

Minutes

RTA Board of Trustees
9:01 a.m., July 24, 2018

Present: Clough (Chair), Elkins, Lucas, McCall, Nardi, Norton, Serrano, Welo

Not present: Britt, Moss

Also Present: Anderson, Azary, Benford, Bobich, Brooks-Williams, Burney, Calabrese, Castelucci, Catalusci, Caver, Cottrell, Dangelo, Davis, Del Grosso, Ferraro, Fields, Ford, Garofoli, Gautam, Gray, Gregersen, Grosso, Harrison, Jamison, Johnson, Jones, Kaverck, Kirchmeir, Kirkland, Kosman, Krecic, Lamb, Laule, Lewis, Loh, McGrady, Miller, Manus, Oleksik, Pardeshi, Pickett, Pinkney-Butts, Randalson, Rupright, Schipper, Scott, Shariff, Shuri, Smith, Sims, Stockting, Sutula, Tarter, Temming, Togher, Vukmanic, Worley-Bell, Zeller, Zimmerman

Mayor Clough called the meeting to order at 9:01 a.m. The secretary called the roll and reported that eight (8) board members were present.

The Secretary advised that notice of this meeting has been posted more than twenty-four hours in advance of the meeting, that the usual notification has been given the news media and other interested persons, and that all requirements of the Ohio Revised Code and Rules and Bylaws of this Board regarding notice of meeting have been complied with.

Mayor Clough stated that the minutes from the June 18, 2018 Special Board Meeting, June 19, 2018 Annual Meeting and June 19, 2018 Regular Board Meeting had been previously distributed and reviewed and asked whether there were any additions and/or corrections. The minutes were approved individually.

Invitation for public comment on agenda matters – (2 minutes)

1. Rev. Pamela M. Pinkney-Butts – Cleveland, OH - She had issues with the following resolutions, No. 64, No. 66 and No. 70. For No. 64, she asked for clarification on the fare analysis and how it will affect riders. For No. 66, she asked how much money is going into funding for repairs. For No. 70 she agrees with the tax budget if the tax levy is put on the ballot. She doesn't see where the tax dollars are going. Legislatures are being called to task.
2. George Zeller – Cleveland, OH – He testified at the tax budget public hearing. The sales tax was weak for June. Ohio collected less money compared to last year. There was less employment in terms of jobs compared to June of last year. It's been 67 months in a row that jobs have been below the national average. RTA is in danger of going below projections, especially in the out years.
3. LaQueta Worley-Bell – She thanked the Board for reevaluating the fare increase related to Reso. No. 64 on the fare analysis study. She is the Outreach Coordinator for Clevelanders for Public Transit. For the last six months, CPT has been at bus stops and rapid stops completing their own study. They have heard about the issues from members of the community. Fares are too high and service is not frequent enough. Cuts will be required when temporary state funding to cover the MCO tax is lost. She presented 500 letters in support of immediate fare relief and a transit levy this November. If this issue is not put on the ballot, then the most vulnerable don't matter. Fares have doubled while service has been cut over 25% in the last 10-15 years. A five year levy should be put on the ballot this November.

Mr. Calabrese added that the fare analysis is to have a better idea of how fares will affect ridership especially low income people.

4. Marvin Randalson – Lakewood, OH – He is with CPT. August 6 is the deadline to put anything on the ballot for November. The voter turnout is expected to be greater in November. RTA doesn't seem to be ready to take action. Steps should have been taken 2-4 years ago. The MCO issue was not a surprise to anyone. It's been known since 2007 when the federal government ruled it was not legal. Riders will have to suffer as a result. This November is the best opportunity to get something passed. The next best opportunity is 2020. The State will not rescue the system. Who is being held accountable for the failure of leadership and vision?

Mayor Clough said that this issue came to light with respect to the loss of funding a year ago. They have been working with the State and other agencies that may be able to provide money. It's not something you go right away to the ballot. If you want to convince the tax payers to increase taxes, RTA must be ready. The fares have been frozen. A study is going forth to study the impact. The agency operations will be looked at. Cuts are not planned in the next eight months. The Authority is not ready to go to the ballot in two weeks. A lot of support is needed. Staff has to look at operations, the impact of fare increases and the right approach to convince the voters. Mayor Elkins disagreed with Mayor Clough's position.

5. Chris Stocking – He is the chair of CPT. He is a daily rider. Buses and trains break down frequently. East side rail was down due to electrical issues. He rides his bike where RTA doesn't serve. He can't fit his bike on a Red Line single car so he went to the Waterfront Line, but it never showed up. He was late for work. The levy needs to go to the ballot now. The MCO sales tax has been worked on for a year. This is a failure of the Board and Staff. Nashville's levy failed because they choose a low turnout election. They also face opposition from the Koch brothers who campaigned against the levy. This election will have the highest turnout before 2020. This will be a failure of the Board and staff if something isn't done now. The search for a new CEO should start now since the Board is not comfortable going to the tax payers because of all the negative issues surrounding the Authority.

Committee reports

- Operational Planning & Infrastructure Committee report – Mayor Welo thanked Mike Schipper and Tom Raguz for keeping her up to date with issues and Rev. Lucas for chairing in her absence.
- External and Stakeholder Relations Committee report - Chief McCall mentioned that her committee met once. Part of the questions she asked will be used to get to a decision around the tax levy. Open discussion will be held in the coming meetings.

Introduction of New Employees/Promotions

Matthew Zimmerman is the new Transportation Safety Specialist. He comes from Youngstown State with a degree in public health. He has experience in automotive repair. Conor Miller is the new business analyst (MDP). He comes from Ohio State University. He was previously an intern. Diana Jones is the new Business Development Specialist. She comes from the Sewer District as their compliance officer. She has a bachelor's and master's degree from Akron University. She has a long background in compliance and will perform certification for the DBE program. Rahul Pardeshi is the new senior application analyst. He has Oracle application experience. Peter Gregersen was promoted to assistant supervisor. He's worked at CBM for 14 years. Brian Temming was promoted to manager of Quality Assurance. He was formally the project manager for Facilities.

Community Advisory Committee (CAC)

There was not report.

Introduction of resolutions

- A. 2018-63 – Expressing congratulations to the employees of the Greater Cleveland Regional Transit Authority who retired during the second quarter of 2018, the adoption of which was moved by Mr. Serrano, seconded by Mr. Nardi and approved by unanimous vote.

Four retirees were in attendance. Carl Del Grosso with 12 years of service. Pamela Jamison with 30 years of service. James Lewis, Jr. with 40 years of service. William Oleksik with 6 years of service. Mayor Clough thanked them for their service.
- B. 2018-64 – Authorizing Contract No. 2018-046 with LTK Engineering Services, Inc. dba LTK Engineering Services to provide a fare analysis in an amount not to exceed \$147,300.00 (General Fund, Office of Management and Budget Department budget), the adoption of which was moved by Chief McCall, seconded Mayor Norton and approved by unanimous vote. This went through committee.
- C. 2018-65 – Authorizing Contract No. 2018-063 with Holland LP for Track Geometry Testing, in an amount not to exceed \$358,330.00 for a period of five (5) years (RTA Development Fund, Rail District Department budget), the adoption of which was moved by Mr. Serrano, seconded by Mayor Welo and approved by unanimous vote.
- D. 2018-66 – Authorizing Contract No. 2018-064 with Hohl Industrial Services, Inc. for Project 16.58 – Structural Steel Repairs to the Track Bridges over Ambler Street, as specified and as required, in an amount not to exceed \$114,750.00 (RTA Development Fund, Engineering & Project Development Department budget), the adoption of which was moved by Mr. Serrano, seconded by Mayor Elkins and approved by unanimous vote.
- E. 2018-67 – Authorizing Contract No. 2018-068 with the Railroad Associates Corp. for Project 52O – CRMF Repair of Track 3 & Four Transfer Table Crossings, at a total amount of \$788,888.00 (RTA Development Fund, Engineering & Project Development Department budget), the adoption of which was moved by Mayor Elkins, seconded by Mayor Welo and approved by unanimous vote.
- F. 2018-68 – Authorizing Contract No. 2018-75 with Alstom Transportation, Inc., for the furnishing of 200 Breda Light Rail vehicle 28 inch steel wheels, as specified, in an amount not to exceed \$227,308.00 (General Fund, Fleet Management Department budget), the adoption of which was moved by Mr. Serrano, seconded by Mr. Nardi and approved by unanimous vote.
- G. 2018-69 – Authorizing a Change Order to Contract No. 2013-100 with Gillig, LLC, in an amount not to exceed \$323,169.00 for the upgrade to the Next Generation L9N Near Zero Emission CNG Engine in 33 CNG coaches scheduled for delivery in 2018 (RTA Development Fund, Fleet Management Department budget), the adoption of which was moved by Mayor Welo, seconded by Mr. Serrano and approved by unanimous vote.

Due to new emission standards, Cummins had to develop a new engine. The new engine cost more than the old engine. This went through a change order committee. The price was fair and reasonable. It is the only engine for bus that meets the current emission procedure.

- H. 2018-70 – Adopting the Tax Budget of the Greater Cleveland Regional Transit Authority for the fiscal year beginning January 1, 2019 and submitting the same to the Cuyahoga County Fiscal Officer, the adoption of which was moved by Mayor Welo, seconded by Mayor Elkins and approved by unanimous vote. This went through committee
- I. 2018-71 – Authorizing a lease agreement with the Downtown Cleveland Alliance for the property adjacent to the Settler’s Landing Rapid Transit Station located at 1199 W. Superior Avenue at Robert Lockwood Jr. Drive, Cleveland, Ohio for a term of three years at \$10.00 per year for use as a Dog Park, the adoption of which was moved by Mayor Welo, seconded by Mr. Serrano and approved by unanimous vote. This went through committee
- J. 2018-72 – Amending Section 1013.04, “Service Availability” of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority, the adoption of which was moved by Mr. Serrano, seconded by Mayor Norton and approved by unanimous vote. This went through committee
- K. 2018-73 – Authorizing the CEO, General Manager/Secretary-Treasurer to enter into an Intergovernmental Agreement with the Cleveland Metropolitan School District for student fares for school year 2018 – 2019, the adoption of which was moved by Mr. Nardi, seconded by Mayor Welo.

Rajan worked on the negotiations which were completed a few days ago. It’s roughly the same contract as last year. It should generate \$4.5M for RTA. Fares are roughly the same, with a slight adjustment in ticket prices. Even though the base contract is \$4.5M they purchase additional tickets throughout the year. It’s projected to generate \$ 5M in revenues.

Mr. Serrano asked to abstain because he works with CMSD. The roll was called. There were seven (7) ayes and one (1) recuse from Mr. Serrano. It was approved.

- L. 2018-74 – Approving the revised list of positions designated to use purchasing cards and authorizing the CEO, General Manager/Secretary-Treasurer to update future changes in job titles, the adoption of which was moved by Mr. Nardi, seconded by Mayor Norton and approved by unanimous vote. This went through committee.

This will reduce the number of cards by 30% from 125 to 87. Mayor Elkins asked a question at committee about RTA compliance with state law on this matter. Mr. Garofoli said that state law does not apply to this program, but RTA is in compliance with all provisions.

- M. 2018-75 – Authorizing Contract No. 2018-071 with Petroleum Traders Corporation for the furnishing of approximately 1,590,000 gallons of 87 octane unleaded gasoline, as specified and as required, for a period of three years (General Fund, Fleet Management Department budget), the adoption of which was moved by Mayor Welo, seconded by Chief McCall and approved by unanimous vote.

General Manager/Secretary-Treasurer's Report

Sales tax for July is \$1.8 M less than last year. YTD it's 0.92% below estimate and 9% less than last year. This is related to the MCO sales tax and weak economy. There was one less weekday in June. June was down 6% and down 5% YTD. June rail was down 6%, but up 1% YTD. Trolleys were down 4%, but up 9% YTD. Kids Ride Free program continues to be successful. Last year there were 26K rides. This year rides are 39K rides, a 50% increase. The program goes through August 11. Mobile ticket sales continue to rise. Last month there were \$380K in sales.

Tomorrow several special events will impact service. The Waterfront Line will run late. E. 34th Street Station, E. 105th Street Station and E. 116th Street Station work is ongoing. Farnsleigh Station work is starting. The new 33 Gillig buses will go on line soon for fall delivery. Staff is evaluating an RFP for August to replace the oldest buses, which are the 2001 MCIs used for Park N Ride service. Prices came in favorable. The west side Red Line shut down began July 22 and continues through August 11 to reduce and eliminate slow orders. Last weekend, 1,400 railroad ties were replaced by the contractor between W. 117th and Puritas. A FTA Build grant was submitted for work at Tower City. This is the third time it was submitted for work to upgrade and replace the track. An 80/20 grant for \$3.5M is being submitted to help pay for CNG upgrades at Triskett and a TOD for a planning grant for \$420K to move the W. 25th Street MetroHealth Corridor to a full BRT corridor. Staff will apply for a Volkswagen emissions settlement grant up to \$2M and NOACA's 5310 grant for paratransit vehicles.

The Plain Dealer published a complaint letter regarding frequency of rail service. He checked data on other major cities regarding frequency of rail service. The system with the shortest span of service was WMATA in Washington, DC, operating 18 hours and 30 minutes a day. The next lowest is Denver RTD, operating 19 hours and 37 minutes. Miami Dade at 19 hours and 44 minutes. Followed by Pittsburgh, BART, Phoenix, Buffalo and Boston. The rail service with the greatest span of frequency on RTA is the Green Line, Blue Line and Red Line with 22 hours and 40 minutes of service. RTA offers more frequency of comparable systems. Even with more money, time is needed to maintain the tracks. New York and Chicago have redundancy in tracks for maintenance purposes.

A Lyft pilot with Paratransit is going well. A first/last mile Lyft pilot on July 4 offered discounts to riders going to or from a rail station. RTA was discussed at a Gubernatorial Candidates debate, July 10, sponsored by OPTA. Rep. Shuster is pushing for a new bill in Washington to raise the federal gas tax by \$0.15 for gas and \$0.20 for diesel, graduated over the next 3-4 years. Discussion continues on how to raise money for highways in light of electric and hybrid vehicles and autonomous and shared vehicles. This would be a short term fix. The State announced that RTA received \$3.1M in supplemental money regarding the MCO sales tax bill. It was sponsored by Sen. Dolan of Ohio. The bill was passed by the House, passed by the Senate, vetoed by the Governor, overwritten by the House last November. Last December was when staff knew about the supplemental money.

Staff is following the Supreme Court decision that States could enforce sales tax on all Internet purchases. If it is approved by the State legislature, it will result in \$3M a year to RTA. He passed out several articles about transit systems attempts to raise sales tax. Toledo failed at their attempt. Montgomery County increased their sales tax ¼% to compensate for the MCO loss, but it didn't include funds for Dayton RTA. The mayor of Los Angeles and L.A. Metro were successful at passing a bond issue for public transit, roads, bridges and highways. Tom Raguz, executive director of Office of Management and Budget will take a position at the City of Brooklyn as their new CFO. Mr. Calabrese attended several meetings regarding incarceration charges. RTA has the second largest Transit Police force in the county. When they make arrest, they take prisoners to the County Correctional Facility. In the past, when the facility was owned and operated by the City of Cleveland, the cost was covered the city. Under a transfer agreement, that is now being handled by the County, which notified various police departments about a per diem fee to house prisoners. The fee is \$99 fee

per stay. There may be additional medical cost on top of that. He met with County Executive Budish and the City of Cleveland to find a solution. This will affect RTA, CSU, MetroHealth, UCI and non-municipal police departments. They are working on a MOU with the County, which didn't understand how the non-municipal police forces benefit the region and how they were handled previously before the transfer. This could result in an additional \$50K - \$100K per year cost to RTA.

Questions or comments from the audience (2 minutes)

1. Rev. Pamela Pinkney-Butts – Cleveland, OH – She said that normal is not working. The acts of discrimination are active at RTA. Suitable transportation is needed. Staff and riders need to reason together.
2. George Zeller – Cleveland, OH – The weak sales tax is a problem. It's been down 13 months in a row on the inflation adjusted moving average. It's a State wide issue. The State wide YTD figure on the sales tax is down 9%. He asked the Clevelanders for Public Transit how much money they raised to take the poll to justify their request and the results of the poll. He asked if they know if the levy has any chance of passing.
3. Patricia Ann Azary – Cleveland, OH – She was not able to sit in a senior/disable seat because someone asked her to move. She's noticed that people stand and talk to the operators while the vehicle is in motion when they are not supposed to. The Red Line is dirty. Downtown needs shopping, not apartments.
4. Terry McGrady – He retired from RTA in January after 33 years as a bus operator at Triskett. He is an ATU executive board member at Triskett. He has 2.5 years to finish his term. He believes the system has been broken for a while. New leadership is needed. He requested he be able to discuss things with the Board off the record. If not, he will bring his concerns to the next meeting.
5. James Lamb – Cleveland, OH – Mr. Lamb asked the secretary to read a letter he wrote due to his eye sight. Mayor Clough ended up reading the letter:

Dear Greater Cleveland RTA Board of Trustees:

I pen this letter asking for the resignation of Joe Calabrese. Also to consider pulling back the \$26,000 bonus that was included for Joe's base pay effective as of June 2012. How can an institution that's struggling financially, and not really, as of yet, challenge one man's power to hold multiple job titles. Along with having a mayor from another city, other than Cleveland, control the other piece of power, the Board. Where is Cleveland included in this representation other than handing down cuts and fare hikes? You can believe the commuters of Cleveland and Cuyahoga County will put together a petition to make sure it's done. We're not trying to hurt you, but we see that you are trying to hurt us. I would like a response within 10 days, thank you, or I will go to court on behalf of all the citizens of greater Cleveland.

Sincerely, James Lamb

A concerned citizen, activist and leader in the community

Mr. Lamb added that he met with Mayor Clough and Mr. Calabrese. He concluded that there is a problem at RTA. He's been in politics for 49 years and has never seen one person hold four positions and be entitled to \$26K a year when he receives \$23,500 over two years. He hasn't seen a cost of living raise. He pays \$165 a month to ride RTA. RTA works for the

public. He requested Mr. Calabrese correct the information he read in the paper about his bonus, if it is not true.

6. Marques Manus – He has worked with CPT for years on the MCO issue. They were telling the Board about it for years. The city will fail if this fails. The first time they met with RTA at MLK Library, was met with discord. People's livelihood is at stake. Sixty percent of people who take RTA don't have cars.

Mayor Clough doesn't believe they can be ready in two weeks to present a tax levy.

7. James – Westlake, OH – He believes they can work with staff to get the levy on the ballot. The operators are worried about losing their jobs because of minor rule infractions. A more human element needs to be established between operators and management.

8. William Tarter – Broadview Hts, OH – Transportation across the State will be a paramount issue that Ohio faces over the new few years. He invited the Board and public to two events. On July 31 at the Strongsville branch of the Cuyahoga County library, the Ohio Dept. on Medicaid will host a forum to discuss non-emergency medical transportation and how transportation will intersect with health and human services. On Aug 10, Randy Cole, executive director of the Ohio Turnpike & Infrastructure Commission will hold a forum, the Human Services Advocacy Network free event at 9 a.m. He will speak on the future of transportation and health and human services. He asked how much is spent on maintaining bridges that RTA is responsible for and what the process is/if any to reallocate any portion of the funding or share responsibility with other government agencies, to free up capital.

Mr. Calabrese answered that RTA spends \$3.5M - \$4M on bridges. He's tried to get the state and county to take that responsibility. This has been on the table for many years and could be a possibility down the road. Mr. Tarter said this is a common ground opportunity for advocacy between public sector and grassroots advocacy on which to build.

9. Marvin Randalson – Lakewood, OH – In response to Mr. Calabrese report on span of service and frequency of service. Span is the hours of operation that the service runs. He agrees the Red Line runs longer than most rail systems in this country, but it does not run frequent enough. Mr. Zeller has always reported that the sales tax was weak even before the MCO sales tax issue. He asked what the backup plan was when the bill was vetoed. He said there was no plan, no vision and no leadership.
10. Loh – Cleveland, OH – People are struggling with their lives and have to worry about transportation too. The Board is elected or working close to people. Riders should be first or public service shouldn't exist. She requested the public be able to speak for 3 minutes. The entire county is in despair if this keeps going in this way.
11. Deborah Gray – Cleveland, OH – She's been coming to RTA for 12-13 years when route 58 was changed route 50 then to route 8. The board is supposed to stand up for the neighborhood. Disabled, senior citizens and school kids need the service. She ask the board to lead and be proactive. The public can help with the plan and attend meetings with the board to help put something on the ballot.

Mayor Clough thanked the public for their input. If the agency is going to move forward, everyone needs to be heard and support is needed from various organizations and the riders. The board believes the rider is the main responsibility and the reason why they serve on the board. If funding is to be secured, it needs to be accomplished together. Once they have the

plan and input, they can move forward. People have put their life and career on the line for the agency.

Mayor Elkins added that he's served on the board for two years. He believes in grassroot organizing and advocacy. He believes it has the power to provide what the RTA is looking for. **He read a statement:**

In 2016, we were faced with a decision to cut routes and raise fares. The time of those cuts GCRTA was routinely viewed as a model agency, had received national praise and was regularly lauded for the operations of the system. Local media, political leadership, the business community and corporate associations often complemented the agency for its commitment to ridership, its efforts to operate as efficiently as it could. No one questioned whether or not a new levy was necessary only when. However, rather than acting when it was clear a looming funding crises was imminent and we knew the State of Ohio was not going to rescue this agency, we procrastinated, we waited and we hesitated.

At the time of the vote for those fare increases, I cast my vote against, because we had no substantive discussion of long term funding solutions for this agency despite the math being as plain as day. Even without the loss of the MCO funding, we knew the well was running dry. Instead we took a lax lobby in hopes that Columbus will ride to our rescue approach. It never happened. Without additional funding, the agency is facing catastrophic cuts that may well eliminate the regional in the regional transit authority. Virtually nothing has changed. True. The agency must resolve the issues as it relates to its own ongoing investigation. And it will. However, the issues of concern in this investigation as we know now were all going on at the very same time that broad consensus was the RTA was a model organization worthy of praise. That's a fact. The issues of concern on a global scale have not and do not substantively change the financial ramifications of failing to create a new revenue source. There is not one person at this table today or in the business community or in the media that would be opposed to a levy had the investigation not come to light.

The idea we cannot find political will in this community to fund an organization utilized on a daily basis by roughly 5-10% of the county's population speaks of our priorities. Now is the time to act before our ridership and before this agency suffers further. We can both resolve the issues around the investigation and also ensure a properly funded agency. In fact, we must and it is our responsibility. One should not preclude or prevent the other from not occurring. As such, I'm asking for the drafting of two pieces of legislation in order to have it ready so we can discuss over the next couple of weeks, with our community partners, such as CPT, such as GCP, our professional athletic teams, civic agencies, that are all huge benefactors of public transit, which is the best approach to a new revenue source and the confirmation of which piece of legislation this Board has the authority to place before the voters. As such, I make a motion right now that the Board approve the drafting of two pieces of legislation necessary to place 0.5 mill sales tax levy on the ballot for November and the Board approve the drafting of legislation necessary to place a 2 mill property tax levy on the ballot for November so that we can get it on the ballot by the deadline in August if that includes having a special meeting to do so. I make that motion now.

END OF STATEMENT

Mayor Clough asked for a 2nd. Mayor Norton second it. Mayor Clough asked for a roll call. Half way through the roll call, Chief McCall asked if there would be a discussion. Chief McCall asked Mayor Elkins to repeat the motion. He is asking for the drafting of two pieces of legislation: one for a 0.5 mill sales tax levy and one for a 2 mill property tax levy in time to have a meeting to place one or the other on the ballot. Rev. Lucas asked for clarification on the motion. Mayor Clough said the motion was to have it drafted and then if it's drafted, there would be a meeting. Chief McCall believes that in order

for tax legislation to be successful, the Authority needs to be clear on how they will use the tax dollars and the study needs to be completed so that this effort will not fail. She sent out a set of questions to the board about this issue. There is enough advocacy in the room to take the levy during an off popular election season. She suggested a special meeting with a full day of discussion. Mayor Elkins agrees, but suggested a timeline be put together to put a levy together. Mr. Nardi asked for Mayor Elkins to explain what the proposals mean. Mayor Elkins explained that a 0.5 mill sales tax levy would be \$50 - \$60M. in annual revenue. A 2 mill property tax levy is about the same. It would replace the MCO sales tax revenue loss and provides RTA with \$30 mi for operating and growth expenses, restoration of routes and rail cars. Rev. Lucas said this needs to be discussed at the special meeting.

Mayor Elkins said his intent is to ask the Board to draft the legislation to have a discussion in order to place these on the ballot. Also to address the questions of the Board at the meeting. Chief McCall suggested other options be put out there and an understanding of other levies that will be on the ballot. Mayor Clough said the Board should know all the options first. Sheryl said the Authority can do sales tax and property tax with certain requirements. Mayor Welo said the discussion needs to include how much money is needed to run the campaign since it will be county wide. Mayor Norton believes this is the beginning of the formal consideration by the Board. Legislation has to be drafted to formally consider the issue. He doesn't believe it will pass in that form, but it's something brought to the table for discussion. This will demand and force formal deliberation on a piece of legislation and making the Board eventually, formally decide what the approach will be. Chief McCall sent questions regarding these issues back on May 30. She suggested her questions be a part of the discussion.

After further discussion, Mayor Elkins clarified that it would be 0.5% sales tax increase and 2 mill property tax. Chief McCall supports the discussion, but doesn't want to vote for the exact percentages and numbers. The original motion and second was withdrawn.

Mayor Elkins made a new motion to direct the staff to draft both a piece of legislation for a sales tax increase and a second for a property tax increase, to be considered with options from management and the staff, for a meeting prior to the date necessary to place this on the ballot for a November levy vote. It was seconded by Mayor Norton. The roll was called. There were eight (8) ayes and none opposed. It passed.

It was decided this would be a Committee of the Whole meeting. Chief McCall asked for a timeline. Ms. Benford said that critical dates for the November 6, 2018 election are July 24, 2018, the board must pass a resolution containing the information prescribed by the Ohio Revised Code. August 6, 2018 is the deadline to submit the resolution to the Board of Elections. For the May 7, 2019 election, January 9, 2019, the Board must pass a resolution containing the information prescribed by the Ohio Revised Code. February 4, 2019 is the deadline to submit the resolution to the Board of Elections. Chief McCall asked for clarification if there is a layover period. Legal will check.

New Business

11:04 a.m. - Mayor Clough asked for a motion to go into executive session to consider the employment and compensation of a public employee. It was moved by Mr. Nardi, seconded by Mayor Norton. The roll was called. There were eight (8) ayes and none opposed.

11:30 a.m. – Mayor Clough asked for a motion to come out of executive session. It was moved by Mr. Serrano, seconded by Chief McCall. The roll was called. There were seven (7) ayes and one opposed by Mayor Norton.

Discussion regarding the GCRTA CEO, General Manager/Secretary-Treasurer's employment agreement.

Mayor Clough said the Board would like to add a resolution to the agenda concerning the contract for the CEO. He asked for a motion to add the resolution to the agenda. It was moved by Mayor Welo, seconded by Mr. Nardi. The resolution would amend or change the existing contract that the Board currently has with the CEO. The roll was called. There were eight (8) ayes and none opposed.

Resolution No. 2018-76 - Providing for the amendment and restatement of Joseph A. Calabrese's employment agreement with the Greater Cleveland Regional Transit Authority, the adoption of which was moved by Mayor Norton, seconded by Mr. Nardi.


Chief McCall questioned a few items in the contract, one that the Board is giving up its right to terminate for convenience, second that the actions they are taking is a retro action back to a term when the majority of its members were not on the board and lastly having that they would appoint someone who would be acting at a salary less than the newly created position.

Rev. Lucas supported additional discussion concerning the employment, and continuation of giving credit. He'd like to see that as an amendment. There was not a second to make an amendment. Mayor Clough added that there is a provision as to how one would come to be in the acting position. The Board would decide who that person would be and the compensation. That discussion can be made at the time the person is being considered. Regarding the retroactivity, it was explained that the amount of service time that Mr. Calabrese had when he came to RTA, and whether or not they would honor his service to determined vacation time. They have been advised by legal that if it's contained in the agreement, it's understood what is being awarded. Since there was not a second to amend the contract, the roll was called.

There were seven (7) ayes and one (1) opposed by Chief McCall.

The next regular Board Meeting and Annual Meeting is scheduled for Tuesday, August 21, 2018, in the Board Room of the Authority, Root-McBride Building, 1240 West Sixth Street, Cleveland, Ohio 44113.

This meeting was adjourned at 11:52 a.m.



President

Attest: 

CEO, General Manager/Secretary-Treasurer