

Agenda

1. Call to Order
Roll Call Oral
2. Meeting Minutes
Minutes from February 28, 2019 Meeting (Motion Required) Attachment 2a
3. Guest Communications (limit 2 minutes) Oral
4. General Manager's Report Attachment 4
5. Committee Reports
 - a. Administration Did Not Meet
 - b. Finance Scheduled to Meet 3/26
 - c. Operations Scheduled to Meet 3/28
 - d. Personnel Did Not Meet
6. Old Business
7. New Business
8. Resolution - Roll Call Approval Required

#2019-03-01: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO CONTRACT WITH TRAPEZE SOFTWARE GROUP dba TRIPSPARK (TRAPEZE) FOR THE UPGRADE AND ENHANCEMENT OF THE EXISTING TRANSIT AUTOMATED VEHICLE LOCATION (AVL) SYSTEM.
9. Adjournment

Next Regular Meeting:

April 25, 2019 @ 7 p.m.
PARTA Administration Building
2000 Summit Road
Kent, Ohio 44240

PARTA
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY

BOARD OF TRUSTEES MEETING MINUTES

PARTA ADMINISTRATION BUILDING
2000 SUMMIT ROAD
KENT, OHIO 44240

February 28, 2019

Board Members Present:

Dominic Bellino, Vice President	Jeff Childers	Virginia Harris
Rick Bissler, President	Brian Gray	Timothy Lassar (arrived after roll call)
Marge Bjerregaard	David Gynn, TPO	Karen Wise

Board Members Not Present:

Richard Brockett (2nd excused absence)	Jeremy Moldvay (4th excused absence)
Pete Kenworthy (4th excused absence)	Frank Vitale (1st excused absence)

Staff Present:

Claudia Amrhein	William Nome, Legal Counsel	Rebecca Schrader
Marcia Fletcher	Clayton Popik	Brian Trautman
Kelly Jurisch		

Guests Present:

None.

CALL TO ORDER

President Rick Bissler welcomed everyone and called the meeting to order at 7 p.m. An oral roll call followed, and **a quorum was present.**

Moving on, Mr. Bissler said the meeting minutes for the January 24, 2019 Board meeting were distributed, and he entertained a motion to accept. Ms. Marge Bjerregaard made a motion to approve the minutes as presented. Ms. Virginia Harris seconded the motion. **Motion to approve the minutes, as presented, passed unanimously.**

GUEST COMMUNICATIONS

None.

GENERAL MANAGER'S REPORT

Mr. Bissler said the General Manager's report was distributed. He asked if there were any questions. Hearing none, he asked Ms. Amrhein if she wanted to clarify anything in her report.

Ms. Claudia Amrhein said she didn't have anything to clarify and asked if there were any questions.

Hearing none, Mr. Bissler moved on to the committee reports.

ADMINISTRATION COMMITTEE REPORT

Mr. Bissler said the Administration Committee met this evening and he asked Ms. Karen Wise to provide a synopsis.

Ms. Wise said the Administration Committee met and discussed Resolution #2019-02-01. After a discussion, the committee recommended sending it to the full Board for more discussion and hopefully approval.

Mr. Bissler asked if there were any questions.

FINANCE COMMITTEE REPORT

Hearing none, Mr. Bissler said the Finance Committee met on Tuesday and he asked Mr. Dominic Bellino for his report.

Mr. Bellino said the Finance Committee met and went over the year-end numbers. He said at the end of the year there are accounting adjustments that must be made so the final numbers are slightly different than what was projected, which is typical of a year-end finalization of numbers. He said there was nothing surprising.

Mr. Bissler asked if there were any questions for Mr. Bellino. Hearing none, he thanked Mr. Bellino for his report.

OPERATIONS COMMITTEE REPORT

This committee did not meet.

PERSONNEL COMMITTEE REPORT

This committee did not meet.

OLD BUSINESS

Mr. Bissler said there is no old business that he is aware of.

NEW BUSINESS

Mr. Bissler said there is no new business that he is aware of.

Resolution

Mr. Bissler moved on to the resolution.

#2019-02-01: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO APPROVE EXPENDITURES FOR THE JAEKLE GROUP, INC.

Ms. Amrhein said this resolution was discussed in the Administration Committee meeting a few minutes ago and at the Finance Committee meeting on Tuesday. This will enable PARTA to work with the IT consulting firm, The Jaekle Group, at a higher level. Instead of replacing the IT Director

position, Jaekle will complete a full system inventory and replacement plan for all the systems and components. Quite a bit of technology has been acquired over the last few years including transit, passenger mobility enhancements, CNG technology, parking, computers on all buses, cameras, and scheduling. All the systems rely on IT. A priority this year is to work with Jaekle to review all technology components and to coordinate service and support through Jaekle, which will result in spending less money than filling the IT position. There is a long working relationship between PARTA and Jaekle. She then asked if there were any questions.

Mr. Bissler said the reason this is being brought to the full Board is that the internal policy is that anything over \$50,000 in expenditures must come to the Board for approval. This resolution is not to exceed \$95,000. He asked if there were any comments or questions.

Ms. Amrhein added that when this was discussed at Finance Committee, the question was asked as to why this wasn't going to the Finance Committee. A conversation then took place about the revised By-Laws and the committee structures. As a result of that, she said she will be providing a brief presentation tonight so that everyone understands how the revised committee structure will work. It's a little different moving forward.

Mr. Bissler then entertained a motion to adopt the resolution.

Motion: Jeff Childers

Second: Karen Wise

Mr. Bissler asked for a roll call.

Roll Call:	<u>Yes</u>	<u>No</u>		<u>Yes</u>	<u>No</u>
Dominic Bellino	<u>X</u>	___	David Gynn	<u>X</u>	___
Virginia Harris	<u>X</u>	___	Richard Brockett	EXCUSED	___
Karen Wise	<u>X</u>	___	Jeff Childers	<u>X</u>	___
Pete Kenworthy	EXCUSED	___	Frank Vitale	EXCUSED	___
Jeremy Moldvay	EXCUSED	___	Marge Bjerregaard	<u>X</u>	___
Timothy Lassan	<u>X</u>	___	Rick Bissler	<u>X</u>	___
Brian Gray	<u>X</u>	___			

Mr. Bissler then asked Ms. Amrhein to give her presentation.

Ms. Amrhein reiterated that there was a discussion at Finance Committee about what the role of the Board and the Finance Committee will be, why there is a review, and why this Jaekle resolution was assigned to the Administration Committee.

Ms. Amrhein began the presentation by saying the Board of Trustees is a governing board and a public body with governing authority for a regional transit authority, which is PARTA. The Board is governed by By-Laws, which were first adopted in 1996. The Board reviewed and revised the By-Laws in 1997, 2007, 2010, and 2018. The By-Laws define how the Board operates, including, but not limited to, who can be a member, how officers are appointed, when elections are conducted, what the duties are of the Board, and how open meetings are conducted. The By-Laws also establish that the Board has committees that meet to discuss matters before going to the Board and then the Board acts by a verbal motion or a written resolution approved by a quorum of the Board members. Board committees provide the Board with a way to hear comments in a public meeting and for reviewing and making recommendations before going to the full Board. At some point, the Board decided that the meetings were getting bogged down and added committees. Apparently, without committees, the Board meetings would last three (3) to four (4) hours. In a committee, which is usually a smaller group, there is the opportunity to hear a more detailed rationale and obtain background information for the recommendation and ask questions

to clarify the purpose and intent. For most matters, there's a resolution attached when it goes to a committee. The resolutions include matters of policy. In addition, there are times when management doesn't have the authority to act without Board approval. For example, every year resolutions are brought to the Board to apply for grant funds through the Federal Transit Administration and the Ohio Department of Transportation. A resolution is required to make that application, certify that the funds will be managed properly and that the required local match is available. The Board must pass a resolution so it can be included with the application. Also, resolutions are required for the award of large purchase contracts. The Board has a procurement policy that management follows that states that large purchases are \$50,000 or more, which would include this resolution for Jaekle.

Moving on, Ms. Amrhein said last year, some functional issues were identified about how the committees were working. It was difficult finding people to sit on the committees from the Board and sometimes a meeting couldn't even be convened. The Finance Committee became a default solution because they meet every month. A lot of things went to the Finance Committee that really weren't always in line with what the By-Laws said the committee was supposed to be doing.

In 2018, Ms. Amrhein continued, the Board convened the By-Laws Committee and recommended to the Board, which the Board approved, a new committee structure. There are now four (4) committees: Administration, Finance, Operations and Personnel. The prior committees were Finance, Personnel, Facilities, Planning, and Nominations. Under the new By-Law committee structure, the Administration Committee reviews and recommends policies, reviews and recommends salary and benefit plans, screens bids for program contracts, and nominates candidates for offices. The Finance Committee is the same now as in the old By-Laws. The Finance Committee reviews and recommends the annual budget, recommends fiscal policies and reviews monthly financial status. Operations, formerly Facilities and Planning, evaluates recommendations for building needs, maintenance, safety, and space utilization; evaluates all the operational services and programs for transit, parking and fuel station operations; and evaluates new programs and services for any of the operational areas. The Personnel Committee was changed to deal with General Manager matters, the contract, performance reviews, and setting goals.

Moving on, Ms. Amrhein said that all leads to the resolution for The Jaekle Group. She said she made the administrative decision to engage Jaekle for IT support this year rather than fill the IT Director position after evaluating all the pros and cons and moving around staff as described in the Board report. This was the best value for PARTA and within budget. It was a matter of spending from a different line but overall not going over budget. The cost will be over \$50,000. To follow the By-Laws that the Board adopted, she prepared a resolution and assigned it to the Administration Committee. When the Finance Committee met on Tuesday, they asked why they weren't talking about it. She responded by saying the By-Laws indicate that the Finance Committee reviews and recommends the budget, recommends fiscal policies, and reviews monthly financial status. This resolution doesn't fall under that. Although the change was made to the committee structure and discussed, until it is applied, sometimes it's not perfectly clear. The Finance Committee and the Administration Committee talked about it. She met with Mr. Bellino yesterday and Mr. Bissler today and talked through this. She also discussed with Ms. Schrader, Ms. Jurisch, and Mr. Trautman how this will function moving forward.

Ms. Amrhein then noted some of the staff reassignments made early in the year as mentioned in the Board report. Mr. Clayton Popik is the new Director of Planning. He was previously Manager of Planning and Development. Mr. Trautman is overseeing facilities, operations and maintenance, which was combined into the title of Chief Operating Officer. Ms. Jurisch is overseeing human resources, finance as a function, customer service, safety and training as Chief of Staff. Ms.

Schrader is Finance Director, working with the Finance Committee monthly as she's the expert on that. Ms. Amrhein said she will work with all the committees and with each staff person. Mr. Popik will come in if there is a transit operation question, working with Mr. Trautman. Streamlining committees made a lot of sense because having more committees wasn't going to work.

Moving forward, Ms. Amrhein said the Finance Committee will continue to review and recommend the budget, fiscal policy, and monthly financial status. Because budgeting is done in October/November, it makes sense to continue bringing annual operating resolutions forward for things like the fuel contracts. Although it's operating, it shapes the budget and is a very large item. What gets confusing is that the Board approves an operating budget, but not a capital budget. As funds are found, resolutions are brought forward for how those funds should be awarded. That will continue to be done probably at a joint meeting between Finance and Operations. Looking back, that has been done several times, particularly around KCG, with Facilities and Finance. The approach of the Facilities Committee was that once the decision was made to build, it became a decision for Operations and Finance to determine what was needed.

The other thing that was discussed, Ms. Amrhein said, was the procurement policy approved by the Board that states that the Board awards contracts over \$50,000. That is our definition of a large contract. The Ohio Revised Code and the FTA regulations that PARTA operates under have increased that to a higher threshold of \$100,000 or more. It's now the Board's decision as to how many resolutions it wants to see. It's not too hard to spend \$50,000. The Board could choose to set a different threshold. There are good reasons to have limits and also good reasons to consider increasing the threshold. It depends on what the Board desires. From the management's perspective, if the Board doesn't convene and there is a need to award a contract over \$50,000, that could be a problem. Likewise, if money needs to be spent for something as critical as keeping IT infrastructure running, it must be done. So, it depends on what level of comfort the Board wants with what comes forward.

Mr. Gynn asked if every resolution goes to a committee first.

Ms. Amrhein said yes.

Mr. Bissler said once or twice there has been something timing wise where it couldn't get to a committee before it came to the Board but generally it goes to a committee first.

Mr. Bellino said the confusion at the Finance Committee meeting was that in practice, which is not necessarily what the By-Laws were saying, just about every dollar or resolution came through the Finance Committee because it met every month. The Finance Committee approves the budget and a lot of times those resolutions are within the budget items. Just because the policy said anything over \$50,000 must be a resolution, it's redundant to say \$50,000 will be spent but it's already in the budget so why does Finance have to look at it again. It should go to a different committee. This Jaekle resolution should go to the Administration Committee, but the Finance Committee would still like to be in the loop as to what's going to be presented if it is a dollar figure. The Finance Committee will not have to spend as much time and recommend resolutions on those dollar amounts that are already part of the budget. That's the difference that might be seen.

Ms. Wise asked Ms. Amrhein if she was asking the Board to weigh in or comment on the \$50,000 versus the \$100,000 threshold tonight.

Ms. Amrhein said again, it is the Board's decision. As mentioned, there are more areas to cover with parking, CNG and purchasing vehicles. The \$50,000 threshold could be reached quickly but we are not requesting to change the threshold tonight.

Mr. Trautman said sometimes there is a need to move quickly because some situations can bring up the numbers quick.

Mr. Bellino clarified that those would pretty much be day-to-day type of expenses.

Mr. Trautman said things that aren't going to be in the budget that extra money will be needed for will always come to the Board. It hasn't been detrimental to have the \$50,000 cap but there have been times when something had to be taken to the Board before it could be done, and the next Board meeting was 30 days away. This year, there were a few instances where there wasn't a quorum and the wait then turned into 60 days.

Ms. Wise asked if \$75,000 would be a good compromise that would cover most emergencies.

Mr. Trautman said that's for the Board to discuss. The threshold under the Ohio Revised Code is \$100,000.

Mr. Bellino said part of the reservation discussed was about risk with higher amounts and not seeing where the monies are flowing through.

Mr. Bissler said it could be handled differently too with the policy. It could be a Board resolution for anything over \$100,000 but the Board wants to know everything over \$50,000 just for informational purposes. To answer Ms. Wise's question, the Board is not being asked for that vote tonight. That should go to a committee, probably a Finance decision as to comfort level.

Mr. Bellino said it's a Board decision.

Mr. Bissler said it would come back to the Board after it is discussed at the committee level. His preference is to have it discussed in committee rather than in the full Board. He said it's good that the Board can at least see that there is an issue out there.

Mr. Bissler then thanked Ms. Amrhein for the presentation and said everyone is getting used to the new committee structure, jobs and requirements and roles and responsibilities. The Board will get there, and it will make the Board better.

Mr. Nome said one of the points Ms. Amrhein made was the committees have an opportunity to drill a little deeper and go into more detail on these things. As a tag along to that, all the committee meetings are public meetings, as are the Board meetings. Anybody can show up for those, particularly Board members. If they want to show up for committee meetings, they're certainly welcome. Anyone can sit in on a meeting, even if a Board member is not on the committee. Even though the Board member may not be voting, unless drafted as an alternate, they certainly have every right to be there.

Mr. Bissler reiterated that minutes are also provided for the meetings. Information goes out about the meeting and what's going to be covered in the meeting. He encouraged Board members to read the Board packet and if there's a question, to call Ms. Amrhein. It's easier to be prepared than it is to sit here during a meeting and ask questions or not ask it because you feel funny about asking a question. The Board's job is to ask questions but there's a way to get the answer without asking it at the full Board meeting because occasionally, somebody asks a good question and the answer can't be provided immediately. That would be a lot easier to do with a phone call.

Mr. Bellino said the downside to that is unless the answers are shared, the same questions could be raised by someone who won't call.

Mr. Bissler said it might modify the presentation to the Board.

Mr. Bellino said it also could be included in the General Manager's report.

Mr. Bissler reiterated that the job of the Board is policy and long-range planning. He asked if there were any questions about the presentation.

Hearing none, Mr. Bissler asked if someone would provide an update on Mr. Frank Hairston.

Ms. Amrhein said Mr. Hairston had his hip replacement surgery last Wednesday. It went well and he's recovering at home.

Ms. Jurisch said February 14 was Ohio Loves Transit day, which Mr. Hairston would have mentioned. Free rides were provided on the fixed route service that day. It went very well. She asked Mr. Popik if he remembered any numbers off the top of his head.

Mr. Popik said he didn't remember numbers off the top of his head, but there was an increase in service on February 14 over the same day the previous week. Mr. Carlell Howard, Ms. Amrhein, Mr. Bissler, and Commissioner Kathleen Clyde rode the bus that day. He said he also went out once that day. Suckers with Valentine's were passed out, which were well received.

Ms. Jurisch said it went well. Ms. Amrhein mentioned it in her Board report, and she included pictures as well. March 18 is Transit Drivers' Appreciation Day. Breakfast will be supplied for drivers early in the morning and then lunch for those who don't come in until the afternoon.

Mr. Trautman asked everyone to spread the word about the upcoming Golf Outing.

Ms. Jurisch said the Golf Outing is May 17 and registration begins March 4.

Ms. Schrader said registration is already open.

Mr. Bissler asked if there was anything else.

ADJOURNMENT

Hearing nothing further, Mr. Bissler concluded by entertaining a motion to adjourn.

Ms. Marge Bjerregaard made a motion to adjourn the meeting. Mr. Dominic Bellino seconded the motion. **Motion to adjourn passed unanimously.**

The meeting adjourned at 7:32 p.m.

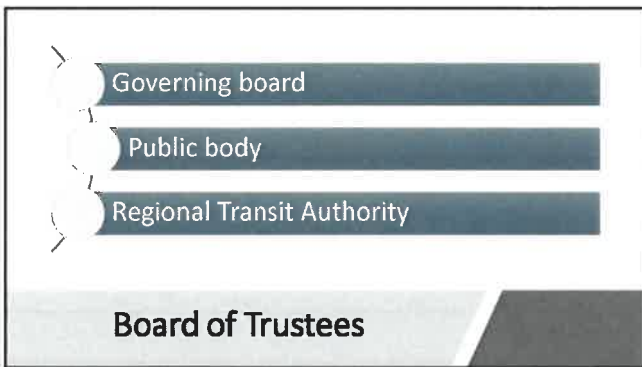
Respectfully submitted,



Marcia Fletcher
Executive Assistant



1



2



3



Board Committees

4



Provide public forum for reviewing management recommendations prior to the board meeting

Hear in more detail rationale and background information for recommendation

Ask questions to clarify purpose and intent

Board Committees

5



Policy matters

Authority to act

Award large purchase contracts

- \$50,000 or more per Board approved procurement policy

Resolutions

6

- Difficulty filling committees & convening meetings
- Finance became default solution
- Not always in line with by-laws

Functional Issues

7



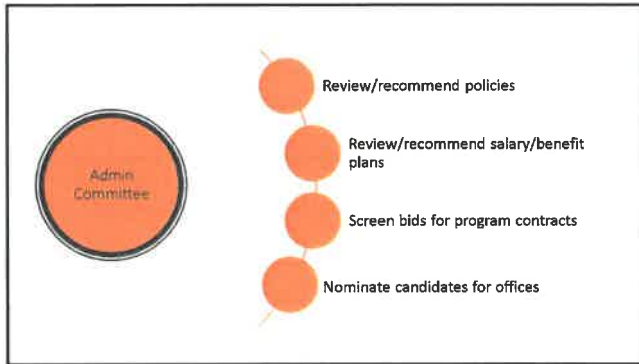
2018: by-laws reviewed

8

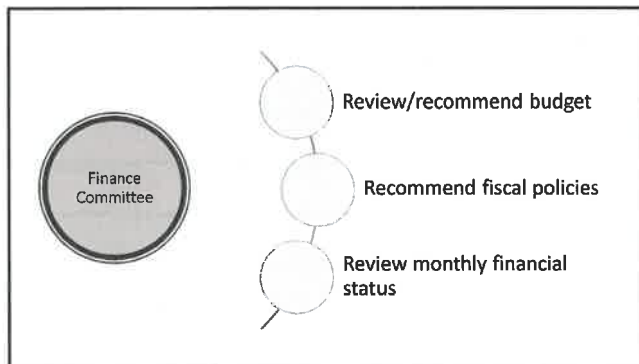


Board approved new committee structure

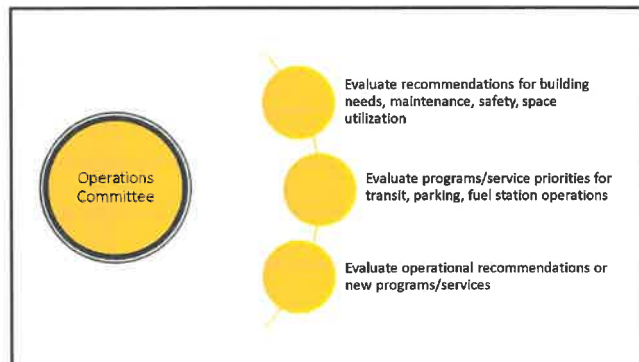
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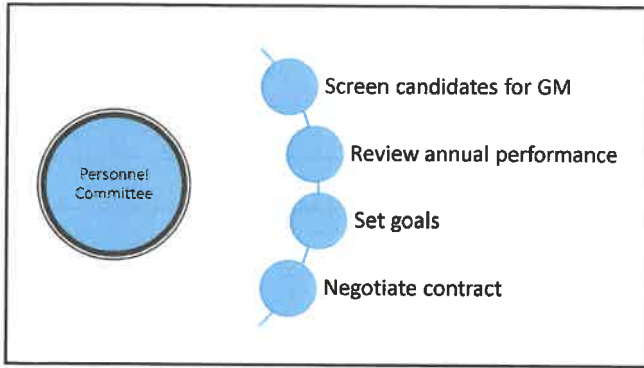
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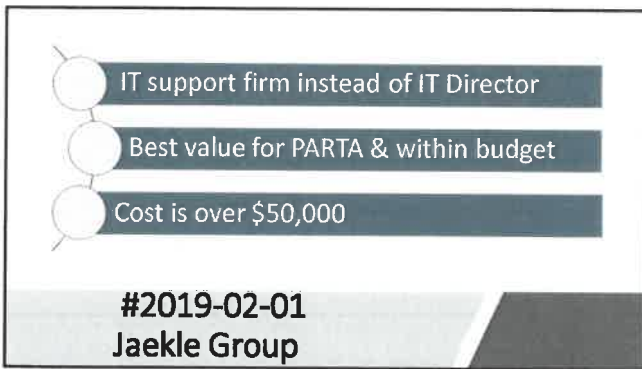
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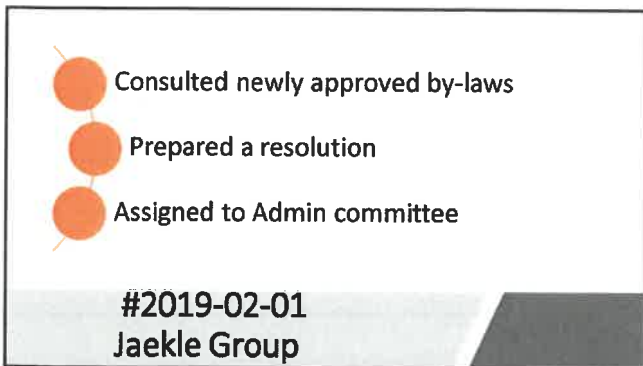
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13



14



15



- Review/recommend budget
- Recommend fiscal policies
- Review monthly financial status


Why not Finance?

16



Finance & Admin
reviewed


17



- Review/recommend budget, fiscal policies, monthly financial status
- Review annual operating resolutions
- Review capital contract recommendations – joint committee meeting
- Other...

Finance in the
future

18




Procurement policy: board awards contracts over \$50,000

ORC & FTA: permit boards to adopt a higher threshold - over \$100,000

Board Decision

PARTA
2000 Summit Road
Kent, Ohio 44240

GENERAL MANAGER'S REPORT

TO: **PARTA Board of Trustees** 
FROM: **Claudia B. Amrhein, General Manager**
DATE: **March 2019**

Committee Meetings and Resolutions. The finance committee and the operations committee are scheduled to meet in March. **The finance committee** will meet on Tuesday, March 26 at 11:30 a.m. to review January and February financial reports and Resolution #2019-03-01, a request for authorization to proceed with a large capital purchase. Lunch will be provided. **The operations committee** will meet on Thursday, March 28, at 6:30 p.m. and also will review Resolution #2019-03-01, as the large capital purchase is necessary to maintain uninterrupted transit service operations beginning January 1, 2020. As always, all board members are welcome to attend committee meetings.

#2019-03-01: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO CONTRACT WITH TRAPEZE SOFTWARE GROUP dba TRIPSPARK (TRAPEZE) FOR THE UPGRADE AND ENHANCEMENT OF THE EXISTING TRANSIT AUTOMATED VEHICLE LOCATION (AVL) SYSTEM.

Transitioning On-Board Computers to 4G Network. Resolution #2019-03-01 requests authority to contract with Trapeze Software Group to replace existing Mobile Data Terminals (MDTs or "Rangers") with new units that will operate on the 4G cellular network. These on-board computers currently operate on the 3G network, which will be decommissioned effective December 31, 2019.

Rangers are installed in every bus. The units connect our bus drivers to our dispatch center and support real-time adjustments to keep scheduled DART rides and fixed route service on-schedule. They also support the Automatic Vehicle Location (AVL) system that allows passengers to track fixed route buses in real-time on a mobile device. PARTA is not alone in having to replace all MDTs before year-end 2019. The scheduled discontinuation of cellular support for 3G devices provided the basis for four (4) NEORide members to submit a joint funding request last year to Ohio DOT to ensure uninterrupted continuation of transit service operations in northeast Ohio. In November 2018, the Ohio Transit Preservation Partnership Program (OTP3) awarded the full grant request, with PARTA receiving funds to replace over 70 Rangers with five-year extended warranty support for not to exceed \$275,000 (\$212,050 OTP3 funds).

Denise Baba Joins PARTA. I am pleased to announce the hiring of Denise Baba in the new position of community outreach liaison. Denise's professional background includes work as a TV news reporter, marketing and public relations professional and time spent in the non-profit sector. Community service is important to Denise, who currently is serving her fourth term as a member of the Streetsboro City School Board. She also has been active with the Ohio School Boards Association, serving as a board trustee, chair of numerous committees, and as board president in 2017. Denise earned a bachelor's degree from Northwestern University, a master's degree in education from Cleveland State University, and certification in paralegal studies from Kent State University. As described in last month's board report, Denise will work directly with me to better engage with our local communities to grow interest and strong support for PARTA's vital services.

CNG Station Carbon Steel Replacement Project is Complete. The removal and replacement of above-ground piping at the CNG compressing compound was completed over the second weekend in March. The CNG fueling station was shut down during this warranty repair project, but was up and running again on Monday, March 11. Clean Energy is completing other warranty repair work this week necessary to trigger full project close out.

Additional OTP3 Funding Secured for Projects. In addition to funding the replacement of 3G Rangers, *PARTA* secured \$1.463 million in 100% OTP3 funding to support three (3) separate, planned projects: 1) the replacement of five (5) light transit vehicles (LTVs - \$413,000); 2) capitalized/preventative maintenance (\$1 million); and, 3) building security cameras and IT networking (\$50,000).

The award of OTP3 funding to support these projects frees up federal capital funds for other purposes. The five (5) replacement LTVs will assist in keeping the fleet in a state of good repair as defined in the Transit Asset Management (TAM) Plan. After completing a formal procurement process in the coming months, we will identify the vendor representing the best overall product and price for the vehicles and bring forward a resolution to authorize the large capital purchase.

The capitalized maintenance funding will be used to help keep our buses, facilities and other federal-funded assets in a state of good repair. Eligible activities include bus inspections, bus repairs, and building maintenance. The building security cameras and IT networking will be utilized in the new vehicle storage garage currently in the design phase. The new garage building will enable *PARTA* to store all vehicles indoors, extending the useful life of the fleet and enhancing employee safety, as slips, trips, and falls outdoors during inclement weather cause a number of employee injury claims each year.

State Transportation Budget Update. The debate over the two-year transportation budget continues following Governor DeWine's proposal to increase the gasoline tax by 18 cents per gallon to fund current infrastructure projects. In its version, the House decreased the gas tax proposal and added a requirement that \$100 million of highway operating funding be "flexed" to fund transit capital investment. The senate currently is further debating the gasoline tax and the additional transit funding, with a deadline of March 31 for passing the transportation budget that will take effect July 1. We continue to communicate with our state legislators on the importance of identifying a long-term funding solution to increase the state's investment in transit, both operating and capital, as a critical component for supporting Ohio's most vulnerable populations and strengthening the state's economy.

Service Reports. Ridership. Total county fixed route and DART ridership decreased by -2.51% through February as compared to February 2018, with total county service performing 72,157 trips as compared to 74,014 trips performed through February last year. County fixed route service has increased by approximately 1.11% as compared to last year, with 60,182 trips completed through February as compared to 59,524 trips completed through last February. DART service has decreased -17.36% through February as compared to February 2018, with 11,975 trips completed as compared to 14,490 trips through last February. Overall ridership, including campus service, decreased by -8.73% with campus down -11.94%. Total system ridership totaled 220,234 as compared to 241,290 through February 2018.

On-Time Compliance. ADA Complementary Paratransit Service. ADA on-time compliance was 94.05% in December as compared to 96.72% in January. Of 1,008 trips, 60 were performed late with the latest trip running 65 minutes behind due to a driver becoming ill while on route. *General Public (non-ADA) DART.* On-time performance for general public, non-ADA trips remained flat at 79.66% in February, as compared to 79.41% in January. *Vehicle Preventative Maintenance (PM).* On-time compliance with established PM inspection schedules was 99% in February as compared to 97% in January 2019.

Parking. Effective March 18, parking rates increased for cars staying between three (3) and eight (8) hours (from \$3 to \$5) and for stays of over eight (8) hours (from \$5 to \$7) to capture more revenue from parkers utilizing the deck for longer periods of time.

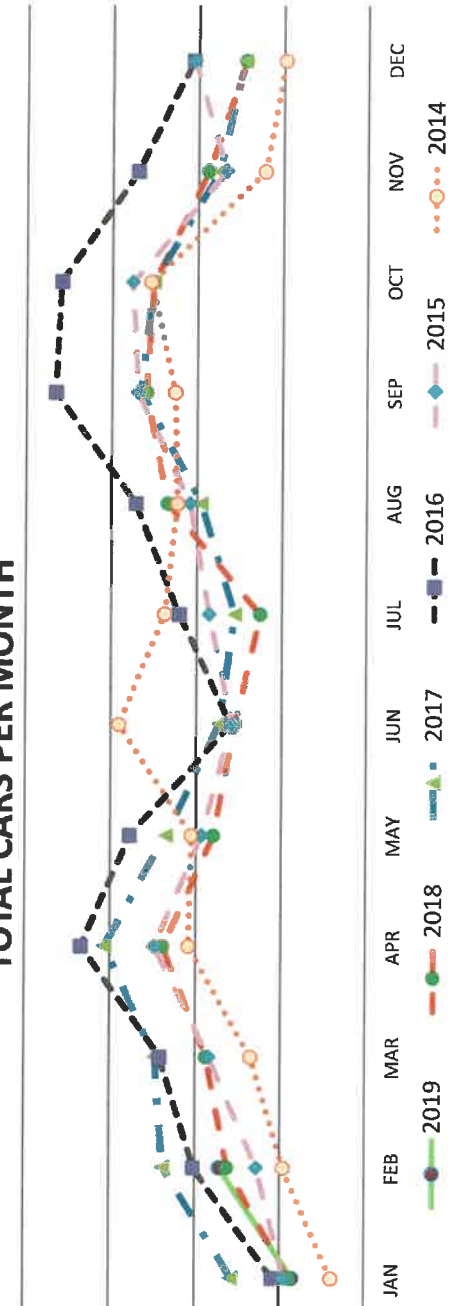
Thank you for your attention to these matters. If you have any questions prior to the board meeting, please feel free to contact me by calling (330) 676-6315, or by e-mail at Amrhein.c16@partaonline.org.



KENT CENTRAL GATEWAY

February 2019 PARKING SUMMARY

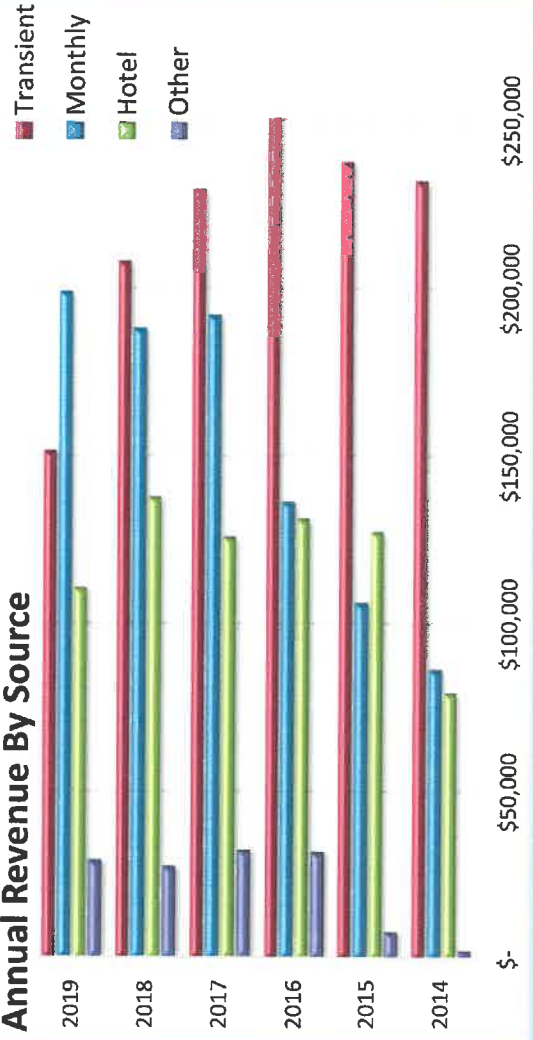
TOTAL CARS PER MONTH



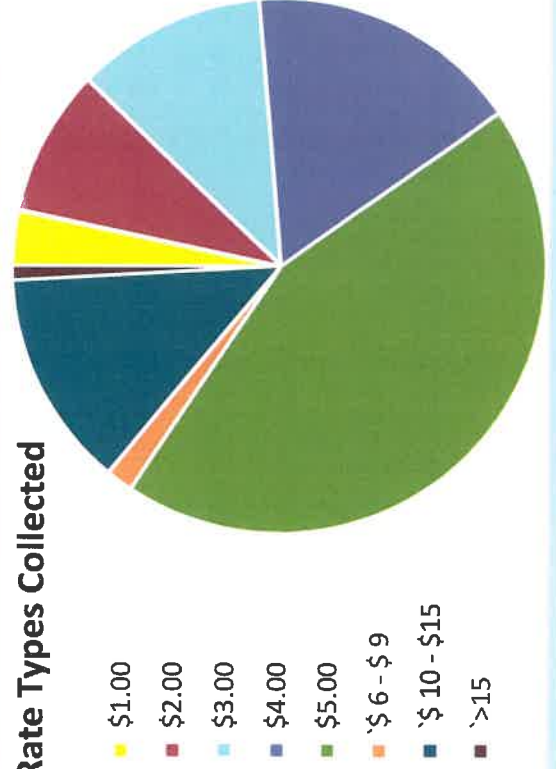
6 Month Lookback

	Monthly	Transient	Illegal	Total	Cars/Day	Month	Last Year
Sep-18	4,594	6,603	-	11,197	373	5%	-1%
Oct-18	5,081	5,958	-	11,039	356	-1%	0%
Nov-18	4,314	5,445	-	9,759	325	-12%	3%
Dec-18	3,169	5,717	-	8,886	287	-9%	0%
Jan-19	3,900	3,807	-	7,707	249	-13%	-1%
Feb-19	4,253	5,171	-	9,424	337	22%	2%

Annual Revenue By Source



Rate Types Collected



RESOLUTION #2019-03-01

A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (*PARTA*) BOARD OF TRUSTEES AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO CONTRACT WITH TRAPEZE SOFTWARE GROUP dba TRIPSPARK (TRAPEZE) FOR THE UPGRADE AND ENHANCEMENT OF THE EXISTING TRANSIT AUTOMATED VEHICLE LOCATION (AVL) SYSTEM.

WHEREAS, *PARTA* contracted with Trapeze to add an AVL system, including onboard vehicle software and hardware for fixed route and demand response service, on June 14, 2006, via Resolution #2006-03-01; and

WHEREAS, *PARTA*'s 2014 Transit Development Plan (TDP) update included the goal of acquiring Real Time vehicle technology to offer passengers vehicle location information as part of the strategic goal of improving communication about transit services and enhancing ease of use for passengers; and

WHEREAS, *PARTA* contracted with Trapeze to upgrade and expand the AVL system to deploy Mobile Data Terminals (MDTs) equipped with 3G to transmit data using the Verizon Wireless telemetry pipeline to fixed route fleet vehicles, via Resolution #2016-01-01, and

WHEREAS, Verizon Wireless is decommissioning support for 3G equipment effective December 31, 2019, rendering the 3G AVL system inoperable beginning January 1, 2020; and

WHEREAS, upgrading to 4G technology is necessary to ensure uninterrupted continuation of transit service operations, and *PARTA*, in conjunction with SARTA, WRTA and Laketran has been awarded grant funding to support the purchase of replacement hardware, licensing, and installation services through the ODOT Ohio Transit Preservation Partnership Program.

NOW, THEREFORE, LET IT BE RESOLVED by the Portage Area Regional Transportation Authority (*PARTA*) Board of Trustees that:

1. The General Manager, or her designee, is authorized to contract with Trapeze for an amount not to exceed \$275,000 total project cost to purchase 4G Replacement Hardware, Licensing and Installation Services.

CERTIFICATION:

The undersigned duly qualified Board President, acting on behalf of the Portage Area Regional Transportation Authority (*PARTA*), certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on March 28, 2019.

Date

Rick Bissler, President
Board of Trustees

Attested

FY2019 Ohio Transit Preservation Partnership Program

Transit Agency	Project Description	Total Project Cost	Local Match	OTP3 Funds with TDC
Butler County Regional Transit Authority	Preventive Maintenance	\$562,500	\$112,500	\$450,000
		\$562,500	\$112,500	\$450,000
Greater Cleveland Regional Transit Authority	Rail track rehabilitation	\$10,471,769	\$2,094,354	\$8,377,415
		\$10,471,769	\$2,094,354	\$8,377,415
Greater Dayton Regional Transit Authority	40' Electric Dual-Mode Bus (4)	\$5,200,000	\$780,000	\$4,420,000
		\$5,200,000	\$780,000	\$4,420,000
Laketran	Light Transit Vehicles (8)	\$1,028,032	\$205,608	\$822,424
		\$1,028,032	\$205,608	\$822,424
Licking County Transit Board	Light Transit Vehicles - Narrow Body (8)	\$520,000	\$0	\$520,000
Licking County Transit Board	Preventive Maintenance	\$300,000	\$0	\$300,000
Licking County Transit Board	Routing Software/Hardware & Cameras	\$222,151	\$0	\$222,151
		\$1,042,151	\$0	\$1,042,151
Medina County Public Transit	Light Transit Vehicles (5)	\$450,000	\$0	\$450,000
		\$450,000	\$0	\$450,000
METRO Regional Transit Authority	Preventive Maintenance	\$2,500,000	\$500,000	\$2,000,000
		\$2,500,000	\$500,000	\$2,000,000
NEORide (Laketran, PARTA, SARTA & WRTA)	Onboard Computers and Electronic Equipme	\$1,022,301	\$204,460	\$817,841
		\$1,022,301	\$204,460	\$817,841
Portage Area Regional Transportation Authority	Light Transit Vehicles (5)	\$413,000	\$0	\$413,000
Portage Area Regional Transportation Authority	Preventive Maintenance	\$1,000,000	\$0	\$1,000,000
Portage Area Regional Transportation Authority	Security Cameras & Networking	\$50,000	\$0	\$50,000
		\$1,463,000	\$0	\$1,463,000
Richland County Transit Board	Preventive Maintenance	\$500,000	\$0	\$500,000
		\$500,000	\$0	\$500,000
Southwest Ohio Regional Transit Authority	40' Transit Buses (2)	\$1,031,254	\$206,251	\$825,003
		\$1,031,254	\$206,251	\$825,003
Stark Area Regional Transit Authority	Preventive Maintenance	\$1,658,506	\$331,701	\$1,326,805
Stark Area Regional Transit Authority	LED Replacement Lighting	\$282,700	\$56,540	\$226,160
Stark Area Regional Transit Authority	Insulated, rolling steel garage doors (3)	\$23,000	\$4,600	\$18,400
		\$1,964,206	\$392,841	\$1,571,365
Steel Valley Regional Transit Authority	Light Transit Vehicles (2)	\$192,400	\$0	\$192,400
Steel Valley Regional Transit Authority	Preventive Maintenance	\$474,400	\$0	\$474,400
		\$666,800	\$0	\$666,800
Trumbull County Transit Board	Preventive Maintenance	\$470,306	\$47,031	\$423,275
		\$470,306	\$47,031	\$423,275
Warren County Transit Service	Light Transit Vehicles (3)	\$186,450	\$0	\$186,450
		\$186,450	\$0	\$186,450
Western Reserve Transit Authority	Preventive Maintenance	\$2,133,099	\$426,620	\$1,706,479
		\$2,133,099	\$426,620	\$1,706,479
TOTALS		\$30,691,868	\$4,969,665	\$25,722,203

SYSTEM SUPPLY AND SUPPORT AGREEMENT
AMENDMENT #2

THIS AMENDMENT is made effective this ____ day of _____, 2019 between:

TRAPEZE SOFTWARE GROUP, INC. dba TripSpark Technologies (TripSpark") with its principal place of business at 5265 Rockwell Dr NE, Cedar Rapids, IA 52402, U.S.A.

And

PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY ("Customer" or "PARTA") with its principal place of business at 2000 Summit Road, Kent, Ohio 44240, U.S.A

WHEREAS TripSpark and Customer intend to amend the System Supply and Support Agreement made effective February 10, 2016, and System Supply and Support Agreement Amendment #1, made effective April 18, 2018 (collectively "the Agreement"), for the addition of TripSpark Mobile (Paratransit), XGate (Paratransit), XMobile Manager (XMM) (Paratransit), and FastNav (Paratransit) Software products under the scope of the Agreement; and

WHEREAS, TripSpark and Customer agree the TripSpark Mobile (Paratransit), XGate (Paratransit), XMobile Manager (XMM) (Paratransit), and FastNav (Paratransit) Software products are currently licensed pursuant Ranger MDC Terms and Conditions of Sale made effective May 31, 2013 ("Ranger Paratransit Contract"); and

WHEREAS, TripSpark and Customer wish to terminate the Ranger Paratransit Contract and add the TripSpark Mobile (Paratransit), XGate (Paratransit), XMobile Manager (XMM) (Fixed Route), and FastNav (Paratransit) Software products to the scope of the Agreement.

NOW THEREFORE TripSpark and Customer agree as follows:

Amendment to Agreement

- (a) By mutual agreement between the parties, the Ranger Paratransit Contract shall terminate in all respects, and shall have no further force or effect upon the Effective Date of this System Supply and Support Agreement Amendment #2. As a result of the termination of the Ranger Paratransit Contract as identified above, each party releases and discharges the other from any and all liability as a result of said termination, except payment of any and all outstanding fees, if any, by Customer that may be due to TripSpark under the Ranger Paratransit Contract.
- (b) The parties agree to add the TripSpark Mobile (Paratransit), XGate (Paratransit), XMobile Manager (XMM) (Fixed Route), and FastNav (Paratransit) Software products, as licensed products to the scope of the Agreement. Therefore, Exhibit A-2, attached hereto, is added to and incorporated into the original Exhibit A of the Agreement.
- (c) The parties acknowledge and agree the TripSpark Mobile (Paratransit), XGate (Paratransit), XMobile Manager (XMM) (Fixed Route), and FastNav (Paratransit) Software products had been accepted and any applicable warranties have expired pursuant to the Ranger Paratransit Contract.
- (d) Notwithstanding anything to the contrary under the Agreement, the parties agree that there shall be no warranty provided by TripSpark Mobile (Paratransit), XGate (Paratransit), XMobile Manager (XMM) (Fixed Route), and FastNav (Paratransit) Software products.
- (e) The parties acknowledge and agree the Customer shall continue to pay annual Software maintenance fees for the TripSpark Mobile (Paratransit), XGate (Paratransit), XMobile Manager (XMM) (Fixed Route), and FastNav (Paratransit) Software pursuant to the Agreement, and subject to TripSpark's then current annual pricing.

- (f) The parties agree to the addition of the forty (40) Ranger 4.4 TripSpark Equipment units for fixed route, and thirty (30) Ranger 4.4 TripSpark Equipment units for paratransit to the scope of the Agreement. Therefore, Exhibit B-2, attached hereto, is added to and incorporated into the original Exhibit B of the Agreement.
- (g) The parties agree TripSpark will provide certain Services as result of the addition of TripSpark Equipment as identified above, under Section (f), in accordance with the Statement of Work, attached hereto as Exhibit D-2.
- (h) The parties acknowledge and agree the Customer has the option to purchase TripSpark Equipment extended warranty support for the TripSpark Equipment identified above, under Section (f), in accordance with Exhibit C-2 and Exhibit E-2, attached hereto.
- (i) The parties agree Services fees, TripSpark Equipment fees, TripSpark Equipment extended warranty fees, and shipping fees shall be invoiced and due in accordance with Exhibit E-2, attached hereto.
- (j) All remaining terms, conditions, and covenants of the Agreement remain unchanged.

IN WITNESS WHEREOF, the parties have caused this System Supply and Support Agreement Amendment #2 to be signed by their duly authorized representatives as of the date above.

TRAPEZE SOFTWARE GROUP, INC.

PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

EXHIBIT A-2

Item	TripSpark Software	Application Description	Configuration
1.	TripSpark Mobile (Paratransit)	Mobile Application for Paratransit Bus Operators	Mobile Based
2.	TripSpark XGate (Paratransit)	Wireless Communication Module	Mobile Based
3.	TripSpark XMobile Manager (XMM) (Paratransit)	Over the Air Programming Application	Mobile Based
4.	TripSpark FastNav	Ranger Navigation	Server Based

1. Licenses are provided for operations up fifty-one (51) paratransit vehicles.

EXHIBIT B-2

List of TripSpark Equipment:

Description	Quantity
In-Vehicle Equipment – Fixed Route	
Ranger 4.4 (Internal modem, GPS, WiFi)	40

Description	Quantity
In-Vehicle Equipment – Paratransit	
Ranger 4.4 (Internal modem, GPS, WiFi)	30

EXHIBIT C-2

Product Name (Fixed Route)	Type	Quantity	Unit Price	Total Price
Streets-CAD/AVL Ranger 4.4: Equipment Hardware	Hardware	40	\$2,750.00	\$110,000.00
Streets-CAD/AVL: Service	Service	1	\$1,550.00	\$1,550.00
Ranger 4.4 Shipping Fee	Hardware	1	\$265.00	\$265.00

Total:	\$111,815.00 <i>Plus</i> <i>Applicable Sales Tax</i>
---------------	--

Product Name (Paratransit)	Type	Quantity	Unit Price	Total Price
Ranger 4.4 Shipping Fee	Hardware	1	\$265.00	\$265.00
MN-Mobile Ranger 4.4: TripSpark Equipment Hardware	Hardware	30	\$2,750.00	\$82,500.00
MN-Mobile: Service	Service	1	\$1,550.00	\$1,550.00

**Total:	\$84,315.00 <i>Plus</i> <i>Applicable Sales Tax</i>
-----------------	---

Note:

1. Pricing expires March 31, 2019.
2. Payment Schedule:
50% of Equipment hardware fees due upon Customer's execution of this Amendment #2
50% of Equipment hardware fees and 100% shipping fees due upon drop ship delivery to Customer location
100% of Services due upon TripSpark completion in accordance with Exhibit D-2, Statement of Work
3. Applicable taxes are not included and shall be assessed at TripSpark invoicing.

General Assumptions

TripSpark will provide:

- 1 All of the TripSpark Equipment identified above.
- 2 Services in accordance with the Statement of Work, attached hereto as Exhibit D-2.

Customer will be responsible for providing the following:

- 1 Space, power, network (LAN/WAN) connectivity, for required servers and workstations.
- 2 Access to the servers via the internet (i.e. VPN, PCAnywhere) to support remote trouble-shooting/support. Provision/configuration of router/firewall to allow two-way IP based communications with the mobile devices.
- 3 devices.
- 4 Public data (and voice, if applicable) network activations and monthly airtime subscriptions for each vehicle.
- 5 Wi-Fi access points at the garages (if desired).
- 6 Swap-out maintenance of in-vehicle equipment during and after the warranty period.
- 7 Data entry/verification including but not limited to stops, routes, schedules, timepoints.
- 8 Third party interface fees to existing agency equipment (incl. fareboxes, annunciators, onboard signs, etc.)
- 9 Installation of equipment in Customer vehicles
- 10 SQL for databases for all TripSpark Software

EXHIBIT D-2

Statement of Work (SOW)

The following information defines the Services to be provided by TripSpark for PARTA (Customer or Licensee).

Unless otherwise indicated, TripSpark will provide 'standard' Services (project management, operational review, testing, installation, training, etc.) as defined by TripSpark. Any special requirements will be considered a change request and processed through the change request system.

In addition, it is assumed this SOW will take advantage of existing TripSpark infrastructure, data sources and systems unless otherwise stated.

Overview

THIS IMPLEMENTATION INVOLVES THE FOLLOWING HIGH LEVEL TASKS:

1. Building and testing of Ranger 4.4 Software
2. Remote support for commissioning Ranger 4.4 on Customer's network

The key assumptions that TripSpark has employed while determining the level of effort involved with this implementation are presented below.

- *Customer is responsible for installation of equipment in vehicles*
- *Customer will be responsible for all tasks not specifically noted as TripSpark responsibilities*

TripSpark Implementation Services

The specific implementation Services below will be provided by TripSpark. All implementation Services, materials and training will be provided in English, unless otherwise stated. Any Services not explicitly defined below are not included in this SOW and will incur additional charges.

Travel expenses (if applicable) have been quoted based on a minimum of 2 weeks' notice for travel dates. Insufficient travel notice will result in additional travel expenses being incurred by Licensee to cover the higher cost of last minute travel.

The TripSpark technical resource will:

- Review the parts on the equipment order to ensure compatibility
- Build and test Ranger 4 Software with the Customer's unique settings
- Provide up to four (4) hours of remote support as required.

EXHIBIT E-2

Extended Warranty Pricing	Year 1	Year 2	Year 3	Year 4	Year 5
Ranger 4.4 - per unit, per year (identified under Section (f), page 1 of this Amendment #2	\$131	\$145	\$158	\$184	\$210

Note: The provision of extended warranty support by TripSpark for Ranger 4.4 is subject to Customer exercising the option to purchase Year 1 through Year 5 for the TripSpark Equipment, by providing TripSpark with a Purchase Order, prior to the expiry of the ninety (90) days warranty period. Upon expiry of Year 5 Extended warranty period, all future annual extended warranty is subject to program availability and then current TripSpark annual fees.



Your 3G Devices Just Got an Expiration Date

Posted by [Advanced Mobile Group](#) on Jun 28, 2018 8:00:00 AM

Before You Buy – A Must Read Before June 30th

Earlier this year, Verizon Wireless announced the following:

“beginning July 1, 2018 (this year) dealers will no longer be able to activate any CDMA data only devices, and any non HD/Volte phone devices, including swaps.”

This means exactly what it says – any 3G device you have purchased but not yet activated will not be able to be activated after this weekend. This is part of a larger CDMA phase-out being executed by all carriers over the next two years.



The Coming End to 3G Devices and Support

While we will be providing more extensive information on this topic over the next months, here are the most important things to be aware of regarding the future of 3G devices:

Verizon:

- June 30th, 2018 (Sat) - No new devices activated after this date.
 - Only HD Voice Smartphones and 4G LTE data only IMEI uploads will be accepted
 - No downgrades/swaps of existing devices to 3G rate plans
- Summer 2019 – Repairs affecting cell radio chips to be discontinued
- December 31st, 2019 – Complete shutdown of 3G network

AT&T:

- June 30th, 2017 – Discontinued certification of new 3G device certification
- 2021 (TBD) – expected phase-out of 3G network, possible later

(AT&T already phased out its 2G network in January 2017)

T-Mobile:

- Late 2020 (TBD) – will likely phase-out all 2G and 3G devices

Laying the Groundwork for the Future of IoT

All of this transition is about moving everything and everyone into a 3.5G or 4G LTE environment where the assumption is that a globally-harmonized environment can be created to support the growing “Internet of Things” (see our previous articles [here](#))

Aside from the phones and tablets deployed on site, this will affect many other devices used in certain facilities, including but not limited to:

- Unattended credit card readers
- Remote monitoring devices in vending machines, kiosks, etc.
- Cellular routers like Cradlepoints providing Internet to kiosks or remote facilities
- Cellular modems providing connectivity to remote camera systems, security alarms, etc.
- Internet failover devices providing cellular backup for hard wired connections
- Fleet monitoring devices

Combined with the sunseting of Microsoft Windows device support (see specifics [here](#)), there is a lot going in that needs attention before mission-critical systems become inoperable.

Confusing, But Help is Available

The relative lack of clarity for some of the providers along with the diversity of devices involved make navigating these changes somewhat confusing. With CDMA, Microsoft support for devices and 3G all being phased out in the next 1-3 years, “Modernization” is no longer a recommendation, but a necessity.

Please contact us if you need help understanding the impacts this will have for your business, or require assistance in mitigating the impacts or budgeting and planning for upgrading your devices to avoid downtime.

Related posts

[What's New from Zebra Technologies in 2019?](#)

[Zebra's 2019 Price Increase Announcement](#)

[Next-Generation Supply Chain Technologies](#)

[Trends in Voice Collection for 2018 – An Interview with Jim Donahue](#)



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► MOBILE / 3G/HSPA

Verizon to Keep 3G Network Running for Some Enterprise Customers



NEWS ANALYSIS
 MIKE DANO,
 Editorial Director,
 5G & Mobile
 Strategies

2/11/2019

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For years Verizon has said it plans to shut down its CDMA 3G network by the end of this year. And that plan still stands -- unless you're one of a select few Verizon enterprise customers that has a contract with the carrier to keep using 3G.

"We've had a longstanding and well-thought-out plan to decommission 3G and move on to other technologies," Verizon's Nicki Palmer, the operator's chief network officer, told Light Reading. "We've stopped also approving new devices that have 3G. So that's another step that's behind us. And we have said publicly at the end of the decade we would be turning down our 3G network. I will tell you however that we do have several contracts with large enterprise customers that will keep our 3G network up for a little longer than the end of the decade."

Palmer did not disclose the identity of those customers, and said only that the 3G network would remain available to those customers for a "few" years.

"The demand for the 3G network has come down so rapidly that it's in our best interest to get to what I would call a very thin layer of coverage of 3G," she said. "Like one carrier's worth, for example, of coverage across the network, that will properly service those enterprise customers that are on the 3G network, and some of the IoT applications that were built off 3G. So that's where we're at."

Continued Palmer: "Frankly you don't want a 3G device anymore ... The faster that we get to that thin layer of coverage, the better all around, because we get to repurpose that spectrum onto the 4G network, where the demand is."

Verizon initially hinted in 2012 that it would eventually discontinue 3G service, and in 2016 the carrier put a firm date on at plan: Dec. 31, 2019. And the carrier in July of last year stopped activating 3G phones. However, at least some Verizon enterprise customers will be able to stay on the network for the foreseeable future.

You're invited to attend Light Reading's Big 5G Event! Formerly the Big Communications Event and 5G North America, Big 5G is where telecom's brightest minds deliver the critical insight needed to piece together the 5G puzzle. We'll see you May 6-8 in Denver -- communications service providers get in free!

Verizon of course isn't the only wireless network operator to shutter one aging network and replace it with a faster and more efficient network. AT&T for example discontinued service on its 2G wireless network Jan. 1, 2017. According to the operator's filings with the SEC around that time, it counted fully 4 million customers on its 2G network, the bulk of which were IoT devices. (See [AT&T Sunsetting 2G, Expanding Mexico LTE.](#))

Sprint too recently shuttered its WiMAX network. (See [Sprint Plots WiMax Shutdown, Backhaul Upgrade.](#))

indeed, the network-shutdown situation often stands as an opportunity for vendors across all corners of the industry. For example, vendors like Ericsson and Nokia are able to sell new network equipment to operators like Verizon to replace 3G CDMA service with something better (think 4G and 5G).

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EDUCATIONAL RESOURCES ARCHIVE

FEATURED VIDEO

And vendors like TransData are able to sell new equipment to the Verizon customers who won't be able to get service on Verizon's 3G network anymore: "In response to Verizon's publicly announced 2019 sunseting shutdown of 2G and 3G digital cellular service, TransData's U-Com equipped MARK-V meters provide utilities an immediate solution to replace obsolete 2G and 3G cellular equipped electric meters," the company said [in a recent release](#). "TransData's MARK-V Energy Meter provides an advanced revenue metering solution for Generation, Distribution ISO Transmission Grid and Industrial installations incorporating DNP3/Modbus telemetry, Power Quality Monitoring, Site Analysis and more with unmatched accuracy and reliability performance."

— [Mike Dano](#), Editorial Director, 5G & Mobile Strategies, Light Reading | [@mikeddano](#)

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ArthurP605,
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Verizon

These "lucky" customers must have heavy 3G installations in probably limited area - it doesn't seem to make sense for Verizon to keep nationwide 3G network just for few customers?

Another question - any lightreading readers out there know when 3G will shut down in Japan (their major carriers)? I can't find any info on this in English web/press at least... Thank you.

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Telstra US Plans to Bridge the Gap Between East & West

6:22

Australian carrier Telstra appointed Nicholas Collins as its first US CEO in September 2018. His mission is laser-focused: help US companies succeed in the Asian market. With more than six years of experience in Hong Kong and Singapore, Collins ...



Podcast: The 10G Hype Freezes Over at CNG2019

16:01

Light Reading's Kelsey Ziser, Alan Breznick and Jeff Baumgartner join Phil Harvey for a round of drinks and a chat after the opening day of CNG2019 in Denver. The "bomb cyclone" did its worst, but it couldn't stop us

FLASH POLL

What do you see as the cable industry's top tech priority this year?

- ☐ Rolling out DOCSIS 3.1 and gigabit service
- ☐ Extending fiber deeper into the HFC network
- ☐ Building new FTTH networks
- ☐ Prepping for Full Duplex DOCSIS
- ☐ Implementing DAA
- ☐ Virtualizing network functions
- ☐ Deploying wireless service
- ☐ Exiting the legacy pay-TV business

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[ALL POLLS](#)



UPCOMING LIVE EVENTS

Getting to OTT 2.0 @ NAB Show

April 8, 2019, Las Vegas, Nevada

TRANSIT DRIVER APPRECIATION DAY 2019



PARTA praises transportation budget

The Portage Area Transportation Authority along with the Ohio Public Transit Association is praising the Ohio House of Representative's investment in public transit.

Legislators voted to allocate \$100 million annually.

"Transportation often is the forgotten component in conversations about healthcare, workforce development and growing our local economies," PARTA General Manager Claudia Amrhein said.

"PARTA joins OPTA in commending our state leaders for recognizing the need to increase state investment in public transit and transportation infrastructure to ensure safe and reliable access to vital services in our local communities."

The OPTA says the allocation would be the most Ohio has ever invested in public transit in the state's history.

"Transit is helping drive Ohio's future," OPTA Executive Director W. Curtis Stitt said.

"This investment recognizes that for Ohio to grow, transit mobility options using emerging technologies, must grow as well. This is a powerful and historic step forward in this budget process."