



Board of Trustees

Mr. Christopher Lawson,
President
City of Hamilton

Mr. Perry Gordon,
Vice President
City of Oxford
Police Department

Mr. Travis C. Bautz
MidPointe Library System

Mr. David Fehr
Butler County Department
of Development

Mr. James A. Foster
City of Trenton

Ms. Nancy Schmitt
UCHealth West Chester Hospital

Mr. Corey Watt
Resident

Executive Director

Mr. Matthew M. Dutkevicz

Legal Counsel

Mr. Mark Landes
Isaac Wiles
Burkholder & Teetor, LLC

***** PUBLIC MEETING NOTICE *****

Butler County Regional Transit Authority Board of Trustees

The BCRTA Board of Trustees is scheduled to meet on Wednesday, January 19, 2022 at 8:00 a.m. This meeting will be held in the Board Room at the Butler County Regional Transit Authority located at 3045 Moser Court, Hamilton, Ohio 45011.

In accordance with the American Disabilities Act, if anyone has a disability and requires assistance or, in accordance with the Limited English Proficiency Executive Order, requires translation services, please call Mr. Matthew Dutkevicz at 513.785.5237 or 800.750.0750 (Ohio Relay Service).



2022 Meeting Dates

MONTH	Transit Alliance of Butler County	BCRTA Committees	Deadline for BCRTA Agenda Items	BCRTA Public Board Meeting
	11:30 AM	8:00 AM	4:00 PM	8:00 AM
January	12	12	4	19
February	NONE	9	1	16
March	NONE	9	1	16
April	13	13	5	20
May	NONE	11	3	18
June	NONE	8	31-May	15
July	13	13	5	20
August	NONE	10	2	17
September	NONE	14	6	21
October	12	12	4	19
November	NONE	9	1	16
December	NONE	NONE	NONE	NONE

BUTLER COUNTY REGIONAL TRANSIT AUTHORITY BOARD OF TRUSTEES

January 19, 2022, 8:00 AM

Butler County Regional Transit Authority

3045 Moser Court, Hamilton, OH 45011

PRELIMINARY AGENDA

- I. Call to Order & Roll
- II. Consideration of Absences
- III. Consent Agenda (*Motion Requested*)
 - a. Approval of the Agenda
 - b. Approval of the November 17, 2021 Meeting Minutes
- IV. Comments from Citizens
- V. Secretary/Treasurer's Report – October/November 2021 (*Motion Requested*)
 - a. 2021 Credit Card Steward's Report
- VI. Action Items
 - a. **Resolution 22-01-01:** Authorizing the Butler County Regional Transit Authority (BCRTA) Executive Director to Enter into an Agreement for Facility Cleaning Services.
 - b. **Resolution 22-01-02:** Authorizing the Butler County Regional Transit Authority (BCRTA) Executive Director to Enter into an Agreement for Bus Inspection Services.
 - c. **Resolution 22-01-03:** Authorizing the Butler County Regional Transit Authority (BCRTA) Executive Director to Enter into an Agreement for Landscaping Services.
- VII. Governance
 - a. Report - Nominating Committee
 - b. Election of Officers
 - c. Conflict of Interest Forms for 2022
 - d. Vacancies
- VIII. Committee & Staff Reports
 - a. OKI

Next Meeting Date:

February 16, 2022 @ 8:00 AM

Butler County RTA • Hamilton Board Room

3045 Moser Court, Hamilton, OH 45011

BUTLER COUNTY REGIONAL TRANSIT AUTHORITY BOARD OF TRUSTEES

January 19, 2022, 8:00 AM

Butler County Regional Transit Authority

3045 Moser Court, Hamilton, OH 45011

- b. Wage Study Draft Report – Bethany Renner and Zach Kincade, RLS & Associates
 - c. Service & Metrics
 - i. Proposed Service Suspensions
 - d. Marketing & Outreach
 - e. Director’s Report
- IX. Executive Session
- a. To consider the employment and compensation of a public employee pursuant to Ohio Revised Code Section 121.11 G(1).
- X. Adjourn (*Motion Requested*)

Next Meeting Date:

February 16, 2022 @ 8:00 AM

Butler County RTA • Hamilton Board Room

3045 Moser Court, Hamilton, OH 45011

2022 Butler County RTA Board of Trustees Attendance

	Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec
Bautz, Travis												
Fehr, David												
Foster, Jim												
Gordon, Perry												
Lawson, Chris												
Schmitt, Nancy												
Watt, Corey												

X = Present

E = Excused

A = Absent

Mr. Fehr asked if the issues were limited to Apple devices. Ms. Harris indicated that she uses a Samsung device and experiences the problems.

Mr. Foster explained that bus stop bench placements are generally the responsibility or arrangement with the local jurisdiction but agreed to investigate in the City of Trenton.

Mr. Morgan explained that BCRTA has tested the app with visually impaired riders and provided feedback in the past and would be happy to do it again. Mr. Morgan asked for riders to email any screenshots or feature requests directly to him.

IV. Secretary/Treasurer's Report

Ms. Weidner presented the treasurer's report for the month of September 2021:

September 2021, statements were included in the packet. Ms. Weidner presented year-to-date September in comparison to the Annual Budget. Revenues overall were just slightly under-budget primarily due to the BWC refund compensating for any under budgets in other lines. Expenses also remain under budget primarily due to understaffing, the late start on our marketing project, and not yet utilizing public WiFi on revenue vehicles. Although September was the first month reflecting the addition of benefits, Fringes remained under budget. The sale of PTO is included in the budget and Fringes should move closer to budgeted numbers in November. Misc. Items is over budget primarily due to the donation made to the TABC in support of their vehicle purchase and the production of promotional/hiring videos. Contingency topped out in August and is no longer accruing due to offering benefits. This amount will be adjusted for actual amounts at year end. The Gain before Est. Depreciation, Net Pension & OPEB Expense was just over \$1.51M. The Transaction logs were included in the packet presenting all cash transactions for the period. The balance sheet for September 2021, was presented with normal balances for assets, as well as liabilities and equity.

At the end of September, Available Funds were approximately \$5.2M. We are overmatched for what is currently on or planned to be on our grants. Non-Restricted Funds of \$1.6M will be used to match future year large bus purchases and any needed match for the Chestnut Fields facility.

Mr. Lawson requested a motion to approve the Treasurer's Report. Mr. Watt made a motion to approve the Treasurer's Report. Mr. Gordon seconded the motion. The report was approved.

V. Action Items

- a. **Resolution 21-11-01:** Adoption of the FY2022 Accrual Operating Budget for the Butler County Regional Transit Authority (BCRTA).

Ms. Weidner directed attention to the budget provided in the packet and noted the increase in federal funding revenue. Ms. Weidner also noted that she did budget for some potential wage increases as a result of the currently pending Salary/Wage Study and noted that currently vacant positions are included in the budget as well. Ms. Weidner assumed an above average of adoption of benefits for new employees. Ms. Weidner provided a brief

overview of the remaining expense items.

Mr. Fehr asked how the A&E services for the master planning would be funded. Mr. Dutkevicz and Ms. Weidner explained that Section 5339 or Section 5307 funding would be available and was likely to pay for the project.

Mr. Lawson asked about whether the passage of the infrastructure bill would affect the proposed budget during the year. Ms. Weidner indicated she did anticipate a mid-year revision. Mr. Dutkevicz explained that final numbers for BCRTA were not yet published but would be available next year to help revise the budget if needed.

Mr. Bautz inquired when health renewal would take place. Ms. Weidner noted that BCRTA begins open enrollment in August. Mr. Bautz recommended accommodating an increase for the last few months of the year.

Mr. Bautz moved to adopt Resolution 21-11-01. Mr. Foster seconded the motion. Upon a call of the roll, the vote resulted as follows:

Mr. Bautz	YES
Mr. Fehr	YES
Mr. Foster	YES
Mr. Gordon	YES
Mr. Lawson	YES
Ms. Schmitt	ABSENT
Mr. Watt	YES

The resolution was adopted.

- b. **Resolution 21-11-02:** Authorization of FY2022 Appropriations and Acceptance of the Butler County Regional Transit Authority (BCRTA) Fiscal Officer's Certification of Funds and Estimation of Revenues.

Ms. Weidner provided a brief overview of the appropriations. She noted a significant amount of carryover in capital expenses and revenue from 2021 to 2022 for rolling stock that was not delivered in 2021 due to supply chain issues.

Mr. Foster moved to adopt Resolution 21-11-02. Mr. Fehr seconded. Upon a call of the roll, the vote resulted as follows:

Mr. Bautz	YES
Mr. Fehr	YES
Mr. Foster	YES
Mr. Gordon	YES
Mr. Lawson	YES
Ms. Schmitt	ABSENT
Mr. Watt	YES

The resolution was adopted.

c. Resolution 21-11-03: Confirmation of Board Policy 6-02 Investments.

Mr. Dutkevicz announced that this policy is reviewed on an annual basis and that staff was recommending no changes at this time. Ms. Weidner added that BCRTA's only investment in the STAR Ohio account.

Mr. Foster asked about the amount of interest accrued to date and Ms. Weidner responded that about \$200 had been earned since investing this year.

Mr. Watt made a motion to adopt Resolution 21-11-03. Mr. Gordon made a second. Upon a call of the roll, the vote resulted as follows:

Mr. Bautz	YES
Mr. Fehr	YES
Mr. Foster	YES
Mr. Gordon	YES
Mr. Lawson	YES
Ms. Schmitt	ABSENT
Mr. Watt	YES

The resolution was adopted.

d. Resolution 21-11-04: Confirmation of Board Policy 6-08 Reserves.

Mr. Dutkevicz announced that this policy is reviewed on an annual basis and that staff was recommending no changes at this time.

Mr. Watt made a motion to adopt resolution 21-11-04. Mr. Foster seconded. Upon a call of the roll, the vote resulted as follows:

Mr. Bautz	YES
Mr. Fehr	YES
Mr. Foster	YES
Mr. Gordon	YES
Mr. Lawson	YES
Ms. Schmitt	ABSENT
Mr. Watt	YES

The resolution was adopted.

e. Resolution 21-11-05: Authorizing the BCRTA Executive Director to Execute an Agreement with SORTA for the Provision of 2022 Park-and-Ride Services in Butler

County.

Mr. Dutkevicz explained this resolution is also adopted annually for this service contract. Mr. Dutkevicz indicated that this would likely be the last here to approve this contract due to BCRTA and Middletown bringing the service in-house in 2023. Mr. Dutkevicz expressed that he was still waiting on a final contract price but expected little change from past years.

Mr. Watt expressed concern for timely execution if the price came back outside of the expected range. Mr. Watt made a motion to amend the resolution to authorize the Executive Director to execute the contract as long as the contract price is not more than 10% above the budgeted authority approved by the BCRTA Board. Mr. Fehr seconded the amendment. Upon a call of the roll, the vote resulted as follows:

Mr. Bautz	YES
Mr. Fehr	YES
Mr. Foster	YES
Mr. Gordon	YES
Mr. Lawson	YES
Ms. Schmitt	ABSENT
Mr. Watt	YES

The amendment was adopted.

Mr. Foster moved to approve Resolution 21-11-05 as amended. Mr. Bautz seconded. Upon a call of the roll, the vote resulted as follows:

Mr. Bautz	YES
Mr. Fehr	YES
Mr. Foster	YES
Mr. Gordon	YES
Mr. Lawson	YES
Ms. Schmitt	ABSENT
Mr. Watt	YES

The resolution was adopted.

f. Resolution 21-11-06: Authorizing the Butler County Regional Transit Authority (BCRTA) Executive Director to Enter into an Agreement for Vehicle Cleaning Services.

Mr. Dutkevicz explained that the BCRTA has been doing some level of this cleaning for years, but it had not been consolidated into a single contract. Mr. Dutkevicz explained that staff is unable to complete the work in-house due to staffing levels. Mr. Dutkevicz also indicated that the price was very competitive, and the contract is included in the budget.

Mr. Watt asked about the per vehicle price. Mr. Dutkevicz responded that the average per vehicle cleaning is about \$60. Mr. Watt moved to adopt resolution 21-11-06. Mr. Bautz seconded the motion. Upon a call of the roll, the vote resulted as follows:

Mr. Bautz	YES
Mr. Fehr	YES
Mr. Foster	YES
Mr. Gordon	YES
Mr. Lawson	YES
Ms. Schmitt	ABSENT
Mr. Watt	YES

The resolution was adopted.

g. Resolution 21-11-07: Resolution Supporting Engagement and Active Participation in the Regional Transit Collaborative.

Mr. Dutkevicz introduced Pete Metz, Director of the Connected Region with Cincinnati USA Regional Chamber to discuss resolution 21-11-07.

Mr. Metz expressed credit to Mr. Dutkevicz and the other regional transit CEO's for working together and explained the Connected Region project is very interested solidifying the future of connectivity and public transit and the collaborative governance and cooperation of agencies to make that happen. Mr. Metz described that a report covering the initiative was included in the Board packet that referenced how other regions with complicated jurisdictional boundaries were addressing their own collaboration issues. Part of the recommendation in the report is that the Cincinnati Urbanized Area transit agencies form an official "transit operators working group." OKI has agreed to facilitate such a body.

Mr. Metz explained that the resolution for consideration commits BCRTA to the regional transit working group, but no other recommendations in the report. The other regional agencies are also considering similar resolutions. Mr. Metz noted that the MPO, OKI has agreed to help facilitate the group. Mr. Metz remarked that the body will have no statutory authority and that all decisions will still rest with the individual member agencies.

Mr. Foster asked if the proposed concept could be executed without such a resolution. Mr. Metz answered that the today may represent the best the agencies have other worked together and speculated that was mostly due to the existing CEOs and personality. Mr. Metz expressed hope that this action would help give this level of cooperation longevity and reliability regardless of who may lead any one of the agencies.

Mr. Watt asked if Greater Dayton RTA would be included. Mr. Metz indicated that the hope may be eventually to connect Cincinnati and Dayton but to start within the boundaries established by the existing MPO's. Mr. Watt also asked what proactive steps are being taken to engage agencies or areas that may not care to participate in a unified structure. Mr. Metz answered that creating this body would create the venue/body to address these concerns and work them out.

Mr. Dutkevicz noted that he regards this action as a "baby step" to achieving more unified and bigger outcomes. He pointed to NEORide and EZfare as an example or how things might start and what could be possible.

Mr. Lawson thanks Mr. Metz and asked for a motion to adopt the resolution. Mr. Bautz made a motion to adopt Resolution 21-11-07. Mr. Fehr seconded the motion. Upon a call of the roll, the vote resulted as follows:

Mr. Bautz	YES
Mr. Fehr	YES
Mr. Foster	YES
Mr. Gordon	YES
Mr. Lawson	YES
Ms. Schmitt	ABSENT
Mr. Watt	YES

The resolution was adopted.

h. Resolution 21-11-08: Authorizing the BCRTA Executive Director to Execute All Contracts Which Have a Term of Three Years or Less and Will Generate Less than \$500,000 in Annual Revenue.

Mr. Dutkevicz explained that this resolution was created at the advice of legal counsel, at his request, to deal with small revenue contracts that may not need Board authorization.

Mr. Fehr said he felt \$500,000 might be too high. Mr. Dutkevicz expressed openness to adjusting the dollar figure.

Mr. Fehr moved to amend the resolution to “authorize the BCRTA Executive Director to execute all contracts which have a term of three years or less and will generate less than \$100,000 in annual revenue.” Mr. Watt seconded the amendment. Upon a call of the roll, the vote resulted as follows:

Mr. Bautz	YES
Mr. Fehr	YES
Mr. Foster	YES
Mr. Gordon	YES
Mr. Lawson	YES
Ms. Schmitt	ABSENT
Mr. Watt	YES

The proposed resolution was amended.

Mr. Foster made a motion to approve Resolution 21-11-08 as amended. Mr. Fehr seconded. Upon a call of the roll, the vote resulted as follows:

Mr. Bautz	YES
Mr. Fehr	YES
Mr. Foster	YES

Mr. Gordon	YES
Mr. Lawson	YES
Ms. Schmitt	ABSENT
Mr. Watt	YES

The resolution was adopted.

- i. MOTION: Authorize the Executive Director to distribute a year-end staff bonus for all employees within budget and not to exceed \$20,000 in total.

Mr. Dutkevicz noted that this was an annual measure for the last few years and would be a particularly useful tool for employee retention to encourage present employees to stay and do great work the following year.

Mr. Foster made a motion to authorize the bonuses. Mr. Gordon seconded. All voted in favor.

VI. Governance

- a. *Appointment of 2022 Nominating Committee (Action of the President)*

Mr. Lawson appointed Mr. Foster and Ms. Schmitt to the 2022 Nominating Committee.

- b. *Appointment of 2022 OKI Representative & Alternate (Action of the President)*

Mr. Lawson appointed himself at the OKI Board representative and Mr. Dutkevicz as the alternate.

- c. *Appointment of 2022 Audit Procurement & Finance Chair (Action of the President)*

Mr. Lawson appointed Mr. Foster as the chair of the Audit Procurement & Finance, and Mr. Fehr and Mr. Gordon as committee members.

- d. *Ratify 2022 Meeting Schedule (Motion Requested)*

Mr. Watt moved to ratify the 2022 meeting schedule. Mr. Gordon seconded. All voted in favor.

VII. Committee & Staff Reports

- a. **OKI**

No report.

- b. **Metrics**

Mr. Morgan provided a copy of the metrics dashboard that was included in the packet and summarized the findings:

Leveraging Competitive Funding & Partnerships

- Average Fleet Age
 - 3.87 years – This is an increase of 7.49 percent from September 2020.

- Subsidy per Passenger
 - The subsidy per passenger decreased in September of 2021 in comparison to last September by \$27.87 or 70.5 percent.
- Admin Cost Per Revenue Hour
 - Administrative Overhead cost per hour has increased by \$0.81 or 4.4 percent comparing September of 2020 to September of 2021.

Enhancing Connectivity

- BCRTA Transit App Users
 - BCRTA had 741 users during the month of September for the Transit App. This is a 58.3 percent increase from the previous year.
- BCRTA Transit App Downloads
 - BCRTA tracked 531 new downloads for the Transit App in September of 2021. This is a 64.6 percent increase from the previous year.
- BGO App Rides/Total BGO Rides
 - 41.89 percent of all trips were booked utilizing the mobile application. This is a 33.94 percent increase from September of 2020.
- BGO App Downloads
 - BCRTA had 211 new users download the mobile application. This is a 44.55 percent increase in app downloads from September 2020.
- BGO Mobile Payment & Total Trips
 - BCRTA completed 3,514 non - contracted trips in September of 2021. This is a 47.8 percent increase in completed, non - contracted trips from September of last year.
 - 35.8 percent of all completed, non – contracted trips were paid for using the BCRTA mobile application (BrainTree).
 - EZFARE is currently live and being utilized by passengers. 5.4 percent of all BGo trips were paid for using the EZFARE platform.

Improving Mobility & Eliminating Barriers

- Passengers Per Revenue Hour
 - Fixed routes had 10.74 passengers per revenue hour in September of 2021, this is 367 percent higher than September of 2020.
 - Demand Response service had 2.11 passengers per revenue hour in September of 2021, this is a 26.3 percent increase from September of 2020.
- Accidents and Injuries
 - Fault Total – BCRTA had 3 at fault accident in September of 2021.
 - No Fault Total – BCRTA also had 4 no fault accidents.

- Target Operator Staffing
 - 61%
 - This number has decreased 8.08 percent from the same month for the previous year. The yearly average was 80.9 percent.
- Denials and Refusals/ Total BGO Trips
 - 11.9 percent of all requested BGO trips were refused or denied in September of 2021 due to time and capacity limitations. This is a 11.22 percent increase from September of 2020.

Supporting Employers

- 42x Park and Ride Total Trips
 - The 42x had 1,150 riders. This is a 100 percent increase from September of the previous year.
- BGO Employment Trips
 - BCRTA completed 1,164 BGO trips for the purpose of employment in September of 2021, this is a 27.06 percent decrease from the previous month.

Developing Multimodal Infrastructure

- Goal
 - This field is to show the progress of our upcoming Chestnut Fields Multi-Modal Transit Station. BCRTA has secured funding for \$12,145,255 of our \$21,000,000 goal.
- Days Until Chestnut Fields Completed
 - BCRTA expects this project to be completed within the next 699 days or 1.92 years.

c. **Marketing & Outreach.**

Ms. Cowan reported that hiring campaigns with Hunter Marketing should be kicking off soon and she is planning video promotions for 2022.

VIII. Director's Report

Mr. Dutkevich provided a brief summary of the director's notes in the packet:

Metrics & Service

Proposed Temporary Service Cuts

Staff is continuing to monitor on-time performance and efficiency. Public comment regarding the proposal is available [on the BCRTA website](#). No cuts are recommended by staff at this time.

New Tech Implementation

Staff are beginning to work with contractors to implement the new ITS system approved by the Board in March. Training is underway and equipment installations are nearly complete. Riders may experience interruptions in real time tracking while BCRTA is transitioning to the new system.

Staffing & Facility

Staffing

BCRTA is currently seeking CDL and non-CDL drivers, driver trainers, and maintenance technicians. A biweekly email digest of open positions is available. Please contact Kristin Fryer, BCRTA HR Manager (fryerk@butlercountyrta.com) if you would like to be added to the mailing list. BCRTA still continues to experience a driver shortage like most transit agencies across the nation, despite aggressive advertising and outreach.

BCRTA is presently engaging a consultant to perform a salary study and job description review to benchmark wages and make any needed recommendations. A report should be due late this year and available for review in early 2022.

BCRTA is pleased to welcome Mary Jane Leveline to the role of Talent and Benefits Manager beginning October 25.

Vaccination

BCRTA staff is presently 70% vaccinated.

Staff are also investigating testing options for unvaccinated staff as new federal rules roll out and OSHA has updated their guidance. BCRTA is not subject to the OSHA guidelines.

Planning

Regional Cooperation

Staff have initiated discussions with the Cincinnati USA Regional Chamber and other local transit systems regarding opportunities for more cohesive public transit planning and cooperation. A formal resolution is included in this month's meeting packet.

Transit Studies

City of Middletown and Middletown Transit (MTS) are presently engaged with WSP to provide a transit study evaluating some novel transit solutions and are also examining existing routes and hub locations. BCRTA is assisting. Staff are currently reviewing a draft report and expect a completed report by Q4 2021.

Alternative Fuel Study

BCRTA is participating in a joint engagement with Cincinnati Metro and TANK to evaluate regional needs and feasibility for future alternative fuel vehicles. Staff are presently selecting a consultant and expect a contract to be underway early next year. The consultant should also be able to help all the agencies prepare a comprehensive alternative fuel transition plan as may be required by the new Infrastructure Investment and Jobs Act (IIJA) recently passed by the US Congress.

Chestnut Street Multimodal Station

The Part I design report has been posted to the [BCRTA "Major Projects" webpage](#). Part II kicked off with an onsite workshop with BCRTA staff on September 29.

Staff is negotiating a land lease with Miami University for the subject property. More detail is needed from Bowen to complete necessary documents and descriptions for the lease.

FTA concurred with BCRTA's request for a categorical exclusion under the National Environmental Policy Act (NEPA) in late June which has paved the way for BCRTA to execute final grant processes with FTA. The project grant has been finalized and is available to draw funds in October.

At the Board's request, staff pursued conversations with an experienced bonding attorney and the Ohio State Infrastructure Bank regarding potential financing for the Chestnut Fields project. The project does seem to be eligible for either funding method. However, given that BCRTA has no sustainable source of tax revenue, both entities expressed concern that BCRTA would be unlikely to qualify. FTA funding cannot be used to pay debt.

Mr. Dutkevicz mentioned that BCRTA and Bowen will present to Oxford City Council in December as a courtesy. Mr. Watt inquired if it may not be more appropriate to present to the planning commission first. Mr. Dutkevicz agreed to specifically ask the City of Oxford staff about the most appropriate venue for the first presentation.

Outreach & Communications

BCRTA Trustee Vacancies

The current Board vacancy has been posted for several months. Four candidates have expressed interest to date. Unfortunately, Trustee Chandler has also provided her resignation as of September 13. Staff will continue to work with the Executive Committee and Commissioners' Office to fill open vacancies for 2022.

Funding & Discretionary Grant Availability

Infrastructure Investment and Jobs Act (IIJA)

Last week the US House of Representatives approved the IIJA and sent it to President Biden for signature. This is an HISTORIC piece of legislation for transit. BCRTA will see a significant increase in 5307 and 5339 formula funds. The competitive discretionary bus and bus facilities program and low/no emissions programs will also receive historic increases that will have transformational change on public transit in the US. Staff are still familiarizing themselves with the changes. It is still likely that local match will continue to be critical after federal stimulus dollars run out. Although the dollars are generally intended for capital, BCRTA expects to be able to program some money for preventative maintenance and operating assistance. Operating allowances for small systems like BCRTA have not yet been published.

Based upon estimates provided by FTA and APTA, BCRTA and MTS may expect the following changes if the legislation was passed as proposed:

Agency	2021	5307	2022	Difference
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	Funding	Estimated	
BCRTA	2,098,087	3,143,970	1,045,883
MTS	1,481,697	2,339,551	857,854

CMAQ/STBG Funding

BCRTA submitted an application for replacement of heavy-duty diesel buses that will be due in that time frame. Given the time distance to purchase, BCRTA will be pursuing an open award for battery-electric buses or hydrogen fuel cell vehicles. Grant needs for both fuels are estimated to be relatively similar. OKI has reported receiving \$56M in requests for more than 18 projects. \$40M is available. BCRTA was recommended at OKI and is awaiting final award from the statewide prioritization committee. Awards are expected between in December.

ODOT Funding

BCRTA has now received an allocation for the Urban Transit program funding for this state fiscal year in the amount of \$300,231 which will be applied toward the radio upgrade/replacement project already underway.

BCRTA was also successful in obtaining local match funds for the ITS project.

TABC - Enhanced Mobility of Seniors & Individuals with Disabilities (5310)

TABC was awarded a \$100,000 5310 grant by OKI in May to expand the Mobility Management program. Funding does not require local match this year due to CRRSAA.

On the Horizon ...

Code of Conduct

Operations staff are in the process of drafting a passenger code of conduct to address limited issues associated with loitering, hygiene, and courtesy. After legal review, staff expect to implement a policy in early 2022.

Upcoming Procurements >\$25,000

- Vehicle Cleaning Contractor - Exterior and Interior
- Tires
- ~~Commuter Bus Purchase (+3 on behalf of MTS)~~
- On Call A&E
- Moser Court Master Plan
- Transit Station Concept (on behalf of MTS)
- Chestnut Fields A&E Part III
- Commuter Services Marketing & Branding Services (on behalf of MTS)

Mr. Dutkevicz noted that staff was hoping to have a Code of Conduct policy for the Board to review, but the latest legal review required some additional revisions before presenting. Staff hope to bring the proposed policy early next year.

IX. Adjourn

Mr. Watt moved to adjourn, and Mr. Foster seconded. The motion carried. The meeting was adjourned at 9:34 AM.

Respectfully submitted,

Matthew M. Dutkevicz, Executive Director

Approved

Submission of Written Comments from Citizens

November 10, 2021

Dear Mr. Dutkevicz:

I have been noticing the things mentioned in the attached letter and would like to be given a block of time to speak about them at the upcoming Board Meeting on Wednesday November 17, 2021. Please note that due to my disability and speech impediment may require more than the allotted time slot of 5 minutes because of the fact it is sometimes hard for me to speak certain words and syllables, but I will try my best to stay within the allotted time slot of 5 minutes, with my goal being me not taking me up more than 10 minutes of the Board's time to speak. I would also like to thank you for the opportunity for inviting me to attend last month's board meeting, and I hope you will allow me to come to future board meeting to speak my opinions, point things out, and make suggestions, even if I am not a board member. I want to do anything I can to improve the experience for me and other BCRTA riders.

Respectfully yours,

A handwritten signature in blue ink, appearing to read "Whitney Hensley". The signature is fluid and cursive, with a large initial "W" and a stylized "H".

BCRTA Board of Trustees Topics for Discussion 11/17/2021

Please note that the following are not in complaints in any way, shape, or form. They are merely suggestions, which do not have to be undertaken, about how I think BCRTA can make things better for their riders.

Butler County RTA BGo App Barriers

-People who are legally blind (like my dad) cannot schedule trips or track the bus via the BGo App because of the fact that the print on the app is too small and the print and the map do not enlarge. You can enlarge the print on your phone, but that cuts off the information you need to know (i.e. pickup window, pickup and drop off location, etc). My dad also cannot see well to use the phone to call the call center or dispatch, so I handle all of his trips. There are times where I am not available (i.e. I am in class at school or I am in bed asleep and my phone is off) to cancel his trip for it to not be counted a no show. I am making a suggestion, that if possible, BCRTA work with the developer of the BGO to make it so that legally blind and blind people can use it independently. I suggest these changes include allowing the app to be enlarged, having it talk to you using the voice feature on your phone, and enabling voice features to allow visually impaired individuals to schedule trips via the app without having to call the call center.

-People who have issues with their hands like myself also have issues using the app. I can see it, but because I only have the full use of one hand, and both of my hands shake, I am constantly double-booking myself when booking trips via the BGo app. 9 times out of 10 I catch it long before the bus comes, but every once in a while, I don't catch it until I get the ETA text, or the bus comes and the driver tells me I'm double-booked. It is too hard for me to carry an external keyboard for my smartphone because of the fact it wouldn't be on a flat surface due to the fact I am in a wheelchair. I am suggesting that a way to book BGo trips via a website be created, so that people like me who have trouble using their hands to book trips using a touchscreen will be able to book/cancel trips via the website. This will also allow those with speech impediments to avoid having to call the call center to book or cancel trips, or have someone else do it for them, if they have too much trouble or don't have time to use the app. A website would also allow those who don't or can't use smartphones, and/or are not tech savvy with using apps, to independently book and cancel trips.

Benches at bus stops

-While traveling around the bus every day, I notice that some bus stops have benches and some don't. I feel that if the stops that could have benches did, it would be easier on those who ride the fixed routes, and that this would hopefully lessen the occurrence of BGo drivers getting flagged down by people thinking they are fixed route buses and are tired of standing and waiting for the bus. Benches at the bus stops would also prevent some people from having to sit on the concrete while waiting for the bus.

Name: Whitney Harris

Address: 118 Palm Springs Drive Fairfield, OH 45014

Phone number: (859)-630-8900 (I DO NOT live in NKY, thank the random number generator that is used to assign phone #'s!!)

Email address: dontgiveup9638@gmail.com

Topics to be addressed: BGo App Barriers, Benches at Bus stops

Please note that the above are not in complaints in any way, shape, or form. They are merely suggestions, which do not have to be undertaken, about how I think BCRTA can make things better for their riders.

BCRTA
Income Statement
October 2021

Revenues	Year to Date Last Year	Year to Date This Year	Annual Budget	YTD % of Budget
Passenger Fares	83,539	91,903	96,000	95.7%
Contract Fares	114,999	106,874	129,500	82.5%
Partnership Transit Rev (COM)	1,343,386	1,698,922	1,850,000	91.8%
Transit Development Rev (MU)	1,071,167	1,651,587	1,950,000	84.7%
Mgt./Cons. Services	173,740	204,400	245,280	83.3%
Interest & Other	93,541	257,272	29,000	887.1%
Agency Funding	35,655	31,667	38,000	83.3%
Park-n-Ride Program	224,823	415,897	519,871	80.0%
State Funding	440,853	147,023	312,803	47.0%
Federal Funding	1,871,107	2,001,910	3,000,000	66.7%
Total Revenues	5,452,810	6,607,455	8,170,454	80.9%
Expenses				
Wages	2,291,035	2,399,391	3,000,000	80.0%
Fringes	808,912	845,691	1,200,000	70.5%
Services	382,663	413,230	597,200	69.2%
Materials & Supplies	358,194	504,117	630,000	80.0%
Utilities	70,106	79,086	122,500	64.6%
Insurance	169,298	187,170	236,360	79.2%
Purchased Transportation	224,823	415,897	519,871	80.0%
Misc. Items	41,789	82,886	61,400	135.0%
Contingency	56,754	46,349	50,000	92.7%
Total Expenses	4,403,576	4,973,817	6,417,331	77.5%
Gain/Loss before Depr, NP & OPEB Exp	1,049,235	1,633,638	1,753,123	93.2%
Est. Share of Depreciation		270,000	324,000	83.3%
Est. Net Pension & OPEB Exp.		682,079	818,495	83.3%
Total Gain/(Loss)		681,559	610,628	111.6%

Date	Reference	Jrnl	Trans Description	Debit Amt	Credit Amt	Balance
Checking - PNC (National City)						
10/1/21			Beginning Balance			77,399.52
10/1/21	01087963	CRJ	BCDD Master Billing	639.00		
10/1/21	01087964	CRJ	Butler County Veterans Service	4,882.70		
10/1/21	10/01/21	GENJ	Service Charge		3.00	
10/5/21	10094	CDJ	American Public Transit Ass.		7,500.00	
10/5/21	10095	CDJ	Richard L. Bowen & Associates,		31,932.49	
10/5/21	10096	CDJ	BCRTA Petty Cash		194.99	
10/5/21	10097	CDJ	Brighton Spring Service		200.00	
10/5/21	10098	CDJ	Cincinnati Bell		146.16	
10/5/21	10099	CDJ	Cincinnati Bell Any Distance		542.22	
10/5/21	10100	CDJ	Cintas Corporation		1,075.48	
10/5/21	10101	CDJ	Cornett's Pressure Cleaning		894.00	
10/5/21	10102	CDJ	Fuller Ford		175.95	
10/5/21	10103	CDJ	GMV SYNCROMATICS		53,020.00	
10/5/21	10104	CDJ	Myers Equipment Corporation		128.42	
10/5/21	10105	CDJ	Minuteman Press - Fairfield		306.00	
10/5/21	10106	CDJ	Ohio Deferred Compensation		802.00	
10/5/21	10107	CDJ	Ohio Newspapers, Inc.		63.95	
10/5/21	10108	CDJ	RICOH USA, INC		36.44	
10/5/21	10109	CDJ	Refitt's LLC		300.00	
10/5/21	10110	CDJ	Tristate Cleaning		400.00	
10/5/21	10112	CDJ	VANGUARD CLEANING SYSTEMS OF C		825.00	
10/5/21	10113	CDJ	Verizon Wireless		2,570.13	
10/5/21	10101V	CDJ	Cornett's Pressure Cleaning	894.00		
10/5/21	10114	CDJ	Cornett's Pressure Cleaning		781.00	
10/5/21	10/05/21	CRJ	BCRTA Items	107,000.00		
10/5/21	0045209929	CRJ	Ohio Dept of Medicaid	1,725.00		
10/6/21	cash-recpt#490951	CRJ	Jobs Plus Employment Network	245.00		
10/6/21	cash-	CRJ	BCRTA Items	32.11		
10/6/21	1144966	CRJ	BCRTA Items	56.00		
10/7/21	0045235848	CRJ	Ohio Department of Taxation	3,750.84		
10/7/21	0045235847	CRJ	Ohio Department of Taxation	4,765.60		
10/7/21	9293	CRJ	Talawanda Middle School	330.00		
10/7/21	DD 0390811	CRJ	Miami University	150,300.67		
10/12/21	1013	CRJ	BCRTA Items	150.00		
10/12/21	10115	CDJ	Affordable Pest Control Inc.		50.00	
10/12/21	10116	CDJ	Bethesda Healthcare Inc.		1,104.55	
10/12/21	10117	CDJ	Brighton Spring Service		100.00	
10/12/21	10118	CDJ	CDW Government Inc.		1,651.80	
10/12/21	10119	CDJ	Cornett's Pressure Cleaning		869.00	
10/12/21	10120	CDJ	CenterGrid, LLC		346.61	
10/12/21	10121	CDJ	Cintas Uniforms		4,000.48	
10/12/21	10122	CDJ	Fuller Ford		295.87	
10/12/21	10123	CDJ	First Transit		3,425.00	
10/12/21	10124	CDJ	Gillig		729.76	
10/12/21	10125	CDJ	Greater Hamilton Chamber		425.00	
10/12/21	10126	CDJ	KOI Enterprises, Inc.		2,923.51	
10/12/21	10127	CDJ	Luxurious Wraps, LLC		475.00	
10/12/21	10128	CDJ	Myers Equipment Corporation		479.09	
10/12/21	10129	CDJ	Manager Plus		5,622.75	

10/12/21	10130	CDJ	ODACS, LLC	145.00
10/12/21	10131	CDJ	Ohio Hydraulics Inc.	56.00
10/12/21	10132	CDJ	Ohio Transit Risk Pool	44,329.63
10/12/21	10133	CDJ	Port Technology LLC	4,000.61
10/12/21	10134	CDJ	Transit Alliance of Butler Cou	150.00
10/12/21	10135	CDJ	TransLoc	7,229.74
10/12/21	10136	CDJ	Woodhull	138.13
10/13/21	10130V	CDJ	ODACS, LLC	145.00
10/13/21	9978V	CDJ	Adco Marketing	990.00
10/13/21	DRAW 3	CRJ	Federal Transit Administration	7,577.00
10/13/21	DRAW 4	CRJ	Federal Transit Administration	21,184.00
10/13/21	DRAW 1	CRJ	Federal Transit Administration	56,610.00
10/13/21	DRAW 2	CRJ	Federal Transit Administration	195,123.00
10/14/21	PRWE 10/08/21	GENJ		18,028.54
10/14/21	PRWE 10/08/21	GENJ	1458	23.08
10/14/21	PRWE 10/08/21	GENJ		102,082.48
10/14/21	PRWE 10/08/21	GENJ		2,126.85
10/19/21	NEO10192021	CRJ	Farebox Receipts	72.88
10/21/21	AT-10-21-21	CDJ	Paycom	979.37
10/21/21	0045263229	CRJ	BCRTA Items	250.00
10/21/21	10/21/2021	CRJ	BCRTA Items	200,000.00
10/21/21	592275	CRJ	Farebox Receipts	12.88
10/22/21	AT-10/22/21	CDJ	SuperFleet Mastercard Program	38,580.16
10/22/21	10/22/21	CRJ	BCRTA Items	164,006.00
10/22/21	10137	CDJ	Adco Marketing	990.00
10/22/21	10138	CDJ	American Red Cross	32.00
10/22/21	10139	CDJ	Auditor of State	2,521.50
10/22/21	10140	CDJ	Brighton Spring Service	100.00
10/22/21	10141	CDJ	Cintas Corporation	2,131.07
10/22/21	10142	CDJ	Certified Language Int.	78.30
10/22/21	10143	CDJ	City of Hamilton - Utilities	2,695.13
10/22/21	10144	CDJ	Cornett's Pressure Cleaning	1,517.00
10/22/21	10145	CDJ	Cintas Uniforms	1,733.90
10/22/21	10147	CDJ	Gillig	893.96
10/22/21	10148	CDJ	GemCity Tires, Inc	3,790.00
10/22/21	10149	CDJ	Millennium Business Systems,LL	466.53
10/22/21	10150	CDJ	Mobilcomm	180.00
10/22/21	10151	CDJ	Minuteman Press - Fairfield	895.00
10/22/21	10152	CDJ	Motorola Solutions Inc.	382,951.60
10/22/21	10153	CDJ	Ohio Deferred Compensation	802.00
10/22/21	10154	CDJ	Office Depot Inc.	395.73
10/22/21	10155	CDJ	PERS	62,260.41
10/22/21	10156	CDJ	Rumpke Of Ohio Inc.	243.60
10/22/21	10157	CDJ	Supply Post Business Products	43.96
10/22/21	10158	CDJ	Talawanda School District	12,438.19
10/27/21	0056	CRJ	Talawanda Middle School	605.00
10/27/21	0056	CRJ	BCDD Master Billing	498.42
10/28/21	10159	CDJ	Cincinnati Bell	145.19
10/28/21	10160	CDJ	Cummins Bridgeway LLC	3,939.21
10/28/21	10161	CDJ	Certified Language Int.	419.50
10/28/21	10162	CDJ	Cornett's Pressure Cleaning	766.00
10/28/21	10163	CDJ	Decal Impressions	294.62

10/28/21	10164	CDJ	Fuller Ford		315.89		
10/28/21	10165	CDJ	Gillig		256.90		
10/28/21	10166	CDJ	Isaac Wiles Burkholder & Teeto		1,853.00		
10/28/21	10167	CDJ	Lustre Cal		188.00		
10/28/21	10168	CDJ	Office Depot Inc.		161.08		
10/28/21	10169	CDJ	Verizon Wireless		102.10		
10/29/21	PRWE10/22/21	GENJ			2,126.85		
10/29/21	PRWE10/22/21	GENJ			17,383.39		
10/29/21	PRWE10/22/21	GENJ			99,650.98		
10/29/21	PRWE10/22/21	GENJ	1459		23.08		
10/29/21	AT-10/29/2021	CDJ	Paycom		971.37		
10/31/21	AT-11/08/2021	CDJ	BCRTA PNC Card Purchases		3,341.95		
			Current Period Change		<u>921,845.10</u>	<u>951,364.23</u>	<u>-29,519.13</u>
10/31/21			Ending Balance				47,880.39

Savings - PNC (National City)

10/1/21			Beginning Balance				40,408.11
10/1/21	10/01/21	GENJ	Service Charge			5.22	
10/13/21	MAS 101321	CRJ	Farebox Receipts	539.34			
10/18/21	ACH101821	CRJ	BCRTA Items	109.55			
10/29/21	10/29/21	GENJ	Interest Income	0.33			
10/31/21	CC 10/31/21	CRJ	Farebox Receipts	<u>2,327.95</u>			
			Current Period Change	<u>2,977.17</u>	<u>5.22</u>		<u>2,971.95</u>
10/31/21			Ending Balance				43,380.06

Savings - PNC Bank

10/1/21			Beginning Balance				2,014,516.17
10/1/21	10/01/21	GENJ	Service Charge		2.00		
10/5/21	10/05/21	CRJ	BCRTA Items - To checking		107,000.00		
10/21/21	10/21/2021	CRJ	BCRTA Items - To checking		200,000.00		
10/22/21	10/22/21	CRJ	BCRTA Items - To Checking		164,006.00		
10/29/21	10/29/21	GENJ	Interest Income	<u>14.42</u>			
			Current Period Change	<u>14.42</u>	<u>471,008.00</u>		<u>-470,993.58</u>
10/31/21			Ending Balance				1,543,522.59

STAR Ohio

10/1/21			Beginning Balance				2,000,259.18
10/29/21	10/29/21	GENJ	Interest Income	<u>129.74</u>			
			Current Period Change	<u>129.74</u>			<u>129.74</u>
10/31/21			Ending Balance				<u>2,000,388.92</u>

BCRTA
Balance Sheet
October 2021

Assets

Current Assets

Checking - PNC	47,880.39
Savings - PNC	43,380.06
Savings - PNC	1,543,522.59
STAR Ohio	2,000,388.92
M&S Inventory	40,280.75
Petty Cash	1,000.00
Accounts Receivable	2,342,164.51
Prepays	40,202.72
	<hr/>
	6,058,819.94

*Other Assets

Net Pension Asset	31,779.00
Deferred Outflows-Pensions	871,284.00
Deferred Outflows-OPEB	573,460.00

Property & Equipment

Vehicles	12,173,487.01
Buildings & Land	2,792,757.78
Furniture & Equipment	1,479,720.99
Amenities & Misc.	69,631.89
WIP-Technology Upgrade	222,515.00
WIP-Chestnut Fields	180,374.52
Accum. Depr.	(7,523,027.11)
	<hr/>
	10,871,983.08

6,058,819.94

10,871,983.08

Total Assets

16,930,803.02

Liabilities & Equity

Current Liabilities

Accounts Payable	407,226.20
Payroll Payables	78,495.81
Other Payables	-
Accrued PTO	115,289.82
Reserve ACA Fines	168,607.51
FTA Vehicle Funds	68,131.00
Future Match Funds	12,583.37
Unearned Tickets	27,830.00
	<hr/>
	878,163.71

*Long-term Liabilities

Net Pension Liability	3,955,112.00
Net OPEB Liability	2,816,803.00
Deferred Inflows-Pensions	853,338.00
Deferred Inflows-OPEB	413,645.00

Equity

Balance Equity	2,861,645.23
Federal & State Capital	14,589,343.60
Local Capital	89,410.00
Retained Earnings	(11,160,295.96)
Net Income	1,633,638.44
	<hr/>
	16,052,639.31

878,163.71

16,052,639.31

Total Liabilities

and Capital

16,930,803.02

**BCRTA
Cash Reserves**

October 2021

Current Assets	6,058,819.94
Current Liabilities	<u>(878,163.71)</u>
Available Funds	5,180,656.23

Board Reserves

Local Share Grant Obligations		
OH-2018-21-00	326,766.00	
OH-2021-56-00	212,531.00	
OH-2021-60-00	1,269,124.00	
Pending Federal Chestnut Fields Project (STBG Funds)	1,125,000.00	
Less Miami University Chestnut Fields Match	(1,600,000.00)	
Less Projected Local Match	<u>(1,318,864.00)</u>	MU, MED, R6, VA
Match Required or (Overmatch)	14,557.00	
FTA Grants	14,557.00	Match Required
Working Capital Funds (2 Mths.)	974,576.67	
Capital Replacement Funds	2,598,150.00	2022 - 2026 Local Share of Projects Not Yet on Grants
Contingency Funds	<u>-</u>	
Total Board Reserves	3,587,283.67	
Non-Restricted Funds	1,593,372.56	

BCRTA
Income Statement
November 2021

Revenues	Year to Date Last Year	Year to Date This Year	Annual Budget	YTD % of Budget
Passenger Fares	90,167	96,581	96,000	100.6%
Contract Fares	125,042	114,838	129,500	88.7%
Partnership Transit Rev (COM)	1,489,332	1,865,672	1,850,000	100.8%
Transit Development Rev (MU)	1,209,469	1,801,888	1,950,000	92.4%
Mgt./Cons. Services	194,180	227,000	245,280	92.5%
Interest & Other	162,685	257,475	29,000	887.8%
Agency Funding	39,614	34,833	38,000	91.7%
Park-n-Ride Program	224,823	467,884	519,871	90.0%
State Funding	521,930	147,125	312,803	47.0%
Federal Funding	2,057,986	2,406,892	3,000,000	80.2%
Total Revenues	6,115,226	7,420,188	8,170,454	90.8%
Expenses				
Wages	2,527,829	2,654,776	3,000,000	88.5%
Fringes	976,512	1,045,604	1,200,000	87.1%
Services	418,821	444,903	597,200	74.5%
Materials & Supplies	376,817	557,937	630,000	88.6%
Utilities	77,627	87,542	122,500	71.5%
Insurance	200,120	210,711	236,360	89.1%
Purchased Transportation	224,823	467,884	519,871	90.0%
Misc. Items	46,609	93,478	61,400	152.2%
Contingency	62,108	46,349	50,000	92.7%
Total Expenses	4,911,266	5,609,184	6,417,331	87.4%
Gain/Loss before Depr, NP & OPEB Exp	1,203,960	1,811,005	1,753,123	103.3%
Est. Share of Depreciation		297,000	324,000	91.7%
Est. Net Pension & OPEB Exp.		750,287	818,495	91.7%
Total Gain/(Loss)		763,717	610,628	125.1%

Date	Reference	Jrnl	Trans Description	Debit Amt	Credit Amt	Balance
Checking - PNC (National City)						
11/1/21			Beginning Balance			47,880.39
11/1/21	!0392254	CRJ	Miami University	150,300.67		
11/1/21	10/01-31/21	CRJ	Farebox Receipts	2,632.92		
11/1/21	11/01/21	GENJ	Service Charge		3.00	
11/2/21	01089611	CRJ	Butler County Veterans Service	3,293.33		
11/2/21	281211	CRJ	City of Middletown	169,874.12		
11/2/21	01089612	CRJ	Butler County Veterans Service	3,570.00		
11/2/21	0045348739	CRJ	Ohio Department of Taxation	12,830.25		
11/3/21	DRAW 8	CRJ	Federal Transit Administration	164,416.00		
11/3/21	DRAW 7	CRJ	Federal Transit Administration	32,802.00		
11/3/21	DRAW 6	CRJ	Federal Transit Administration	327,957.00		
11/3/21	DRAW 5	CRJ	Federal Transit Administration	8,335.00		
11/5/21	10179	CDJ	Amazon Capital Services		20.73	
11/5/21	10180	CDJ	Affordable Pest Control Inc.		50.00	
11/5/21	10181	CDJ	Alpine Valley Water		46.75	
11/5/21	10182	CDJ	Richard L. Bowen & Associates,		77,679.00	
11/5/21	10183	CDJ	BCRTA Petty Cash		452.42	
11/5/21	10184	CDJ	Cincinnati Bell Any Distance		521.92	
11/5/21	10185	CDJ	CFR Inc - Camera Security Now		1,100.00	
11/5/21	10186	CDJ	Cornett's Pressure Cleaning		751.00	
11/5/21	10187	CDJ	Endeavor Business Media LLC		150.00	
11/5/21	10188	CDJ	Fuller Ford		72.37	
11/5/21	10189	CDJ	Frank's Heavy Truck Collision		10,108.67	
11/5/21	10190	CDJ	Fox Towing Inc.		225.00	
11/5/21	10191	CDJ	GemCity Tires, Inc		1,150.00	
11/5/21	10192	CDJ	Ohio Newspapers, Inc.		58.14	
11/5/21	10193	CDJ	RICOH USA, INC		18.34	
11/5/21	10194	CDJ	Refitt's LLC		450.00	
11/5/21	10195	CDJ	Security Lock Company		117.00	
11/5/21	10196	CDJ	Verizon Wireless		2,480.27	
11/5/21	10194V	CDJ	Refitt's LLC	450.00		
11/5/21	10195V	CDJ	Security Lock Company	117.00		
11/5/21	10196V	CDJ	Verizon Wireless	2,480.27		
11/5/21	10197	CDJ	Refitt's LLC		450.00	
11/5/21	10198	CDJ	Security Lock Company		117.00	
11/5/21	10199	CDJ	Verizon Wireless		2,480.27	
11/5/21	11/05/2021	CRJ	BCRTA Items - To Saving		530,000.00	
11/9/21	0045382191	CRJ	Ohio Department of Transportat	19,896.71		
11/9/21	30000303	CRJ	Resident Resources Network	1,080.00		
11/9/21	CASH11092021	CRJ	BCRTA Items	10.00		
11/9/21	0045358166	CRJ	Ohio Dept of Medicaid	1,570.00		
11/9/21	281293	CRJ	City of Middletown	71.22		
11/9/21	1083	CRJ	Transit Alliance of Butler Cou	1,705.00		
11/11/21	PRWE11/5/21	GENJ	1461		23.08	
11/11/21	PRWE11/5/21	GENJ			99,947.86	
11/11/21	PRWE11/5/21	GENJ			18,149.74	
11/11/21	PRWE11/5/21	GENJ	1460		305.03	
11/11/21	PRWE11/5/21	GENJ			2,106.28	
11/12/21	AT-11/12/2021	CDJ	Paycom		962.26	
11/16/21	862124	CRJ	Farebox Receipts	55.45		

11/16/21	281457	CRJ	City of Middletown	416,857.72
11/16/21	25855	CRJ	Ohio Transit Risk Pool	3,117.02
11/16/21	0045405187	CRJ	Ohio Department of Transportat	260,951.60
11/18/21	AT-11/18/21	CDJ	SuperFleet Mastercard Program	39,978.36
11/19/21	10200	CDJ	American Red Cross	64.00
11/19/21	10201	CDJ	Bryce's Lawncare & Landscaping	3,750.00
11/19/21	10202	CDJ	Brighton Spring Service	1,598.60
11/19/21	10203	CDJ	Cummins Bridgeway LLC	74.29
11/19/21	10204	CDJ	City of Hamilton - Utilities	2,721.02
11/19/21	10205	CDJ	City of Middletown Treasury Di	637.20
11/19/21	10206	CDJ	Cornett's Pressure Cleaning	1,441.00
11/19/21	10207	CDJ	CenterGrid, LLC	86.65
11/19/21	10208	CDJ	Fuller Ford	844.63
11/19/21	10209	CDJ	Frank's Heavy Truck Collision	7,694.37
11/19/21	10210	CDJ	Fastsigns 220901	21.00
11/19/21	10211	CDJ	Gillig	422.16
11/19/21	10212	CDJ	GemCity Tires, Inc	2,571.30
11/19/21	10213	CDJ	GMV SYNCRONATICS	53,570.00
11/19/21	10214	CDJ	Interstate Billing Service	1,087.82
11/19/21	10215	CDJ	Isaac Wiles Burkholder & Teeto	3,370.18
11/19/21	10216	CDJ	Kleem Inc.	190.22
11/19/21	10217	CDJ	KOI Enterprises, Inc.	4,094.16
11/19/21	10218	CDJ	Millennium Business Systems,LL	528.79
11/19/21	10219	CDJ	Myers Equipment Corporation	1,062.09
11/19/21	10220	CDJ	Ohio Deferred Compensation	1,604.00
11/19/21	10221	CDJ	Office Depot Inc.	46.50
11/19/21	10222	CDJ	PERS	61,492.55
11/19/21	10223	CDJ	Port Technology LLC	3,434.16
11/19/21	10224	CDJ	Refitt's LLC	300.00
11/19/21	10225	CDJ	Rumpke Of Ohio Inc.	247.61
11/19/21	10226	CDJ	Security Lock Company	26.50
11/19/21	10227	CDJ	Tom Rechtin H&A	186.00
11/19/21	10228	CDJ	Tristate Cleaning	400.00
11/19/21	10229	CDJ	Talawanda School District	13,591.12
11/19/21	10230	CDJ	TransitTalent.com	225.00
11/19/21	10231	CDJ	VANGUARD CLEANING SYSTEMS OF C	825.00
11/19/21	10232	CDJ	West Chester Liberty Chamber A	1,400.00
11/24/21	10233	CDJ	American Red Cross	64.00
11/24/21	10234	CDJ	Bethesda Healthcare Inc.	911.55
11/24/21	10235	CDJ	Cornett's Pressure Cleaning	744.00
11/24/21	10236	CDJ	Fuller Ford	325.50
11/24/21	10237	CDJ	Fleet Pride	36.27
11/24/21	10238	CDJ	Mobilcomm	180.00
11/24/21	10239	CDJ	Ohio Newspapers, Inc.	63.95
11/24/21	10240	CDJ	Ports Petroleum Co Inc	1,320.00
11/24/21	10241	CDJ	Refitt's LLC	400.00
11/24/21	10242	CDJ	RLS & Associates	1,107.16
11/24/21	10243	CDJ	TransLoc	3,614.92
11/24/21	10244	CDJ	Treasurer State of Ohio	330.75
11/24/21	10245	CDJ	Verizon Wireless	92.48
11/24/21	25864	CRJ	Ohio Transit Risk Pool	4,577.35
11/24/21	9344	CRJ	Talawanda Middle School	525.00

11/24/21	11/24/2021	CRJ	BCRTA Items - TO Saving		200,000.00		
11/26/21	PRWE 11/19/21	GENJ	1462		305.03		
11/26/21	PRWE 11/19/21	GENJ			2,106.28		
11/26/21	PRWE 11/19/21	GENJ	1463		23.08		
11/26/21	PRWE 11/19/21	GENJ			155,790.72		
11/26/21	PRWE 11/19/21	GENJ	1042-Manual Check		1,860.08		
11/26/21	PRWE 11/19/21	GENJ			32,326.77		
11/26/21	AT-11/26/2021	CDJ	Paycom		1,218.67		
11/30/21	10246	CDJ	Bureau of Workers Compensation		45,813.00		
11/30/21	!0394003	CRJ	Miami University - Accounts Pa	140.00			
11/30/21	AT-12/13/2021	CDJ	BCRTA PNC Card Purchases		12,643.24		
			Current Period Change		<u>1,589,615.63</u>	<u>1,420,859.86</u>	<u>168,755.77</u>
11/30/21			Ending Balance				<u>216,636.16</u>

Savings - PNC (National City)

11/1/21			Beginning Balance				43,380.06
11/1/21	11/01/21	GENJ	Service Charge			5.08	
11/9/21	ACH110921	CRJ	BCRTA Items	96.44			
11/10/21	MAS 111021	CRJ	Farebox Receipts	541.07			
11/30/21	11/30/21	GENJ	Interest Income	0.39			
11/30/21	CC 11/30/21	CRJ	Farebox Receipts	1,765.36			
			Current Period Change	<u>2,403.26</u>	<u>5.08</u>		<u>2,398.18</u>
11/30/21			Ending Balance				<u>45,778.24</u>

Savings - PNC Bank

11/1/21			Beginning Balance				1,543,522.59
11/1/21	11/01/21	GENJ	Service Charge			2.00	
11/5/21	11/05/2021	CRJ	BCRTA Items	530,000.00			
11/24/21	11/24/2021	CRJ	BCRTA Items	200,000.00			
11/30/21	11/30/21	GENJ	Interest Income	17.69			
			Current Period Change	<u>730,017.69</u>	<u>2.00</u>		<u>730,015.69</u>
11/30/21			Ending Balance				<u>2,273,538.28</u>

STAR Ohio

11/1/21			Beginning Balance				2,000,388.92
11/30/21	11/30/21	GENJ	Interest Income	134.56			
			Current Period Change	<u>134.56</u>			<u>134.56</u>
11/30/21			Ending Balance				<u>2,000,523.48</u>

**BCRTA
Balance Sheet
November 2021**

Assets

Current Assets

Checking - PNC	216,636.16
Savings - PNC	45,778.24
Savings - PNC	2,273,538.28
STAR Ohio	2,000,523.48
M&S Inventory	48,520.23
Petty Cash	1,000.00
Accounts Receivable	1,866,091.29
Prepays	111,873.04
	<hr/>
	6,563,960.72

*Other Assets

Net Pension Asset	31,779.00
Deferred Outflows-Pensions	871,284.00
Deferred Outflows-OPEB	573,460.00

Property & Equipment

Vehicles	12,599,292.01
Buildings & Land	2,792,757.78
Furniture & Equipment	1,479,720.99
Amenities & Misc.	69,631.89
WIP-Technology Upgrade	222,515.00
WIP-Chestnut Fields	180,374.52
Accum. Depr.	(7,523,027.11)
	<hr/>
	11,297,788.08

Total Assets

17,861,748.80

Liabilities & Equity

Current Liabilities

Accounts Payable	801,699.32
Payroll Payables	100,116.05
Other Payables	-
Accrued PTO	115,289.82
Reserve ACA Fines	168,607.51
FTA Vehicle Funds	68,131.00
Future Match Funds	9,416.71
Unearned Tickets	27,839.00
	<hr/>
	1,291,099.41

*Long-term Liabilities

Net Pension Liability	3,955,112.00
Net OPEB Liability	2,816,803.00
Deferred Inflows-Pensions	853,338.00
Deferred Inflows-OPEB	413,645.00

Equity

Balance Equity	2,861,645.23
Federal & State Capital	14,929,987.60
Local Capital	89,410.00
Retained Earnings	(11,160,295.96)
Net Income	1,811,004.52
	<hr/>
	16,570,649.39

Total Liabilities

and Capital

17,861,748.80

**BCRTA
Cash Reserves**

November 2021

Current Assets	6,563,960.72
Current Liabilities	<u>(1,291,099.41)</u>
Available Funds	5,272,861.31

Board Reserves

Local Share Grant Obligations		
OH-2018-21-00	323,931.00	
OH-2021-56-00	127,370.00	
OH-2021-60-00	1,269,124.00	
Pending Federal Chestnut Fields Project (STBG Funds)	1,125,000.00	
Less Miami University Chestnut Fields Match	(1,600,000.00)	
Less Projected Local Match	<u>(1,228,935.00)</u>	MU, MED, R6, VA
Match Required or (Overmatch)	16,490.00	
FTA Grants	16,490.00	Match Required
Working Capital Funds (2 Mths.)	974,576.67	
Capital Replacement Funds	2,598,150.00	2022 - 2026 Local Share of Projects Not Yet on Grants
Contingency Funds	<u>-</u>	
Total Board Reserves	3,589,216.67	
Non-Restricted Funds	1,683,644.64	



TO: BCRTA Board of Trustees

FROM: Mark Franklin, Project Manager and Meagan Varney, Procurement Specialist

RE: *Action Item – Cleaning Services – Middletown Location – #2021-035*

January 19, 2022

STRATEGIC PLAN GOAL / OBJECTIVE

State of Good Repair

RECOMMENDATION

Approval of a resolution authorizing the Executive Director to implement a contract with Jani-King of Cincinnati for an award of a single contract on behalf of BCRTA for an amount not to exceed \$36,300.00.

FINANCIAL CONSIDERATIONS

- This is a onetime agreement for a contract for services for a term of 2 years with 3 optional, additional 1-year terms for a cost of \$33,000.00, plus a 10% contingency fee for a total not to exceed cost of \$36,300.00.
- These expenditures will be funded with MTS operating funds.

BUSINESS PURPOSE

To provide twice weekly cleaning services for our Middletown Transit Hub to ensure a clean working environment for both Middletown Transit Service/BCRTA staff and patrons.

LEGAL CONSIDERATIONS

Section 306.43 of the Ohio Revised Code authorizes BCRTA to contract for the provision of goods and services.

BCRTA Resolution No. 22-01-01

Authorizing the Butler County Regional Transit Authority (BCRTA) Executive Director to Enter into an Agreement for Facility Cleaning Services.

Whereas BCRTA solicited proposals for Cleaning Services for the Middletown Transit Hub location; and

Whereas BCRTA received two (2) proposals from Jani-King of Cincinnati and 2 Kings Industries Limited covering all work requirements included in the BCRTA request for quotes at proposed rates for a two (2) year period, with three one-year extension options; and

Whereas the Procurement Specialist evaluated each quote submission to compare and verify the submitted prices and determine each bidders' responsiveness and responsibility; and

Whereas the Procurement Specialist, after all evaluations were completed, determined the services proposed by Jani-King of Cincinnati to provide the most value to BCRTA.

Now therefore be it resolved:

That the BCRTA Board of Trustees hereby authorizes the BCRTA Executive Director to execute a non-exclusive contract between BCRTA and Jani-King of Cincinnati for the provision of Cleaning Services at the Middletown Transit Hub at a cost of \$33,000.00 plus a 10% contingency fee for a total not to exceed cost of \$36,300.00 without additional board approval.

Approved: January 19, 2022

Chris Lawson
Board President

Matthew Dutkevicz
Executive Director



TO: BCRTA Board of Trustees

FROM: Luke Morgan, Project Manager and Meagan Varney, Procurement Specialist

RE: *Action Item – Inspection Delivery Audits – MCI Commuter Coaches – #2021-030*

January 19, 2022

STRATEGIC PLAN GOAL / OBJECTIVE

Leverage Competitive Federal Funding

RECOMMENDATION

Approval of a resolution authorizing the Executive Director to implement a contract with First Transit for an award of a single contract on behalf of BCRTA for an amount not to exceed \$26,439.60.

FINANCIAL CONSIDERATIONS

- This is a onetime agreement for a contract for bus inspection services with a cost of \$24,063.00, plus a 10% contingency fee for a total not to exceed cost of \$26,439.60.
- These expenditures will be funded with City of Middletown grant funds provided for the purchase of the vehicles.

BUSINESS PURPOSE

To provide pre-award Buy America audits, pre-delivery bus-line inspections and post-delivery Buy America audits of five (5) Commuter Coaches to comply with federal regulations as outlined in 49 CFR part 663 and required by the Federal Transit Administration (FTA), with options for three (3) additional Commuter Coaches of the same type, at a future date.

LEGAL CONSIDERATIONS

Section 306.43 of the Ohio Revised Code authorizes BCRTA to contract for the provision of goods and services.

BCRTA Resolution No. 22-01-02

Authorizing the Butler County Regional Transit Authority (BCRTA) Executive Director to Enter into an Agreement for Bus Inspection Services.

Whereas BCRTA solicited Quotes for federally required bus inspection services; and

Whereas BCRTA received two (2) quotes from Transit Resource Center and First Transit covering all work requirements included in the BCRTA request for quotes at proposed rates; and

Whereas the Procurement Specialist evaluated each quote submission to compare and verify the submitted prices and determine each bidders' responsiveness and responsibility; and

Whereas the Procurement Specialist, after all evaluations were completed, determined the services proposed by First Transit to provide the most value to BCRTA.

Now therefore be it resolved:

That the BCRTA Board of Trustees hereby authorizes the BCRTA Executive Director to execute a non-exclusive contract between BCRTA and First Transit for the provision of Bus Inspection Services at a cost of \$24,063.00 plus a 10% contingency fee for a total not to exceed cost of \$26,469.30 without additional board approval.

Approved: January 19, 2022

Chris Lawson
Board President

Matthew Dutkevicz
Executive Director



TO: BCRTA Board of Trustees

FROM: Ron Wogenstahl, Project Manager and Meagan Varney, Procurement Specialist

RE: *Action Item – Landscaping Maintenance – #2021-040*

January 19th, 2022

STRATEGIC PLAN GOAL / OBJECTIVE

State of Good Repair

RECOMMENDATION

Approval of a resolution authorizing the Executive Director to implement a contract with Bryce’s Lawncare and Landscaping for an award of a single contract on behalf of BCRTA for an amount not to exceed \$119,790.00.

FINANCIAL CONSIDERATIONS

- This is a onetime agreement for a contract for services for a term of 2 years with three additional, optional, 1 year extension periods for a cost of \$108,900.00, plus a 10% contingency fee for a total not to exceed cost of \$119,790.00.
- These expenditures will be funded with operating funds.

BUSINESS PURPOSE

To provide landscaping services for both our Hamilton and Middletown locations to ensure that their outdoor spaces maintain a clean and professional appearance.

LEGAL CONSIDERATIONS

Section 306.43 of the Ohio Revised Code authorizes BCRTA to contract for the provision of goods and services.

BCRTA Resolution No. 22-01-03

Authorizing the Butler County Regional Transit Authority (BCRTA) Executive Director to Enter into an Agreement for Landscaping Services.

Whereas BCRTA solicited proposals for landscaping maintenance services for the Hamilton and Middletown locations; and

Whereas BCRTA received three (3) quotes from Honor & Grace LLC, 2 Kings Industries Limited, and Bryce's Lawncare and Landscaping covering all work requirements included in the BCRTA request for Quotes at proposed rates for a two (2) year period, with three one-year extension options; and

Whereas the Procurement Specialist evaluated each quote submission to compare and verify the submitted prices and determine each bidders' responsiveness and responsibility; and

Whereas the Procurement Specialist, after all evaluations were completed, determined the services proposed by Bryce's Lawncare and Landscaping to provide the most value to BCRTA.

Now therefore be it resolved:

That the BCRTA Board of Trustees hereby authorizes the BCRTA Executive Director to execute a non-exclusive contract between BCRTA and Bryce's Lawncare and Landscaping for the provision of Landscaping Services at a cost of \$108,900.00 plus a 10% contingency fee for a total not to exceed cost of \$119,790.00 without additional board approval.

Approved: January 19th, 2022

Chris Lawson
Board President

Matthew Dutkevicz
Executive Director

BUTLER COUNTY REGIONAL TRANSIT AUTHORITY BOARD OF TRUSTEES

EXECUTIVE COMMITTEE

October 20, 2021, 9:30 AM

**Butler County Regional Transit Authority
3045 Moser Court, Hamilton, OH 45011**

IV. Governance

a. Trustee Candidate Q&A

Mr. Lawson, Mr. Gordon, and Mr. Foster conducted a question and answer session with the citizen board candidates in attendance. Topics included experience for the open positions held by the candidates and criteria for serving on the board.

A written statement provided by Ms. Harris is included with these minutes.

No business was discussed or decisions made.

V. Adjourn

Mr. Gordon moved to adjourn at 10:34 AM. Mr. Foster seconded the motion. The meeting was adjourned.

BUTLER COUNTY REGIONAL TRANSIT AUTHORITY BOARD OF TRUSTEES

EXECUTIVE COMMITTEE

October 20, 2021, 9:30 AM

Butler County Regional Transit Authority
3045 Moser Court, Hamilton, OH 45011

What I would bring to the Butler County RTA Board of Trustees?

My personal account of my experience of being a BCRTA rider for 31 years, this advocacy for more public transportation across the county and state, I would also bring suggestions on how to improve stops for the fixed routes and improve the community's access to public transportation. I would also suggest doing a study to look into how many people with disabilities, how many people who are African-American, Hispanic, etc. take the bus, I would also suggest looking into gathering statistics as to how many people rely on BCRTA.

-Whitney Stewart

*I would also give insight to my experience with BCRTA and my disability.

METRIC DASHBOARD

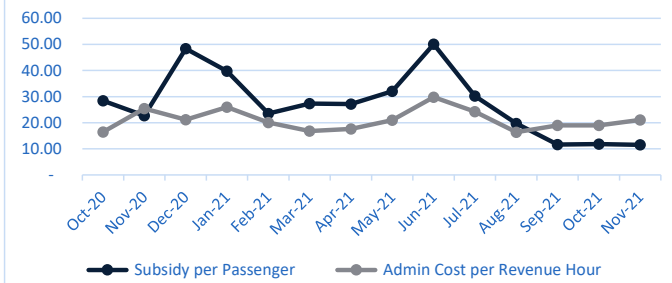
November 2021

Leveraging Competitive Funding & Partnerships

Average Fleet Age

3.94

Since Last Month 0.04 1.02%
Since Last Year 0.49 12.44%



Enhancing Connectivity

BCRTA Transit App Users

2,124

Since Last Month 1,383 65.11%
Since Last Year 1,941 91.38%

BGO App Rides/Total BGO Rides

48.09%

Since Last Month 2.83% 5.89%
Since Last Year 16.62% 34.57%

BCRTA Transit App Downloads

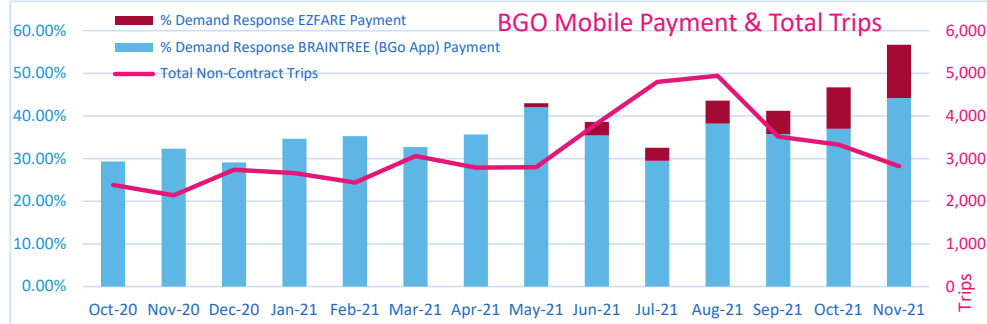
847

Since Last Month 435 51.36%
Since Last Year 714 84.30%

BGO App Downloads

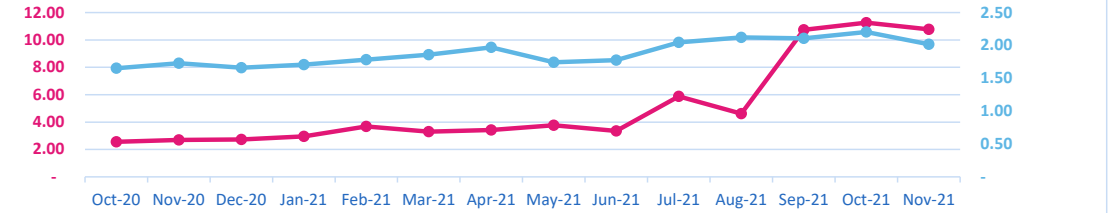
111

Since Last Month (81) -72.97%
Since Last Year (87) -78.38%

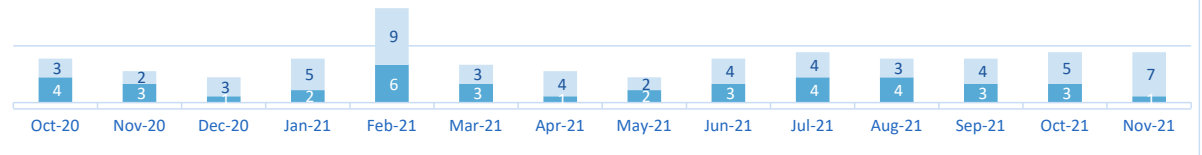


Improving Mobility & Eliminating Barriers

Pax per Revenue Hour



Accidents & Injuries



Target Operator Staffing

53%

Since Last Month -23.26%
Since Last Year -32.62%
12 Month Average 79.84%
GOAL 100.00%

Denials & Refusals/Total BGO

66.67%

Since Last Month 52.15%
Since Last Year 62.74%
12 Month Average 11.92%
GOAL 0.00%

Supporting Employers

42X Park & Ride Total Trips

1,161

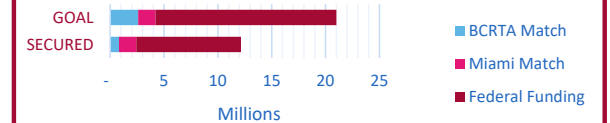
Since Last Month (151) -13%
Since Last Year 1,161 100%

BGO Employment Trips

902

Since Last Month (211) -23.39%
Since Last Year (132) -14.63%

Developing Multimodal Infrastructure



Days Until Chestnut Fields Completed

638





Public Comment on Proposed Temporary Service Suspensions

January 11, 2022

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Notice & Method

A virtual public hearing was held on January 11, 2022 at 6:00 PM consistent with BCRTA policy and FTA regulation. The hearing was publicized on the BCRTA website, social media, and onboard BCRTA buses beginning December 31, 2021. Public comment was also received via telephone and webform.

The hearing began at 6:03 PM and concluded at 7:00 PM. All in attendance spoke or were provided the opportunity to speak.

Subject

This hearing was conducted to receive public comment regarding proposed temporary service suspensions to the R2 – Oxford and Middletown, R4 – Hamilton & Tri-County, and amendments to the R6 – Job Connector.

Summary of Public Comments

Public comment was received via webform and telephone in advance of the hearing, and orally during the public hearing. Individual comments can be found in Appendix A. Slides from the hearing can be found in Appendix B. A record of the hearing is available upon request.

No comments were received in support of the proposal. In general, comments addressed the need for these services and riders' independence. Many commenters noted these services as their only means of transportation.

The reduction of corresponding ADA service was also noted as an effect of the proposed suspension that would negatively impact riders.

No comments identified as pertaining to R6 addressed the actual stop amendments. Although some comment was received about potential areas on OH-4 and connection between Tri-County and Hamilton being eliminated as part of R4 suspension. However, the proposed R6 does retain Hamilton and Tri-county connections with an addition of some segments along OH-4 including Ohio Means Jobs and Kroger @ Grand Ave in the proposed amendment.

Comments by Position	
Supporting Proposal	0
Opposing Proposal	12*

*14 total comments were received, but three were identified as the same respondent.

Comment by Method	
Written	13
Oral	1
Email/Telephone	0

Comments by Service	
R2	8
R4	12
R6	9

APPENDIX A – Individual Comments

Oral Comments Received

Name	Service	Comments
Marcia Andrew	R2	Ms. Andrew stated that her adult child has a disability and relies on the R2 to travel to work between Middletown and

Written Comments Received

Name	Service	Comments
Whitney Harris	R6 Amendment;R4 suspension;	These suspensions would affect me greatly. When I cannot ride BGo, I ride the route buses, both the R4 and the R6. Cutting these routes would make my ADA card invalid. I cannot afford to pay \$5.00 per trip each time I ride BGo. I also take the R4 and the R6 to and front the hub from my place of employment in Hamilton, as I cannot walk that far because of my disability. BCRTA is my only way around. These route suspensions would literally, leave me stranded. I have to save as much money as I can, and while \$5.00 for BGo trips isn't much, it is enough to run out of money on my monthly budget. I suggest that if you have to suspend these route, to come up with a payment plan for those who cannot afford to pay for BGo trips. The nearest stop to my house on the R6 to my work would be Hanover and 14th, which is way too far for me to walk or roll in my wheelchair. These route suspensions would cause me to quit my job, be unemployed, and be even more tight on expenses than I already am. I understand that you are short on drivers, everyone is short on employees right now, but please, for the sake of me and other riders, these routes are vital to is getting around, saving money, and staying employed. I know everyone can find a way to make it work. Maybe only run the routes during peak hours? Please do anything you can to keep these routes running! I'm not trying to be rude, I'm just trying to say how much I depend on these routes along with BGo. Thank you and good luck!
Anonymous	R4 suspension;	The R4 is the ONLY route by my house. I have a contract with the BCDD and with the R4 being suspended that would invalidate my contact with them. BCDD provides me with that contact so I can get to and from work each day. My caregiver can't drive me often at all. This would leave me unemployed without as I cannot afford to pay the \$5.00 each way as we live on extremely fixed income. Please, keep everything the same,

otherwise I will be screwed. UTS majorly failed me before I started riding BCRTA, and with this cut, BCRTA will have failed me also. I cannot afford that.

Regular R4 and R6 Rider	R4 suspension;R6 Amendment;	During my rides on the R4, I've noticed MANY people using it to connect to the Metro buses and vice versa. Without the R4, they would be stranded. With the amended R6 route, it would no longer go past enterprise park, meaning many people would not have access to their appointments their. I would be one of these people. The community needs access to medical care, grocery stores, and employment. The R4 and R6 provides the community with all of these things, and would put thousands of people in a bind if it was taken away, even temporarily. And it may or may not help the BGo situation. As these temporary cuts are considered, the board needs to consider: is this the right thing for the Butler County Community even with the extenuating circumstances? How would it affect daily lives of riders of those routes? How would it affect the community as a whole? How would it affect BCRTA as a whole?
Jack Howarth	R2 suspension;	Holding the hearing on suspension of the R2 route during the Winter Term (Jan 2nd to 22nd) at Miami University is a tad underhanded as most of the classes are held remotely at that time and those employees/students who will need the R2 service for the Spring Semester (starting on Jan 24th) will be blindsided by this change. Also, having spoken with at least one of the R2 drivers, I was surprised to find that they were upset that the route wasn't going to be available to bid on. So there are in fact drivers for this route and the 'lack of drivers' excuse seems more like camouflage for the real reason of just achieving cost reductions.
Melanie Sharp	R2 suspension;R4 suspension;R6 Amendment;	I am not very familiar with the numbers of the routes. My concern is that we have a number of people who report to Probation and Pretrial Services who live in Middletown as well as those who live in Hamilton County. The Hamilton County residents who report takes the transit bus in Cincy to TRI County and the transfers to your bus in order to get to Hamilton to report as ordered by the Courts. Many Middletown residents depends on the bus system in order to report as ordered by the Courts to Probation, Pretrial Services as well as their Court appearances. I understand the difficulty with the pandemic and struggles being short staffed. Hopefully there can be some type of accomodations to help those in need of your services. Thank you for your time.

Student	R4 suspension;R2 suspension;R6 Amendment;	I am a newly admitted student at Miami University and the suspension of these routes, even temporarily, would make getting to my classes between the main campus in Oxford and the two regional ones in Middletown and Hamilton, along with my job in Fairfield, virtually impossible. I know there are staffing shortages, they are everywhere, but please, even though these routes are not highly-traveled, they sometimes are, (there are days recently when I've seen the R6 and the R4 with close to no or NO seats at all left), and people depend on these routes, especially if you are a student who is tight on money. If people are leaving because of pay, consider raising the pay rate, offering more benefits, etc. Suspending or cutting routes is the last thing we need, especially when all of us have been struggling so much these past couple of years- it would just put another blow in our lives that we don't need. Please, do whatever you can to keep these routes up and running! The community depends on them!
Hamilton Resident	R4 suspension;R6 Amendment;	PLEASE PLEASE PLEASE do not cut these routes. These routes are now I get to work, how I feed my family, how I keep the lights on, how I pay the bills. Without these routes, we will be homeless, living on the streets, starving, without healthcare, and I will be out of work. I know you are struggling, but we are too, and without these routes, we will be struggling even more. THESE ROUTES ARE NEEDED!!! CUTTING THESE ROUTES WILL HURT NOT HELP!!! PLEASE KEEP THESE ROUTES THE WAY THEY ARE, RUNNING. WE NEED THEM!!!!

**Whitney
Harris**

R6
Amendment;R4
suspension;R2
suspension;

I understand that you are suffering from a staffing shortage, but that staffing shortage is not out of the norm right now. My work is short handed, my mom's work is short-handed, my aunt's work in another state is short handed, and just about every business/company that comes to mind right now is short handed. All of us in the nation, and possibly around the world, are working harder than we ever have in our lives. It is exhausting, and sometimes, drastic measures do have to be taken, but I believe suspending routes is too drastic. The R6 Job Connector Route was created in 2016 to allow people to get to and from work in many well-know businesses around this area. The amended route that is proposed would no longer make it the job connector. The new route skips over many of the business people work at. Sure, there aren't many people that get picked up or dropped off at those stops these days, but that is because of the pandemic. A lot of people have quit their jobs, for one reason or another, just like what is going on at Butler County RTA. For the ones that still work, like me, however, these routes are absolutely essential for everyday life. Without them, we have no other way to get to work. And those like me with disabilities cannot walk that far to get to and from the stops, and some stops are too dangerous for those who are older, have disabilities and cannot move that fast, or for those who are riding with kids. In my opinion, the R4 is the real job connector route, as that allows those who live in Butler County and work in downtown Cincinnati to connect to the Metro buses at the Forest Park Park and Ride. Without the R4, these people would not be able to get to work. Even if the suspension is only short term, it would be devastating, as the people who depend on the R4 to get to the Metro buses may be terminated from their jobs for not having transportation, making the staffing shortage even worse than it already is. People do not need to get fired because they don't have transportation. The same thing could potentially happen with the amended R6 route. People depend on these routes to get to and from work each day. Most of these people cannot get another ride. More than half of these people do not own a car, are riding the bus because their car broke down and they cannot afford a new one, or don't have a driver's license. It would be devastating for them to lose their bus service at a time when nearly everyone (if not everyone) is already struggling to survive. If you will allow me to, I would like to put myself in the position of a Board Member, analyze and evaluate this situation, and state what I would make as my final decision.

-The R2 has only approximately 1,000 riders per month.

-The R4 has approximately 7,000 riders per month, which is only 2,000 less than what it was before the pandemic, which means it is started to rebound. With this statistic, it is a bad time to consider suspending this route, much less actually suspend it.

-The R6 is needed for those who work at Thyssen Krupp, Koch Foods, Fin-Pin, and other businesses that are along the R6 route. It is also vital for those who need it to get to and from doctor's appointments at Bethesda

Butler Tri Health Hospital on Hamilton Mason Road.
 -if the R6 is amended, it would no longer stop at Thyssen Krupp, Koch, Foods, Fin-Pan, or Hamilton Enterprise Park where Bethesda Butler is. This would cause people not to be able to get to work, and to not be able to get to their doctor’s appointments, which may result in unwanted health issues, and a decline in health, which is the last thing anyone wants or needs during this pandemic (or at any time, for that matter).
 -If the R4 is suspended, and the R6 is amended, neither bus would stop at grocery stores such as Meijer on South Gilmore Road or Kroger on Erie Blvd.

<p>Whitney Harris</p>	<p>R2 suspension;R4 suspension;R6 Amendment;</p>	<p>Sure, people could ride to the hub and transfer to the R1 or the R3, but a majority of people would rather not do that, as they would see it as “too much trouble”. Some people also might not have enough to take two buses each way just to go to the store. This might cause some people to go hungry because they are unable to get to and from the grocery store because the bus route there was cut and the alternative does not work for them.</p> <p>-Suspending the R4 and amending the R6 will not help BGo services in the long run. With the R4 suspended, and the R6 amended, more people would have to utilize BGo, resulting in availability still being very hard to come by. There are a lot of people in the community, including myself, who cannot afford to pay their \$5.00 each way for BGo trips, especially if they take the bus multiple times per day. Those who have an ADA card would not be able to use it, and would have to find a way to pay the \$5.00 fare, resulting in them being left without transportation anyway because they cannot afford to pay it.</p> <p>-What I would do is suspend the R2, and keep the R4 and R6 routes the way they are, as the R2 has the least ridership of all the routes being considered for suspension. That would free up two drivers, and that would</p>
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at least help some. If I were driving the R2, driving that bus around all day, and just driving around in a circle not picking anyone up or dropping anyone off, I would be much more at ease knowing that I would be driving a bus knowing that I would be picking up and dropping off passengers.

- With the R2 suspended, I would have signs notifying passengers of this at each R2 stop, so they aren't waiting for a bus that doesn't come, as not everyone uses social media, follows the internet, or has email.
- Before considering suspending any routes, I would talk to all of the drivers, and get their opinion on how it would affect them, the passengers they drive each and every day, the community, and BCRTA as a whole.
- Bottom line, the R4 and the R6 are essential, and the community cannot afford to lose them. There will be a whole lot of complaints coming in if these routes are suspended or amended, because people depend on them. I would most likely be forced to quit my job, because the closet bus stop to my work off of Central Avenue in Hamilton would be nearly a mile away, and with my disability, I cannot go that far, and that is not the safest community to be out in, especially at night. I have been a BGo rider for 4 years now, and I have not had any issues with availability. I schedule two weeks ahead of time, I call the day before, or sooner for ADA trips. I always get spots. I have never experienced a missed trip. 99.9% of the time, they arrive on time, or even early. (The other day leaving for work the bus arrived 30 minutes BEFORE my pickup window even started, and it caught me totally off guard.) The only reason I have experience a missed trip is because the bus broke down. That day, I just took the fixed route bus instead. The only reason I wasn't able to get spots is because my account was messed up for a time, but that has all been resolved. I don't mind being on the bus for an hour and half, it's been like that from the first day I started riding, I go with the flow, I can't drive. I just read a book, do homework, listen to music, watch a movie on my phone, or all of the above. I would like to let everyone know that get trips guaranteed, book them two weeks, or the day before if you have an ADA card. Do not try to pull same day trips, because there is a very low chance that you will get them, and if you do, it puts all the drivers behind because they have to move everyone around. Cancel at least an hour before your windows starts. Not at the door when the bus comes. Don't be marked a no show. This is what makes the buses late, and dispatch having to call people and cancel rides. This irritates the drivers, as well as the passengers. BGo is a wonderful service, and I

<p>Whitney Harris</p>	<p>R2 suspension;R6 Amendment;R4 suspension;</p>	<p>Along with several others I know who ride BGo, are extremely worried that if these proposed suspensions are approved, that it will not be the wonderful service that it is now. I know a lot are also worried about the fact the fixed routes they depend on every day might be going away. The word "might" is enough to make us worry, or even panic. The word "might" is enough to make those of us who ride BGo worry or panic. If I cannot ride the route buses (which I only do sometimes, and the ones I depend on the most are the R4 and the R6), and I cannot ride BGo, I</p>
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cannot work, I cannot go to school, I cannot leave my house because I have no transportation. BCRTA is my ONLY way around. Things are starting to look up everywhere you go, if these routes are suspended, things will no longer be looking up for a lot of people....a lot of people depend on BCRTA. People cannot afford to be stranded. Please, BCRTA, don't leave me, or anyone else, stranded, because while you are struggling, so are we. We have to be able to work, go to the store, go to doctor's appointments....We can't afford not to be able to do any of those things, not to be able to live our lives as normally as possible....

I would like to again put myself in the shoes of a board member, and suggest that when an employee quits, you should do an analysis of why. Is it for better pay? Is it for better benefits? Is it because they don't like the passengers? Is it because they don't like sitting and driving all day? Is it because they are retiring? Is it because they have been injured somehow, and can no longer work? Is it something else? At a recent meeting I attending, I learned about something called an Exit Survey. When someone leaves the company, that person is asked why they are leaving. Their response is then analyzed and put into a percentage chart. The end result is a percentage chart that shows the highest percentage of why people are leaving for another job. If BCRTA isn't doing this survey already, I strongly suggest the company looks into doing it, or one like it, as part of both the short range and long range planning studies.

To close, the way to keep BCRTA the way it is, and to keep passengers, BCRTA employees, and the community happy, is to keep the routes that are the most needed, which are the R4 and the R6, and eliminate or suspend the ones that hardly have any ridership at all, which would be the R2. Stops could be added to the R3, or the R1 to compensate for the R2 not being there. It might not be know just how essential the R4 and the R6 are, and how devastating suspending the R4, and amending the R6 would be to not only the community, but to drivers. It might even cause more drivers to leave. It might cause the BGo drivers to work harder. This is a time where we need to pull together, and team up, to make things work, and keep these essential routes on the road. I would hate to see BCRTA undergo such a drastic change, even temporarily, and I know I'm not the only one who feels this way.

Thank you for taking time to read this very long comment, I thought it was necessary on behalf of myself, BCRTA, those whom I'm friends with, and the rest of the community.

Remember, "We're all in this, together", and always will be.

#savetheR4 #savetheR6 #nopassengerleftstranded #wereallinthistogether #ohioneedstransit

V	R2 suspension;R4 suspension;R6 Amendment;	So say you suspend these routes and drivers still leave....that still doesn't help things....
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Stephen	R4 suspension;	I hope you can figure out a way not to suspend the R4 route. I know a lot of people who depend on the R4 as it connects busy areas between Hamilton and Tri-County. Jodie and Sandra have been great and always very helpful. Thanks for the BCRTA.
Parent of disabled adult	R4 suspension;R6 Amendment;R2 suspension;	If this happens, my kid would not be able to use their ADA card. We cannot just “pick up and move” to another ADA area. I would have to quit my job just to get them where they need to go, which will quickly get costly. The other option is my child would have to quit their job and I would have to find someone to watch them during the day while I am at work. We will run the risk of running out of money. We cannot afford to pay \$5.00 each way for BGo trips. In our area, it is not safe for someone who is disabled and of color to ride the route buses. My kid cannot work even close to full time; they only work two hours per day, three days a week at the most, at minimum wage. That is not nearly enough for all of us in the household to live on, it is not nearly enough to for even one person to live off of. There has to be another solution. I cannot afford to quit my job. My kid cannot afford to lose their transportation. I cannot afford to lose my job. We CANNOT AFFORD to lose these routes. I ride these routes to get to and from work myself, and to run errands, when when it is too expensive to drive. There has to be another way, there has to be. This isn't fare to me, isn't fair to my child, and is not fair to anyone else either. How would you feel if you had your only lifeline swept away from under your feet. I'm asking you, please, keep these routes running!!!

APPENDIX B – Slides from Public Hearing



Butler County Regional Transit Authority BCRTA



PLEASE NOTE:
Today's hearing will be recorded.

Agenda

1. Rules & Procedures for this Public Hearing
2. Outcomes of this Public Hearing
3. Subject of this Public Hearing
4. Overview of Proposed Temporary Service Suspensions
5. Opportunity for Comment
6. Adjourn

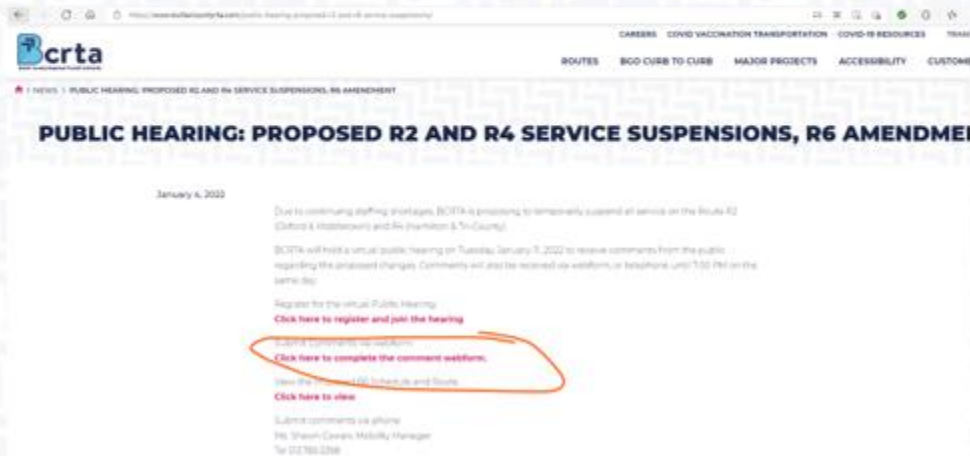


Rules & Procedures

1. Speakers must identify themselves and clearly state the hearing subject item(s) they wish to address.
2. Speakers will be given three (3) minutes to speak and the BCRTA will make no response or reply to the speaker. Speakers are encouraged to put their thoughts in writing and submit a copy to the BCRTA for inclusion in the minutes (cowans@butlercountyrta.com).
3. Any individual or group may be heard concerning the subject of this hearing. Questions are to be directed to the BCRTA as a whole and may not be put to any individual member of the Board or the administrative staff.
4. Speakers will be directed to speak during their turn. Anyone speaking out of turn may be ejected from the hearing without notice.
5. No person shall present orally a complaint against an individual employee of the BCRTA. Such charge or complaint shall be presented to the Board in writing and shall be signed by the person(s) making the charge or complaint.

Submit Your Comments in Writing

<https://www.butlercountyrta.com/public-hearing-proposed-r2-and-r4-service-suspensions/>



Outcomes of this Hearing

No decision will be made during this hearing. This hearing will be summarized, and comments made available to the BCRTA Board of Trustees and the public.

The BCRTA Board of Trustees may elect to act on the subject proposal at any future public meeting of the Board. The Board may also elect to take no action, take partial action, or delegate action to the staff and management of the BCRTA.

Subject of this Public Hearing

BCRTA proposes to temporarily suspend all service on the *R2 – Middletown & Oxford Route* and the *R4 – Hamilton & Tri-County Route*. Amendments to the *R6* are also being proposed to mitigate the loss of *R4*.

This change is being proposed to address a staffing shortage by reducing staffing needs and reallocating resources to higher productivity services operated by BCRTA.

Data

Route/Service	Jan – Nov 2019 Total Trips	Jan – Nov 2021 Total Trips	Change
R2	9,663	1,504	-84%
R4	9,005	7,650	-15%
BGo	17,732	34,155	+93%



R4 Stop Analysis

Top Ten R4 Stops by Ridership	Boardings % of Total	Alightings % of Total	Status
Market Street Station - Area B	15.2%	12.8%	Retained on R6
Fairfield Crossing Park & Ride EB	14.4%	13.4%	Proposed to add to R6
Tri-County Mall	9.2%	8.1%	Retained on R6
Dixie Hwy. & Jungle Jim NB	4.4%	2.9%	Suspended
Fairfield Crossing Park & Ride WB	3.1%	2.5%	Proposed to add to R6
Dixie Hwy. & Bobmeyer SB	3.0%	0.3%	Suspended
Dixie Hwy. & Boehm SB	2.8%	3.0%	Suspended
Forest Park Park & Ride Westbound	2.8%	0.8%	Suspended
Hanover & East EB	2.6%	0.5%	Suspended
Kemper & Hanover WB	2.5%	0.0%	Suspended

R6 Stop Analysis

Top Ten R6 Stops by Ridership	Boardings % of Total	Alightings % of Total	Status
Market Street Station - Area B	22.9%	17.1%	Retained
Tri-County Mall	18.2%	16.1%	Retained
Hanover & East EB	7.7%	1.0%	Retained
Fin-Pan	4.8%	1.2%	Retained
Washington & 2nd WB	4.2%	2.6%	Retained
Port Union & Seward WB	3.1%	0.4%	Retained
Kroger Hamilton/Grand WB	2.5%	1.5%	Retained
Front & Chestnut NB	2.0%	0.8%	Retained
Chesterdale and Valdosa	1.8%	0.1%	Retained
Vora Technology Park Northbound	1.8%	1.0%	Retained

R6 Stops Eliminated

Eliminated R6 Stops	% of Total	% of Total	Status
Hamilton Enterprise Park/Bethesda WB	1.1%	0.2%	Eliminated
Gateway and Pleasant View	0.6%	0.1%	Eliminated
Gateway and Stillwater	0.2%	0.2%	Eliminated
Gateway and Shadow Creek	0.2%	0.2%	Eliminated
Gateway and Wildbranch N	0.2%	0.0%	Eliminated

Public Comments

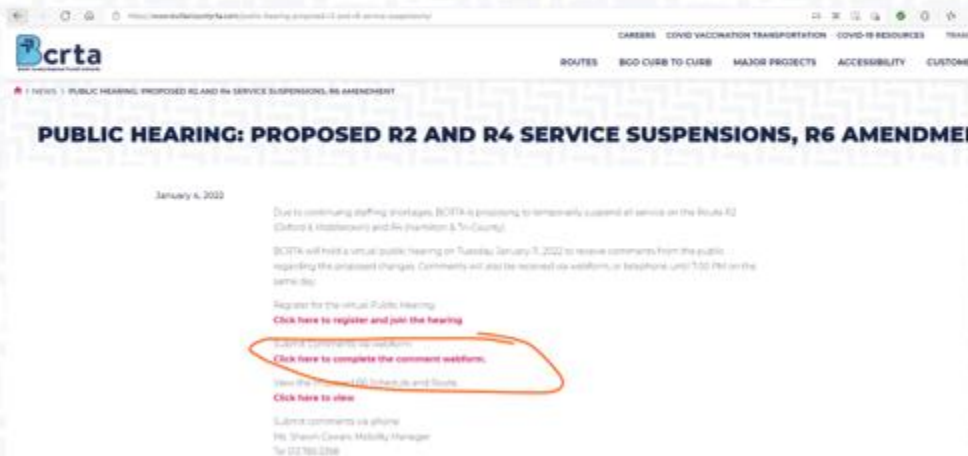
Please clearly state:

1. Your name
2. Subject of your comments:
 1. R2
 2. R4
 3. R6 Amendments
3. Your Comments (3 minutes)



Submit Your Comments in Writing

<https://www.butlercountyrta.com/public-hearing-proposed-r2-and-r4-service-suspensions/>



**Thank you for your
comments. We value your
input and look forward to
serving you better!**



need resources?

- butlercountyrta.com
- buztrkr.com
- Transitapp.com
- [download BGO for iOS or Android](#)
- call 513.785.5237 or 1.855.44.bcrta
- request@butlercountyrta.com



APPENDIX C – Public Hearing Information

Attendance Record

Total Number of Participants	5
Meeting Title	Public Hearing: R2 and R4 Suspensions, R6 Amendments
Meeting Start Time	1/11/2022, 5:49:25 PM
Meeting End Time	1/11/2022, 7:00:38 PM
Meeting Id	8f68731e-0c98-42ab-af54-5b67bac3743e

Full Name	Join Time	Leave Time	Duration	Role
Matthew Dutkevicz	1/11/2022, 5:49:25 PM	1/11/2022, 7:00:32 PM	1h 11m	Organizer
Luke Morgan	1/11/2022, 5:50:51 PM	1/11/2022, 7:00:34 PM	1h 9m	Presenter
Dee Weidner	1/11/2022, 5:57:51 PM	1/11/2022, 7:00:38 PM	1h 2m	Attendee
Marcia Andrew	1/11/2022, 6:01:42 PM	1/11/2022, 6:22:05 PM	20m 22s	Attendee
513-879-7384	1/11/2022, 6:14:05 PM	1/11/2022, 6:25:54 PM	11m 48s	Attendee

Director's Notes – January 2022

A. Metrics & Service

1. Proposed Temporary Service Cuts

Staffing continues to be an issue and has not improved. Staff is recommending suspending service on the R2 and R4 effective February 7, 2022. A public hearing was held January 11. A summary of comments is available on the BCRTA website and is included in the January meeting packet.

B. Staffing & Facility

1. Staffing

BCRTA staffing is becoming a critical weakness. Attrition still outpaces new hires, and prospecting new applicants has been a monumental task. BCRTA's January 11 hiring event resulted in 8 interviews and 6 offers. BCRTA must continue to retain current workforce AND adapt practices to engage new talent. Staff are devoting significant effort to addressing this objective.

BCRTA is currently seeking CDL and non-CDL drivers, driver trainers and a planning and special projects manager. A biweekly email digest of open positions is available. Please contact Mary Jane Leveline, BCRTA Talent & Benefits Manager (levelinem@butlercountyrta.com) if you would like to be added to the mailing list.

BCRTA expects to be able to present the wage study results to the Board during the regular February meeting.

2. Vaccination

BCRTA staff is presently 70% vaccinated.

Staff are also investigating testing options for unvaccinated staff as new federal rules roll out and OSHA has updated their guidance. BCRTA is not subject to the OSHA guidelines at this time but is examining compliance options should guidance change.

C. Planning

1. Transit Studies

MTS's study should be available via the final report soon. BCRTA's Short Range Planning Study (SRPS) is getting underway this month.

2. Regional Gap Study

As part of the new regional transit collaborative, BCRTA will join with other local transit systems to engage a consultant to specifically examine and recommend change to address jurisdictional and boundary issues and limitations with regional travel patterns. Study cost will be shared among the systems, with SORTA likely absorbing the most expense. A report should be due late in 2022.

3. Alternative Fuel Study

BCRTA is participating in a joint engagement with Cincinnati Metro and TANK to

Director's Notes – January 2022

evaluate regional needs and feasibility for future alternative fuel vehicles. Staff have selected a consultant and expect a contract to be underway next month. The consultant should also be able to help all the agencies prepare a comprehensive alternative fuel transition plan as may be required by the new Infrastructure Investment and Jobs Act (IIJA) recently passed by the US Congress.

4. Chestnut Street Multimodal Station

The Part I concept design report and Part II schematic design reports have been posted to the [BCRTA "Major Projects" webpage](#).

BCRTA is presently evaluating the cost for Part III of the design as well as considering options to reduce cost of the facility in general. The construction market continues to be volatile which is driving conservative estimates and high costs with estimators.

D. Outreach & Communications

1. BCRTA Trustee Vacancies

Two Board vacancies still exist, and the remaining applicants have been invited to the January Board meeting and a Q&A with the Executive Committee following the regular Board meeting. This timeline should allow the Board to provide recommendations to Butler County Commissioners in February for appointments in advance of the March meeting.

E. Funding & Discretionary Grant Availability

1. Infrastructure Investment and Jobs Act (IIJA)

This is an HISTORIC piece of legislation for transit. BCRTA will see a significant increase in 5307 and 5339 formula funds. The competitive discretionary bus and bus facilities program and low/no emissions programs will also receive historic increases that will have transformational change on public transit in the US. Staff are still familiarizing themselves with the changes. It is still likely that local match will continue to be critical after federal stimulus dollars run out. Although the dollars are generally intended for capital, BCRTA expects to be able to program some money for preventative maintenance and operating assistance. Operating allowances for small systems like BCRTA have not yet been published.

Based upon estimates provided by FTA and APTA, BCRTA and MTS may expect the following changes if the legislation was passed as proposed:

Agency	2021 5307 Funding	2022 Estimated	Difference
BCRTA	2,098,087	3,143,970	1,045,883
MTS	1,481,697	2,339,551	857,854

Director's Notes – January 2022

2. CMAQ/STBG Funding

BCRTA submitted an application for replacement of heavy-duty diesel buses that will be in 2025/2026. Given the time distance to purchase, BCRTA pursued an open award for battery-electric buses or hydrogen fuel cell vehicles. BCRTA's request was recommended at OKI and is awaiting final award from the statewide prioritization committee.

F. On the Horizon ...

1. Code of Conduct

Operations staff are in the process of drafting a passenger code of conduct to address limited issues associated with loitering, hygiene, and courtesy. After legal review, staff expect to implement a policy in early 2022.

2. Upcoming Procurements >\$25,000

a) Tires

~~b) Commuter Bus Purchase (+3 on behalf of MTS)~~

c) On Call A&E

1. Moser Court Master Plan

2. Transit Station Concept (on behalf of MTS)

d) Chestnut Fields A&E Part III

e) Commuter Services Marketing & Branding Services (on behalf of MTS)

Director's Notes – January 2022

Strategic Vision 2025

As Ohio's public transit innovator, BCRTA provides smart mobility options and infrastructure that seamlessly connect people to employers, educational, healthcare, and recreational destinations.

Leverage competitive federal funding and forge mutually beneficial partnerships with organizations, including incubators, chambers, universities, start-ups, economic development bodies, and planning professionals.

- Expand participation in NeoRide as appropriate to address needs and improve grant funding
- Sustain Miami University relationship, plan for future
- ~~Retain BCVSC and BCDD contracts~~
- Leverage MTS transit plan and maintain relationship with City of Middletown
- Improve DBE access
- Keep finger on pulse of autonomous tech
- Examine Cincinnati commuter service for ways to reduce cost (42X)

Enhance connectivity with constituents by leading in the implementation of new transit tech (onboard Wi-Fi tools).

- Test and expand onboard WIFI where possible
- ~~Implement onboard validation for EZfare~~
- ~~Expand BGO app service~~
- ~~Launch new & updated website~~
- Expand use of real-time info signs and kiosks

Improve mobility access and eliminate barriers to ridership, especially for riders who may be elderly or have disabilities.

- ~~Reduce DR fares to \$5.00~~
- Make peak BGO service available
- Hire operators to address demand
- ~~Relocate customer service closer to riders~~
- Pursue payment options for unbanked
- ~~Consider free fixed route fares~~

Support employers with effective workforce transportation in at least 75% of Butler County's densest corridors.

- Evaluate existing R routes for effectiveness and reallocate to improved frequency or BGO as necessary
- Solicit BGO services in employer-dense areas.
- Evaluate options for Spooky Nook connectivity
- Address Butler/Warren connection in Monroe

Develop multimodal infrastructure and wayfinding to create seamless user experiences.

- Accelerate completion/progress for Oxford Multimodal facility
- Improve Hamilton/Warren County connectivity for fixed route and ADA
- ~~Eliminate paper transfers~~
- Address Transit Center convenience and utility (Hamilton, Oxford, Middletown)
- Improve regional connections with commuter service, rail, interurban bus, rideshare, bikeshare, scooters