

Agenda

1. Call to Order Oral
Roll Call
2. Meeting Minutes Attachment 2a
Minutes from January 28, 2021, Meeting (Motion Required)
3. Guest Communications (Not required due to COVID-19) Oral
4. General Manager's Report Attachment 4
5. Committee Reports Did Not Meet
a. Administration Scheduled to Meet 2/23
b. Finance Did Not Meet
c. Operations Did Not Meet
d. Personnel Did Not Meet
6. Old Business
7. New Business
8. Resolution - Roll Call Approval Required
9. Executive Session (if needed) – Roll Call Approval Required
10. Adjournment

Next Regular Meeting:

March 25, 2021 @ 7 p.m.

PARTA
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY

BOARD OF TRUSTEES MEETING MINUTES

Held Remotely Via Zoom

January 28, 2021

Board Members Participating:

Karen Beck	David Gynn, President	Morgan Tipton
Marge Bjerregaard	Virginia Harris (arrived at 7:10 p.m.)	Frank Vitale
Richard Brockett	R. T. Mansfield	Karen Wise, TPO
Jeff Childers	Jack Murphy	Marvin Woods
Debbie Davison		

Staff Participating:

Claudia Amrhein	Kelly Jurisch	Rebecca Schrader
Denise Baba	Justin Markey, Legal Counsel	Brian Trautman
Marcia Fletcher	Clayton Popik	

Board Members Not Participating:

Michael Lewis (1st excused absence)

Guests Participating:

None.

CALL TO ORDER

President David Gynn called the PARTA Board of Trustees meeting to order at 7 p.m. He asked Ms. Marcia Fletcher to call the roll.

Ms. Fletcher then called the roll, and a **quorum was participating**.

Mr. Gynn said it would be helpful for planning purposes if everyone would reply to Ms. Fletcher's meeting requests. There were eight (8) people who responded to say they would be coming tonight, which just meets a quorum.

Moving on, Mr. Gynn said the first item on the agenda was the minutes from the December 17 meeting. He asked for a motion to approve those minutes. Ms. Marge Bjerregaard made a motion to accept the minutes as presented, which was seconded by Ms. Karen Beck. Mr. Gynn asked if there was any discussion or if anybody had a question. Hearing none, he asked all those in favor to respond by saying aye. He said opposed, the same sign. Hearing no opposition, he said the **motion to approve the minutes, as presented, passed unanimously.**

GUEST COMMUNICATIONS

Mr. Gynn said there were no Guest Communications because of COVID-19.

GENERAL MANAGER'S REPORT

Mr. Gynn then turned the meeting over to Ms. Claudia Amrhein for the General Manager's report.

Ms. Amrhein thanked everyone for coming to the meeting. She said there were a couple presentations tonight: a brief presentation on the resolution; and at the end of the meeting, service awards will be presented to Board members. She then provided an update on her letters to Governor DeWine. She said she received a call back from one of his staffers, Mr. Jason Hill, after the first letter and then she contacted him before the second letter to find out if there had been any progress. He said there weren't enough vaccines to meet the current need. She was disappointed that essential workers were kicked out of 1b but assured everyone that PARTA will still work toward the 1c phase.

Mr. Gynn asked if there was anything Board members could do, such as individually contacting the Governor's office, which could give some hope to her letter that transit workers are essential.

Ms. Amrhein said any help would be appreciated. She will pass along the email address.

Mr. Gynn asked everyone to take a minute and send a quick email to the Governor's office.

Mr. Jack Murphy said one of the things he thought about when reading Ms. Amrhein's letters, and in combination with the Kent City Health Department (KCHD) wanting to lease out those spaces, is that there's a valid case to be made that there will be a lot more people using PARTA to get their vaccinations especially if it's at the transit center.

Ms. Amrhein said that's a really good point. Right now, anyone can book a ride or hop on a bus to go get their vaccine, but there will be a lot more bookings once the vaccines are more readily available. Having KCHD downtown is a perfect solution. She doesn't fault the Governor because he's looking to save lives, but the argument is transit drivers are with the most vulnerable people every day and that isn't a good mix. They should be vaccinated if they can be. She asked if there were any other questions.

Hearing none, Mr. Gynn thanked Ms. Amrhein and her staff for working hard, not only on the pandemic and the changes in staff that had to be made, but also the data breach that must have caused a lot of angst and time to get corrected.

Ms. Amrhein said the data breach was a very large issue that is continuing to be worked through. PARTA is covered for that data breach and is working with forensics professionals. Credit and identity monitoring has been offered to employees. She asked Mr. Brian Trautman to give an overview.

Mr. Trautman said the data breach came in through a phishing email that was disguised as legitimate in response to an Architectural and Engineering (A&E) Request for Proposal (RFP). The hacker recognized the proposal, disguised themselves as an A&E firm, and sent an email asking PARTA to reply to them through a simple click of a button. Once it was clicked, the hacker had the ability to get into an email account and see who PARTA talked to and what PARTA was doing. They spent about a week to a week and a half in the system learning some basic idiosyncrasies. They used Health TP, which is PARTA's health insurance pool through OTRP, and sent an email to PARTA from a legitimate person who works for them, and spelled health in HealthTP.org with "ae" instead of "ea." The forensics team identified where the hackers were in the system, when they were there, for how long, what they looked at, what information they got, and where they got the information. All the loops are now closed. Security training is being implemented for all employees. Hackers can get into Facebook, find out who the user talks to, create a fake Facebook account that looks real, send an email asking the user to click on a link, and they get into the user's computer. It's a two-to-four-week process that they go through to get into the user's email just to get bank account information or a social security number. The breach has been painful but has been

a learning experience. Some personal information did get out about some employees, which has been protected by buying identity theft monitoring for them. As far as IT, some different things have been done with the firewall to clamp it down by adding some software. It was a long, hard lesson, but PARTA is moving forward. He asked if there were any questions.

Mr. Gynn noted that Ms. Virginia Harris joined the meeting at 7:10 p.m.

Ms. Morgan Tipton asked if Board members should be on the lookout as well.

Ms. Amrhein said PARTA does not store personal information about Board members in its computer system and doesn't have social security numbers for them. PARTA does have home addresses and phone numbers but those were not stored in the area that was breached, which has been confirmed. Even with that, everyone should assume that their information is out there. Board members should take steps now to get some credit monitoring in place, review credit cards, be very vigilant, and open junk mail. A lot is coming through the mail that looks like junk. Unemployment fraud is running rampant. She noted that her husband has received 1099s for fraudulent unemployment claims.

Mr. Richard Brockett said he also received a 1099 for fraudulent unemployment and immediately took steps as suggested in Ms. Amrhein's handout.

Ms. Amrhein also suggested making a report with the sheriff's office.

Mr. Gynn said a friend had a very serious breach and they called the Brimfield police who said this is so prevalent that they don't have time to deal with it. They suggested calling the county sheriff. He thanked Ms. Amrhein for keeping on top of everything. He asked if there were any other questions. Hearing none, he moved on to the committee reports.

ADMINISTRATION COMMITTEE REPORT

Mr. Gynn called on Ms. Karen Wise to give a report on the Administration Committee, which met today.

Ms. Wise thanked Mr. Gynn and said the Administration Committee met and had an established quorum with herself, Mr. Brockett, and Mr. Marvin Woods filling in as an alternate. She said the committee considered one resolution and recommended it to the Board. Ms. Amrhein gave a presentation to the committee, which she will repeat at this meeting.

FINANCE COMMITTEE REPORT

Mr. Gynn said the Finance Committee does not meet in January.

OPERATIONS COMMITTEE REPORT

Mr. Gynn said the Operations Committee was not scheduled to meet.

PERSONNEL COMMITTEE REPORT

Mr. Gynn said the Personnel Committee was not scheduled to meet.

OLD BUSINESS

Mr. Gynn asked if there was any Old Business. Hearing none, he moved on to New Business.

NEW BUSINESS

Resolution

Mr. Gynn presented Resolution #2021-01-01.

#2021-01-01: A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) BOARD OF TRUSTEES AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO NEGOTIATE TERMS OF AN AGREEMENT OR AN AMENDMENT TO THE EXISTING LEASE AGREEMENT WITH THE KENT CITY HEALTH DEPARTMENT (KCHD) TO LEASE, ON A TRIAL BASIS, THE FORMER CUTLER REALTY/GROUP TEN GALLERY GROUND LEVEL RETAIL SPACES OF THE KENT CENTRAL GATEWAY (KCG) AT 201 EAST ERIE STREET, KENT, OHIO.

Mr. Gynn asked for a motion to consider this resolution.

Motion: Karen Beck

Second: Morgan Tipton

Mr. Gynn then turned the meeting over to Ms. Amrhein for her presentation.

Ms. Amrhein shared her screen and presented her PowerPoint, which is attached. Following her presentation, she asked if there were any questions.

Ms. Marge Bjerregaard asked if any of the smaller places could be combined to make one that would be better used or more attractive.

Ms. Amrhein asked Mr. Trautman to comment.

Mr. Trautman said the Cutler Realty space is one (1) large area that is two (2) stores. The west end of the building has two (2) floors. The east end of the building, east of the walkthrough, is one (1) large area. After discussing it with staff, testing the water to see if there's somebody out there who wants to do something with it other than KCHD would be a good idea especially with KCHD having this short-term goal. There's nobody in there right now. PARTA doesn't want to invest a lot of money into changing electrical or adding anything because there isn't anything long term. It's a good idea to allow Ms. Amrhein to explore a short-term lease with KCHD because having them on the second floor has provided some stability; and there are some benefits, such as KCHD making the smokers leave the building. He doesn't know how to manage multiple tenants without a landlord. RLB Phoenix acted as that landlord with the art gallery on one side and Cutler Realty on the other. This might be a nice short-term way of getting some revenue coming in. Ms. Amrhein did some work getting RLB Phoenix up to speed on payments. If there is some way PARTA can give RLB Phoenix some relief and still gain some revenue, it's a win/win situation.

Mr. Gynn asked if the short-term period would be six (6) months, a year, or something else.

Ms. Amrhein said probably six (6) months to a year for the initial discussion.

Mr. Gynn asked if there were any other questions.

Ms. Tipton asked if Ms. Amrhein would welcome connections if a Board member saw an opportunity or had a conversation that might lead to some good real estate prospects for these spaces.

Ms. Amrhein said absolutely. Board members can always call if they know of some interest. That's how it was done for the second floor.

Mr. Gynn asked if there were any other questions.

Ms. Wise asked if KCHD would work through RLB Phoenix and if RLB Phoenix would be let out of the last three (3) years of their 10-year lease.

Ms. Amrhein said RLB Phoenix would be let out of a portion of their lease because that area is 39% of the space. The lease with RLB Phoenix would have to be amended to reflect fewer square feet and less revenue, and the agreement with KCHD would have to be amended to include the Cutler Realty space. She wants to generate more revenue than otherwise would have been received this year through RLB Phoenix.

Ms. Wise clarified that RLB Phoenix is still on the hook regardless.

Ms. Amrhein said they are, but they are divesting themselves of their properties. She would like to find a way to ease that sooner rather than later and perhaps they'll be able to hang in there for the rest of the 10-year lease with these smaller tenants. She doesn't have all the answers but if KCHD is interested, both of those leases could be amended to accomplish that.

Mr. Gynn asked if there were any other questions. Hearing none, he said the motion was appropriately made, seconded, and discussed. He asked Ms. Fletcher to call the roll.

Ms. Fletcher called the roll.

Roll Call:	<u>Yes</u>	<u>No</u>		<u>Yes</u>	<u>No</u>
Richard Brockett	<u>X</u>	_____	Morgan Tipton	<u>X</u>	_____
Marge Bjerregaard	<u>X</u>	_____	Jack Murphy	<u>X</u>	_____
Karen Beck	<u>X</u>	_____	Mike Lewis	EXCUSED	_____
R. T. Mansfield	<u>X</u>	_____	Virginia Harris	<u>X</u>	_____
Marvin Woods	<u>X</u>	_____	Debbie Davison	<u>X</u>	_____
Karen Wise	<u>X</u>	_____	Jeff Childers	<u>X</u>	_____
Frank Vitale	<u>X</u>	_____	David Gynn	<u>X</u>	_____

Mr. Gynn said the resolution passed.

Moving on, Mr. Gynn said there's no need for an Executive Session.

Ms. Amrhein noted that the service awards needed to be presented.

Ms. Rebecca Schrader said yearly service awards are traditionally given out to employees and the Board for 1 year, 3 years, 5 years, 10 years, 15 years, etc. For 2020, 3 Board members are receiving a 1-year award, which is a certificate with a pin: Ms. Davison, Mr. Mike Lewis, and Ms. Tipton. There is a 5-year award, which goes to Ms. Wise. Lastly, there is a 10-year award going to Mr. Gynn. He receives a pin, as well as an engraved desk clock. On behalf of PARTA, she thanked them for their support and service.

Mr. Gynn thanked Ms. Schrader and Board members for their volunteer service commitment. He noted that Ms. Amrhein shared the email in the chat box to be used for supporting vaccinations for transit workers.

ADJOURNMENT

Hearing nothing further, Mr. Gynn asked for a motion to adjourn the meeting. Ms. Morgan Tipton made a motion to adjourn the meeting, which was seconded by Ms. Debbie Davison. Mr. Gynn asked all those in favor to say aye. The **motion to adjourn passed unanimously**.

REVIEWED BY SENIOR STAFF

The meeting adjourned at 7:45 p.m.

Respectfully submitted,



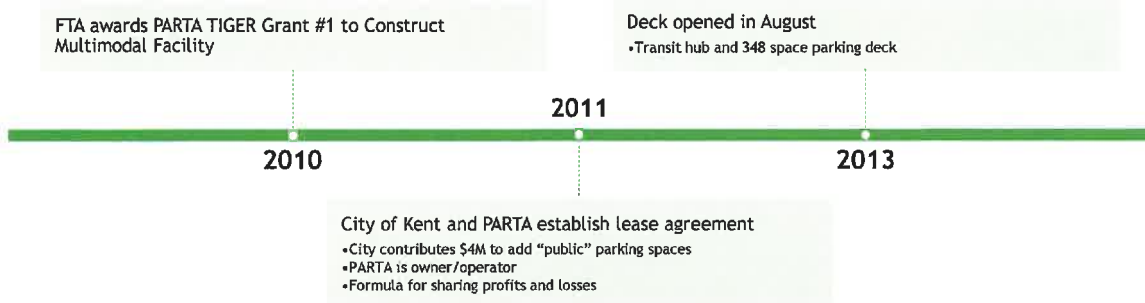
Marcia Fletcher
Executive Assistant



Kent Central Gateway

Retail & Tenant Spaces
January 28, 2021

1



Recap ~ KCG

2



3

1st full year of KCG operation
5,665 s.f. unfinished spaces not attractive to developers
Ron Burbick was investing in downtown Kent redevelopment

2015

2014

Established master-tenant lease agreement with RLB Phoenix
10-year agreement with option for 10-year renewal
Build out spaces at RLB expense
Find tenants, lease spaces, pay predetermined rent each year

1. Retail Spaces

4

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	10-Year Total
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	\$270K
Base Rent	\$0	\$20K	\$22K	\$24K	\$28K	\$30K	\$32K	\$34K	\$36K	\$44K	

Retail Spaces ~ Base Rent Years 1-10

5

	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	10-Year Total
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	\$1.012M
Base Rent	\$90K	\$92K	\$94K	\$96K	\$100K	\$104K	\$106K	\$108K	\$110K	\$112K	

Retail Spaces ~ Optional Renewal, Years 11-20

6

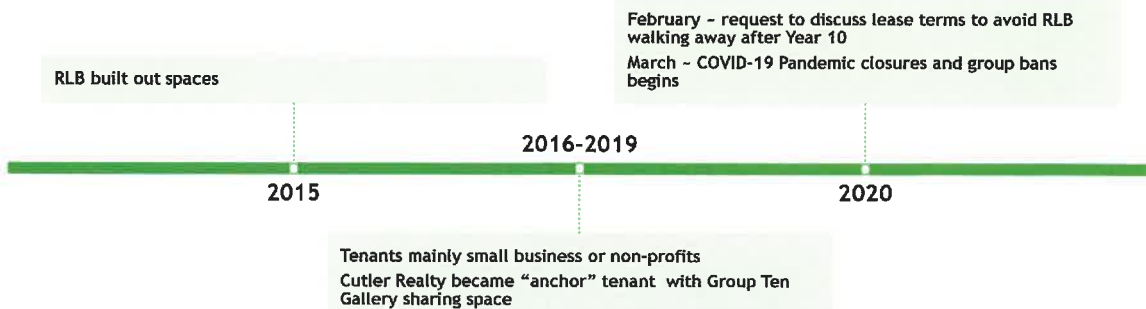
Years 1-10 = \$270,000

Optional Renewal, Years 11-20 = \$1,012,000

Grand Total, 20 Years = \$1,282,000

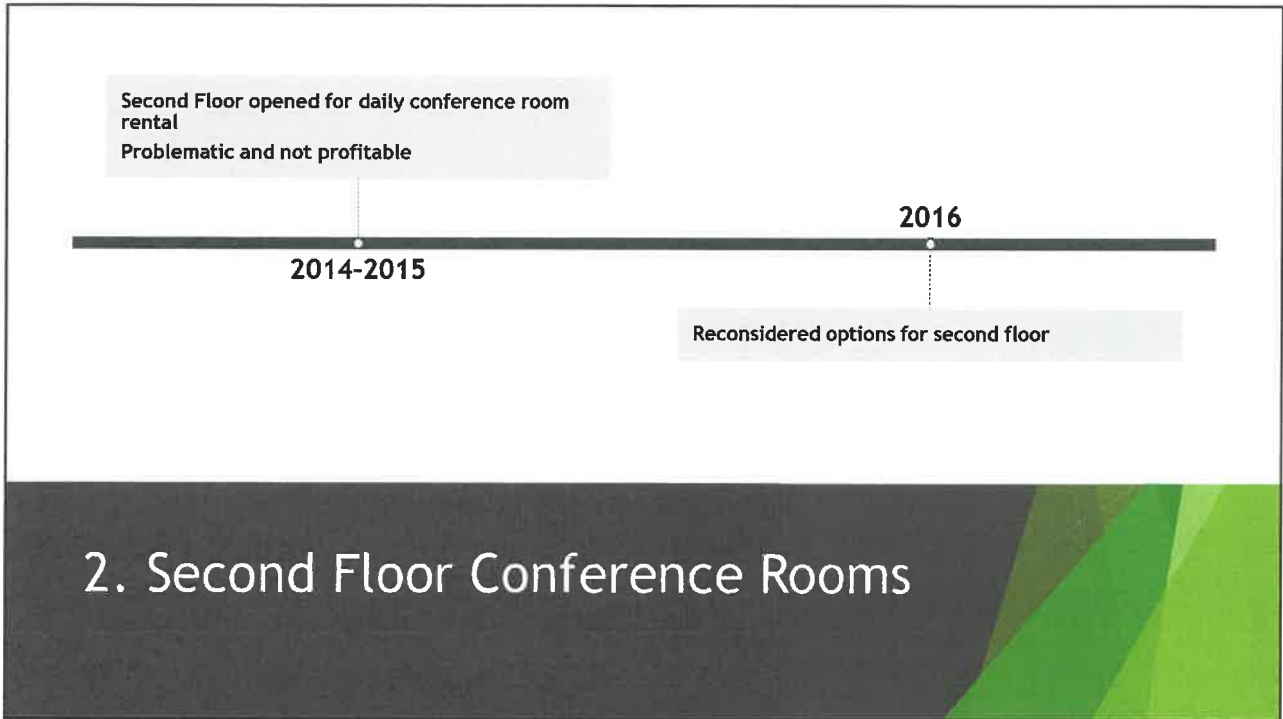
Retail Spaces ~ Potential Rent, 20-Years

7



Retail Spaces ~ 2015-2020

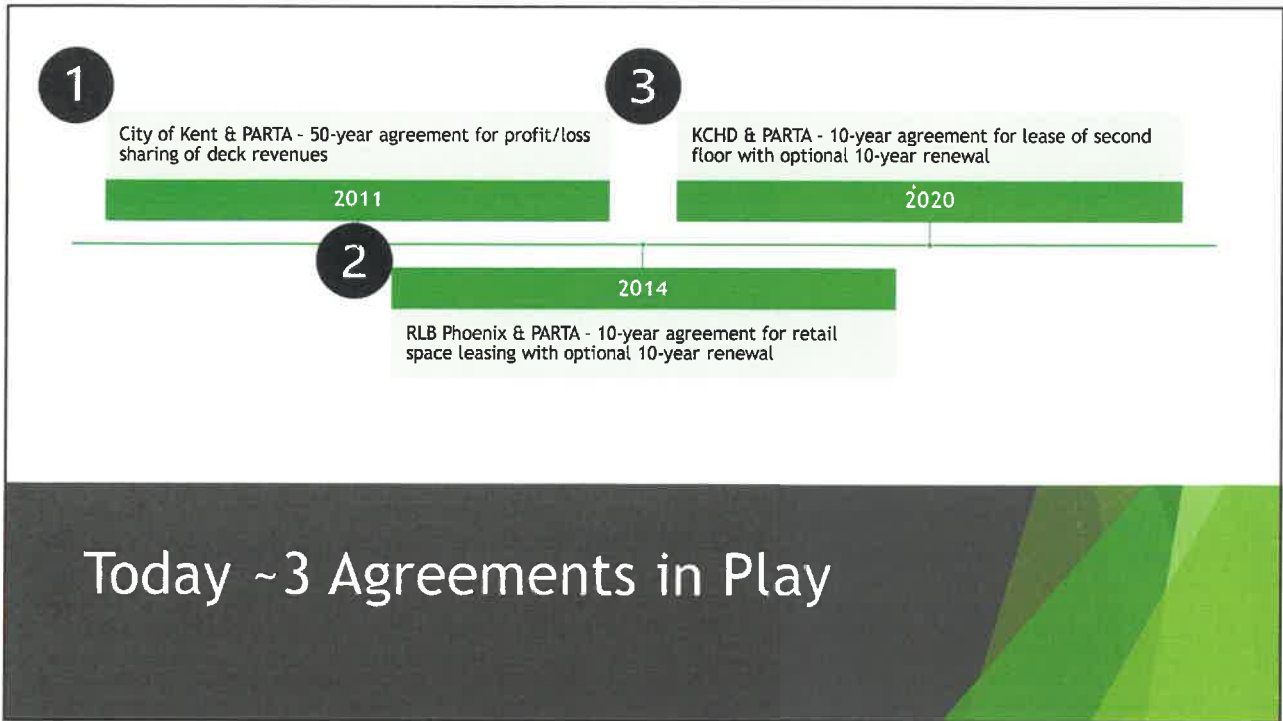
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9



10



11

- ▶ 1. Retail Spaces RLB lease = Year 7
 - ▶ Cutler Realty non-renewed lease for 2021
 - ▶ Remainder of spaces are filled
 - ▶ RLB will not renew for Years 11-20
 - ▶ RLB looking for options to reduce financial obligations
 - ▶ 2. KCHD Leasing Second Floor
 - ▶ Looking for vaccination clinic space
 - ▶ Cutler Space is appealing - 2200 square feet
 - ▶ Short term options during health emergency
 - ▶ Long term need?
- ## 2021 Retail Space Status

12

- ▶ **GOAL: Keep retail spaces filled with responsible tenants to generate predictable and stable revenue**
 - ▶ Explore short-term lease with KCHD
 - ▶ During lease, or post-COVID, perform due diligence activities to determine marketability of Cutler space
 - ▶ Consider all contract options for win-win solution

Next Steps

13

Questions?


Thank You!



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PARTA
2000 Summit Road
Kent, Ohio 44240

GENERAL MANAGER'S REPORT

TO: *PARTA* Board of Trustees 
FROM: Claudia B. Amrhein, General Manager
DATE: February 2021

Committee Meetings and Resolutions. The finance committee will meet remotely via Zoom on Tuesday, February 23, at 11:30 a.m. to review 2020 year-end budget results. We have no resolutions to bring forward during the February meeting. Finance Director Rebecca Schrader will present a yearly comparison of budget years 2019 and 2020 during the board meeting.

OPTA Lobbying for Level Funding in Ohio Transportation Budget. After recognizing public transit as essential and urging uninterrupted service as the COVID-19 health emergency now is approaching the one-year mark, Governor DeWine's 2022-2023 transportation budget cuts transit general revenue funding from \$70 million to \$7.3 million annually. This equates to a 90 percent reduction as compared to state fiscal years 2020-2021. See this month's "Transit Trends" for more about the budget.

Like other transit authorities, we are urging our state legislators to maintain transit funding at \$70 million each year in the next biennium transportation budget. On February 17, the House Finance Committee held a full day of hearings and I, along with other transit representatives, gave in-person testimony about the need for stable and predictable state funding.

In recognition of "Ohio Loves Transit" week, Portage County Commissioners Vicki Kline and Sabrina Christian-Bennett joined Ravenna Mayor Frank Seman and Kent Mayor Jerry Fiala to present proclamations adopted by their governing boards. In addition, we hosted meetings with State Representative Gail Pavliga (R-Portage County), State Representative Diane Grendell (R-Chesterland), and State Senator Jerry Cirino (R-Kirtland) to urge their support for restoring state general revenue funds for public transit to \$70 million in the 2022-23 transportation budget.

Finally, the lack of COVID-19 vaccinations and prioritization of school employees over essential infrastructure workers points to a long wait for offering the vaccination to public transit workers.

Overview of 2021 Priorities. In the coming year, we will focus on stabilizing service as COVID-19 restrictions gradually relax and continue planning for longer term, future year initiatives. Key 2021 priorities include:

- Restoring service contracts as businesses and service centers begin reopening
- Evaluating long-term implications of the pandemic on service, workforce, and fleet planning
- Continuing ADA eligibility determination through the "Easy Street" process
- Leasing the vacant Erie Street retail space to Kent City Health Department (KCHD) for one-year and determining a long-term strategy for filling the spaces
- Completing the 2020 FTA Triennial Review
- Continuing staff and board development, community engagement and recruitment strategies
- Applying for state and federal grants to secure funding for future bus replacement
- Awarding competitive project contracts: 1) Transit Buses; 2) Through AMATS, issue RFP and select vendor for Connecting Communities study of S.R. 59, Horning Road to S.R. 261; 3) With Bowen A&E team, complete design of CDL driver training pad and bus storage facility build-out, then issue bid package and award construction contract.

Upcoming Board Resolutions. Several projects are underway that will require board consideration during the first and second quarters of 2021. Temporary Lease Agreement. The agreement to temporarily lease the vacant retail spaces to Kent City Health Department likely will be ready for administration committee and board consideration during the March meetings. Transit Bus and Construction Contract Awards. The four (4) clean diesel transit buses (delivery delayed since late 2020) are expected by July. Chief Operating Officer Brian Trautman has been working on updated specification documents to use in issuing an RFP for a new, five-year transit bus agreement. The Bowen A&E team is designing plans for use in bidding out construction of the CDL driver training pad and build-out of a portion of the new vehicle storage facility. For both the transit bus project and construction project, resolutions to award the contracts will be brought forward for administration committee and board consideration.

FTA to Complete 2020 Triennial Review Virtually. The Federal Transit Administration (FTA) has scheduled virtual “pre-site” and “final” site visits for April 19-23 and May 6, 2021, to complete the 2020 Triennial Review process.

As a designated recipient of urbanized area formula funds (Section 5307 funding), PARTA is subject to review by the FTA every three (3) years. The Triennial Review examines performance and adherence to FTA requirements and policies and currently includes 21 program areas.

Delayed due to the coronavirus pandemic, the 2020 review began in November 2019 with documentation of our compliance required in December 2020 and updated documentation in January 2021. The review will cover programs and projects carried out during 2017, 2018, and 2019.

Service Reports. (*Coronavirus closures began March 2020*) *Ridership.* Total county fixed route and DART ridership decreased by 60.93% through January, as compared to January 2020, with total county service performing 13,606 trips as compared to 34,827 trips performed through January 2020.

County fixed route service has decreased by approximately 63.76% as compared to last year, with 10,601 trips completed through January as compared to 29,250 trips completed through January 2020.

DART service has decreased by 46.12% through January as compared to January 2020, with 3,005 trips completed as compared to 5,577 trips completed through January 2020.

Overall ridership, including campus service, decreased by 83.58%, with campus down by 95.77%. Total system ridership totaled 16,787 as compared to 102,221 through January 2020.

On-Time Compliance. ADA Complementary Paratransit Service. ADA on-time compliance was 98.3% in January as compared to 98.04% in December. Of 530 trips, 9 were performed late, with the latest running 32 minutes behind schedule.

General Public (non-ADA) DART. On-time performance for general public, non-ADA trips increased slightly to 88.71% for January, as compared to 86.95% in December 2020.

Vehicle Preventative Maintenance (PM). On-time compliance with established PM inspection schedules was 97% in January as compared to 100% in December 2020.

Parking Deck. Parking demand in the deck continues to trend lower than pre-pandemic times; and historically, January is one of our slowest months. Total cars in the deck decreased by 43.5% as compared to January 2020. Cars per day averaged 146, an 18% increase over January 2021.

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.

Transit Trends

State Funding for Transit Cut by 90 Percent in Governor's 2022-2023 Transportation Budget



Background.

In 2019, the general assembly passed a compromise measure to fund public transit at \$70 million per year in state fiscal years 2020 and 2021. The funds were allocated from general revenue funds (GRF) instead of flexing federal highway dollars, freeing more funds up for highway maintenance. In early 2020, the administration reduced SFY 2021 funds to \$63 million in response to lower revenue projections due to COVID-19.

Ohio's lack of support for public transit is deeply ingrained in our state government. The Transit Needs Study released by ODOT in 2015 clearly outlined the necessity to better fund public transit. While 2020-21 funding fell short of recommendations, it nevertheless provided a good start to chipping away at the backlog of capital preservation projects.

2021 ASCE Infrastructure Report Card.

This week, the American Society of Civil Engineers (ASCE) released its 2021 Ohio Infrastructure Report Card, giving the state an overall grade of "C-." ASCE studied 16 infrastructure categories, ranking two (2) in good condition, seven (7) in mediocre condition, and seven (7) in poor condition. It is no surprise that ASCE issued a "D" grade for Ohio's underinvestment in its public transit infrastructure. The 2-page ASCE report card is included in the packet. (Note: it cites 2018 funding levels).

Why Does State Funding Matter?

Local funding sources for transit vary widely across the state. Consistent and predictable state funding is key to stabilizing long-term transit investment and planning efforts to secure federal capital funding for projects beyond the immediate 2-year budget cycle.

The 2020-2021 GRF revitalized transit investment by boosting funding for the Ohio Transit Partnership Program (OTP2). This program competitively selected and funded projects in rural and urban areas, leveraging \$200 million in federal funds to complete capital projects, preventative maintenance, and technology improvements across the state. *PARTA* received approximately \$1.6 million in OTP2 awards, making it possible to replace aging equipment, complete the NEORide regional coordinated mobile fare project, and free up local dollars for daily operational expenses.

OTP2 Competitive Funding	<i>PARTA's</i> Awards
State Fiscal Year	Amount
2020	\$1,221,151
Preventative Maintenance-frees	
5307 funds for other projects	\$640,000
Shop Equipment-20% match for 5307 funds saving local dollars	\$36,892
Bus Storage Facility-10% match for 5339(b) funds saving local dollars	\$354,260
Mobile Ticketing Equipment-full project funding saving local dollars	\$189,999
2021	\$485,800
CDL Driver Training Pad-full project funding saving local dollars	\$400,000
5 LTVs-20% match for federal funds saving local dollars	\$85,800



Ohio *Still* Needs Transit

Ohio Made Record Investments in Public Transportation in the Last Budget, Delivering Record Dividends

- Additional state funding resulted in more federal matching funds. The \$120 million in state GRF funding resulted in \$200 million in additional federal funding in the previous biennium. There are few better returns for state government.
- Transit funding was distributed everywhere in Ohio. 135 local agencies received a total of \$121 million in new investment, making a difference in 135 communities, rural, urban, and in-between, throughout Ohio. 71 counties received assistance.
- Funding programs supported rural and urban transportation programs. Other funding was focused on elderly and disabled fare assistance as well as specialty transportation programs. This helps individuals in those communities access vital services such medical appointments during the pandemic.
- Essential Service – the state funding provided nearly 100 million one-way trips to places like work and health care appointments, providing a critical cog to support Ohio’s economic recovery. The funding also helped maintain 7,824 transit jobs.
- Transit services stepped up when Ohio needed them most. Transit services across Ohio used their vehicles and staff to deliver food and groceries to homebound seniors and foodbanks. Others helped transport patients to quarantine centers and medical appointments. Additionally, agencies suspended fares while continuing to provide safe access to essential services.
- **Despite all of the Coronavirus related services that public transit provides, the Governor’s recently introduced budget reduces discretionary transit funding to its lowest level in decades!** Discretionary funding for public transit was reduced to \$7.3M, down from the \$70M investment made by the state in its last budget.
- Governor DeWine has not committed to spending additional federal revenue in order to backfill discretionary funding. Help us to maintain our previous levels of funding necessary to continue our service levels as we come out of the pandemic. Ask the Legislature to maintain its \$70M investment in Public Transit.

Ohio made significant investments in public transportation in the last budget and that investment paid off. Ohio more than doubled its investment through federal funds, nearly every community benefited, jobs were maintained, and agencies stepped up in Ohio’s time of need.

A woman with short grey hair, wearing glasses and a black face mask, is seated at a desk in a hearing room. She is wearing a dark blazer over a patterned top. A microphone is positioned in front of her. The room contains several rows of wooden chairs and desks, some of which are empty. The background features wood-paneled walls and a patterned carpet.

CLAUDIA AMRHEIN
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY

FEB 17, 2021
HOUSE FINANCE
COMMITTEE

THE
OHIO
CHANNEL

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State Representative Gail Pavliga visited PARTA on 2/11/2021.



Senator Jerry Cirino visited PARTA on 2/12/2021.



State Representative Diane Grendell visited *PARTA* on 2/19/2021.

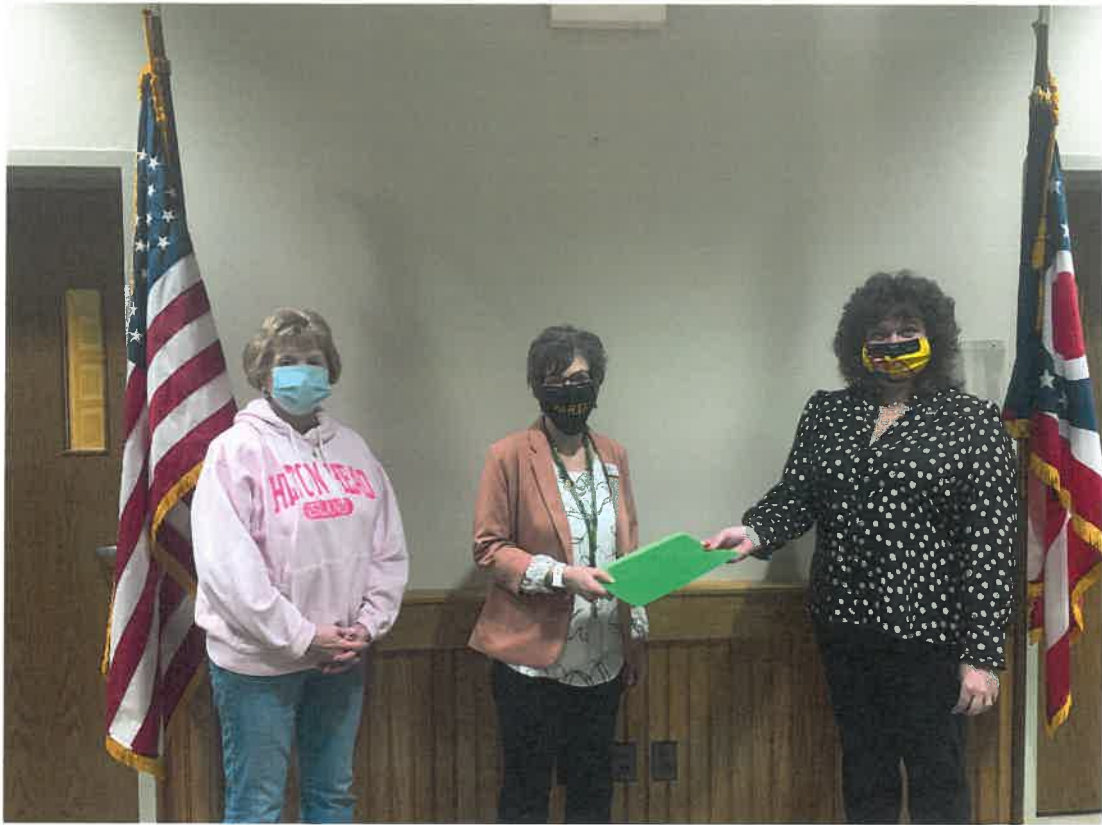
Proclamations honoring Ohio Loves Transit Week presented to PARTA in January 2021.



Ravenna Mayor Frank Seman and PARTA GM Claudia Amrhein



PARTA GM Claudia Amrhein and Kent Mayor Jerry Fiala



Portage County Commissioner Vicki Kline, PARTA GM Claudia Amrhein, and Portage County Commissioner Sabrina Christian-Bennett



Office of the Mayor

Proclamation



Whereas: The Portage Area Regional Transport Authority (PARTA) was formed in 1975 and,

WHEREAS: PARTA provides affordable, reliable, and convenient public transportation throughout Portage County, Ohio;

WHEREAS: PARTA provides much needed services to the public that depend on transportation to get to work, school, shopping, appointments, and numerous other recreational activities in Portage County, Ohio;

WHEREAS: The PARTA transit drivers and employees have shown true dedication and commitment to serving their communities and riders throughout the years, especially through the pandemic; and,

WHEREAS: Ohio public transit agencies will be observing "Ohio Loves Transit Week" February 7th, 2021 through February 14th, 2021.

NOW THEREFORE, I, Frank Seman, Mayor of the City of Ravenna do hereby declare the week of February 7th, 2021 through February 14th, 2021 as

"Ohio Loves Transit Week"

in the City of Ravenna and thanks PARTA for its essential service to the community.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the City of Ravenna to be affixed this 7th day of February in the year, 2021.

Frank Seman, Mayor





Proclamation

CITY OF KENT, OHIO
TREE CITY USA

WHEREAS, Ohio's 61 urban and rural public transit agencies will observe the Ohio Loves Transit Week February 7-14, 2021; and

WHEREAS, On that week, transit agencies sponsor events and activities to encourage ridership and to educate the public, elected officials, community leaders and the media about the many contributions public transportation makes to Ohio's economy and to the quality of life in communities across the state; and

WHEREAS, Portage Area Regional Transit Authority PARTA enhances the quality of life in Kent and Portage County by providing reliable, affordable, convenient mobility services the public wants, needs and deserves; and

WHEREAS, Ohio's public transit agencies provide more than 115 million rides per year including more than 15.9 million rides for seniors and people with disabilities as well as individuals who depend on public transportation to get to work, school, medical appointments, shopping centers, parks, libraries, entertainment venues, and countless other destinations; and

WHEREAS, Public transit's contributions to our community are worthy of recognition.

Now, Therefore, I, Jerry T. Fiala, Mayor and President of the Kent City Council do hereby declare the week of February 7, 2021 through February 14, 2021 as

"OHIO LOVES TRANSIT WEEK"

In the City of Kent, and urge the Kent community to join me in thanking PARTA for their contribution to Kent's vitality.



IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of the City of Kent to be affixed this 7th day of February, 2021

J. Fiala

Mayor
CITY OF KENT, OHIO

PROCLAMATION

HONORING

Ohio Public Transit Association February 7-14, 2021

- WHEREAS,** Ohio's 61 urban and rural public transit agencies will observe Ohio Loves Transit in cooperation with the Ohio Public Transit Association February 7-14, 2021; and
- WHEREAS,** during that week, public transit agencies will raise awareness of the importance of public transportation to our communities by spreading the message of how transit contributes to Ohio's economy and to the quality of life in communities across the state; and
- WHEREAS,** the COVID-19 pandemic has driven home the vital role public transit plays in our communities, connecting essential workers to their jobs and residents to critical services; and
- WHEREAS,** in Portage County, the Portage Area Regional Transportation Authority (PARTA) has continued to operate throughout the pandemic providing essential trips to county residents including seniors, workers, students, veterans, people with disabilities, and more; and
- WHEREAS,** PARTA bus operators and employees enhance the quality of life in Portage County by providing reliable, affordable, convenient mobility services the public wants, needs and deserves; now therefore be it
- RESOLVED,** that the Portage County Board of Commissioners, on behalf of the Portage County Community, recognizes and commends PARTA transit system.

* * * * *

IN WITNESS THEREOF, we have hereunto subscribed our names and have caused the Great Seal of Portage County to be affixed this Twenty-Seventh Day of January, Two Thousand Twenty One.

PORTAGE COUNTY BOARD OF COMMISSIONERS



Sabrina Christian-Bennett, President



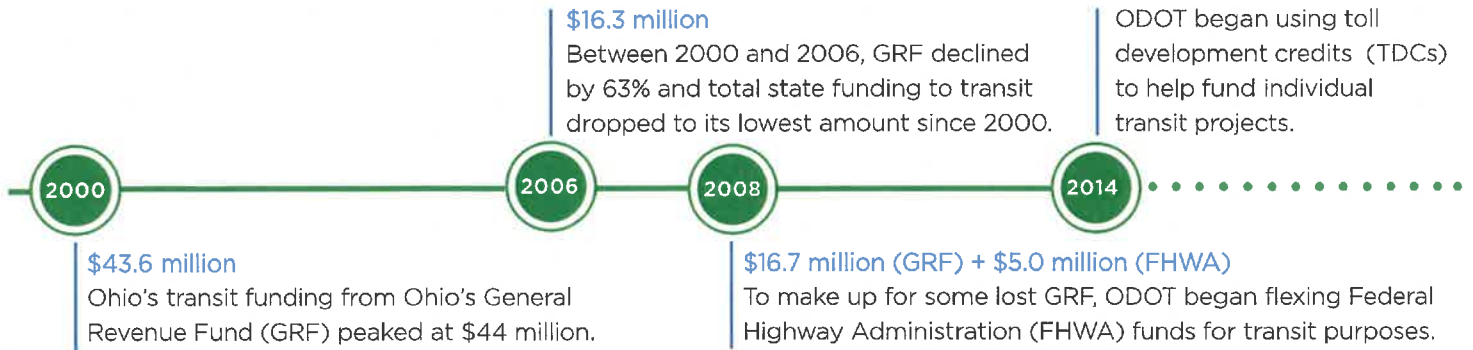
Anthony J. Badalamenti, Vice President


Vicki A. Kline, Board Member



FINDINGS SNAPSHOT

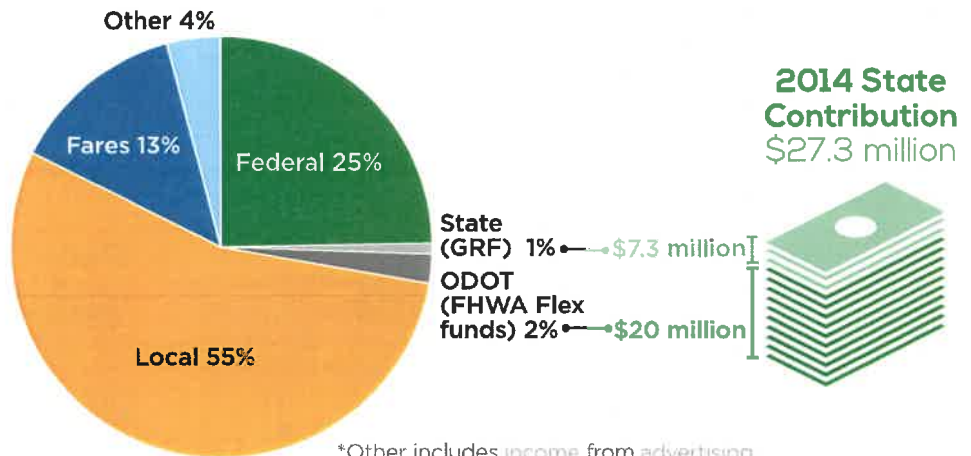
OHIO PUBLIC TRANSIT FUNDING HISTORY



CURRENT FUNDING

- In 2012, Ohio's 61 public transit systems spent close to \$900 million. The state contributed 3% of that total funding (see chart at right).
- As in 2012, the state's 2014 contribution consists of:
 - \$7.3 million from GRF
 - \$20 million flexed from FHWA funds
- Ohio's \$0.63 transit spending per capita ranks among the lowest in the nation (38th out of 51), just below South Dakota.

2012 Transit Investment
\$893.1 million



*Other includes income from advertising contracts, and miscellaneous sources.

TRENDS AFFECTING FUTURE DEMAND



- Ohio is growing slowly. Most counties are expected to lose population.
- Ohio is getting older and poorer, especially in rural areas.
- Household composition and size are changing, with smaller households and fewer traditional households.
- Current growth is driven in part by foreign-born population, who tend to have more experience with and higher expectations for transit service.
- Millennials have a keen interest in transit, with many driving less and choosing to live in cities with robust transit options.
- While many larger urban areas are densifying, sprawling residential and commercial growth remains the predominant land use pattern in Ohio.

The Ohio Statewide Transit Needs Study (OSTNS) estimated that the network of transit systems in Ohio needs to provide an additional 37.5 million public transportation trips over current levels to serve unmet demand. To meet this need, Ohio should invest more resources in both transit capital (vehicles, shelters, etc.) and operations.

TO ADDRESS SYSTEM BACKLOG

2015

CAPITAL

An additional **\$273.5 MILLION** in funding is needed to bring Ohio's transit fleet (not counting rail vehicles) to a state of good repair.

Urban

\$251.2 MILLION

is needed to replace the 900 urban transit vehicles (out of 2,700 total, not counting rail vehicles) that are past their useful lives.

Rural

\$22.3 MILLION

is needed to replace the 275 rural transit vehicles (out of 500 total) that are beyond their useful lives.

Once the vehicle backlog is met, Ohio has enough revenue to maintain its current fleet for rural and urban rubber-tired vehicles. Cleveland's rail vehicles will be due for replacement in 2025 at an estimated additional cost of **\$240 MILLION**.

*Operating: current/anticipated funding from all sources will allow Ohio's transit systems to operate at present levels.

TO MORE ADEQUATELY MEET TODAY'S NEEDS

2015

CAPITAL

In 2015, an additional **\$192.4 MILLION** is needed to purchase the vehicles and infrastructure necessary to expand transit service to meet current, unmet demand.

Urban

\$164.6 MILLION

is needed to purchase 680 additional buses and vans, and to construct passenger and vehicle facilities that support the demand.

Rural

\$27.8 MILLION

is needed to purchase 770 vehicles for additional service on existing rural transit systems as well as for new service in the 27 rural counties currently without public transportation.

OPERATING

In 2015, an additional **\$96.7 MILLION** is needed to meet the current, unmet demand of 37.5 million additional transit trips.

Urban

\$47.5 MILLION

is needed to serve these additional 35 million urban transit trips.

Rural

\$49.2 MILLION

is needed to serve an additional 0.8 million trips in current service areas, and to provide 1.7 million new trips in the 27 counties that do not currently offer public transportation.

FUTURE SYSTEM EXPANSION FUNDING GAP

2016

2025

The need for public transportation will increase in the future. The OSTNS estimated demand to be 140.2 million additional transit trips over what is provided today. Meeting future needs requires increased investment.

CAPITAL

Same as for 2015 (figure is annualized over the 11-year period of 2015-2025).

OPERATING

By 2025, an additional **\$562.1 MILLION** in annual funding is needed to meet future demand.

Urban

\$468.8 MILLION

is needed for 135.2 million new trips.

Rural

\$93.3 MILLION

is needed for 5.0 million new rural transit trips, including service to the 27 counties that do not currently have public transportation.

BENEFITS AND ECONOMIC DEVELOPMENT IMPACTS OF PUBLIC TRANSIT



STRATEGIES AND OPPORTUNITIES FOR IMPROVING TRANSIT

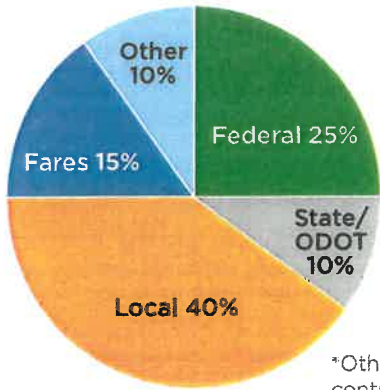
The Ohio Statewide Transit Needs Study identified nine strategies to meet transit needs and better position the state to strengthen service overall.

1. Introduce performance metrics and guidelines
2. Improve human service and public transit coordination
3. Incentivize regional services and organizations
4. Explore dedicated transit funding
5. Upgrade public information systems
6. Upgrade transit technology
7. Maximize fares and additional revenue sources
8. Address capital needs
9. Address transit service needs

THE BOTTOM LINE

To meet the 2025 funding gap, total transit funding from all sources needs to approximately double (see chart).

2025 Transit Investment Goal \$1,842 million



If state funding covered **10%** of transit spending, costs would equal:

	CAPITAL \$37 MILLION	+	OPERATING \$83 MILLION	=	TOTAL STATE FUNDING GOAL \$120 MILLION
	CAPITAL \$55 MILLION	+	OPERATING \$130 MILLION	=	TOTAL STATE FUNDING GOAL \$185 MILLION

*Other includes income from advertising, contracts, and miscellaneous sources.

ODOT LEGISLATIVE BIENNIUM REQUEST (FY 2016-2017)

Moving towards this level of investment requires a longer term funding strategy. To begin, an additional **\$2.5 MILLION** GRF would be used to improve and enhance the following:



PERFORMANCE METRICS AND GUIDELINES:

Advance a performance measurement system. Provide an annual report to the Ohio Legislature on individual transit agency performance.

REGIONAL SERVICES AND ORGANIZATIONS:

Incentivize coordination between human service and public transportation. Incentivize collaboration and resource sharing of transit administrative and service functions. Grants may also support adding service in counties where there is none today.



TRANSIT TECHNOLOGY NEEDS:

Incentivize investment in technology. Offer one time grants to purchase technology systems and associated training that will increase service efficiency and effectiveness.

PUBLIC INFORMATION SYSTEMS:

Incentivize the implementation of improved passenger information systems. Offer grants for agencies to improve websites, system maps and schedules. ODOT will develop templates that support systems statewide.



ODOT SHORT TERM RECOMMENDATIONS

- Further explore TDCs and FHWA Flex Funds to address immediate vehicle backlog and capital needs.
- Provide staff and subject matter expertise for a Blue Ribbon Commission on Dedicated Funding.
- Establish a cabinet-level Human Service Transportation Coordinating Committee to examine statewide policies to encourage coordinated transportation services.
- Continue to advance the recommendations of the Transit Needs Study and maintain momentum for meeting the transportation needs of Ohioans.

OHIO GRADES



About the Grades

Infrastructure is graded based on eight criteria: capacity, condition, funding, future need, operation and maintenance, public safety, resilience, and innovation. ASCE grades on the following scale and defines these grades as:



SOLUTIONS TO RAISE THE GRADE

To raise Ohio's infrastructure grade, ASCE developed the following three recommendations:

INVESTMENT

- Ohio should consistently dedicate public funding from both the state and local levels to infrastructure investment. The state should also sufficiently assess user-generated fees so that infrastructure trust funds are used only for new infrastructure projects.
- To ensure long-term, sustainable funding for the federal surface transportation program, the user fee on gasoline and diesel fuel must be raised and tied to inflation to restore its purchasing power, fill the funding deficit and ensure reliable funding for the future.
- The state should authorize programs that improve specific categories of deficient infrastructure, and then support that commitment by fully funding them in an expedient, prioritized manner.
- Infrastructure owners and operators must charge, and Ohioans must be willing to pay, rates and fees that reflect the true cost of using, maintaining and improving all infrastructure, including our water, waste, transportation and energy services.

LEADERSHIP & PLANNING

- Encourage all large projects that receive federal funding use life cycle cost analysis and develop a plan for funding the project, including its maintenance and operation, until the end of its service life.
- Create incentives for state and local governments as well as the private sector to invest in maintenance and to improve the efficiency and performance of existing infrastructure.
- Develop tools to ensure that projects most in need of investment and maintenance are prioritized, to leverage limited funding wisely.
- Streamline the project permitting process across infrastructure sectors. This should include safeguards to protect the natural environment, provide greater clarity to regulatory requirements, bring priority projects to reality more quickly and secure cost savings.
- Identify a pipeline of infrastructure projects attractive to private sector investment and public-private partnership.

PREPARING FOR THE FUTURE

- Develop active community resilience programs to establish communications systems and recovery plans to reduce impacts on the local economy, quality of life and environment.
- To ensure long-term utility, consider emerging technologies and shifting social and economic trends – such as autonomous vehicles, distributed power generation and storage and larger ships – when building new infrastructure, to assure long-term utility.
- Improve land use planning at the local level to consider the function of existing and new infrastructure, the balance between the built and natural environments and population trends in communities of all sizes, now and into the future.
- Support research and development into innovative materials, technologies and processes to modernize and extend the life of infrastructure, expedite repairs or replacement and promote cost savings.

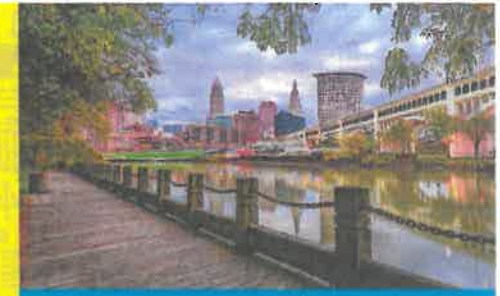
About ASCE-OHIO

The Ohio Council of Local Sections of the American Society of Civil Engineers (Ohio Council) was organized in 1969 to focus statewide attention on issues of interest and concern to the approximately 3,300 ASCE Members in Ohio. There are six Local Sections including Akron-Canton, Central Ohio, Cincinnati, Cleveland, Dayton, and Toledo. The Ohio Council meets twice annually and activities are supported by the Local Sections.

CONTACT US

reportcard@asce.org www.asce.org
www.infrastructurereportcard.org/Ohio

2021 REPORT CARD FOR OHIO'S INFRASTRUCTURE



Infrastructure Is Important

Ohio's infrastructure plays a vital role in the quality of life for the state's residents and visitors while also enabling commerce for local businesses and freight. Ohio roadways and bridges carry the third highest freight volume in the U.S., and accommodate the sixth most vehicle miles travelled, making the state an essential tool in the national economy. While surface transportation, rail, ports and inland waterways are all meeting the needs of Ohioans, continued investment is needed to sustain these volumes, expand the local economy, and ensure no sector is left behind.

Further, supporting Ohio is the transit systems which needs to become an immediate priority. With so many travelers coming to and through the state, local businesses cannot thrive, and the local economy will become stagnant without reliable methods of transportation for all individuals. The report card's findings also underscore Ohio's concerted efforts to modernize and innovate in the state's roads and energy grid. While these successes are notable, decision makers shouldn't become overly consumed with next-generation technologies at the expense of addressing current needs.

Overall, as stewards of our infrastructure, civil engineers, policy makers, and the general public need to advocate for infrastructure that supports the state's economy, while holding public safety and quality of life in utmost importance.

How You Can Get Involved

- Get the full story behind this Report Card at www.infrastructurereportcard.org/Ohio.
- Find out the condition of the infrastructure near you on the Save America's Infrastructure app available on iTunes and GooglePlay.
- Ask your elected leaders what they're doing to make sure your infrastructure is reliable for the future. Use your zip code to find your list of elected officials at www.infrastructurereportcard.org/take-action.



2021 OHIO'S INFRASTRUCTURE REPORT CARD

The 2021 Report Card for Ohio's Infrastructure gave the state an overall GPA of a C-. Ohio's civil engineers studied 16 categories of infrastructure. Of those 16, two infrastructure categories are in good condition, seven are in mediocre condition, and seven are in poor condition.

The good news is that there are solutions to all of these challenges, and we can raise Ohio's infrastructure grades. By learning more today about the conditions of the infrastructure you use every day, you too can help raise the grade.

BRIDGES

Ohio is home to 44,736 bridges, of which 58% are rated in good condition, 35% are in satisfactory or fair condition and 6% are in poor condition. There are 2,012 (4.5%) bridges that require a reduced load capacity and 200 that are closed altogether. Starting in 2018, the Ohio legislature enabled counties to generate additional revenues for improving their local transportation network by levying a \$5 permissive fee on vehicle registration, though increases have not been uniformly adopted across the state. In 2019, state leaders raised the state's gas tax from \$0.280 cents to \$0.385 cents. Overall, Ohio faces a significant funding shortfall, particularly in addressing the state's future needs. However, an increased emphasis on system preservation has helped to hold off the growing needs of Ohio's bridges.

DAMS

There are more than 2,500 dams in Ohio of which 1,472 are state-regulated. The Ohio Department of Natural Resources, Division of Water, Dam Safety Section is responsible for inspection of Ohio's dams. Of the Ohio Dam Safety regulated dams, 33% are deficient, and nearly 80% have Emergency Action Plans, slightly less than the national average. Nearly 60% of Ohio dams are privately owned. The 2019 Dam Safety Section budget was over \$1.7 M. Staff work load has increased over the years. It is estimated that the repair cost for Ohio's deficient dams is nearly \$300 M. In calendar year 2019, 23 state-regulated dams were repaired of which seven state-regulated high hazard potential dams were remediated because of hydraulic/structural deficiencies.

DRINKING WATER

Drinking water infrastructure in Ohio has sufficient source, treatment, and distribution networks and facilities to meet current and expected residential and commercial demands. In the last decade, many large water utilities have improved their treatment systems to meet increasingly stringent regulations, addressed new water quality challenges, and increased infrastructure reliability and resilience. While these investments stretch limited funds, they are made at the expense of Ohio's aging distribution network. Currently, the system experiences greater than 35% water losses and breaks are projected to increase by 38% in some areas over the next 20 years. Most available funding for drinking water systems is in the form of loans.

ENERGY

Ohio's electricity consumption continues to increase. This increase is attributed to more energy-intensive industries and changes in service demand such as air conditioning, appliances and personal electronic devices. However, much of the existing transmission and distribution infrastructure is approaching its end of life and needs to be replaced and/or upgraded in order to maintain efficient and productive operations. Systemwide infrastructure assessments for capacity and resilience, adequate funding for improvements and operations, continued focus on public safety, and technological innovations are needed to minimize the length and frequency of power interruptions while providing the expected level of service.

HAZARDOUS WASTE

With 38 sites listed in the National Priorities List, Ohio is ranked 11th in total number of sites listed. It is ranked 4th in total number of generators (1,255 entities) of hazardous waste under the Resource Conservation and Recovery Act program. Ohio has more than 9,000 vacant and contaminated brownfield properties that have the potential to bring in Ms of dollars in additional tax revenue, create jobs, and steward the environment by seizing the opportunity to redevelop them. Capital Projects funding is essentially lacking in Ohio's EPA budget with approximately \$194,000 in FY 2017, \$364,000 in FY 2018, and \$0 in FY 2019. Inadequate funding of the nation's superfund program and lack of capital funding in Ohio's EPA budget is slowing remedial action project completion and negatively impacting addition of sites to the NPL.

INLAND WATERWAYS

The Ohio River is a fully "impounded" river with a series of 19 navigation dams, carries more commercial tonnage than any other impounded river in the world, and links commercial navigation from the eastern third of the country to the Mississippi River basin and Gulf Coast. Ohio's inland waterway system is comprised of the 451 miles of the Ohio River and 9 navigation locks and dams. Commodities passing through these locks and dams in 2018 were valued at \$5.66 B. There is an estimated need of approximately \$120 M to address critical maintenance over the next 15 years. However, a "Fix as Fail" approach to repairs accompanied by unreliable funding streams are likely to increase the frequency of failures and outage times in the future, which would result in economic losses to Ohio and the nation.

LEVEES

Levee systems are vitally important to large portions of the State of Ohio, as it faces flood risk from multiple threats, most significantly from the Ohio River Valley and Lake Erie. Ohio's network of levees reduce flood risk for more than 151,000 people and \$27.5 B in property. However, a majority of the state's levees are nearly 50 years old or more, which is beyond their design life. The mechanical and electrical components of these systems are deteriorating, requiring replacements or an increase in costly maintenance. The large majority of levee systems in Ohio have not had risk assessments performed to classify their condition, and there are no consistent standards associated with the maintenance and ongoing inspection of levees in the state.

PARKS

Ohio's park infrastructure is mostly in fair to good condition, the total area of park land is insufficient for Ohioans, as evidenced by the state's rank of 44th out of the 50 states in acres of park land per resident. Because of funding constraints, the operation and maintenance of several of these lands is inadequate, resulting in deteriorating conditions of roads, bridges, dams, and other structures. As an example, the Ohio Department of Natural Resources, ODNR, allocates approximately \$3.5 M/year for surface maintenance, resulting in a shortfall of \$6.2 M/year. On the upside, our parks are relatively resilient, considerably safe, and remarkably innovative, including the use of various funding sources.

PORTS

Ohio's ports have 716 miles of navigable waterways, are 8th in the nation for annual tonnage, and annually move goods valued at over \$11 B. Currently, the state's ports are aging with insufficient infrastructure to handle modern cargo in the 21st century. More importantly, ports in Ohio are undercapitalized to address future trends and infrastructure needs. Port structure in Ohio is decentralized and locally chartered, allowing ports to be responsive and adaptable to the needs of local, microeconomic drivers. However, this has led to Ohio lacking a cohesive funding approach that allows strategic investment in ports to achieve highest economic benefits from their capacity and unique attributes. The needs of public ports within Ohio outpace available funding when coupled with the increased cost of maintaining and reinvesting in aging infrastructure.

RAIL

Ohio has an extensive rail network that is closely integrated with the State's economy. Ohio's 38 freight railroads (3 Class I, 1 Class II and 34 Class III) carry approximately 289M tons for freight annually. Ohio ranks 4th in the nation in the total miles of track with 5,188 miles and total number of highway/rail grade crossings with 5,737 at-grade vehicular public crossing. Ohio ranks 2nd in the nation in the number of intermodal terminal facilities with 12. There are also more than one hundred transload facilities and numerous maritime facilities along Lake Erie and the Ohio River that have rail service.

ROADS

Located within a day's drive of 60 percent of the population of the US and Canada, Ohio maintains one of the most extensive and heavily travelled roadway systems in the Nation containing nearly 123,000 miles of roadway consisting of over 262,000 miles of total road lane miles and almost 47,000 bridges. This places Ohio's system 2nd in the nation for number of bridges, 3rd largest in freight volume, 4th in the nation for total interstate lane miles, and 6th largest in total vehicle miles travelled. Ohio has about the same percentage of roadways in poor condition as the national average. Even though Ohio's roadway network is extensive, congestion costs Ohio motorists an estimated \$4.7 B each year in lost time and wasted fuel. In 2019, the Ohio General Assembly approved a transportation budget that included a variety of revenue enhancements such as increases to the motor fuel tax and vehicle registration fees which are estimated to generate an additional \$865 M for Ohio's roads and bridges per year. Regardless, more funding is required to eliminate or narrow the gap between funding available and funding required.

SCHOOLS

Ohio suffers from a lack of recent data on the quality of school infrastructure. The most recent comprehensive study was ordered in 1997, and showed a need for \$10.2 billion for repair and reconstruction of existing schools. However, since then, Ohio has remained near the national average of annual operations and maintenance, spending and total school-construction capital outlay (about 5% and 11% above national average). Meanwhile, capacity is sufficient, as Ohio's student enrollment is projected to decrease by 5-12% between 2012 and 2024. In 2019, the Ohio legislature overhauled the school allocation and sent an additional \$600 million to schools over the first two years of implementation. However, spending on school infrastructure is inadequate to combat impacts of aging facilities, some of which are over 100 years old.

SOLID WASTE

The diverse programs in Ohio solid waste management provide many options for the recovery, and/or disposal of solid waste. Most landfills are self-funded through waste collection fees. Disposal rates range between \$9 and \$77 per ton, with an average of approximately \$44.50 per ton. A large portion of this revenue goes directly to the operations and maintenance of the individual landfills. In 2018, Ohio received solid waste at 50 disposal facilities, yielding a combined permitted disposal capacity of over 770 M cubic yards, or, over 35 years of expected life. Residential and commercial (R/C) Solid wastes generated within Ohio totaled more than 14 M tons during 2018, equating to 6.85 pounds per person per day, greater than the 2017 national average of 4.51 pounds per person per day. Based on available data, Ohio's solid waste industry is well-performing, especially with respect to capacity, operations, public safety and resilience.

STORMWATER

To meet the needs of Ohio's nearly 12 M residents, the state has an extensive portfolio of aging, undersized stormwater infrastructure built to protect public health and the environment. Ohio has approximately 109 stormwater utilities that charge an average of \$3.50 monthly, less than the national average of \$5.85. While nearly 75% of the state's stormwater infrastructure funding comes from state and local sources, Ohio's state infrastructure spending ranks 41st in the nation. Ohio currently spends between \$400 to \$600 M annually on its stormwater infrastructure, but Ohio still needs at least \$600 M in annual funding to keep pace with the estimated \$1.2 B required to manage both existing infrastructure and future needs related to predicted climate change impacts.

TRANSIT

Ohio has 27 urban and 34 rural transit systems serving 83 of Ohio's 88 counties. These systems provided 100.6 M rides in 2018 a 25% decrease in the last 15 years. In 2018, approximately 18% of Ohio's revenue vehicles exceeded their useful lives, a 55% increase over the nearly 12% of vehicles in 2003. This coincides with the dramatic and long-term lack of state funding for transit that has decreased from \$42.3 M in 2000 to \$18.3 M in 2005 to \$15.8 M in 2008 and further reduced to \$7.3 M in 2013. In 2018 the State of Ohio provided only \$6.5 M or \$0.57 per person ranking 42nd in per capita funding while the average was \$58.69 per capita, over 100 times more than Ohio.

WASTEWATER

Approximately 81% of Ohio's 11.8 M residents rely on municipal wastewater collection systems and treatment plants. Much of this infrastructure is old and in need of repair, upgrade, or replacement. According to survey results published in the 2016 Clean Watersheds Needs Survey (CWNS), Ohio needs \$17.0 B to meet the water quality and human health goals of the Clean Water Act (CWA). An Ohio survey published in 2019 found annual rates have increased for a typical customer by almost 70% in the last 10 years. It is likely that this trend will continue as further emphasis on CSO reductions and elimination of SSO outfalls occur. Unfortunately, due to the limited availability of grant funds and priority given to those communities placed under formal EPA intervention, the response of most communities has been to address the immediate needs to resolve the EPA action or address current problems, rather than maintaining and upgrading assets.

[INFRASTRUCTUREREPORTCARD.ORG/OHIO](https://www.infrastructurereportcard.org/ohio)



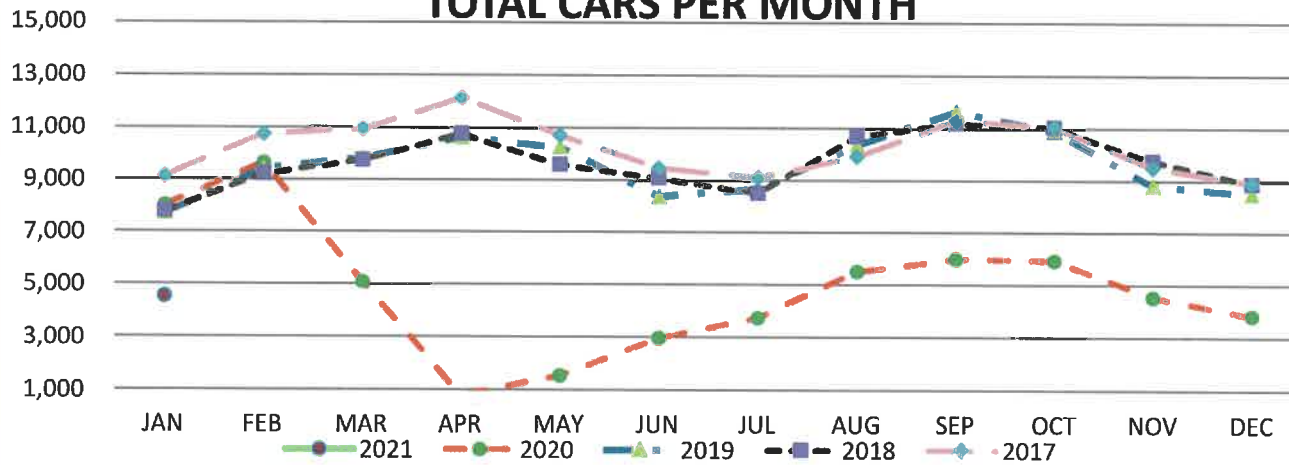
KENT CENTRAL GATEWAY PARKING SUMMARY - January 2021

6 Month Lookback						
	Monthly	Transient	Total	Cars/Day	Last	Last Year
Aug-20	3,204	2,298	5,502	177	48%	-47%
Sep-20	3,962	2,034	5,996	200	9%	-49%
Oct-20	3,876	2,062	5,938	198	-1%	-45%
Nov-20	3,093	1,445	4,538	151	-24%	-49%
Dec-20	2,565	1,263	3,828	123	-16%	-55%
Jan-21	2,953	1,581	4,534	146	18%	-43%

Annual Comparison

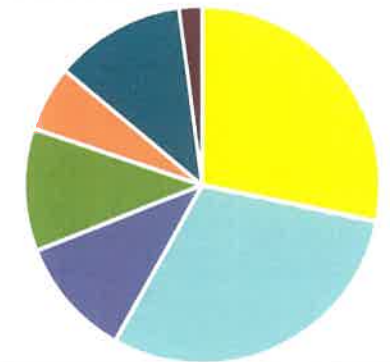
	2021	2020	2019
JAN	4,534	8,024	7,707
FEB		9,642	9,424
MAR		5,082	9,836
APR		785	10,639
MAY		1,535	10,268
JUN		2,961	8,371
JUL		3,730	8,672
AUG		5,502	10,352
SEP		5,996	11,657
OCT		5,938	10,888
NOV		4,538	8,812
DEC		3,828	8,505
TOTAL	4,534	57,561	118,373
	-43.5%	-50.0%	

TOTAL CARS PER MONTH

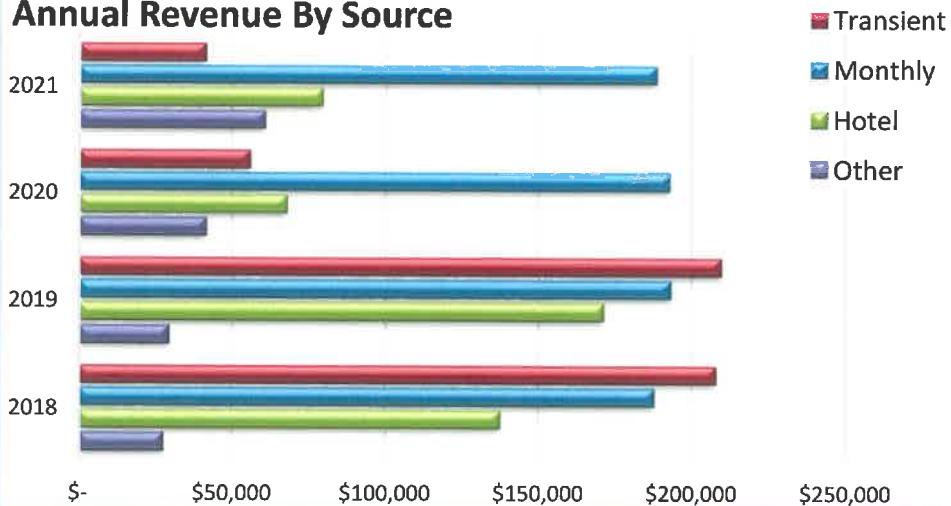


Rate Types Collected

- \$1.00
- \$2.00
- \$3.00
- \$4.00
- \$5.00
- \$6 - \$9
- \$10 - \$15
- >15

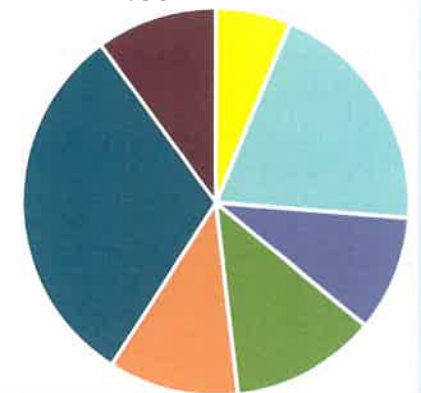


Annual Revenue By Source



\$ Rate Types Collected

- \$1.00
- \$2.00
- \$3.00
- \$4.00
- \$5.00
- \$6 - \$9
- \$10 - \$15
- >15



Portage warming center in Ravenna to open Sunday

Staff Report

The Haven of Portage County plans to open its warming center in Ravenna on Sunday as forecasters have warned of frigid temperatures for the coming week.

The warming center is located at Immaculate Conception Parish Hall, 251 W. Spruce St., Ravenna.

The center will be open from 5 p.m. until 8 a.m. the following day each night until Feb. 13, when the center is expected to close.

The warming center is open for people who do not have adequate shelter overnight when there are sustained temperatures below 10 degrees. There is no charge and visitors leave the next morning.

Transportation will be available to the center for free via PARTA on the Interurban Line that runs between Kent and Ravenna.

Riders will need to notify the driver that they are going to the center for warming purposes. Riders will also need to board the bus at 8 a.m. the next morning for a free ride to their next destination.



Immaculate Conception Hall on Spruce avenue will be used as a warming center when the temperature drops below 20 degrees. LISA SCALFARO

The Haven is looking for volunteers overnight from 1 a.m. to 5 p.m. and all shifts on Feb. 10, 11 and 12. To volunteer, call 330-990-4949.

Gov. Mike DeWine's transportation budget includes millions in cuts for public transit

Updated 2:31 PM; Today 2:21 PM



An RTA bus makes a right-hand turn on Superior Avenue around Public Square on Jan. 2, 2017. The Plain Dealer

By Andrew J. Tobias, cleveland.com

COLUMBUS, Ohio -- The Greater Cleveland RTA and other Ohio public transit agencies would see their state funding cut by millions of dollars under Gov. Mike DeWine's state budget plan.

DeWine's budget proposal for 2022 and 2023 would cut annual state funding for public transit agencies to \$7.3 million. That compares to \$70 million a year approved in the current two-year budget, although that was cut to around \$63 million for this fiscal year as part of a broader state funding cut in response to the coronavirus pandemic.

The DeWine administration's 2022-2023 transportation budget plan also would reduce federal funding passed through for public transportation from \$65.9 million this year to around \$50 million, although the higher figure includes federal CARES Act money.

In Ohio House committee testimony this week, Ohio Department of Transportation Director Jack Marchbanks said the lower number reflects what the state historically has spent on public transit, before House Democrats negotiated the higher amount in 2019 in a deal with majority Republicans. He said the lower number reflects budget realities as the state weighs its spending needs, which heavily skew toward highway maintenance and construction.

"Your point is well made that the need is there," Marchbanks told a state legislator during the committee hearing. "But we have in this budget, because of our COVID-based limitations, returned to our historical funding patterns."

Officials with local transit agencies say the cut in state funding, used to buy buses, bus shelters and other long-term capital expenses, would exacerbate the challenges they face during the coronavirus pandemic. They also say that Ohio long has spent among the lowest per capita of any state on public transportation.

"Public transit is a lifeline for many people and it is worthy of investment, particularly during this pandemic when we've discovered the inequality of how COVID is affecting our communities of color," said Claudia Amrhein, general manager of the Portage Area Regional Transit Authority and president of the Ohio Public Transit Association.

The Greater Cleveland RTA, the largest public-transit agency in the state, got around \$25 million from the pot of transit money included in the previous transportation budget, spending it to buy 16 new buses and to set aside \$5 million for a planned order of new rail cars, among other expenses, according to Mike Schipper, the agency's deputy general manager.

“Obviously we wouldn’t be funding those things at the reduced amount,” he said.

The Portage RTA, a more rural agency that schedules direct pickups with riders, got around \$1.7 million, which Amrhein said it used to build a new bus storage facility.

On the other hand, although the state set aside \$113 million for local transit agencies, only about half of that was actually spent. Transit officials said the number is misleading though, because bus orders can take as much as two years, and the purchases are cash-on-delivery.

Amrhein said public transportation is the only option for many elderly and poor Ohioans to get to work and medical appointments.

Amrhein said her agency has seen a 50% cut in ridership since last year, much of which is due to the loss of a contract with Kent State University. Other agencies also are dealing with a loss of ridership, she said.

Meanwhile, their costs have gone up, in part because their inability to fill buses and other vehicles to full capacity requires them to offer additional routes.

“We did receive CARES money, and that’s true we are set to receive more in the second round, but that is enabling transit to keep services steady. It is not a long term fix,” she said.

Marchbanks said ODOT’s overall funding is tight, since it’s largely tied to gas-tax revenues, which have declined because of a reduction in driving during the coronavirus pandemic. He also said there is a long-term funding problem, given the expected rise of electric vehicles.

He said state officials will meet with local transit agencies next week to discuss possible increases in the state’s share of federal “flex” funding for public transit.

“Transit is going to have to be reimagined post-pandemic and many, many transit agencies are trying to figure out what routing patterns they have to put in place, and what funding models work as they provide that critical mobility for people,” Marchbanks said.

State Rep. Erica Crawley, a Columbus Democrat, said the long-term conversation about transit doesn’t do anything right now for her constituents, many of whom are low-income and working class, who are currently dealing with the pandemic.

“These are conversations that will have to continue” she said. “It’s insufficient to say we have to reimagine transit when there are people who need to figure out how they’re going to get to work.”

State Rep. Phil Plummer, a Dayton Republican, said his local transit agency received \$75 million through the CARES act and now has “one of the newest bus fleets in America.”

“As our revenues are struggling, we need to look at how much these agencies are receiving from the federal government,” he said.

State Rep. Rick Carfagna, a Delaware County Republican who serves in House leadership, indicated he will push for the transit funding to be restored.

“I just cannot stress that if we want people to get out and spend money and go to their medical appointments and go to work, and if they don’t have cars of their own, especially in rural counties, we have got to make those investments in public transportation like we did in the last biennium,” he said.

Traffic improvements, walkability eyed for Route 59 by PARTA

Kaitlyn McGarvey
Record-Courier
USA TODAY NETWORK

Walkability, bus shelters and more may soon be added along Route 59 thanks to a grant awarded to the Portage Area Regional Transportation Authority.

In late 2020, the Akron Metropolitan Area Transportation Study awarded PARTA a \$40,000 grant to study needed improvements on Route 59 between Horn-

ing Road and Route 261. AMATS offers annual grants through its Connecting Communities Program to assist in the development of plans that promote vibrant, livable communities. As result, new pedestrian and cycling facilities may be on the horizon, AMATS Mobility Planner Heather Davis Reidl said.

PARTA will use its grant to identify ways to better transit, pedestrian and bi-

See **ROUTE 59, Page 3A**



AMATS awarded PARTA a grant which will allow it to conduct a study showing what transportation improvements could be made along a portion of Route 59 stretching from Horning Road to 261. Route 59 and Horning road intersection. LISA SCALFARO

Route 59

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cycle traffic. While doing so, it will work alongside AMATS, Franklin Township and Kent city leaders and the Ohio Department of Transportation. PARTA General Manager Claudia Amrhein said that by working together, the plans that result will be jointly responsive to all concerns.

Franklin Township Trustee Scott Swan said that any improvements to increase the ease and efficiency of public transportation is a "win."

The stretch of 59 between Horning and 261 is a very high density mixed use area for a small section of township roadway, Clayton Popik, PARTA's director of planning, said. The corridor is only a mile long, but it's a busy one.

"This section of roadway has two peak routes," he said. "We have four buses running every 30 to 45 minutes depending on the time of day. In 2019, we had 30,447 passenger trips provided throughout this corridor across 11 stops."

With minimal sidewalks and crosswalks, the area is not well suited for pedestrians. Popik said that AMATS previously cited one safety concern to be in front of Holly Park Apartments. It is on the organization's list of mid-block crossings, meaning people will often cross the road there without a traffic light. Popik suggested that could be fixed with the help of a painted crosswalk and possibly some warning lights to make drivers aware of pedestrians.

Other potential updates may include sidewalks and ad crosswalks to make walking or using a wheelchair along 59 safer and more accessible

Plans for transportation improvements expand beyond pedestrian traffic, however. PARTA's application for the grant also mentioned alternative transportation, meaning anything that is not a single occupancy vehicle. That could include anything from bicyclists to those traveling via transit.

As a representative of PARTA, Amrhein said she would like to see bus stop amenities added. Even if a bus shelter cannot be implemented, there are alternative options to make bus stops safer. That could include creating a treelawn or some other kind of natural barrier between moving traffic and people.

Aside from transportation improvements, changes would also lead to more economic development.

"The domino effect happens when developers and when people with money who want to invest in communities see that, 'Hey, this is doable now because all this other work has been done,'" Amrhein said. "We saw that



AMATS awarded PARTA a grant which will allow it to conduct a study showing what transportation improvements could be made along a portion of Route 59 stretching from Horning Road to 261. Route 59. LISA SCALFARO

ing deck that PARTA built."

Even those who do not ride public transit benefit from having equitable area access to it, Amrhein said. Fewer cars on the road means less traffic and fewer crashes. It also makes more of the community available to people who cannot drive or who are unable to drive due to a health condition or age. Even essential workers sometimes rely on public transit, Amrhein noted.

"Transportation is what makes the community function," she said. "Everyone should be able to utilize our transportation resources in any way that they are able to. This will open up the opportunity for more access for pedestrians, for bikes, for our disabled community, as well as generate opportunities for economic development."

In addition to her role at PARTA, Amrhein is president of the Ohio Public Transit Association. The group is working "diligently" with legislators in communities all across Ohio to make sure funding to public transit does not get cut. Particularly, that mission is important now as public transit has continued throughout the pandemic.

The next step toward actuating the study includes creating a request for proposal document, Amrhein said. AMATS is currently creating one with PARTA's input. Following the publication of the RFP, a committee will form to select the firm that will conduct the study. Amrhein said she anticipates the study taking place mid-year.

After the study is performed, the area agencies working together hope to develop a plan with a professional engineering firm. That plan will be used to apply for grant funding needed to pay for the next steps.

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