

PARTA  
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY

BOARD OF TRUSTEES MEETING MINUTES

PARTA ADMINISTRATION BUILDING  
2000 SUMMIT ROAD  
KENT, OHIO 44240

March 22, 2018

Board Members Present:

Dominic Bellino, Vice President  
Rick Bissler, President  
Marge Bjerregaard

Richard Brockett  
David Gynn

Virginia Harris  
Tim Lassar

Staff Present:

Claudia Amrhein  
Marcia Fletcher

Frank Hairston  
William Nome, Legal Counsel

Rebecca Schrader  
Brian Trautman

Members Not Present:

Jerry Beach (excused)  
Jeff Childers (unexcused)  
Brian Gray (excused)

Pete Kenworthy (excused)  
R. T. Mansfield (excused)  
Jeremy Moldvay (excused)

Frank Vitale (excused)  
Karen Wise (excused)

CALL TO ORDER

President Rick Bissler welcomed everyone to the March 22, 2018, PARTA Board of Trustees meeting and called the meeting to order at 7:07 p.m. An oral roll call followed, and a **quorum was not present**.

Mr. Bissler noted that since a quorum was not present, no action could be taken during this meeting. However, the General Manager prepared a presentation on the Demand Response Service Review, which was presented.

GUEST COMMUNICATIONS

None.

GENERAL MANAGER'S REPORT

Ms. Amrhein began her report by saying a memo was distributed from Ms. Rebecca Schrader regarding the article in the *Record Courier* about the Kent Central Gateway operating in the black. A response will be prepared outlining the facts.

Ms. Amrhein then presented a PowerPoint on Demand Response Service Review.

The goal of the Demand Response Service Review was to create a service that is sustainable and resilient and to balance the promise of "moving the people who need it most" considering

funding uncertainties. The service began in the mid-90s, it expanded countywide in 2002 with a tax levy, and 2017 was the 15<sup>th</sup> year of sales tax support. PARTA is currently providing over 100,000 trips a year.

Demand Response is not a fixed route system, is not ADA complementary paratransit, and is not a taxi service. It is also referred to as Dial-A-Ride, Shared-Ride, and DART.

Characteristics of Demand Response are that it operates in defined areas during advertised hours, riders register for service and request trips in advance, it is a subscription service, and it is a shared-ride service with pickup/drop-off windows.

Demand Response has been losing revenue and sales tax dollars. Transportation Service Revenue from AAA Title III and PCBDD from 2007-2017 has declined. In 2007, combined service exceeded \$450,000. In 2017, it was less than \$100,000, resulting in an 82% decline in contract revenue. There have been no increases in fares since 1998. The fares and revenues have not been able to keep up with inflation. Because of the decline in contract revenue, PARTA has increased its reliance on sales tax to support the Demand Response service. In 2002, 53% of sales tax revenue supported Demand Response. In 2017, it rose to 69%.

The proposal for redesigning Demand Response includes extending hours by reallocating and flattening service, adding Saturday service, adjusting fares for inflation, and transitioning able individuals to the fixed route service. The proposed service would include Monday through Friday from 5 a.m. to 11 p.m. and Saturday from 8 a.m. to 7 p.m. effective July 1, 2018. This service includes Monday and Wednesday for the northeast part of Portage County, Tuesday and Thursday for the southeast, and Monday through Saturday for the west. Outside of the defined exclusion zone is .3 miles, which means individuals who live and travel within .3 miles of the fixed route system, will not have access to Demand Response. The proposed fees are \$6 for the general public, \$3 for seniors and disabled, and free for Medicaid recipients. New contracts are being pursued such as the NET agreement, which provides a different source of Medicaid funding than through PCS; the agreement with PCS, which would place PARTA back into the PCBDD list of providers; and the agreement with UH for service to its volunteers and patients being discharged.

Ms. Amrhein concluded by saying the major components of the redesign include fewer buses during the day; the introduction of smaller, fuel-efficient vehicles; extending days and hours to mirror the fixed route service; migrating able individuals to the fixed route service; and adjusting fares for inflation since 1998.

### **FINANCE COMMITTEE REPORT**

This committee met on Tuesday, March 20. Minutes of the meeting were distributed.

### **PERSONNEL COMMITTEE REPORT**

This committee did not meet.

### **FACILITIES COMMITTEE REPORT**

This committee did not meet.

### **OPERATIONS/PLANNING COMMITTEE REPORT**

This committee did not meet.

**PUBLIC RECORDS COMMISSION REPORT**

This committee did not meet.

**NOMINATIONS COMMITTEE REPORT**

This committee did not meet.

**BY-LAWS COMMITTEE REPORT**

This committee did not meet.

**OLD BUSINESS**

None.

**NEW BUSINESS**

**Resolutions**

None.

**EXECUTIVE SESSION**

No executive session.

**ADJOURNMENT**

Mr. Bissler then asked for a motion to adjourn.

Ms. Marge Bjerregaard made a motion to adjourn the meeting. Ms. Virginia Harris seconded the motion. **Motion to adjourn passed unanimously.**

The meeting adjourned at 8 p.m.

Respectfully submitted,



Marcia Fletcher  
Executive Assistant