

Agenda

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|----|---|---|
| 1. | Call to Order
Roll Call | Oral |
| 2. | Meeting Minutes
Minutes from December 20, 2018 Meeting (Motion Required) | Attachment 2a |
| 3. | Guest Communications (limit 2 minutes) | Oral |
| 4. | General Manager's Report | Attachment 4 |
| 5. | Committee Reports
a. Administration
b. Finance
c. Operations
d. Personnel | Scheduled to Meet on 1/24
Did Not Meet
Did Not Meet
Did Not Meet |
| 6. | Old Business | |
| 7. | New Business | |
| 8. | Resolutions - Roll Call Approval Required | |
- #2019-01-01: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (**PARTA**) BOARD OF TRUSTEES DESIGNATING THE PUBLIC DEPOSITORIES FOR THE PUBLIC FUNDS OF **PARTA** FOR THE PERIOD BEGINNING JANUARY 22, 2019 AND ENDING JANUARY 21, 2024.
- #2019-01-02: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (**PARTA**) BOARD OF TRUSTEES AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO PROCEED WITH THE PROPOSAL OF AQUILA ARCHITECTURAL GROUP LLC FOR ARCHITECTURAL DESIGN AND ENGINEERING SERVICES FOR THE BUS WASH FACILITY CNG CONVERSION AND NEW VEHICLE STORAGE FACILITY.
9. Executive Session (if needed) – Roll Call Approval Required
- #2019-01-03: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (**PARTA**) BOARD OF TRUSTEES TO ACCEPT AND RATIFY A SUCCESSOR COLLECTIVE BARGAINING AGREEMENT BETWEEN **PARTA** AND OAPSE/AFSCME LOCAL 4/AFL-CIO (UNION).

10. Adjournment

Next Regular Meeting:

February 28, 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

December 20, 2018

Board Members Present:

Rick Bissler, President	Brian Gray	Jeremy Moldvay
Dominic Bellino, Vice President	David Gynn, TPO*	Frank Vitale
Marge Bjerregaard	Virginia Harris	Christina West
Richard Brockett**	Pete Kenworthy	Karen Wise
Jeff Childers	Timothy Lassan	

*Arrived at 7:23 p.m.

**Arrived at 7:38 p.m.

Staff Present:

Claudia Amrhein	Kelly Jurisch	Rebecca Schrader
Marcia Fletcher	William Nome, Legal Counsel	

Guests Present:

Terry Moldvay

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.

Mr. Bissler noted one (1) of PARTA's Board members was mentioned in the newspaper the past couple days. He congratulated Ms. Karen Wise for being named Vice President of the Environmental Consulting Group for Davey. He was hopeful that the local paper would pick it up at some point in time.

Moving on, Mr. Bissler said the meeting minutes for the October 25, 2018 Board meeting have been 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

Ms. Claudia Amrhein thanked everyone for coming out tonight. She noted that the CNG Grand Opening was held last month and it went very well. She expressed thanks to everyone who was able to come out and said if only the gas and diesel prices would go back up, it would be easier to convince people to convert to CNG. The station is now operating publicly and there are some distinct users. Those users can be distinguished through credit card transactions. This coming year, work will continue to build that side of the business.

Mr. Bissler asked if there were any other questions. Hearing none, he apologized for not being at the last two (2) Board meetings. One was a scheduled vacation and the other was an award at the Chamber of Commerce last month. He thanked the Board for their indulgence and then moved on to the committee reports.

ADMINISTRATION COMMITTEE REPORT

Mr. Bissler said the Administration Committee met this evening and went over Resolutions 2018-12-07, 2018-12-08, and 2018-12-09, which were recommended by the committee for approval by the Board. He noted that the Administration Committee is a new facet and better aligns with the way management operates. He asked if there were any questions of the committee. Hearing none, he asked Mr. Dominic Bellino to present the Finance Committee report.

FINANCE COMMITTEE REPORT

Mr. Bellino said there are a lot of financial reports, but he would be concentrating mostly on getting the budgets passed for next year. He said he would be highlighting some of the important things in the 2019 budget. It was a two (2) hour meeting for the budget process. He encouraged Board members to come to those meetings because a lot of information is presented about what happens with PARTA, how money is spent wisely and where money comes from. The budget is prepared conservatively on the revenue side and a little bit more pragmatic on the expense side with the hope that it will come out better than budget. There are always wild cards that can't be controlled: economy, politics, weather. More details on the line items are in the minutes.

Mr. Bellino began with some highlights. Farebox was budgeted close to where it will end up this year in actual revenue. Agency Cash Grants & Reimb. revenues come from seven (7) agencies. A lot of those contracts were renegotiated this past year and the benefit is starting to show up. The increase in 2019 reflects those negotiated contracts. Federal Capital Maintenance grants is budgeted at \$1M for 2019, which includes a \$200,000 grant that is being pursued that does not require a match, which is good. KSU Revenue is based on a contract. Halfway through 2019, there will be a CPI increase. Sales Tax is flat. About \$300,000 was lost in sales tax revenue from the tax changes that were made. With the new development coming into Brimfield and a couple other things that are happening, that should raise some sales tax. CNG revenues are not reflected yet. That will be included once it is operating for a while. On the expense side, wages and fringe are always budgeted for a full staff and full operations. There was some increased staffing due to the CNG operations and some administrative needs will be coming up in the future. Employee Health Insurance was somewhat flat from 2018 but there is the wild card of the health of employees. If there are some major health issues, then it will cost more, but it was budgeted flat. Contract Maintenance Service includes the new CNG station. There is a little bit of an increase for operating that new division, along with the current cost of gas and diesel. One (1) of the resolutions today is for the fuel. The contract price is in line with the budget that was in place.

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Moving on to the Kent Central Gateway budget, Mr. Bellino said there was not much different in this budget. Actual numbers from 2015, 2017, and 2018 were used to budget. A little bit more was budgeted for maintenance of the parking deck because it's getting a little bit old and has some upkeep.

Finally, Mr. Bellino said the Finance Committee did recommend the financial resolutions that are in the Board packet for approval.

Mr. Bissler thanked Mr. Bellino and asked if there were any questions.

Ms. Wise asked for clarification on the Annual Projected for 2018 Revenue compared to the Proposed 2019 budget for Total Revenue being lower.

Ms. Amrhein said the Medicaid Managed Care Organizations have been removed from the sales tax revenue. There were transitional aid payments made throughout 2018 that amounted to about 72% of what would have been received based on the state of Ohio's calculations. Roughly \$250,000 was received in transitional aid in 2018. That does not continue in 2019. If all things remain the same, there would be a loss of 6.3% of sales tax revenue. That's the portion that Medicaid Managed Care Organizations made up of overall sales tax revenue.

Mr. Bellino said the Annual Projected for 2018 includes the extra \$250,000 received this year that will not be received going forward. If that is taken out, the budget is a little bit ahead of where it would have been without that included. That's the bulk of the change.

Ms. Amrhein said she can provide the documents, but the State formula is convoluted.

Mr. Bissler asked if there were any other questions.

OPERATIONS COMMITTEE REPORT

This committee did not meet.

PERSONNEL COMMITTEE REPORT

This committee did not meet.

OLD BUSINESS

Hearing no further questions, Mr. Bissler said there is no old business.

NEW BUSINESS

Moving on to New Business, Mr. Bissler said Ms. Amrhein would like to provide some information about what's going to happen next month.

Ms. Amrhein asked Ms. Rebecca Schrader to talk a little bit about the designation of public depositories.

Ms. Schrader said under the Ohio Revised Code, every five (5) years the Board is required to approve the public depositories that PARTA could do business with for the next five (5) years. Banks have been requested to submit their depository agreements and prove that they have enough funds to collateralize PARTA's public funds. The agreements are due in January and a

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resolution will be presented to the Board in January to approve those banks that have decided to participate by providing their depository agreements. Normally, this would be taken to the Finance Committee, but there will not be a regularly scheduled Finance Committee meeting in January.

Mr. Bissler thanked Ms. Schrader and asked her to present the service awards.

Ms. Schrader said there are four (4) service awards this year. The two (2) five-year awards go to Mr. Jeff Childers and Mr. Jeremy Moldvay. The one (1) 15-year award goes to Mr. Rick Bissler. The last one (1) is a 30-year service award that goes to Mr. Bill Nome. In honor of his service, as well as all the Board members' service, and the holidays, there are some refreshments available.

Ms. Amrhein said some of the treats are from Jerry and Julie Beach, who stopped by earlier this week to say hello. He is doing well.

Mr. Bissler congratulated everyone and moved on to the resolutions.

Resolutions

Mr. Bissler said the first resolution is #2018-12-01.

#2018-12-01: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO APPROVE EXPENDITURES FOR KASTNER, WESTMAN & WILKINS.

Mr. Bissler said Kastner, Westman & Wilkins are the labor attorneys. He entertained a motion to approve the resolution.

Motion: Frank Vitale

Second: Marge Bjerregaard

Mr. Bissler asked if there was any discussion or questions. Hearing none, he asked for a roll call vote.

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

Mr. Bissler said the next resolution is #2018-12-02.

#2018-12-02: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES TO APPROVE THE FISCAL YEAR 2019 PROPOSED BUDGET FOR PARTA.

Mr. Bissler entertained a motion to approve the resolution.

Motion: Brian Gray

Second: Virginia Harris

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Mr. Bissler said this resolution was part of Mr. Bellino's discussion. He asked if there were any questions. Hearing none, he moved on to the roll call.

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

Mr. Bissler said the next resolution is #2018-12-03.

#2018-12-03: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES TO APPROVE THE FISCAL YEAR 2019 PROPOSED BUDGET FOR KENT CENTRAL GATEWAY (KCG).

Mr. Bissler said this was also part of Mr. Bellino's discussion from the Finance Committee. He asked if there were any questions. Hearing none, he entertained a motion to approve the resolution.

Motion: Jeff Childers

Second: Christina West

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

Mr. Bissler said the next resolution is #2018-12-04.

#2018-12-04: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO PARTICIPATE IN AND CONTRIBUTE TO RISK POOLING WITH THE OHIO TRANSIT RISK POOL.

Mr. Bissler entertained a motion to approve the resolution.

Motion: Frank Vitale

Second: Karen Wise

Ms. Amrhein said just today, she learned that an additional transit agency is joining OTRP in 2019, which is Licking County Transit. OTRP is currently made up of 10 transit authorities. Since membership will increase to 11, OTRP will be recalculating PARTA's percent of contribution, which is included in the resolution. The percent of contribution will go down slightly because of the addition of this new transit. What's in the resolution will be more than what will have to be contributed, which is good news.

Mr. Vitale asked what PARTA's contribution was.

Ms. Amrhein said it's based on overall size within the pool: number of buses, number of miles driven. It's a calculated formula percent of contribution. Right now, PARTA is at about 6.3% of the pool.

Mr. Vitale asked how much it costs a year approximately and what did it cost last year.

Ms. Schrader said in 2018 it was approximately \$288,000, which included some deductible bills that were paid. The resolution for 2019 is for \$280,000 but does not include any deductibles.

Ms. West asked why it went down.

Ms. Amrhein said because the overall size of the pool now is growing by a certain amount, which changes PARTA's contribution factor from 6.3% to something less than that because the risk is spread out further. There is a \$1,000 deductible for chargeable events, which is calculated every year.

Mr. David Gynn arrived at the meeting at 7:23 p.m.

Mr. Bissler asked if there were any other questions.

Mr. Vitale asked if this risk pool meant that PARTA was self-insured.

Ms. Amrhein said yes, for property and casualty insurance. Back in the 90s, several transits got together to self-insure. PARTA was one of the founding members. There's no vehicle for public entities, like PARTA as transit authorities, to have commercial insurance.

Mr. Bissler asked if there were any other questions. Hearing none, he moved on to the roll call.

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

Mr. Bissler said the next resolution is #2018-12-05.

#2018-12-05: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES AUTHORIZING THE AWARD OF A CONTRACT TO PETROLEUM TRADERS CORPORATION TO PROVIDE DIESEL FUEL AND GASOLINE FOR 2019 AND AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO SIGN A FEDERAL EXCISE TAX EXEMPTION CERTIFICATE ON BEHALF OF PARTA. THIS IS A JOINT PURCHASING VENTURE WITH LAKETRAN, MEDINA COUNTY PUBLIC TRANSIT, METRO REGIONAL TRANSIT AUTHORITY, STARK AREA REGIONAL TRANSIT AUTHORITY, AND WESTERN RESERVE TRANSIT AUTHORITY.

Mr. Bissler entertained a motion to approve the resolution.

Motion: Marge Bjerregaard

Second: Timothy Lassan

Mr. Bissler asked if there was any discussion or questions. Hearing none, he moved on to the roll call.

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

Mr. Bissler said the next resolution is #2018-12-06.

#2018-12-06: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO NEGOTIATE, ENTER INTO, AND SIGN CONTRACTS WITH TRAPEZE SOFTWARE GROUP TO PROVIDE SOFTWARE MAINTENANCE.

Mr. Bissler entertained a motion to approve the resolution.

Motion: Brian Gray

Second: Virginia Harris

Mr. Bissler asked if there was any discussion or questions.

Ms. Wise asked for a one (1) sentence explanation of what this software does.

Ms. Amrhein said it basically runs everything. Operations, scheduling software, drivers, scheduling the rides, and all fixed route service is tied into Trapeze, a suite of software. The reason certain resolutions are brought to the Board is if the contract is going to exceed \$50,000. The Board does not see things under \$50,000. This is an annual resolution because software license fees need to be paid.

Mr. Vitale asked if this was the company that was used previously and if competitive bids were received each year.

Ms. Amrhein said yes, Trapeze was previously used. There are only so many players in the transit field. As a single tiny little entity, it is very difficult to change and get a competitive bid.

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Mr. Bissler asked if there were any other questions. Hearing none, he moved on to the roll call.

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

Mr. Bissler said the next resolution is #2018-12-07.

#2018-12-07: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES CONSENTING TO THE APPOINTMENT OF A TRUSTEE AND ALTERNATE TRUSTEES TO THE BOARD OF TRUSTEES OF THE NEORIDE COUNCIL OF GOVERNMENTS (COG).

Mr. Bissler entertained a motion to approve the resolution.

Motion: Christina West

Second: David Gynn

Mr. Bissler asked if there were any questions.

Mr. Vitale asked for an explanation of NEORide.

Ms. Amrhein said NEORide is a Council of Governments that PARTA, Akron Metro, and SARTA established in 2014 to explore transportation coordination opportunities within the tri-county region. Since that time, it's grown to seven (7) transit authorities, not all of which are contiguous. The current project that is being worked on is a mobile ticketing platform. Again, as a small entity, PARTA could not go out to bid and get competitive proposals for a mobile ticketing platform. A mobile ticketing platform is where a passenger would pay for their fare through an app and show their phone. The driver can visually validate it, or the transit agency can buy equipment that then actually does validate it with a beep. By doing it as NEORide, each member can do the level that they're comfortable with and have funding for. She noted that she is the trustee and has two (2) alternates: Brian Trautman and Katherine Manning. Ms. Manning left PARTA at the end of November, so she is asking to replace her with Clayton Popik, who is the Manager of Planning and Development. This would allow any or all three (3) of us to attend and ensure a vote at NEORide meetings.

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

Mr. Bissler said the next resolution is #2018-12-08.

#2018-12-08: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES CONSENTING TO THE APPOINTMENT OF A TRUSTEE AND ALTERNATE TRUSTEES TO THE BOARD OF TRUSTEES OF THE HEALTH TRANSIT POOL OF OHIO.

Mr. Bissler entertained a motion to approve the resolution.

Motion: Marge Bjerregaard **Second: Christina West**

Mr. Bissler asked if there were any questions. Hearing none, he moved on to the roll call.

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

EXECUTIVE SESSION

Mr. Bissler entertained a motion to go into Executive Session.

Mr. Nome said the purpose of the Executive Session is to prepare for, conduct, or review a collective bargaining strategy.

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

A vote was then taken to return to Public Session:

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

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Mr. Richard Brockett arrived at the meeting at 7:38 p.m.

#2018-12-09: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES TO AUTHORIZE THE GENERAL MANAGER, OR HER DESIGNEE, TO EXECUTE A SUCCESSOR COLLECTIVE BARGAINING AGREEMENT BETWEEN PARTA AND OAPSE/AFSCME LOCAL 4/AFL-CIO (UNION).

Mr. Bissler thanked everyone for coming out tonight. He apologized for all the resolutions but said that's what happens when meetings aren't held. He then entertained a motion to approve the resolution.

Motion: Christina West

Second: Marge Bierregaard

Mr. Bissler asked if there was any discussion. Hearing none, he moved on to the roll call.

Roll Call:	Yes	No	Yes	No
Jeremy Moldvay	X		David Gynn	X
Pete Kenworthy	X		Frank Vitale	X
Jeff Childers	X		Richard Brockett	X
Karen Wise	X		Virginia Harris	X
Christina West	X		Timothy Lassan	X
Marge Bierregaard	X		Brian Gray	X
Dominic Bellino	X		Rick Bissler	X

ADJOURNMENT

Mr. Bissler said the schedules for the 2019 Board and Finance Committee meetings were included in the Board packet. He asked that Board members please get those dates on their calendars. He said this was a tough year to have three (3) situations where there was no quorum. That really isn't acceptable. There needs to be better communication back and forth.

Mr. Bissler concluded by entertaining a motion to adjourn.

Mr. Pete Kenworthy made a motion to adjourn the meeting. Mr. David Gynn seconded the motion.
Motion to adjourn passed unanimously.

The meeting adjourned at 7:48 p.m.

Respectfully submitted,

Marcia Fletcher

Marcia Fletcher
Executive Assistant

PARTA
2000 Summit Road
Kent, Ohio 44240

GENERAL MANAGER'S REPORT

TO: PARTA Board of Trustees *Claudia*

FROM: Claudia B. Amrhein, General Manager

DATE: January 2019

Committee Meetings and Resolutions. Happy New Year, and thank you for your willingness to serve as a board trustee in 2019. The administration committee is scheduled to meet on Thursday, January 24 at 6:30 p.m., just prior to the Board meeting at 7 p.m., to review the three (3) resolutions described below. The finance committee will not meet in January, as is customary to allow for year-end processing and closeout. The next finance committee meeting is scheduled for Tuesday, February 26 at 11:30 a.m. We will provide lunch and welcome all board members to attend committee meetings.

#2019-01-01 A RESOLUTION BY THE BOARD OF TRUSTEES OF THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) DESIGNATING THE PUBLIC DEPOSITORYIES FOR THE PUBLIC FUNDS OF THE AUTHORITY FOR THE PERIOD BEGINNING JANUARY 22, 2019 AND ENDING JANUARY 21, 2024.

Designating Public Depositories. As a public entity, PARTA acts in accordance with Ohio Revised Code Section 135.12 to designate the financial institutions eligible to act as public depositories for the next five (5) years. Resolution #2019-01-01 identifies the banks we may utilize until January 21, 2024.

#2019-01-02 A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO PROCEED WITH THE PROPOSAL OF AQUILA ARCHITECTURAL GROUP LLC FOR ARCHITECTURAL DESIGN AND ENGINEERING SERVICES FOR THE BUS WASH FACILITY CNG CONVERSION AND NEW VEHICLE STORAGE FACILITY.

2019 Master Plan Projects: Bus Wash Conversion & New Vehicle Storage Facility. Resolution #2019-01-02 requests authorization to issue a formal notice to proceed to Aquila Architectural Group to design the new vehicle storage facility in preparation for releasing a bid package to solicit bids for a two-phase project, 1) Bus Wash Facility CNG Conversion, and 2) New Vehicle Storage.

In 2018, Aquila completed project design criteria for Phase I, bus wash CNG conversion. Design and construction of the new CNG-ready vehicle storage building will be supported by a combination of federal awards and local dollars, including two (2) FTA grant awards: \$2,668,750 for the bus storage facility, and \$165,330 to bring the bus wash CNG conversion. Our plan is to release the construction bid package in April 2019; however, this step may be delayed due to the federal government shutdown, as FTA is not operating and grant dollars are unavailable for draw-down until normal operations resume.

#2019-01-03 A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES TO ACCEPT AND RATIFY A SUCCESSOR COLLECTIVE BARGAINING AGREEMENT BETWEEN PARTA AND OAPSE/AFSCME LOCAL 4/AFL-CIO (UNION).

Ratification of Successor Labor Agreement. Members of OAPSE Local 037 ratified the tentative agreement reached between PARTA and OAPSE on December 23, 2018. As authorized via Resolution #2018-12-09, certain financial provisions were processed with the final payroll of 2018, and new wage rates for 2019 were enacted with the first payroll in January. Resolution #2019-01-03 formally ratifies the successor collective bargaining agreement that defines wages, hours, and working conditions for our full- and part-time county drivers through December 6, 2021.

CNG Project Update. Close out of the project remains in flux. Clean Energy notified us last week that recent review of as-built drawings led to the discovery that some framework piping installed at the compressing compound does not meet engineering specifications. The installed piping does not present immediate danger; however, it is of lower quality than the specifications called for and is Clean Energy's responsibility to replace at their expense. The tear-out and replacement process will require closure of the fueling station for a period of several days, which will be scheduled over a weekend.

Service Reports. Ridership. Total county fixed route and DART ridership increased by .69% through December as compared to December 2017, with total county service performing 460,995 trips as compared to 457,856 trips performed through December 2017.

County fixed route service has increased by approximately 2.52% as compared to last year, with 379,960 trips completed through December as compared to 370,620 trips completed through December 2017. DART service has decreased 7.11% through December as compared to December 2017, with 81,035 trips completed as compared to 87,236 trips completed through December 2017.

Overall ridership, including campus service, decreased by 2.52%, with campus down by 4.41%. Total system ridership totaled 1,223,018, as compared to 1,254,671 through December 2017.

On-Time Compliance. ADA Complementary Paratransit Service. ADA on-time compliance was 98.47% in December as compared to 96.38% in November. Of 983 trips, 15 were performed late with the latest trip running 19 minutes behind due to overscheduling on the route.

General Public (non-ADA) DART. On-time performance for general public, non-ADA trips increased to 79.79% in December, as compared to 77.83% in November.

Vehicle Preventative Maintenance (PM). On-time compliance with established PM inspection schedules was 99% in December as compared to 90% in November.

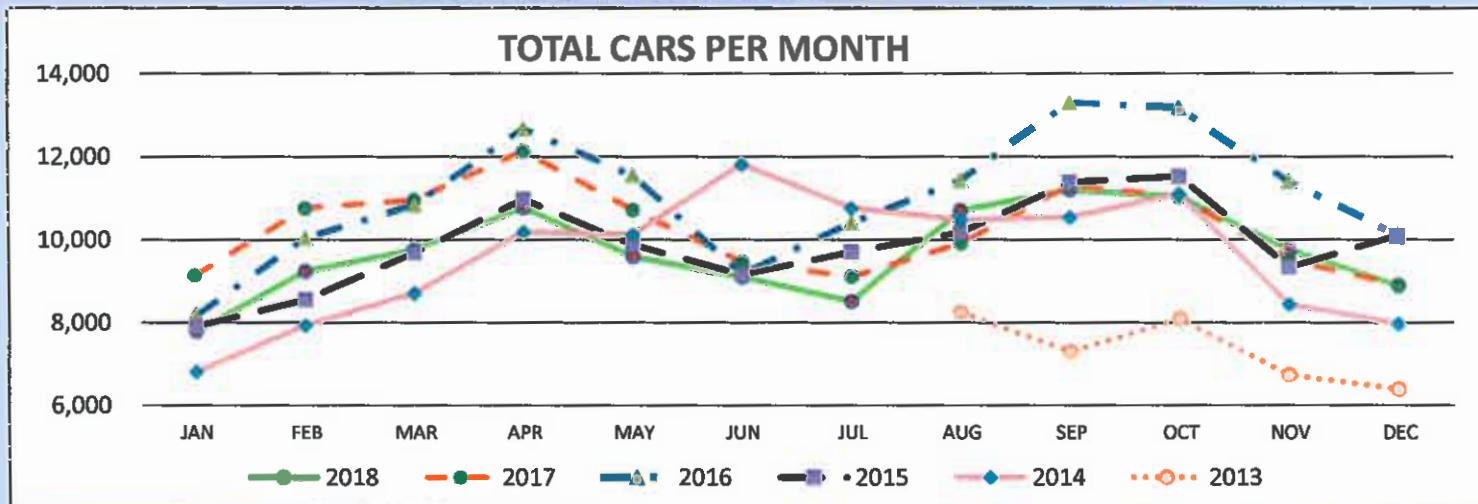
Parking. Parking deck usage decreased by 9% in December as compared to November, with 8,886 total cars entering the deck, as compared to 9,759 cars in November. Year-end parking totals show a 5.4% decrease in total cars as compared to 2017, with 116,337 deck entries in 2018 and 122,915 total entries in 2017.

Joe Yensel Starting New Career. Since early December, Joe Yensel has been transitioning out of his role as PARTA's Director of IT and Parking Operations to apply himself full time to developing a business with his wife Jen, a psychologist. Joe joined PARTA in May 2004; his last day will be January 31. Please join us in the Board room on Tuesday, January 29 from 4:00 to 6:00 for light refreshments as we wish Joe and his family success and happiness in their new endeavor.

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 via e-mail at Amrhein.c16@partaonline.org.



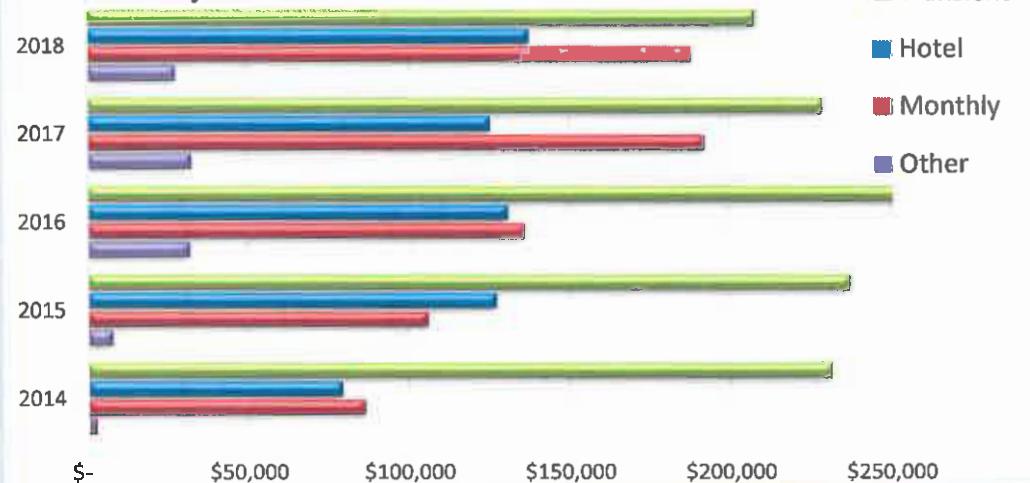
KENT CENTRAL GATEWAY DECEMBER 2018 PARKING SUMMARY



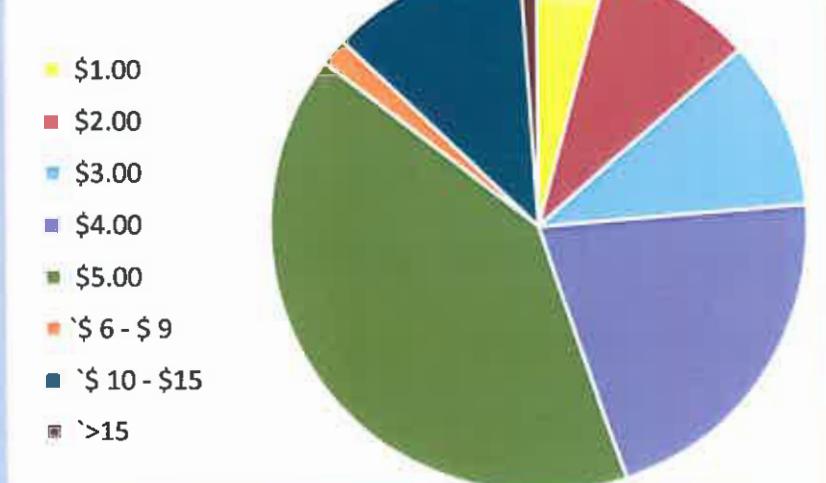
6 Month Lookback

	Monthly	Transient	Illegal	Total	Cars/Day	Month	Last Year
Jul-18	2,954	5,556	-	8,510	275	-6%	-7%
Aug-18	3,892	6,810	-	10,702	345	26%	8%
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%

Revenue By Source



Rate Types Collected



Media Advisory
January 18, 2019



PARTA
Portage Area Regional Transportation Authority

Contact: Frank Hairston 330-678-7745 x 108; Hairston.f18@partaonline.org

PARTA hosts open house for departing employee, Joe Yensel



When: Tuesday, January 29, 2019 from 4:00 P.M. to 6:00 P.M.

Where: PARTA Headquarters, 2000 Summit Road, Kent Ohio.

Joe Yensel is moving in a new direction after spending 20 years supporting public transportation in Portage County. Yensel and his wife, Jen, a psychologist, are the new owners of The Cole Center in Cuyahoga Falls, where they offer services and assistance to support families and children who are working to identify and overcome learning and education-based challenges, <https://thecolecenter.com>.

Yensel began his transit career in 1998 with Kent State University Campus Bus Service. In 2004, PARTA contracted with KSU to run the campus bus service and hired Yensel to oversee the development of the campus division. Since 2014 Yensel has served as Director of IT and Parking Operations, focusing on building PARTA's parking business at the Kent Central Gateway Multimodal Facility in downtown Kent, while implementing significant transit IT projects, including electronic fareboxes, SPOT PARTA real-time bus tracking, a ride call reminder system, and numerous other passenger information enhancements.

Yensel says public transit has shaped his life both professionally and personally. "Transit has not only allowed me to support my family; it has fostered my connection to the community, providing a chance to have an impact on the lives of people that are often overlooked. The opportunity to engage and learn from people from across a spectrum of backgrounds has been invaluable in my life."

"I'm thrilled for Joe and wish him great success and happiness in his new role," stated Claudia Amrhein, PARTA's General Manager. "Joe has been an integral part of PARTA's growth and developing partnerships within the community. He is passionate about enhancing quality of life for everyone, and he lights up when he talks about helping kids and their families through The Cole Center."

PARTA will host an open house for Yensel on Tuesday, January 29 from 4:00 to 6:00 p.m. in the Board Room of PARTA's main offices, located at 2000 Summit Road across from Dix Stadium. Everyone is welcome to attend.

###

RESOLUTION #2019-01-01

A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES DESIGNATING THE PUBLIC DEPOSITORIES FOR THE PUBLIC FUNDS OF PARTA FOR THE PERIOD BEGINNING JANUARY 22, 2019 AND ENDING JANUARY 21, 2024.

WHEREAS, Section 135.12 of the Ohio Revised Code requires political subdivisions of the state to meet and designate depositories every five (5) years; and

WHEREAS, the following eligible institutions have made applications as public depositories for active or interim public funds:

The Huntington National Bank
Citizens Bank, N.A.
First National Bank
Hometown Bank
JP Morgan Chase Bank, N.A.
PNC Bank, National Association
Portage Community Bank

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

1. Eligible institutions making applications as herein provided are offered depository agreements.
2. The General Manager, or her designee, is hereby authorized to execute such agreements.

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 January 24, 2019.

Date

Rick Bissler, President
Board of Trustees

Attested

RESOLUTION #2019-01-02

A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO PROCEED WITH THE PROPOSAL OF AQUILA ARCHITECTURAL GROUP LLC FOR ARCHITECTURAL DESIGN AND ENGINEERING SERVICES FOR THE BUS WASH FACILITY CNG CONVERSION AND NEW VEHICLE STORAGE FACILITY.

WHEREAS, on December 16, 2010, the Board of Trustees authorized the General Manager via Resolution #2010-12-03 to negotiate, enter into, and sign a contract for architectural and engineering services on the Main Campus to complete projects described in the Master Plan; and

WHEREAS, on February 8, 2011, a contract was signed with Aquila Architectural Group LLC for architectural and engineering services for the construction of a bus wash facility, which incorporated CNG capable criteria into the original design; and

WHEREAS, in 2018, PARTA completed construction of a CNG fueling station and purchased CNG vehicles; and

WHEREAS, it is now necessary to convert the bus wash facility to CNG, which necessitates un-archiving the existing bus wash facility construction/as-built documents and files, evaluating the existing building to determine the extent of previously incorporated CNG amenities, and conducting a field evaluation of the as-built facility, equipment, assemblies, and protectives to determine the usable compliance of the current state due to wear, tear, and environmental conditions; and

WHEREAS, Aquila Architectural Group LLC is the architect of record for the bus wash facility and the necessary items are consistent with the initial scope of the Master Plan Architecture and Engineering Contract; and

WHEREAS, on April 2, 2018, PARTA exercised its option to extend the contract with Aquila Architectural Group LLC for two (2) one-year extensions as referenced in the Master Plan Architecture and Engineering Contract; and

WHEREAS, PARTA has negotiated a fair and reasonable price with Aquila Architectural Group LLC to implement any necessary CNG design and administrative services for construction required for this bus wash facility to be CNG compliant with respect to servicing CNG vehicles; and

WHEREAS, PARTA was awarded grants from the Federal Transit Administration to design and construct a new vehicle storage facility as well as for the CNG conversion of the bus wash facility; and

WHEREAS, on August 7, 2018, PARTA received a proposal from Aquila Architectural Group LLC for Construction Administration of Phase 1: Bus Wash Facility CNG Conversion in the amount of \$6,300, Phase 2 Design and Construction Administration: New Vehicle Storage Facility in the amount of \$136,175, and expense reimbursables of \$2,000 for a total of \$144,475.

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 hereby authorized to proceed with the proposal of Aquila Architectural Group LLC for architectural design and engineering services for the bus wash facility CNG conversion and new vehicle storage facility for a total not to exceed \$150,000.

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 January 24, 2019.

Date

Rick Bissler, President
Board of Trustees

Attested

RESOLUTION #2019-01-03

A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES TO ACCEPT AND RATIFY A SUCCESSOR COLLECTIVE BARGAINING AGREEMENT BETWEEN PARTA AND OAPSE/AFSCME LOCAL 4/AFL-CIO (UNION).

WHEREAS, the General Manager, or her designee, is responsible for negotiations in the collective bargaining process; and

WHEREAS, a collective bargaining agreement between the parties was in effect from December 7, 2015 to December 6, 2018; and

WHEREAS, on December 13, 2018, the parties reached tentative agreement on the terms of a successor agreement effective for three (3) years, until December 6, 2021; and

WHEREAS, on December 20, 2018, the PARTA Board of Trustees authorized the General Manager via Resolution #2018-12-09 to execute the agreement following ratification by the Union to ensure timely execution of certain financial terms; and

WHEREAS, on December 23, 2018, union members ratified the tentative agreement; and since December 24, 2018, PARTA has timely executed financial provisions of the tentative agreement to fulfill in good faith certain terms of the agreement reached between the parties; and

WHEREAS, on January 24, 2019, the Administration Committee of the PARTA Board of Trustees reviewed the terms of the tentative agreement and moved to recommend that the Board of Trustees accept and ratify the agreement at the January 24, 2019 Board meeting; and

WHEREAS, the Portage Area Regional Transportation Authority (PARTA) Board desires to ratify the agreement.

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

1. As set forth above, the terms of the tentative agreement reached between PARTA and OAPSE/AFSCME Local 4/AFL-CIO are mutually agreeable to both parties as evidenced by ratification by the Union and recommendation by the Administration Committee.
2. PARTA accepts and approves the successor collective bargaining agreement between PARTA and OAPSE/AFSCME Local 4/AFL-CIO.

3. *PARTA* ratifies the execution of this agreement by the General Manager, including all wages, hours, terms and other conditions of employment set forth in the agreement.

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 January 24, 2019.

Date

Rick Bissler, President
Board of Trustees

Attested

IN BRIEF

ON THE MOVE Davey Resource Group officer promoted to vice president



Wise

Karen Wise has been promoted to vice president for environmental

consulting at Davey Resource Group in Kent. She joined the company in 1997 and most recently served as division manager in natural resource consulting.

BUSINESS BRIEFS

Davey promotes vice president of environmental consulting

Davey Resource Group Inc. announced last week the promotion of Karen Wise to vice president of environmental consulting.

"Karen has over 20 years of dedicated service to Davey and the Davey Resource Group. She's not only respected by her teams but the consulting community, as well," said Ken Joehlin, vice president and general manager of environmental consulting and business development. "She has been a key person in developing and growing our environmental services and played an important role in our acquisitions and the development of regional offices."

In her new role, Wise will continue to oversee environmental consulting throughout the Midwest and assume responsibility for Davey Resource Group's environmental consulting in the northeast and western areas of the country. She joined Davey Resource Group in 1997 as a wetland scientist and was quickly promoted to wetland section leader. Since 2016, she has served as a division manager of natural resource consulting.

Popped! to open 2nd store in Ravenna

Downtown Kent location has expanded

By BOB GAETJENS
Reporter

One of the first businesses to open in Kent's Acorn Alley is planning to expand, opening a new store in downtown Ravenna.

Popped! owner Gwen Rosenberg said Wednesday she's scheduled to close Thursday on the purchase of the C.A. Reed Building in downtown Ravenna, where she plans to open a second Popped! location.

Rosenberg hasn't announced an opening date, but she said she's excited to be part of downtown Ravenna.

"We're just really excited because it's a historic building," she said.

The gourmet popcorn shop in the center of downtown Kent is growing and now merits a second store, Rosenberg explained.

"It's always been my attitude that you're either growing in business or your business is dying," she said. "It's always been the plan to look at another location."

The Kent Popped! store will remain open, she added.

"We started Popped! based on some recipes I developed in my kitchen," said Rosenberg. "We opened seven years ago this month. We expanded twice. From the point that we opened up, we've probably tripled in size."

Originally, she said, the shop only sold different flavors of popcorn, but she now sells ice cream, chocolate and a variety of other confections. The ingredients are all real; no artificial flavors or colorings are used in the ice cream and chocolates she develops.

"We make the ice cream here with local ingredients," she said. "Our mint chocolate chip is white, which is to the shock and — probably — horror of some young children."

When Rosenberg opened Popped! in downtown Kent, she said the plot of land where the black squirrel statue now stands in front of her store was a pile of dirt. There was no Fairmount Properties buildings, no PARTA Gateway facility and no Kent

See Page A2 | Popped!

Popped!

From Page A1

State University Hotel and Conference Center.

"When we first took that space, we didn't know that all that stuff was coming," she added.

She said Ravenna shows signs of the type of "grass-roots" energy it takes to build a vibrant downtown.

"They're doing some creative things, and it's coming from a local, grass-roots kind of groundswell," said Rosenberg. "It appears to me that the community is all pulling together and doing things in their downtown area. There's an undeniable energy there. Who wouldn't want to be part of it?"



Bob Gaetjens, Record-Courier

Kent Popped! employee Marissa Hyde, left, prepares an order of popcorn for Mary Humes of Hudson Wednesday at Kent's Popped! store.

Opinion

Guest view: Time to find ways to meet Ohio's road, transit needs

By Columbus Dispatch

Posted Jan 20, 2019 at 12:01 AM

Among the first orders of business for Gov. Mike DeWine and the 133rd Ohio General Assembly will be setting a new two-year transportation budget. For a good start, they should consider a plan by a statewide coalition to get a shriveling transportation capital program back on track.

Fix Our Roads Ohio, a group including county governments, chambers of commerce, regional planning bodies and transportation organizations, is sounding the alarm: Even as Ohio's roads, bridges and transit systems become more congested and in need of repair, transportation funding is about to take a dive.

The group's report offers options for a solution: a gasoline-tax hike; an annual fee for alternative-fuel vehicles; more reliable funding for public transit; and yet-undiscovered technologies for spreading the cost of road wear and tear. Most likely, getting Ohio's transportation network in shape for the future is going to require all of the above.

The funding crunch comes in part because the \$1.5 billion windfall that former Gov. John Kasich created for roadwork by selling bonds backed by revenue from the Ohio Turnpike runs out at the end of June.

DeWine won't have the option of selling more turnpike bonds unless he persuades the Turnpike Commission to raise fares. Without some new funding source, capital spending for roads and transit in the coming two-year budget is projected to drop to \$1.7 billion in 2020 and 2021. That's a 29 percent drop from the 2014 peak, and it has transportation officials worried.

There's also the fact that the state gasoline tax, at 28 cents per gallon, hasn't been raised since

2005, when the last 2-cent increment of a 6-cent increase approved in 2002 went into effect.

Back then, said Dean Ringle, former Franklin County engineer and now executive director of the County Engineers Association of Ohio, “Everybody was feeling pretty good,” confident the 6-cent increase would provide for road-building needs for a long time.

But inflation had other ideas; the effect of the increase was wiped out in a few years, Ringle said. Later, the turnpike bonds provided a one-time infusion that somewhat masked the shortage of roadwork funds, but it still was looming.

We hope Gov. DeWine and Ohio Department of Transportation officials will be consulting with For Our Roads Ohio and other interested parties as the state transportation budget takes shape in the next few months.

The gasoline tax has the virtue of being a user fee — used only for roadwork and paid only by people who use the roads. Increasing it is appropriate, but it can't be the only long-term solution. Higher-mileage cars and the advent of electric vehicles have cut into gas-tax revenue, and relying on it solely allows electric-vehicle users to avoid paying their share.

Policymakers should consider technologies allowing motorists to be assessed for the miles they drive on Ohio roads, but without creating a record of where they have driven.

Lastly, we hope Ohio's leaders will increase the state's investment in transit. Younger Americans are more interested than earlier generations in public transportation, and supplying more of it is a smarter way to manage the demand to get around.

— Columbus Dispatch



Money for major Ohio road projects is gone; gas-tax hike proposed

By Jim Siegel / The Columbus Dispatch / GateHouse Media Ohio

Posted Jan 18, 2019 at 5:03 PM

Updated Jan 18, 2019 at 5:23 PM

Ohio lawmakers and the DeWine Administration will start off the new year staring down a huge transportation budget problem: The state has run out of money for major new road construction projects.

State road and bridge construction money is trending in the wrong direction, and the prospect of significant delays in major projects around the state has prompted the formation of a new coalition that will push policymakers to find new transportation money, particularly through a state gas tax increase.

The status quo means no money for capacity-building projects currently awaiting funding.

The Ohio Department of Transportation's total construction contracts, which includes funding for potholes, paving, snow plowing and bridge maintenance, is set to go from \$2.4 billion in 2014 down to \$1.5 billion in 2020. Local officials also have been warned about a 14 percent cut in state discretionary funding for 2021.

"It hits central Ohio harder because we're growing and a lot of the state is not, so we have more people we have to accommodate," said William Murdock, executive director of MORPC, the Mid-Ohio Regional Planning Commission.

MORPC has about \$25.8 million in federal funding but \$180 million in requests around central Ohio that cannot be funded, Murdock said. Plus, it has \$29 million in public works dollars for Franklin County, compared to \$50 million in requests. He called the proposals "bread and butter" projects.

With no new money, MORPC reports that the region will get \$89 million less in transportation money than expected through 2025. Central Ohio is facing state road-funding shortages at the same time it works on next-generation projects, such as smart mobility infrastructure and the Hyperloop, Murdock said. The Hyperloop is designed to move people or freight at hundreds of miles an hour through a vacuum tube.

"We're concerned that if we can't take care of the basics, then how are we going to get to the more sophisticated things we need to do to compete with other states and compete for businesses?" he said.

The root of the problem, coalition leaders say, is twofold: Ohio's 28-cent gas tax has not increased since 2005, and \$1.5 billion in turnpike bond funding that was approved in 2013 has run out.

Dean Ringle, executive director of the County Engineers Association, said some officials have wanted to wait for Washington to come up with a transportation solution, "but that's not very realistic at this point."

"Just about every state surrounding Ohio has taken matters into their own hands," he said. "Ohio, just to be competitive, needs to do that."

A new Fix Our Roads Ohio (FOR Ohio) coalition has formed to stress to lawmakers and the public the urgency of the problem, while pushing potential solutions, including a gas tax increase. The group includes local governments, local chambers of commerce, contractors, county engineers, truckers and others.

"If some things aren't done, and done relatively soon, Ohio's going to be facing a real problem here," said Curt Steiner, a senior adviser to the coalition. As a former chief of staff for Gov. George V. Voinovich, he understands the political difficulties that come with asking elected officials to increase taxes and fees.

"The biggest consequence is that while some maintenance will continue to happen, many of the projects that are planned for new construction are just not going to be started," he said, arguing that will add congestion and reduce construction employment.

The last time the state faced a transportation budget shortfall — a \$1.6 billion hole that threatened to push back by decades some of the state's largest transportation projects — Gov. John Kasich announced in December 2012 a \$1.5 billion plan to issue bonds against future turnpike toll revenue.

That infusion of money meant funding for major new road projects averaged \$555 million per year from 2014-2017.

But that bonding money is gone. And without new revenue, the Ohio Department of Transportation expects major project funding of just \$20 million in 2020 and \$15 million by 2021 — enough to cover potential cost overruns on current projects, but nothing else. That is on top of concerns that the state also will not keep up with maintenance costs.

"Our transportation system doesn't degrade like turning off a light switch. You need to stay on top of it," said Christopher Runyan, president of the Ohio Contractors Association.

New Gov. Mike DeWine is aware of the problem, and lawmakers certainly shouldn't be surprised.

In the two-year transportation budget passed in 2013, GOP legislative leaders included a joint legislative task force to study transportation funding. Two years later, when Republican Rep. Terry Boose of Norwalk called the turnpike bonding a "Band-Aid," lawmakers again used the transportation budget to create a joint legislative task force to study transportation funding.

The second task force issued an underwhelming nine-page report in December 2016 — one year past its deadline — listing suggestions from a number of groups and urging that ideas be discussed in future budgets.

The future is here. DeWine will introduce a transportation budget in February.

But first, another study is likely. In July, DeWine told the Ohio Association of Regional Councils that he plans to appoint a blue-ribbon commission to "come back with a quick assessment about where we are on infrastructure and come back with recommendations" on how to fund a fix.

"We'll then open discussion with the people of Ohio," he told the group.

While the current coalition is interested in seeing DeWine's ideas, members say the obvious

and most likely answer, especially in the short term, is already well known: a gas tax hike.

The coalition is pushing for an as-yet-unspecified increase in Ohio's 28-cent per gallon gas tax, which last increased by 2 cents in 2005. Nearly 10 cents of that tax goes to local governments.

A number of states have increased their gas taxes since that time. Pennsylvania in 2013 linked its tax to gasoline prices, nearly doubling its tax per gallon.

Ohio's 28-cent rate is about 6 cents lower than the national average, and lower than four of five surrounding states: Michigan (44 cents), Indiana (43), West Virginia (36), and Pennsylvania (59). Kentucky's rate is 26 cents.

A one-cent gas tax hike raises about \$70 million. As lower gas prices encourage people to drive more miles, the gas tax is expected to collect \$1.2 billion in 2021, a roughly 10-percent increase over 2014.

But industry experts say the 28-cent rate today has 35 percent less value than it did in 2005, because of inflation — a reduction masked by the short-term turnpike bonding.

Keary McCarthy, executive director of the Ohio Mayor's Alliance, said nearly half of Ohio's largest cities already have backlogs in their paving programs, which started with the Great Recession.

"If we don't do anything going forward, it's going to be a major setback for the next generation and going to create huge setbacks in the growth curve we've seen in a lot of cities across the state."

The coalition notes that ODOT, for the 2019-20 fiscal year that ends July 1, delayed 19 bridge maintenance projects totaling \$156 million. This, Runyan said, compounds the problem by adding even more projects next year to a list that already was underfunded. Bridge repair and replacement is set to go from \$297 million in 2017 to \$189 million in 2021, a 33-percent decline.

"Everyone knew this problem was coming up," Runyan said. "Politically, it's a very uncomfortable issue to have to discuss because of the revenue generation that it mandates. But we're getting to a point where the revenue curve is so far below the needs curve that we're never going to catch up."

The FOR Ohio coalition also would like to see future gas-tax increases indexed with inflation. Ohio's gas tax last rose with inflation from the early 1980s through 1993, when lawmakers put an end to it.

The coalition also would like to join 20 states that have enacted electric vehicle fees, including Michigan, Indiana and West Virginia.

With an estimated 15,000 electric and hybrid vehicles owned in Ohio, they view the fees as an issue of fairness, requiring all drivers to contribute to road maintenance.

The group also plans to advocate for more public transit funding. Ohio ranks 47th nationally in per-capita public transportation funding. Again, this is not a surprise problem — ODOT released a study four years ago saying funding needed to double to keep up with needs.

Outgoing state Budget Director Tim Keen said that counting state and federal money, plus more than \$300 million annually from vehicle registrations, local jurisdictions have had substantial road revenue, about \$1.5 billion in recent years. "That is often lost in this whole discussion," he said.

"Clearly, the turnpike bonding has provided for the ability to fund a lot of projects over the last six years that we might not have been able to do," Keen said. That option likely won't be available for DeWine, unless he raises turnpike tolls.

Keen recognizes that without more revenue, there is no money for additional major projects.

"This is a regular story. We need more money to do these things."