on Route 8

Public feedback received thus far predominantly disfavors the proposal to replace Route 8 with on-demand transportation. The most common themes of concerns are related to affordability, reliability, and customer service. Affordability concerns are related to the \$1.00 fare for all riders. Reliability concerns are related to the response time of one hour. Customer service concerns are related to being in the personal vehicle of an Uber/Lyft vehicle as opposed to being in a BT fixed route vehicle.

Included in your packet is a Public Input Summary prepared by Zac Huneck, Planning and Special Projects Manager. Zac will summarize this for you at the Board meeting.

Staff prepared service parameters that service providers would have to meet in order to be an authorized service on-demand service provider. Those service parameters were incorporated into a solicitation document seeking quotes from interested transportation providers. We received two (2) quotes including a quote from Uber and a quote from Lyft. Copies of their submission are included in your packet.

As discussed at the last Board meeting, the basic concept would be for BT to replace Route 8 with subsidized on demand service. Subsidy would be a maximum of \$14 per trip. The passenger would be responsible for a \$1.00 fare payment for each trip. Any trip costs above \$15 would be at the passenger's expense. Persons in wheelchairs or other mobility devices would use our BT Access service which has accessible vehicles. Currently this service is under normal capacity due to the ongoing pandemic.

The service area would be about 2.8 square miles and includes all areas within ¼ mile of the existing Route 8. The passenger's trip origin and destination would both have to be within the service area to qualify to use this service. The service days and hours would be the same as the current Route 8 which is Monday – Saturday, 8:30 a.m. to 7:30 p.m. with major holidays excluded. Response time for the service would be within one (1) hour of requesting an eligible trip. Service providers would have a technology app in place to allow riders to request trips. Such technology must be fully accessible and support screen reader functionality.

It's necessary to have at least two (2) different service providers in which the customer has the choice of service provider. The greater number of providers the greater the capacity of the service. Moreover, per Federal rules, we would have to have at least two (2) providers in order to waive Federal drug and alcohol testing regulations.

We solicited quotes from interested transportation providers. We received two (2) quotes including from Uber and from Lyft. Summarized in the table on the following page are their estimated fares for sample trips in the proposed service area.

Trip Origin	Trip Destination	Estimated Fare Uber	Estimated Fare Lyft
Eastland Plaza	Fountain Park Apts.	\$8.17	\$6.00-8.00
Meadow Park Apts.	College Mall	\$9.41	\$8.00-10.00
Jackson Creek Middle School	Fountain Park Apts.	\$14.82	\$15.00-18.00
Cambridge Square Apartments	College Mall	\$7.41	\$6.00-8.00
Cambridge Square Apartments	Kroger – College Mall Road	\$8.80	\$9.00-12.00
Eastland Plaza	Kroger – College Mall Road	\$7.03	\$6.00-8.00
Meadow Park Apts.	Jackson Creek Middle School	\$14.82	\$15.00-18.00
Average Trip Cost		\$10.07	\$9.29-\$11.71

For example, a trip from Cambridge Square Apartments to Kroger on College Mall Road, is estimated to cost \$8.80 as provided by Uber. The customer would pay \$1.00 of this trip cost which they would pay through their Uber account using the Uber app. BPTC would be billed by Uber \$7.80 for this trip as the subsidized portion of the trip.

Zac Huneck will discuss more details on the public comment process and summarize the comments for you at the Board meeting. Under New Business, we have an action item to consider approving a service change to Route 8 Eastside Local in which the route would be replaced by on-demand service operated by Uber and Lyft effective on or about November 1, 2021 subject to final award of contracts to Uber and Lyft which we anticipate having ready for the September board meeting.

Proposed Final FY 2022 Budget

Since last month's Board meeting, we've made several adjustments to the preliminary version of the budget which we discussed with you previously. The following is a summary of the substantive adjustments:

- Increased the amount for building automation (a capital project) from \$30,000 to \$80,000 based on an estimate recently received from our building services contractor.

- Decreased Passenger Fares from \$500,000 to \$400,000 based on our first month of returning to collecting fares this number is going to be more realistic.
- IU Reimbursements increased by \$25,000 due to the increase in building automation capital project expense as listed above. This is IU share of this increase in expense.

We anticipate presenting the 2021 budget to City Council on August 24, 2021. Typically, our budget is considered the same night as police, fire and utilities. Additional Council meetings would be held near the end of September and mid-October for final Council consideration of the FY 2022 budget.

Included in your packet is the proposed budget that will be discussed with the Board at the August 17th Board meeting.

The primary goals of the proposed 2022 budget include the following:

- Implement the recommendations of the Route Optimization Study with adjustments as recommended by staff. We've included about a 1.5 percent increase in revenue hours as part of the 2022 budget. The Route Optimization Study will restructure most if not all routes. Essentially a new network design is proposed to replace the current network. The groundwork for this was done as part of the 2019 study. Staff reviewed the recommendations of the study and has recommended a number of adjustments as part of the implementation.
- The 2022 budget includes a new road supervisor position budgeted at \$49,222 in wages. This position will give us an increased supervisory presence on the street for our daily operation. This was one of the new positions that staff had proposed as part of the workload assessment review that staff prepared a few years ago. Since that time, several new positions have been put in place including a Planning/Special Project Manager, a Human Resources Assistant, and contracted security personnel at our Downtown Transit Center which is staffed by off-duty police officers.
- We've included a placeholder in the 2022 budget of \$250,000 for the provision of on-demand service in order to continue the pilot program that we plan to start soon in 2021. We propose implementing the pilot project in the fall of 2021 using an Uber/Lyft model for provision of the on-demand service to replace Route 8 Eastside Local. This model could be used to provide on-demand service as a new service or as a replacement for fixed route service where productivity and efficiency is low.

of 17 known consulting firms that may have the experience to conduct such a study. In addition, the RFP was advertised twice in the Herald Times. We have a total of about \$150,000 to conduct the study of which \$100,000 is provided by BPTC and about \$50,000 from the MPO.

We received two (2) proposals including from WSP USA and the Center for Transportation Excellence (CTE). An evaluation committee consisting of myself, Zac Huneck and Jim McLary reviewed the proposals and scored them according to the evaluation criteria included in the RFP. A composite summary of the scoring is shown in the table below:

Evaluation Criteria	Max Pts	WSP USA	CTE
Proposed study approach & methodology	100	94.67	82.33
Qualifications & previous experience	50	50.00	48.33
Key personnel and subcontractor credentials	50	43.33	41.67
Proposed consultant costs	50	45.33	42.66
Project schedule	50	50.00	50.00
Level & type of assistance by BPTC staff	25	25.00	22.33
Total	325	308.33	287.32

A subcontractor proposed by WSP USA includes Foursquare ITP who conducted our Route Optimization Study. Foursquare ITP's experience and knowledge of our route network will be a valuable component of the study whereby the consultant will evaluate which routes are best candidates for the use of alternative fueled vehicles. As such, the evaluation committee recommends award to WSP USA in the amount of \$149,850.80. Resolution 21-20 is included in your packet for your consideration under New Business.

Sideletter Agreement with AFSCME Local 613

We've discussed elements of a potential sideletter agreement with AFSCME Local 613 in an effort to reward employees with an essential worker bonus for the challenges endured from the COVID-19 pandemic as well as provide a higher entry level wage for starting fixed route drivers. Another element of the proposed sideletter will include provisions to ensure we have a better overtime assignment process.

Our legal counsel is finalizing a draft sideletter agreement for your possible consideration at the Board meeting. As soon as that sideletter is available for your review, I will send it to you. Under New Business on the agenda, we have an action item for your consideration to move to approve the sideletter.

Personnel Report

Brenda Underwood's monthly report is summarized below.

**Bloomington Public Transportation Corporation
Personnel Report
July 2021**

	Monthly New Hires	Monthly Terminations	End of Month Vacancies
Administrative Staff	0	0	0
Fixed Route Drivers	2	2	12
BT Access Drivers	0	0	0
Mechanics	0	0	2
Service Person	1	0	0
Service Attendants	0	0	3
Total	3	2	17

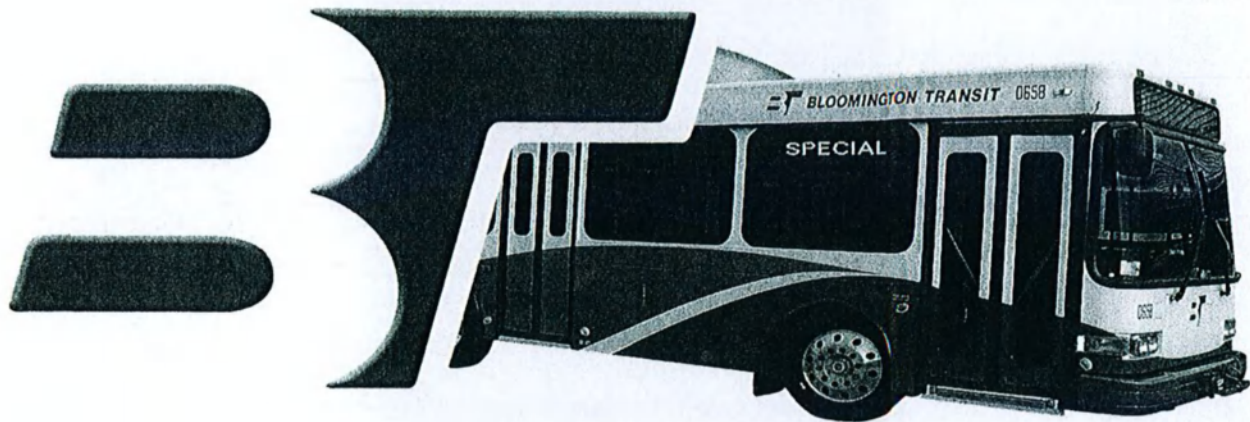
July Operating Statistics

Fixed route ridership was up 16 percent in July 2021 compared to July 2020. The gradual recovery from the pandemic is the primary reason for the increase. Year-to-date fixed route ridership is down 52 percent compared to the same period last year.

BT Access ridership was up 49 percent in July 2021 compared to July 2020. Year-to-date BT Access ridership is exactly the same compared to the same period last year. It's important to note that BT Access ridership is trending much higher in recent months (April through July) compared to the same period last year.

Copies of the July operating statistics are included in your packet.

2022 Draft Budget



Bloomington Transit



OPERATING EXPENSES

Budget Class I	2022 Proposed	2021 Approved	Percent Change
Salaries (Operators) Fixed and BT Access full and part time operators	3,179,200	3,057,477	3.98%
Salaries (Other Operating) Operations manager and supervisors; road supervisor; and BT Access F/T dispatchers	447,808	384,431	16.49%
Salaries (Maintenance) Maintenance manager, mechanics, service attendants, and parts specialist salaries	792,138	792,344	-0.03%
Salaries (Other) Administrative staff	526,021	505,640	4.03%
FICA	378,306	362,602	4.33%
PERF	440,660	421,289	4.60%
Health/Dental/Disability/Life/Vision Insurance	699,582	612,978	14.13%
Unemployment	12,000	10,000	20.00%
Employee Uniforms	26,250	25,624	2.44%
Tool and CDL Allowance	12,500	12,500	0.00%
Subtotal Budget Class I	\$ 6,514,465	\$ 6,184,885	5.33%

Budget Class II

	2022 <u>Proposed</u>	2021 <u>Approved</u>	Percent <u>Change</u>
Office Supplies	17,320	16,816	3.00%
Garage Uniforms/Drug Testing	15,000	15,000	0.00%
Fuel/Oil/Grease/Fluids	877,500	750,000	17.00%
Parts	500,000	525,000	-4.76%
Other Supplies	<u>115,500</u>	<u>110,000</u>	5.00%
Subtotal Budget Class II	<u><u>\$1,525,320</u></u>	<u><u>\$1,416,816</u></u>	7.66%

Budget Class III

Professional Services	1,032,685	983,510	5.00%
Expenses include contracted transit management services, contracted facility maintenance services, software support services, Microtransit, legal services, employee counseling services, various professional support services/contracts, information technology services, payroll processing, and auditing services			
Telephone	15,347	14,616	5.00%
Postage	4,130	3,933	5.01%
Travel	4,061	3,868	4.99%
Printing	30,447	30,447	0.00%
Advertising	43,358	41,293	5.00%
Insurance/Risk Management	397,093	322,207	23.24%
Electricity	69,750	55,000	26.82%

Budget Class III (continued)

	2022 Proposed	2021 Approved	Percent Change
Water	13,230	12,600	5.00%
Gas	13,500	13,500	0.00%
IU Shared Expenses	95,100	95,100	0.00%
Building Maintenance	20,000	20,000	0.00%
Repairs and Labor	66,837	63,654	5.00%
Training, Dues, and Subscriptions	51,850	42,000	23.45%
Subtotal Budget Class III	\$1,857,388	\$1,701,728	9.15%
Total Operating Expenses	\$9,897,173	\$9,303,429	6.38%

Budget Class IV - Capital

Tires and Engine/Transmission Rebuilds	180,000	212,914	-15.46%
Passenger/Bus stops	100,000	186,250	-46.31%
Equipment and Maintenance	330,000	1,606,000	-79.45%
Includes computer hardware and software, Facility maintenance-diesel pump replacement, new oil separators, updated building security and control automation			
Motor Equipment - 4 buses, 2 Access Van; and 2 support vehicle	4,607,221	3,197,200	44.10%
Subtotal Budget Class IV	\$5,217,221	\$5,202,364	0.29%
TOTAL EXPENDITURES	\$15,114,394	\$14,505,793	4.20%

Revenues

	2022 <u>Proposed</u>	2021 <u>Approved</u>	<u>Percent Change</u>
Property Tax Levy	\$1,474,736	\$1,413,937	4.30%
Financial Institution Tax	13,664	12,344	10.69%
License Excise Tax	61,487	62,754	-2.02%
Local Option Income Tax	526,770	512,037	2.88%
Commercial Vehicle Excise Tax	4,022	4,098	-1.85%
Passenger Fares	400,000	400,000	0.00%
Advertising Sales	140,000	100,000	40.00%
State PMTF	2,550,664	2,211,957	15.31%
Federal - Operating and Capital	8,506,688	8,338,479	2.02%
IU Contract Revenue	1,166,363	1,240,087	-5.95%
IU Reimbursements	120,100	95,100	26.29%
Miscellaneous	<u>149,900</u>	<u>115,000</u>	30.35%
TOTAL REVENUE	<u>\$15,114,394</u>	<u>\$14,505,793</u>	4.20%

RESOLUTION 21-19

A resolution approving a service change to the Route 8 Eastside Local in which the route would be replaced by on-demand service operated by Uber and Lyft effective on or about November 1, 2021 subject to final award of contract to Uber and Lyft.

WHEREAS, the Bloomington Public Transportation Corporation (BPTC) is the operator of public transportation services in the Bloomington urbanized area; and

WHEREAS, a proposed service change on Route 8 Eastside Local was publicized in accordance with the BPTC's established process for obtaining public comment prior to implementing major service changes, and a public hearing on the proposed service change was held on July 27, 2021; and

WHEREAS, the proposed service change on Route 8 Eastside Local proposes to replace fixed route service on Route 8 with on-demand service operated by Uber and Lyft and would be subsidized by BPTC in the maximum amount of \$14.00 per trip with a passenger fare of \$1.00 per trip, and any amount of fare in excess of \$15.00 per trip paid by the user; and

WHEREAS, service days and hours of the proposed on-demand service would be Monday through Saturday, from 8:30 a.m. to 7:30 p.m. with major holidays excluded including New Year's Day, Memorial Day, Independence Day, Thanksgiving and Christmas; and

WHEREAS, the BPTC Board of Directors has reviewed and considered public comments received relative to the proposed service change.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Bloomington Public Transportation Corporation that the following service change is adopted subject to final contract award to Uber and Lyft and will take effect on or about November 1, 2021.

ATTEST:

APPROVE:

James McLary, Secretary
Bloomington Public Transportation
Corporation

Nancy Obermeyer, Chair
Bloomington Public Transportation
Corporation

RESOLUTION 21-20

A resolution approving the award of contract to WSP USA to conduct an Alternative Fuels and Infrastructure Assessment study.

WHEREAS, under Indiana Code 5-22-9-1, the Bloomington Public Transportation Corporation (BPTC) has determined that the use of competitive sealed bidding is not practicable nor advantageous for the procurement of professional services to conduct an Alternative Fuels and Infrastructure Assessment study as there are several criteria that should be considered in such a procurement including study approach and methodology, key personnel and subcontractor credentials, price, and the level and type of assistance required of BPTC staff; and

WHEREAS, the BPTC has solicited the procurement of professional services from interested and qualified transit consulting firms to conduct an Alternative Fuels and Infrastructure Assessment study; and

WHEREAS, an evaluation committee consisting of the BPTC General Manager, the BPTC Planning and Special Projects Manager, and the BPTC Board Secretary who have reviewed and evaluated proposals received from interested consulting firms and this committee has scored proposals and accordingly determined that the firm of WSP USA is the best and most advantageous firm for the BPTC to use for this project; and

NOW THEREFORE, BE IT RESOLVED: The BPTC Board of Directors authorizes the award of contract to WSP USA in the amount of \$149,850.80 for this procurement of professional services.

ATTEST:

APPROVE:

James McLary, Secretary
Bloomington Public Transportation
Corporation

8-17-21

Nancy Obermeyer, Chair
Bloomington Public Transportation
Corporation

8-17-21

Bloomington Public Transportation Corporation

Monthly Statistics and Performance Indicators

Ridership													
	January	February	March	April	May	June	July	August	September	October	November	December	YTD Total
Fixed Route													
2021 Passenger Trips	53,907	66,607	90,946	84,466	62,408	61,221	57,746						477,301
2020 Passenger Trips	291,326	364,501	182,675	31,938	34,256	47,294	49,781						1,001,777
2020-2021 Change	-237,419	-297,894	-91,729	52,528	28,152	13,927	7,965						-524,470
2020-2021 Percent Change	-81%	-82%	-50%	164%	82%	29%	16%						-52%
BT Access													
2021 Passenger Trips	1,163	1,223	1,777	1,839	1,686	1,831	1,873						11,392
2020 Passenger Trips	3,218	3,174	1,713	389	542	1,096	1,260						11,392
2020-2021 Change	-2,055	-1,951	64	1,450	1,144	735	613						0
2020-2021 Percent Change	-64%	-61%	4%	373%	211%	67%	49%						0%
2021 Revenue Hours	685	700	891	870	779	861	896						5,681
2020 Revenue Hours	1,271	1,239	786	338	346	551	646						5,177
2021 Passengers Per Rev Hour	1.70	1.75	1.99	2.12	2.16	2.13	2.09						2.01
2020 Passengers Per Rev Hour	2.53	2.56	2.18	1.15	1.57	1.99	1.95						2.20
2021 Revenue Miles	5,650	5,526	7,707	8,719	7,186	7,498	7,911						50,197
2020 Revenue Miles	13,244	12,898	7,783	2,464	2,986	5,339	6,412						51,126
2021 Passengers Per Rev Mile	0.21	0.22	0.23	0.21	0.23	0.24	0.24						0.23
2020 Passengers Per Rev Mile	0.24	0.25	0.22	0.16	0.18	0.21	0.20						0.22
Total Ridership													
2021 Passenger Trips	55,070	67,830	92,723	86,305	64,094	63,052	59,619						488,693
2020 Passenger Trips	294,544	367,675	184,388	32,327	34,798	48,390	51,041						1,013,163
2020-2021 Change	-239,474	-299,845	-91,665	53,978	29,296	14,662	8,578						-524,470
2020-2021 Percent Change	-81%	-82%	-50%	167%	84%	30%	17%						-52%

Bloomington Public Transportation Corporation

Monthly Statistics and Performance Indicators

Safety													
Accidents	January	February	March	April	May	June	July	August	September	October	November	December	YTD Total
Fixed Route													
2021 Collision Accidents	2	2	2	2	1	1	2						12
2020 Collision Accidents	6	5	5	0	0	2	2						20
2020-2021 Change	-4	-3	-3	2	1	-1	0						-8
Fixed Route													
2021 Preventable Accidents	1	2	2	1	1	0	2						9
2020 Preventable Accidents	2	3	4	0	0	1	1						11
2020-2021 Change	-1	-1	-2	1	1	-1	1						-2
BT Access													
2021 Collision Accidents	0	2	0	0	0	0	0						2
2020 Collision Accidents	0	0	0	0	0	0	0						0
2020-2021 Change	0	2	0	0	0	0	0						2
BT Access													
2021 Preventable Accidents	0	2	0	0	0	0	0						2
2020 Preventable Accidents	0	0	0	0	0	0	0						0
2020-2021 Change	0	2	0	0	0	0	0						2
Roadcalls													
Fixed Route													
2021 Roadcalls	0	6	9	9	2	9	11						46
2020 Roadcalls	10	26	15	5	2	16	15						89
2020-2021 Change	-10	-20	-6	4	0	-7	-4						-43
BT Access													
2021 Roadcalls	0	0	0	0	0	0	0						0
2020 Roadcalls	0	0	0	0	1	0	0						1
2020-2021 Change	0	0	0	0	-1	0	0						-1

**BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
FINANCIAL NARRATIVE FOR THE MONTH ENDING
JULY 31, 2021**

Operating Expenses

Operating expenses for July totaled \$692,619. Salary and Fringe benefits expense for July was \$475,260. This represents an increase from June due to the timing of payrolls and payroll accruals. Materials and Supplies for July were \$100,267. This represents an increase from June contributed to an increase in parts purchased and two months of fuel paid in July. Services and Utilities expense for the month totaled \$117,092. This represents an increase from June due largely to increased payments for vehicle repairs and advertising. Through July, Bloomington Transit had spent 41% of the operating budget with 58% of the year completed.

Operating Revenues

Operating revenues for July totaled \$490,927. Operating revenues exceeded operating expenses by \$1,071,808 through July.

Capital Expenditures

During July, the payment for the two new electric buses was paid for a total of \$1,712,580.

Operating Cash Balance

July 31, 2021	July 31, 2020	Change
\$9,475,919	\$8,399,382	\$1,076,537 increase

Self - Insurance Fund

Medical premium and claims expense for July was \$41,743.

Self-Insurance Cash Balance

July 31, 2021	July 31, 2020	Change
\$300,003	\$663,395	\$363,392 decrease

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
SUMMARY OF REVENUES AND EXPENSES
FOR THE PERIOD ENDED JULY 31, 2021

	MONTH ENDING 7/31/2021	PERCENT OF ANNUAL BUDGET	YTD	ANNUAL BUDGET PLUS ENCUMBRANCES/ ADD'L APPROP.	PERCENT OF ANNUAL BUDGET USED
Operating Expenses:					
Salary and Fringe Benefits	\$ 475,260	8%	\$ 2,778,357	6,184,885	45%
Materials and Supplies	100,267	7%	399,514	1,416,816	28%
Services and Utilities	117,092	7%	683,383	1,718,128	40%
Total Operating Expenses	692,619	7%	3,861,254	9,319,829	41%
Operating Revenues:					
Local Tax Revenue	154,085	8%	1,340,806	2,005,170	67%
Fare Revenue	110,575	7%	323,808	1,536,627	21%
Other Locally Derived Revenue	3,086	0%	213,247	861,145	25%
Total Locally Derived Revenue	267,746	6%	1,877,861	4,402,942	43%
Federal Operating Grants	-	0%	1,910,000	4,295,588	44%
State Operating Grants (PMTF)	223,181	10%	1,145,201	2,211,957	52%
Total Operating Revenues	490,927		4,933,062	10,910,487	
Operating Gain/(Loss)	(201,692)		1,071,808		
Federal Capital Grants	1,371,151	24%	1,636,963	5,617,442	29%
State Capital Grants	-	0%	-	-	0%
Transfer from Capital Reserve	-	0%	-	-	0%
Revenue from Capital Grants/Reserve	1,371,151	24%	1,636,963	5,617,442	29%
Capital Expenditures:	1,717,506	24%	2,065,860	7,208,100	29%
Capital Gain/(Loss)	(346,355)		(428,897)		
Net Gain/(Loss)	(548,047)		642,911		

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
COMPARATIVE SUMMARY OF REVENUES AND EXPENSES
FOR THE PERIODS ENDED JULY 2020 AND 2021

	MONTH ENDING 7/31/2021	MONTH ENDING 7/31/2020	% CHANGE	YTD 7/31/2021	YTD 7/31/2020	% CHANGE
Operating Expenses:						
Salary and Fringe Benefits	\$ 475,260	\$475,254	0%	\$ 2,778,357	\$2,767,531	0%
Materials and Supplies	100,267	90,871	10%	399,514	558,714	-28%
Services and Utilities	117,092	83,627	40%	683,383	993,603	-31%
Total Operating Expenses	692,619	649,752	7%	3,861,254	4,319,848	-11%
Operating Revenues:						
Local Tax Revenue	154,085	164,231	-6%	1,340,806	1,198,559	12%
Fare Revenue	110,575	-	#DIV/0!	323,808	703,620	-54%
Other Locally Derived Revenue	3,086	2,138	44%	213,247	285,990	-25%
Total Locally Derived Revenue	267,746	166,369	61%	1,877,861	2,188,169	-14%
Federal Operating Grants	-	195,164	-100%	1,910,000	1,366,148	40%
State Operating Grants (PMTF)	223,181	255,148	0%	1,145,201	2,551,277	-55%
Total Operating Revenues	490,927	616,681	-20%	4,933,062	6,105,594	-19%
Operating Gain/(Loss)	(201,692)	(33,071)		1,071,808	1,785,746	
Federal Capital Grants	1,371,151	-	#DIV/0!	1,636,963	274,141	497%
State Capital Grants	-	-	#DIV/0!	-	-	#DIV/0!
Transfer from Capital Reserve	-	-	#DIV/0!	-	-	#DIV/0!
Revenue from Capital Grants/Reserve	1,371,151	-	#DIV/0!	1,636,963	274,141	497%
Capital Expenditures:	1,717,506	37,467	4484%	2,065,860	395,717	422%
Capital Gain/(Loss)	(346,355)	(37,467)		(428,897)	(121,576)	
Net Gain/(Loss)	(548,047)	(70,538)		642,911	1,664,170	

ORDINANCE 21-2
AN ORDINANCE AUTHORIZING AN AWARD OF
CONTRACT FOR TRANSPORTATION MANAGEMENT SERVICES

WHEREAS, pursuant to IC 36-9-4-24, a director of the Board of Directors of the Bloomington Public Transportation Corporation (the "BPTC"), introduced this Ordinance at a duly held meeting of the Board of Directors of the BPTC on August 17, 2021; and

WHEREAS, on March 16, 2021, BPTC authorized the solicitation of proposals for the provision of transportation management services; and

WHEREAS, BPTC on April 1, 2021, issued a Request for Proposals for Transportation Management Services; and

WHEREAS, the management selection committee has reviewed the proposals and determined that RATP Dev USA, Inc. ("RATP Dev") submitted a responsive and responsible proposal in accordance with the requirements of the BPTC Request for Proposals; and

WHEREAS, the management selection committee conducted an evaluation of the responsive and responsible proposals received, and after evaluation recommended that the BPTC award a contract for transportation management services to RATP Dev, as the best responsive and responsible proposer; and

WHEREAS, upon receipt of the recommendation of the management selection committee, the Board of Directors unanimously voted to authorize the management selection committee to enter into negotiations with RATP Dev for transportation management services, at its duly held meeting on July 20, 2021; and

WHEREAS, the Board of Directors has reviewed a proposed agreement for transportation services submitted to the Board as part of this Ordinance at its duly held meeting on August 17, 2021.

NOW THEREFORE, BE IT ORDAINED AS FOLLOWS:

1. The Board of Directors of BPTC herein approves the Award of a contract for transportation management services to RATP Dev, with the following material terms and conditions:

- (a) Including mutually exercisable options, the contract covers a five (5) year period commencing on October 1, 2021.
- (b) The monthly fee paid by BPTC shall be the sum of Sixteen Thousand Five Hundred Seventy-five Dollars and Thirty-four Cents (\$16,575.34) per month during the first year of this Agreement. In the event BPTC and The Firm extend the term of this Agreement for additional terms, BPTC agrees to pay The Firm as compensation for services, the following: a monthly payment of Seventeen Thousand Forty-one Dollars and Nine Cents (\$17,041.09) during the second twelve (12) month period of this Agreement; the sum of Seventeen Thousand Five Hundred Twenty Dollars and Sixty-Six Cents (\$17,520.66) during the third twelve (12) month period of this Agreement; the sum of Eighteen Thousand Fourteen Dollars and Forty-four Cents (\$18,014.44) during the fourth twelve month period of this Agreement; and the sum

of Eighteen Thousand Five Hundred Twenty-two Dollars and Eighty-seven Cents (\$18,522.87) during the fifth twelve (12) month period of this Agreement.

- (c) In addition, BPTC agrees to reimburse The Firm for cell phone and BPTC system related travel expenses of the General Manager in connection with the provision of management services upon prior approval of BPTC Chief Financial Officer.
- (d) In addition to the services to be performed by the General Manager provided by RATP Dev, up to one hundred (100) hours of additional management, consultation and technical assistance shall be provided annually by RATP Dev as part of the monthly fee.
- (e) In addition, The Firm shall provide additional support services beyond the one hundred (100) hours at the rate of \$125.18 for senior associates, and \$74.87 for junior associates.
- (f) In addition, RATP Dev shall provide labor relations services at the rate not to exceed \$125.18 per hour, plus expenses, for the upcoming labor negotiations. In each year of the contract RATP Dev shall submit an itemized cost estimate in advance of such labor relations projects or negotiate a fixed fee. These additional costs and related work must be approved by the Board of Directors.

2. This Ordinance shall be in full force and effect from after its passage and approval by the Board of Directors.

Adopted by the following vote this _____ day of September, 2021.

Yea

Nay

Nancy Obermeyer, Chair

Nancy Obermeyer, Chair

Kent McDaniel, Vice Chair

Kent McDaniel, Vice Chair

James McLary, Secretary

James McLary, Secretary

E. Douglas Horn, Treasurer

E. Douglas Horn, Treasurer

Marilyn A. Hartman, Board Member

Marilyn A. Hartman, Board Member

Public Input Summary

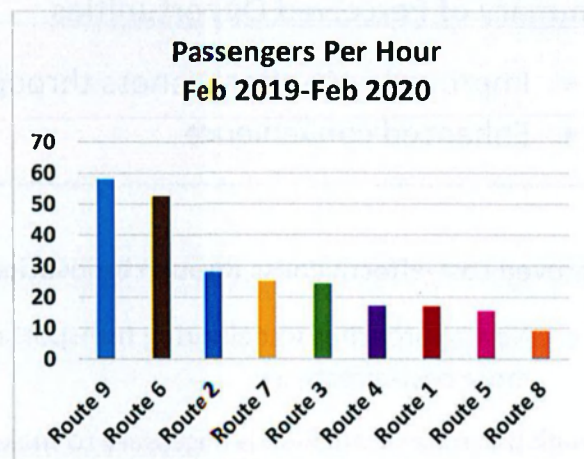
Subject: Proposal to replace Route 8 with on-demand service

Comment Period: July 11th-August 16th, 2021

Prepared by: Zac Huneck, Planning & Special Projects Manager

Background

In our ongoing efforts to provide efficient transportation in Bloomington, BPTC developed a proposal to replace Route 8 fixed route service with on-demand transportation to be provided through transportation network companies (TNCs) and/or local taxi companies. BPTC has long identified Route 8 as the least productive route in the BT network, having never carried more than ten (10) passengers per hour, on average. The current proposal is one of several iterations made in recent years to attempt to deliver more efficient service.



Public Outreach Approach

BPTC announced the proposal for a one-year on-demand pilot program on July 11th, 2021, accompanied with a period for public comment. The public comment period included:

- Public feedback survey
- Social media posts
- 1 public hearing, hosted at the Downtown Transit Center
- 1 targeted meeting, Cambridge Square Apartments
- Direct communication with riders by traveling on Route 8
- Outreach to major apartment complexes and neighborhood associations

Summary of Perceived Risks

- Reduced accessibility
- Reduced reliability
- Diminished affordability
- Inconsistent Customer service
- Unfair employment practices

Reduced Accessibility

- Customers without smartphones would need to call BT dispatch to request rides. Access to telephones may be limited while traveling.

"I am concerned that the new service will not meet the needs of families with children and riders with mobility devices because it does not use a bus."

"I am worried that seniors won't have smart phones to use the on-demand service. I notice that there are at least a couple senior living communities near Route 8."

Reduced Reliability

- On-demand trip response times are subject to fluctuation based upon driver availability and cannot be relied upon in the same manner as public transit schedules
 - Introduction of more riders through BT pilot program could stress driver availability on Uber/Lyft, leading to unreliability and more expensive trips

"Lyft/Uber are very unreliable, sometimes there are no drivers, at busy times of day it's \$30+ for an in-town ride."

Diminished Affordability

- The fare structure for on-demand represents a significant cost premium for riders, especially those eligible for reduced or fare-free passes
 - Surge pricing could make on-demand trips infeasible during peak hours and days
- The cost of tipping drivers is not included in the fare price—if riders are unable to tip, on-demand drivers may be less inclined to pick up

Expand Service Area

- An expanded service area that reduces the need for transfers would improve convenience of the service
- The Downtown Transit Center should be included

"It would be even better if it covered Route 8 and the adjacent routes (like, 9 and 3) so there aren't any transfers."

Include Local Taxi Companies

- The inclusion of local taxi companies may promote more personable service

Public Input Sessions

The following are summarized points raised by participants during public input events.

Public Hearing

A public hearing was held on Tuesday, July 27th @ 6:30p at the Downtown Transit Center. Two members of the public participated in-person, two more joined via Zoom. Technical difficulties with internet connectivity encountered midway through the meeting disrupted the ability of online participants to hear and ask questions.

- In contracting services, how will BT ensure the same level of passenger safety, schedule reliability, vehicle condition?
- With Uber/Lyft's 'gig'-based employment practices, how can BT ensure employees are treated fairly?
- What would be the 3-year projected cost comparison of providing microtransit services directly through BT vs contracting out?
- What other peer cities are using Uber/Lyft for microtransit?
- Marketing and education of riders about how to access would be an essential step in the success of the program
 - Notices should be placed at every Route 8 bus stop to notify riders of service change

Cambridge Square Apartments

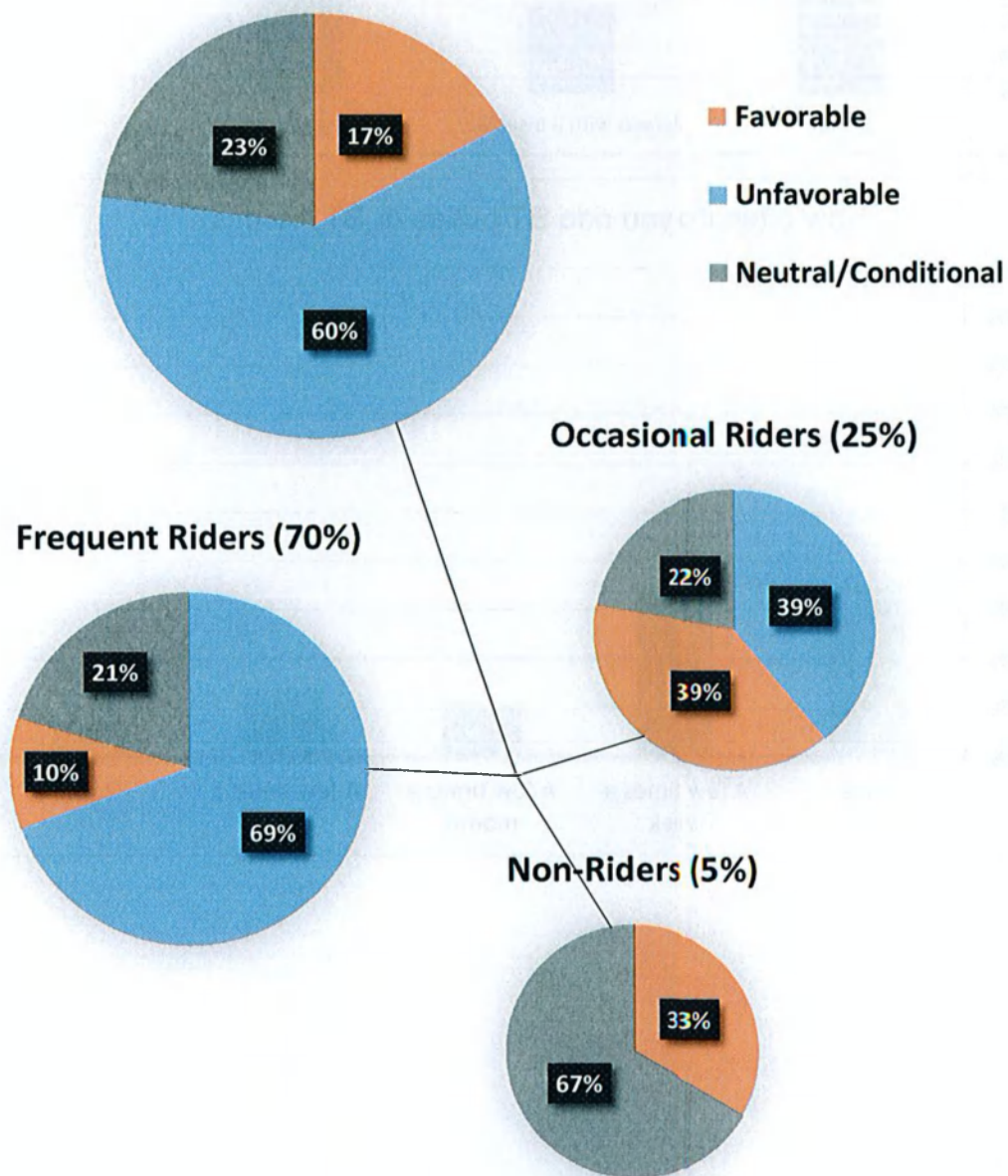
A targeted outreach meeting was conducted at the Cambridge Square Apartments community room on Tuesday, July 27th @ 1:00p. Cambridge Square is an assisted living facility, and was selected based on the knowledge that many current Route 8 riders reside at the apartment

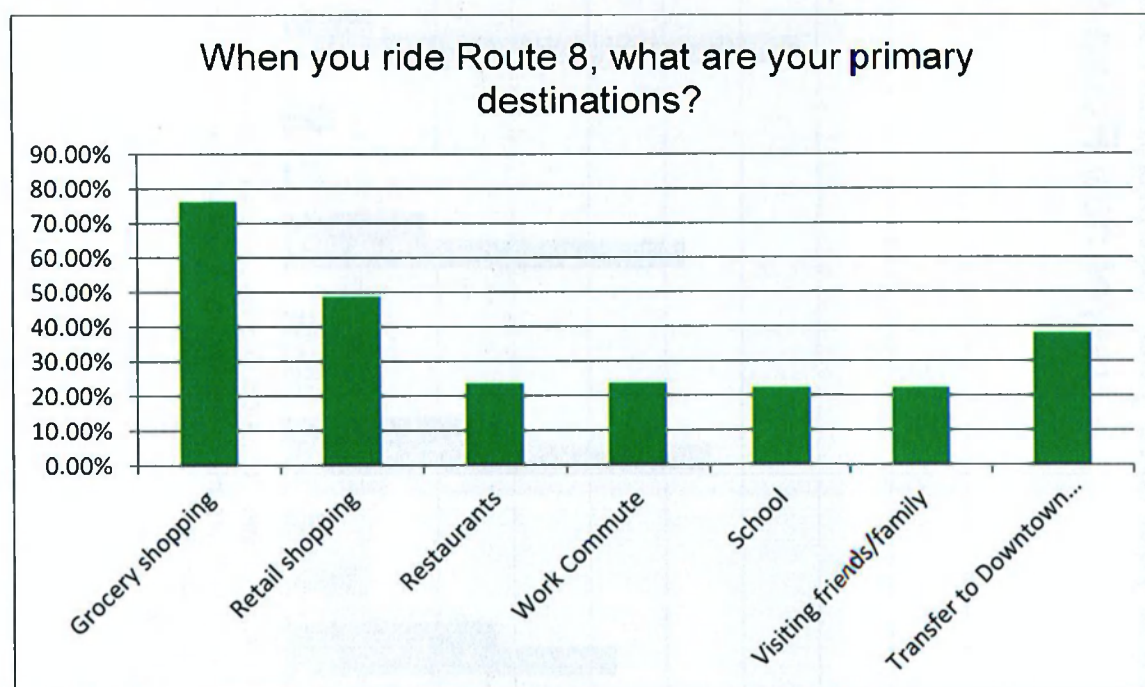
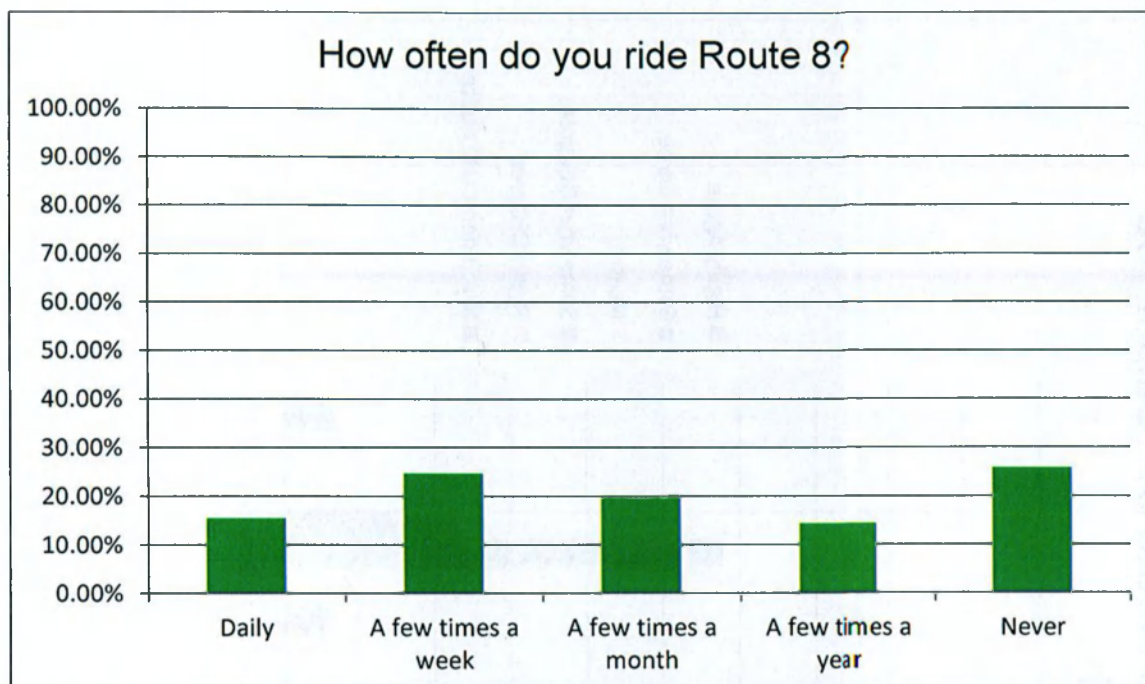
Survey Responses

The following are responses collected through the feedback survey, available between July 11th and August 16th, 2021. Surveys were distributed through email contact lists, apartment complex community managers, and distributed as hard copies. The survey generated 97 respondents.

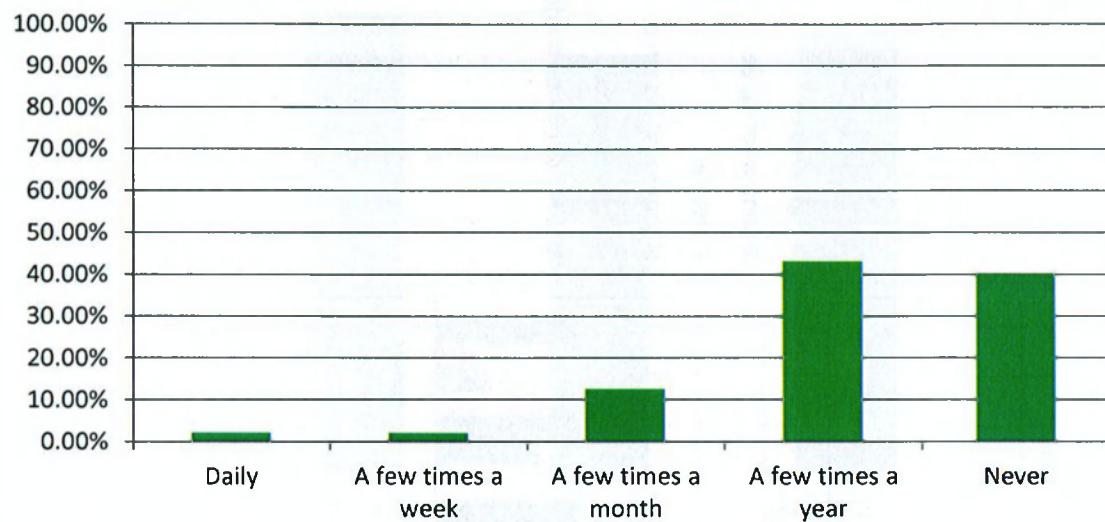
Open-ended responses were categorized as Favorable, Unfavorable, or Neutral/Conditional:

Overall Favorability of the Pilot Proposal





How often do you use on-demand transportation (Uber, Lyft, taxis, etc.)?



(1)

Students will take this bus to go home if they live along College Mall Rd on E Covenanter Dr.

After going by KROGER take E Covenanter Dr. Clarizz Blvd, turn left going past U Clinic. Then go to the Mall (as the #3 does now) & then go East on 3rd turning on Morningside to start all over again. (as the #8 does now)

This is approximately the same mileage, thus the same amount of time as the current trip the #8 does going from KROGER

Jackson Creek & you would get a LOT more riders going to and from campus. And riders who depend on #8 to get to the store & the clinic could still take the bus -

Perhaps do it only a few hours a day - maybe 8AM to 2PM ?, M-F ?

Doesn't this make sense ?

WILLIAM SWANK WMSwank
5 PARK RIDGE ROAD

----- Forwarded message -----
From: Jon Wampler <jbwampler@gmail.com>
Date: Wed, Jul 28, 2021 at 9:46 AM
Subject: Transportation - Bloomington Transit
To: <referral@area10agency.org>
Cc: <mayor@bloomington.in.gov>, <karone@bloomington.in.gov>, <customerservice@hoosiertimes.com>, <customer@bloomingtontransit.com>

I am writing to you concerning Bloomington Transit route changes that will take effect in a month.

These schedule changes are to the #8 Eastside Local.

The current service is every hour 830 am to 630 PM.

It also goes around the parking circle at 305 Pete Ellis Drive.

The planned change is that there will be one bus at 7:30 am and one at 6:30 pm, and the bus will not come into the lot. BT offered to provide up to 10 one way tickets per month for \$1.00 each on UBER, but that is only 5 round trips per month. Hardly adequate.

There is another bus (#3) that comes up Pete Ellis Drive (not in the parking lot at 305 Pete Ellis Drive), but it only comes 4 times in the morning, 6:30 am to 8:00 am, and 6 times in the evening 7 pm to 9:30 pm. Nothing is open at 8 am and most things (doctors, etc.) are closing/closed by 7. This too would make for a long day!

I know that Area10 offers Rural Transit to anyone for \$3 each way, but availability is limited and has to be scheduled well in advance.

305 Pete Ellis Drive is a HUD apartment complex, most people are disabled or elderly and on limited income. Many do not have transportation of their own. Being disabled/elderly, they cannot walk far, especially in heat/cold/snow/ice, and cannot carry very much on a single trip. So they rely on public transportation and make many trips per week going to grocery, drugstore, medical services. It is also a quality of life matter, and it is good for these people to be ambulatory and mobile and get out and do things on their own.

I wanted to know if you are aware of this situation and if you can do anything to prevent BT from making these changes.

I also wonder of another route servicing third street on a regular basis could be altered to loop up Pete Ellis Drive.

BT offers fantastic service to the University. It seems since BT merged with IU Bus the focus has become more and more on IU and less and less on the needs of the community, especially the elderly, disabled and low income,

If you cannot intervene or offer a solution, I wonder if AARP or ADA could play a part in preventing this action?

I have considered legal action to motion for an Injunction, and will consult with legal counsel for an opinion on the matter.

I am also copying the Mayor and his assistant on this email, the Herald Times, and BT.

I would be happy to hear from any of you, as well.

Brad Wampler
Thank You