

RTA Committee Meetings

Tuesday, April 12, 2022

Organizational, Services & Performance Monitoring Committee

Chair: Anthony D. Biasiotta



Locomotive Work Car

Presented to: Organizational,
Services & Performance Monitoring
Committee

April 12, 2022





033 Locomotive

Greater Cleveland Regional Transit Authority



Locomotive History



Greater Cleveland Regional Transit Authority





Greater Cleveland Regional Transit Authority



Locomotive History

- Built in 1943
- RTA purchased in 1978 refurbished.
- Most recent major repairs
 - 2010 Major Engine Overhaul
 - 2012 Traction Motors Rebuilt
 - Rebuilt Air Compressor

Project Overview

- Wheels have a thin flange limiting the capacity to be repaired.
- Parts are becoming obsolete
- Electrical system is becoming hazardous
- Cab structure is beginning to rust
- Main cabin seating for 2 including operator.

Locomotive Cab Interior



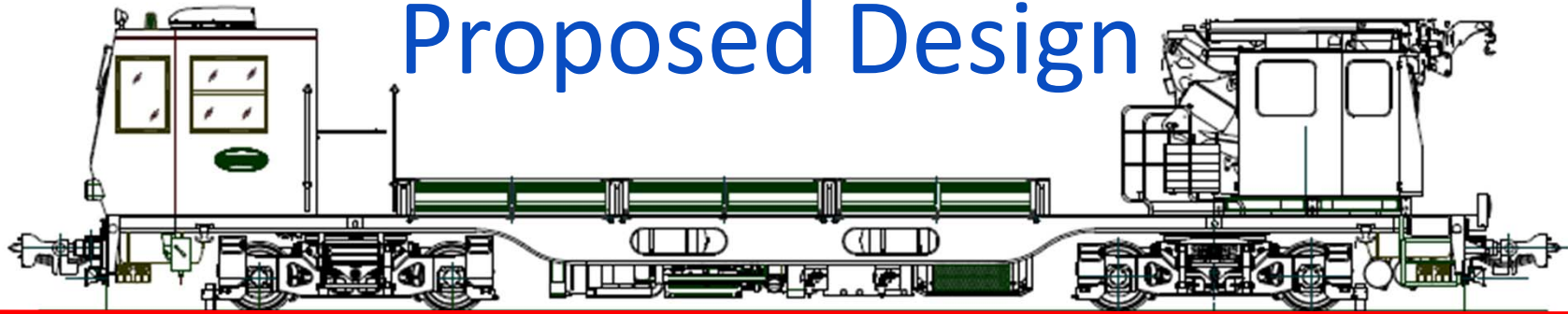
Project Overview



Greater Cleveland Regional Transit Authority



Proposed Design



Greater Cleveland Regional Transit Authority



Crane Cab



Greater Cleveland Regional Transit Authority



Project Benefits

- Meets EPA Tier 4 diesel engine requirements
- Multi-use vehicle with crane and flat deck makes new locomotive more versatile.
- New design is narrower than existing locomotive.
- Main cabin seating for 5 plus operators.
- Improved field of view.

Procurement Overview

- RFP issued July 19, 2021
- Twenty-nine (29) interested parties downloaded the package
- Three (3) vendors submitted a proposal

Procurement Overview

Evaluation Criteria:

- Product Design and Performance
- Proposers Reputation and Performance
- Pricing/Cost Proposal

Procurement Overview

Evaluation Panel Members:

- Rail Department Power and Way
- Engineering and Project Development
- Procurement
- Office of Management and Budget

Procurement Overview

Recommended Vendor:

Geismar North America, Inc.

- Located in Beaufort, SC
- A 0% DBE goal was established for this procurement.

Procurement Overview

Experience:

- Clients include:
 - Greater Cleveland Regional Transit Authority (GCRTA)
 - Metropolitan Atlanta Rapid Transit Authority (MARTA)
 - New Jersey Transit
 - Port Authority Trans-Hudson (PATH)
 - Southeastern Pennsylvania Transportation Authority (SEPTA)

Procurement Overview

Delivery Schedule:

- Anticipated delivery of the Locomotive Work Car completed within 25 months of contract signature and Notice to Proceed.

Procurement Overview

Staff requests that the Organizational, Services & Performance Monitoring Committee recommend an award to Geismar North America, Inc. for Locomotive Work Car in an amount not to exceed \$3,291,204.80.

Questions?



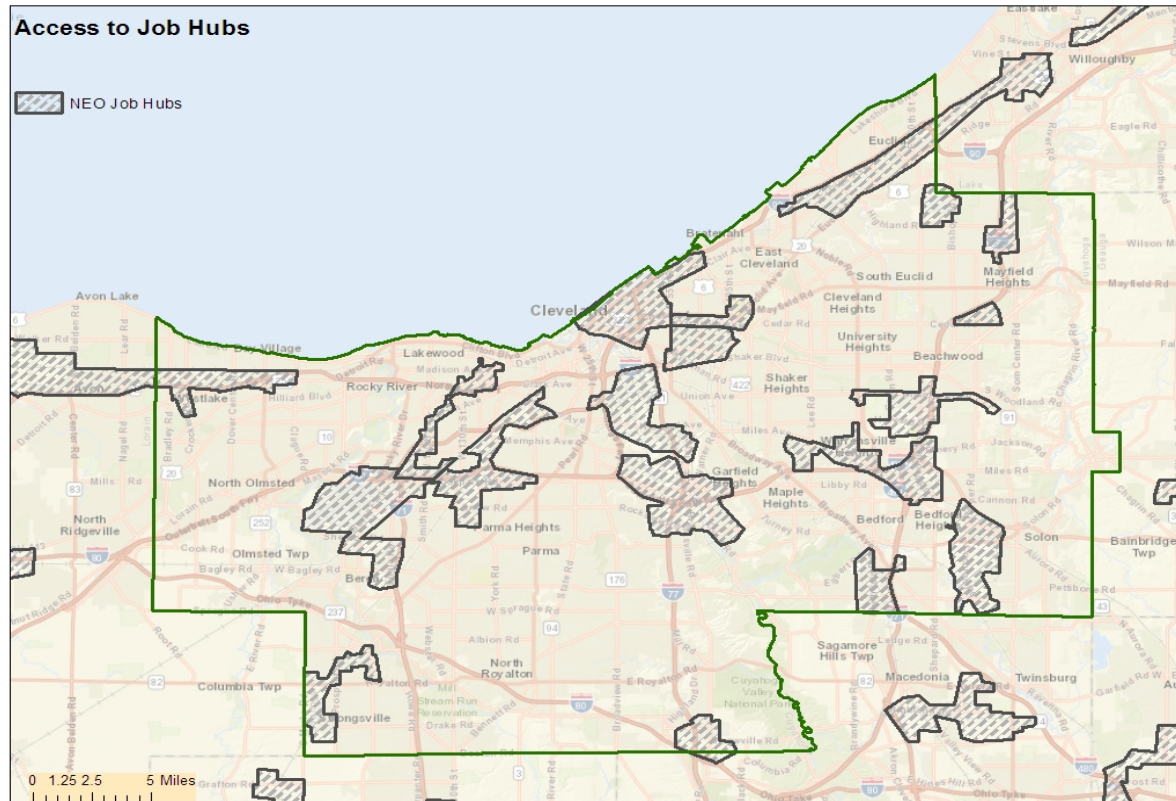
Micro Transit Program (RTA ConnectWorks)

Organizational, Services &
Performance Monitoring Committee

April 12, 2022

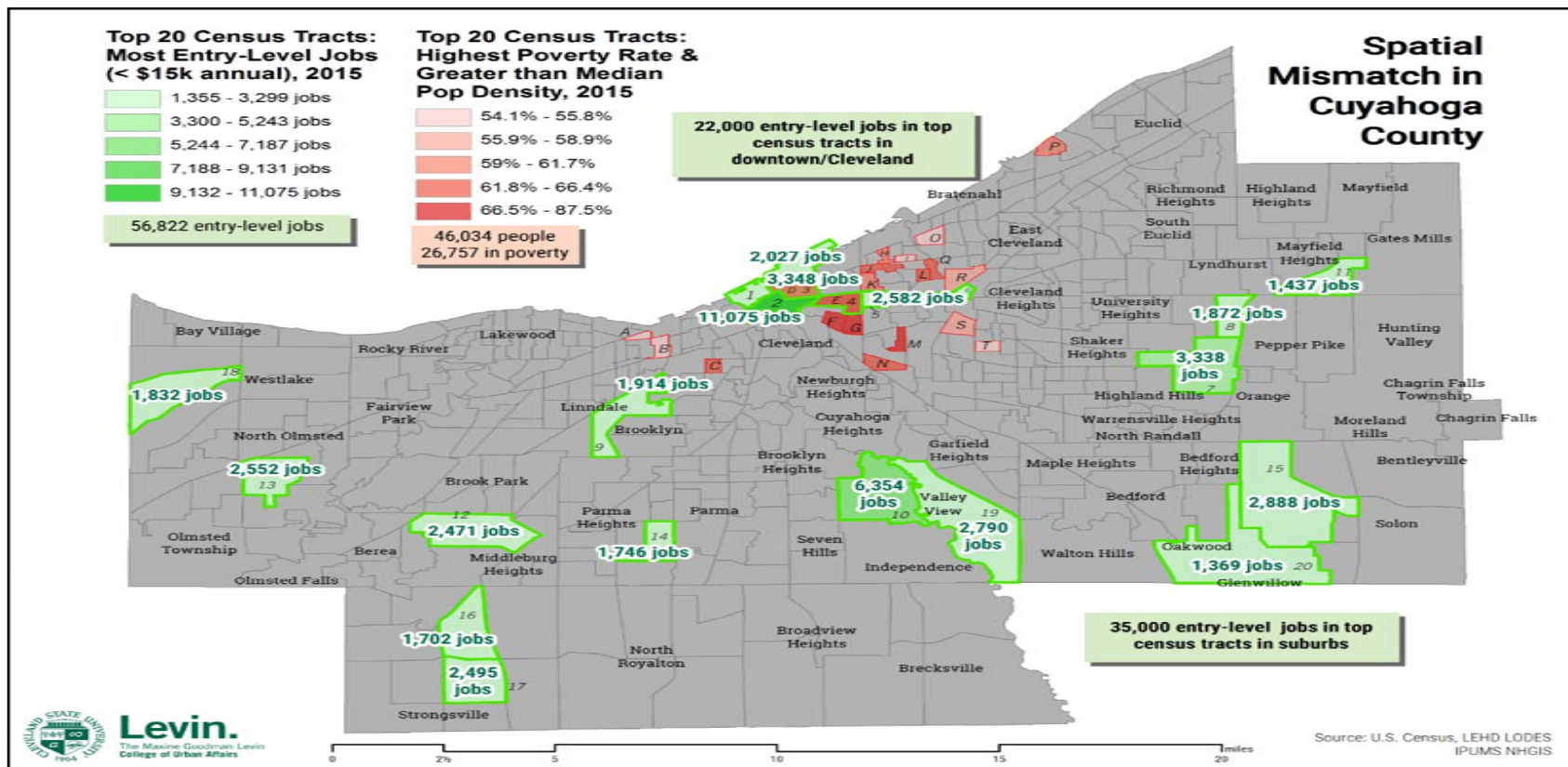
RTA Customer Facts

- 79% Minority
- 37% earn less than \$15,000/year; 60% earn less than \$35,000/year (Household Income)
- 26% Students
- 77% Transit Dependent; 54% Highly Transit Dependent (no driver's license)
- The most common trip purpose is the work commute



Greater Cleveland Regional Transit Authority

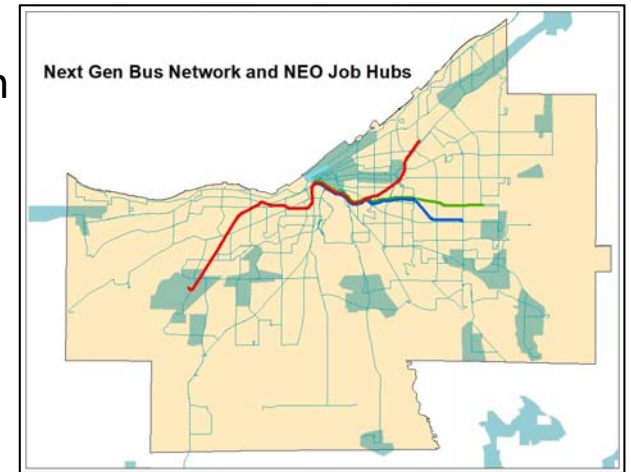




Job Access

Issues:

- People without cars need to live in areas with pedestrian amenities and frequent transit service
- Many jobs are located in outlying areas, where the first/last mile of a commute is not easily navigated, especially in the winter
- Growing demand for workers in essential industries
- NextGen Service Network
- Workforce transportation initiatives with community



RTA ConnectWorkS



- Formed an Internal GCRTA Team
- Researched Micro Transit Programs
 - Transit Agencies
 - Shared Mobility Providers
- Facilitated partnerships with local development & job agencies
 - GCP
 - The Fund for Our Economic Future
 - Ohio Means Jobs
 - Wirenet/Aerozone/Solon Chamber



RTA Response: ConnectWorkS

Project Overview

- A short-term pilot program to connect work sites to RTA stops (less than 18 months)
- Helpful where the first/last mile of a commute trip is not easily navigated
- Must pick-up/drop off at an RTA Facility
- Work Site needs to be within Cuyahoga County
- Route/schedule is flexible
- Cannot duplicate RTA existing service
- RTA budget will provide up to 50% of the cost of the proposal
- No longer than 18 months



ConnectWorkS

Project Description

Applicant Responsibilities:

- Any entity, government, business, non-profit, or team can apply
- Applicant will:
 - design the service including service area, service hours
 - supply vehicles, operators, scheduling as needed
 - meet all RTA requirements for insurance and regulatory compliance
- RTA will pay up to 50% of the service cost for the selected proposal(s)



RTA ConnectWorks

Project Description

GCRTA Responsibilities:

- Provide technical route planning assistance
- Outreach to potential applicants
- Market and promote the program
- Provide up to \$600,000
 - \$400,000 ODOT Competitive OTP2 funds
 - \$200,000 RTA Funds
- Evaluate the success of program
 - Ridership
 - Employer/Rider Feedback

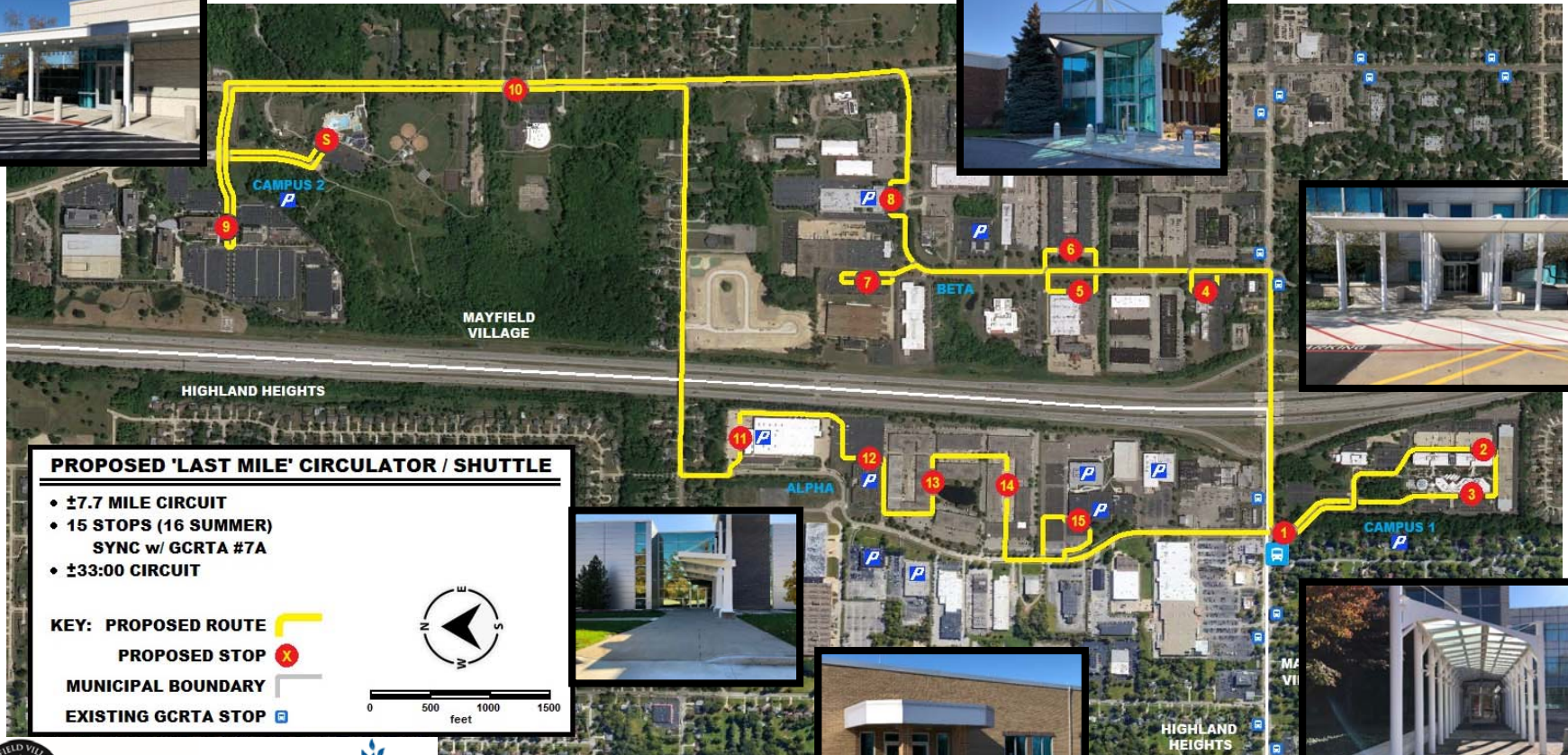
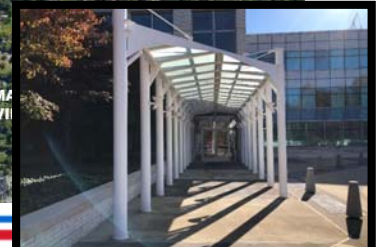


Mayfield Village/Highland Heights

Proposed Program

- Team includes: Mayfield Village, Highland Heights
- Standard Parking Plus
- \$119, 197.50 (GCRTA)
- \$59.598.75 (each city)
- Links to RTA #7A Route
- Navigates through Industrial areas-12,000 jobs
- Written support letters from companies





City Authority

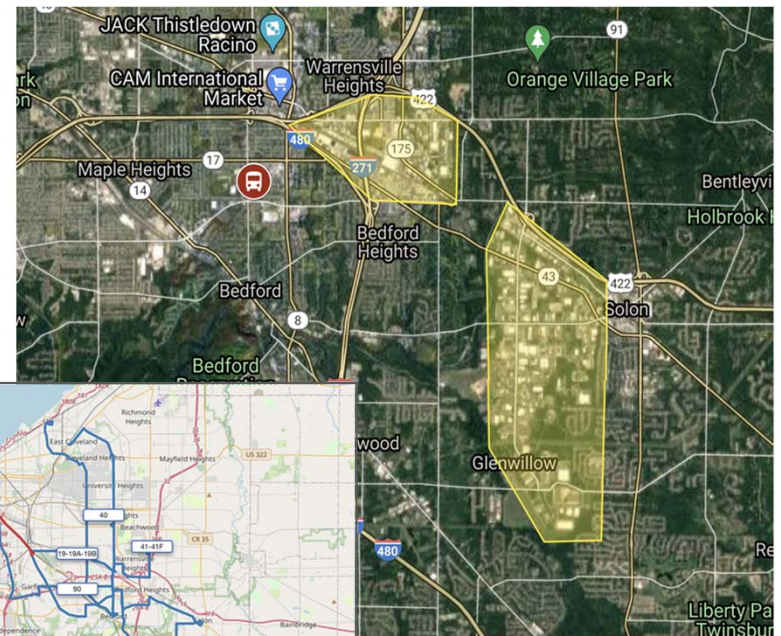
MAYOR BRENDA T. BODNAR

Chuck Brunello, Jr.
Mayor/Safety Director

Proposed Program

Share Mobility

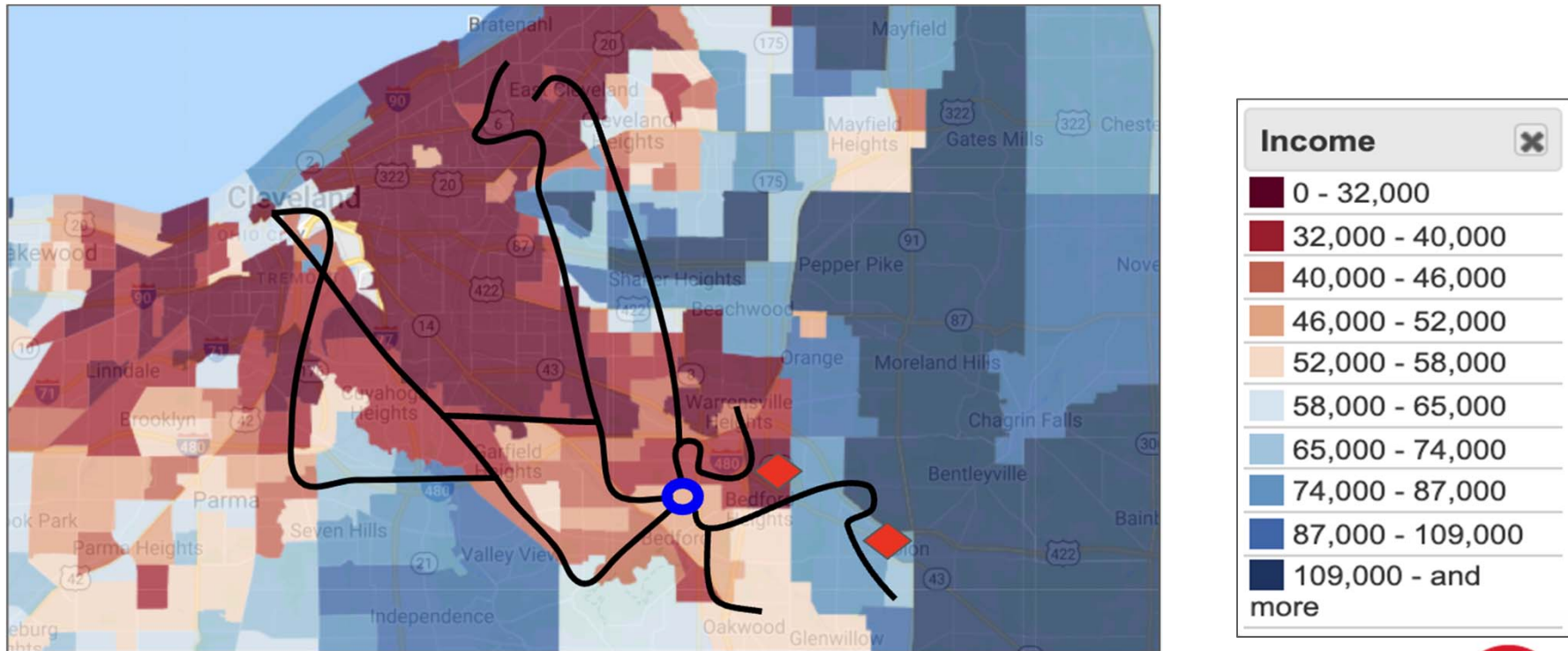
- Team includes: Share Mobility, Solon, Bedford Heights, Cuyahoga County, Fund for Economic Future
- \$300,000 (GCRTA)
- \$225,000(Employers)
- \$50,000 (Local Government)
- \$25,000 (Other)
- Begins at Southgate Transit Center
- Navigates through Industrial areas of Solon & Bedford Heights
- 24/7 Service available to employees riding the 19, 40, 41 and 90 RTA stops to participating employers.



Greater Cleveland Regional Transit Authority

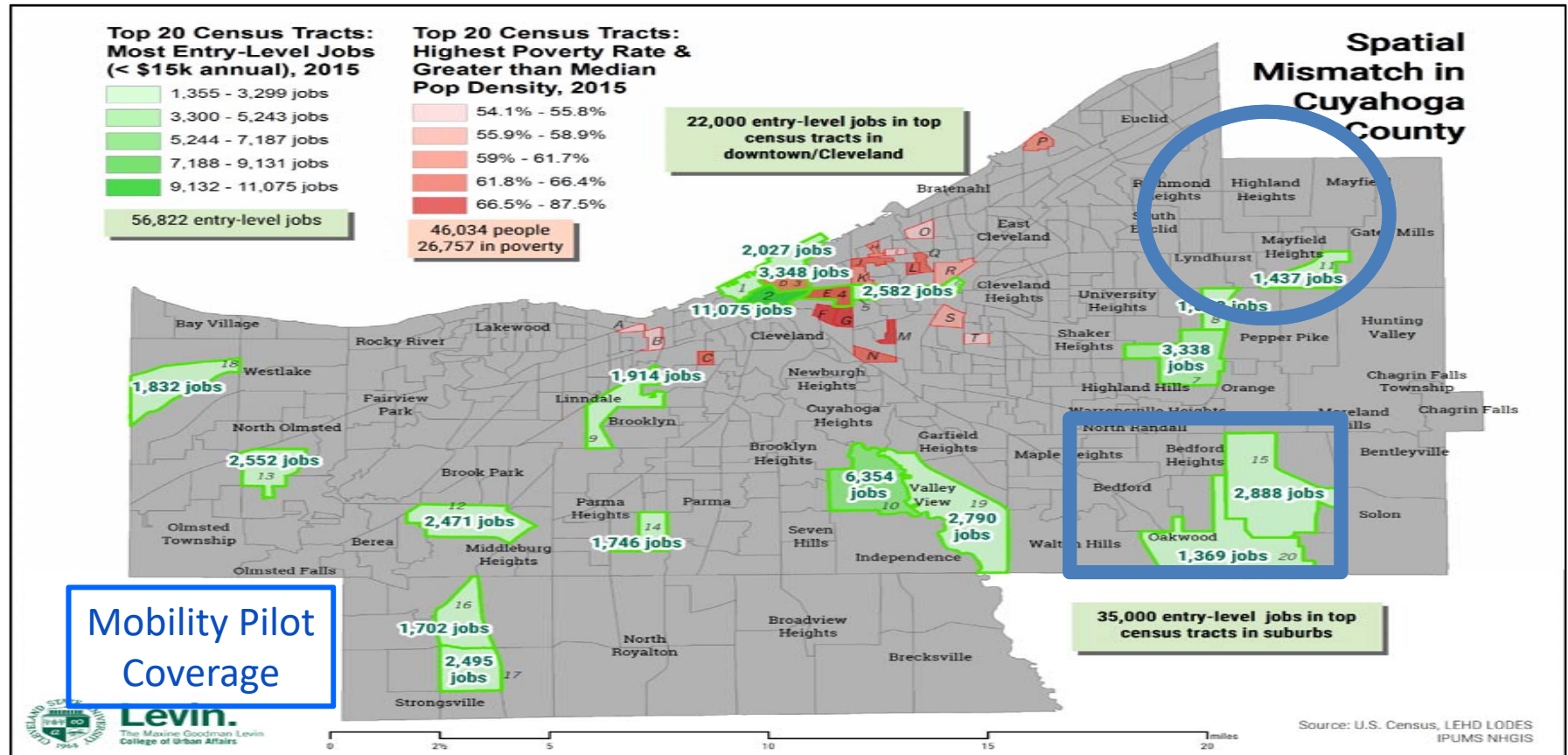


Why The Southgate Transit Center?



Greater Cleveland Regional Transit Authority





Procurement Overview

- RFP issued on September 13, 2021
- Accessed on the GCRTA website by seventy-eight interested parties
- Proposals due December 10, 2021
- Four firms proposed

Procurement Overview

Evaluation Panel Members:

- OEO – ADA & DEI
- External Affairs
- Paratransit
- Service Management
- Programming & Planning
- Legal
- Procurement

Procurement Overview

Evaluation Criteria:

- Partnership
- General Plan & Project Approach
- Operating Plan
- Budget

Procurement Overview

Recommended Firm No. 1:

- Mayfield Village/Highland Heights
 - Mayfield area job hub
 - Utilizing Standard Parking Plus as transportation provider
 - Professional parking management & ground transportation provider
 - 23,000 employees across North America
 - Commitment to innovation & technology
 - Strong municipality partnership with employer buy-in
 - Progressive Insurance
 - Mayfran International, Inc.
 - Mars Electric
 - Omni Systems

Procurement Overview

Recommended Firm No. 2:

- SHARE Mobility
 - Based in Columbus, OH
 - Southgate Transit Center
 - Leading Provider of mobility-as-a-service (MaaS) solutions
 - Track record working with private employers to create commuter programs for employees
 - Experience working with local transit authorities and governments
 - Chillicothe Transit
 - COTA
 - City of Dublin
 - Cuyahoga Community College

Staff Recommendation

Staff requests that the Organizational, Services and Performance Monitoring Committee recommend to the Board of Trustees the awards for Micro Transit Program services to the Village of Mayfield and the City of Highland Heights in a total contract amount NTE \$119,197.50 and to Ave Automedia, Inc., dba SHARE Mobility in a total contract amount NTE \$300,000.00 resulting in a combined total amount NTE \$419,197.50 for the project.

Questions



EZFare Mobile Ticketing Solution

Presented to: Organizational, Services &
Performance Monitoring Committee

April 12, 2022

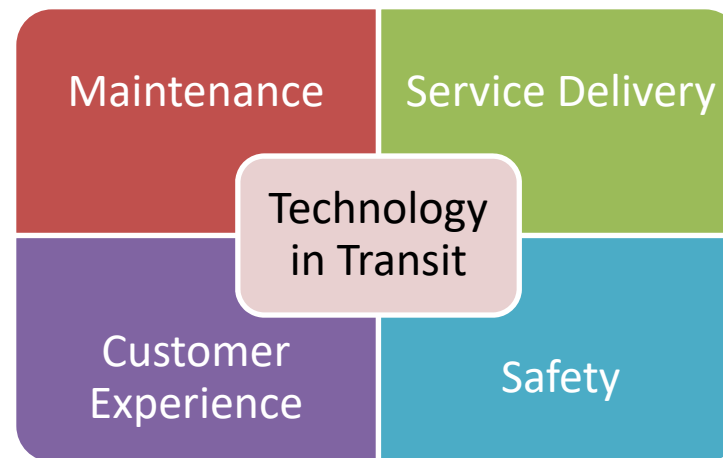


Intelligent Transportation Systems (ITS) Strategic Plan

RTA is committed to improving the rider's experience through continued technology enhancements.

Four Pillars:

1. Maintenance
2. Service Delivery
3. Customer Experience
4. Safety



RTA Strategic Plan

IMPROVE HOW CUSTOMERS PAY

- Implement recommendations from Fare Equity Analysis pillar study
- Change RTA fare collection to improve customer experience and better reflect best practices
- Seamless, equitable fare practices

OPEN ARCHITECTURE

CONTACTLESS

ACCOUNT-BASED

STORED VALUE

FARE CAPPING

OPEN PAYMENTS

Greater Cl



Current State: Fare Collection

Payment Method	Information
Farebox	Quantity: 800 Average monthly revenue: \$609,770 Location: fixed route, paratransit and light rail vehicles
Ticket Vending Machine	Quantity: 124 Average monthly revenue: \$56,332.62 Location: HealthLine stations, Tower City and various Red Line stations
Customer Service Kiosk	Quantity: 16 Average monthly revenue: \$74,138.48 Location: Tower City, various Red Line stations
Mobile Payment App	Unique users (Nov.): 12,529 purchased 76,891 tickets Average monthly revenue: \$371,803.02

Current State: Fare Machines



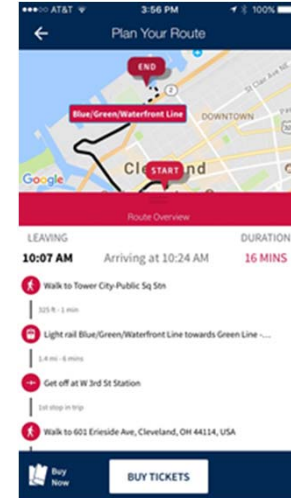
Farebox



Ticket Vending
Machine



Customer
Service Kiosk



RTACLE
Mobile App

Masabi-EZFare

Greater Cleveland Regional Transit Authority



Fare Collection Vision

Short Term:

- Replace RTA's current mobile payment app
- Purchase and install ticket validators on vehicles
- Keep the current fareboxes
- Begin to incorporate fare capping and smart cards
- Create a connected, regional fare system

Long Term:

- While implementing the short term objectives
 - Evaluate the replacement of TVMs, CSKs and fareboxes

Proof of Concept

- Started Proof of Concept in order to meet the project deadline (Tentative: May 2022)
- Purchase of training, hardware, configuration and EZFare dues
- Expense: \$28,175

Full Deployment

Initial Deployment – May 2022

- Visual validation for all bus/rail lines
- Two validators installed on 16 HealthLine vehicles
 - Visual and audio acceptance (no MDT integration)

Remaining 2022 Deployment

- One - two validators installed on fixed route fleet
- Two-three validators installed on rail vehicles
- Integration with other RTA systems
- Purchase of smart cards
- Account based ticketing/Fare Capping
- Retailer deployment
- Partner Portal (U-Pass Program)

Current Scope of Work



Mobile ticketing in
EZfare app,
Transit,
Moovit,
Uber



Web Portal for
online top ups
and account
management



Partner Portal
for corporate,
institutional
organizations



Cash top ups at
retail locations
and agency
customer service
windows
Vendor Portal
included



JRVs
for multi-format
electronic
validation



Hub Back Office
with customer
service,
reporting, and
admin



Seamless user
experience
across regional
agencies

Current Mobile App Transition

- Passport has agreed to extend service through end of the year
 - Allows customers to utilize tickets until 12/31/2022
 - Provides a soft-launch approach for EZFare in May 2022
- Starting in June, customers will no longer be able to purchase passes
- RTA will provide a 2-3 week period after EZFare goes live
- Total Expense = \$56,000

POC Plan

Tasks	Due Date
Finalize Procurement Documents for full deployment	Complete
Core Team weekly call setup	Complete
Complete Ticket and App Guides	Complete
Schedule Site Survey (equipment placement)	Complete
Marketing Plan and Campaign	February – May
Training	March – April
• PCI Compliance, Equipment Security, Online Portals	
• App - User Acceptance Testing	April - May
• Installation of HealthLine Validators	April - May

Full Deployment Plan

Task	Completion Date
Launch proof of concept	February 2022
Seeking board approval for full project	April 2022
Training	March - May 2022
Marketing/rider outreach	April – May 2022
Soft-launch of validators and visual inspection	May 2022
Retail Outlet Review and Deployment	July – December 2022
Fleet Deployment Validator installation	July – December 2022
Sunset of RTA CLE, Passport App	December 2022

Project Budget

Project Task	Expense
Validators, accessories, warranty	\$1,830,000
Software integration	\$230,000
Smartcards (2 types)	\$120,000
Revenue sharing and fees	\$520,000
Total	\$2,700,000

Procurement Overview

- Interagency Agreement through NEORide with Masabi
 - Ohio Revised Code, Section 306.43(H)(4) provides that competitive bidding is not required when an expenditure is made from another political subdivision, public agency, public transit system, regional transit authority, the state, or the federal government, or as a beneficiary under a state or federal procurement contract, or as a participant in a department of administrative services contract under (B) of section 125.04 of the Revised Code

Procurement Overview

- Interagency Agreement through NEORide with Masabi
 - Current EZFare agreement between NEORide and Masabi set to expire March 2023
 - Currently negotiating new contract
 - This procurement includes equipment and services to participate until the new agreement is executed
 - Management will come back to the BOT once new interagency agreement is executed to maintain services

Procurement Overview

- A proposal was received on January 6, 2022
- Proposal was reviewed and discussed by representatives from Accounting, Executive, Finance, Innovation & Technology, Intelligent Transportation Systems, Procurement and Revenue

Procurement Overview

NEORide Council of Governments

- GCRTA maintains membership, approved by the BOT under Resolution No. 2019-99
- 14 agencies across Ohio, Michigan & Kentucky of NEORide consortium called EZFare
 - Interlining agencies
 - Laketran, SARTA, PARTA, Medina County & Akron Metro

Procurement Overview

Firm's Experience

- Launched first ever UK mobile ticketing application with Chiltern Railways in 2007
- Launched first ever deployment for US transit agency in 2012 with their Fare Payment-as-a-Service platform, Justride
- 140+ Agencies
- 9 Countries
- 70 Mobility as a Service (MaaS) deployments

Procurement Overview

Firm's Experience

- Transit
 - Laketran, SARTA, PARTA, Medina County & Akron Metro, MTA, Boston MBTA, Los Angeles' Metrolink, Southern Nevada's RTC, Colorado RTD, among many others

Recommendation

- Staff requests that the Organizational, Services & Performance Monitoring Committee recommend an award to Masabi to provide EZFare Mobile Ticketing Solution services in an amount not to exceed \$2,700,000.

Questions

Operational Planning & Infrastructure Committee

Chair: Roberta Duarte

Greater Cleveland Regional Transit Authority

Warrensville – Van Aken Station

Blue Line Rapid Station & Comfort Station Reconstruction



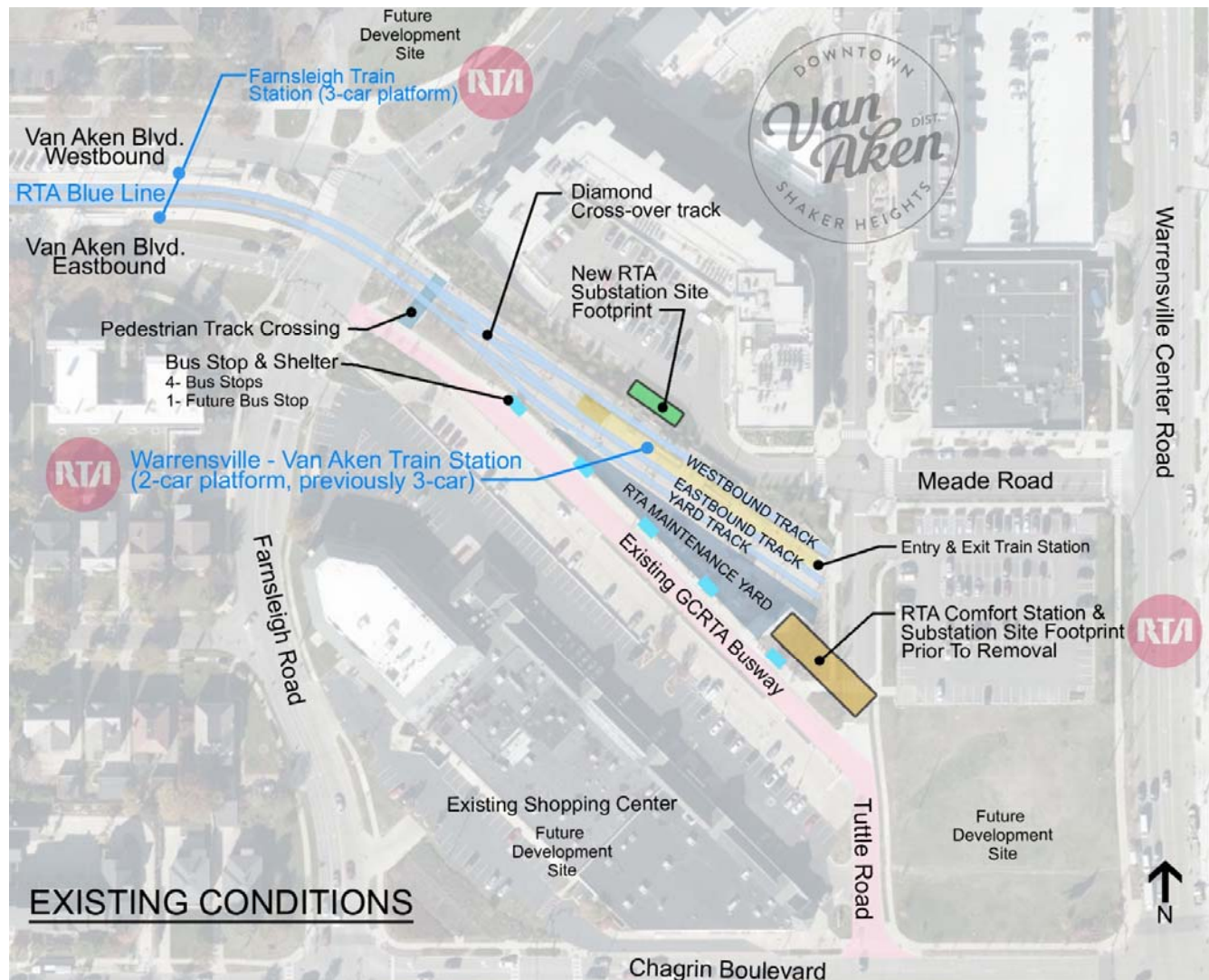
Operational Planning &
Infrastructure Committee
April 12, 2022

Project History

- Purpose of this project is to rehabilitate the RTA station site and enhance the Van Aken District Development.
- Design is being produced primarily by GCRTA staff.
 - Project Consultants:
 - HWH - Structural, Mechanical, Plumbing Engineering
 - WSP – Train Track Realignment Engineering
 - KS Associates – Site Survey
 - K&J – Safety & Security Certification
- Public Realm design coordination with City of Shaker / WSP.

Van Aken District - Transit Oriented Development

- Phase 1: Mixed Use Development
 - \$91 million, completed 2019.
 - 75,000 SF of new retail
 - 65,000 SF of new office space
 - 103 new apartments
- Phase 2: Apartment Towers
 - Multi-million, completion 2024
 - 228 new apartments
- Phase 3: Future Office Building
 - 100,000 SF of proposed office space. Cost & schedule unknown



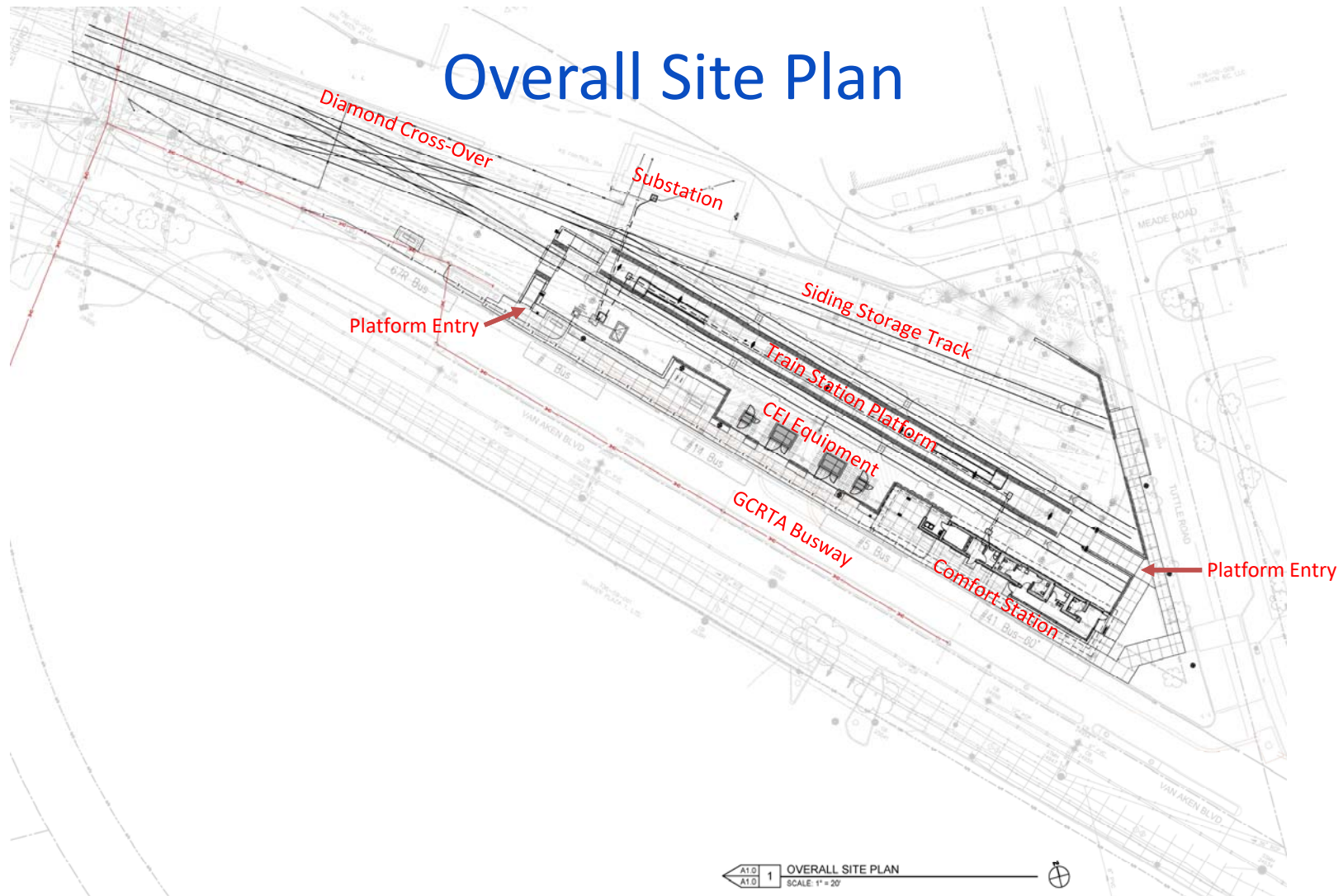
Project Overview – Phase 1

- Scope of Work
 - Replacement of RTA Comfort Station.
 - Install CEI Pad mounted equipment cabinets fence screen.
 - Construction of new ADA compliant relocated train waiting platform (3-car platform).
 - Demolish Eastbound platform track, storage track and associated catenary structures in order to install new train waiting platform.

Project Overview – Phase 1

- Upgraded security and lighting.
- Increased traffic and pedestrian safety.
- Improve ADA access & mobility.
- Promote cycling, with bike storage area.
- Contribute to increased activity and pulse within Van Aken District Development.
- Create inspiring experiential public space & Architecture.

Overall Site Plan



Busway & Tuttle Road - Aerial View



Tuttle Road - Entry View



Busway & Comfort Station Entry View



Train Station Platform - ADA Boarding



Busway – CEI Cabinet Screening

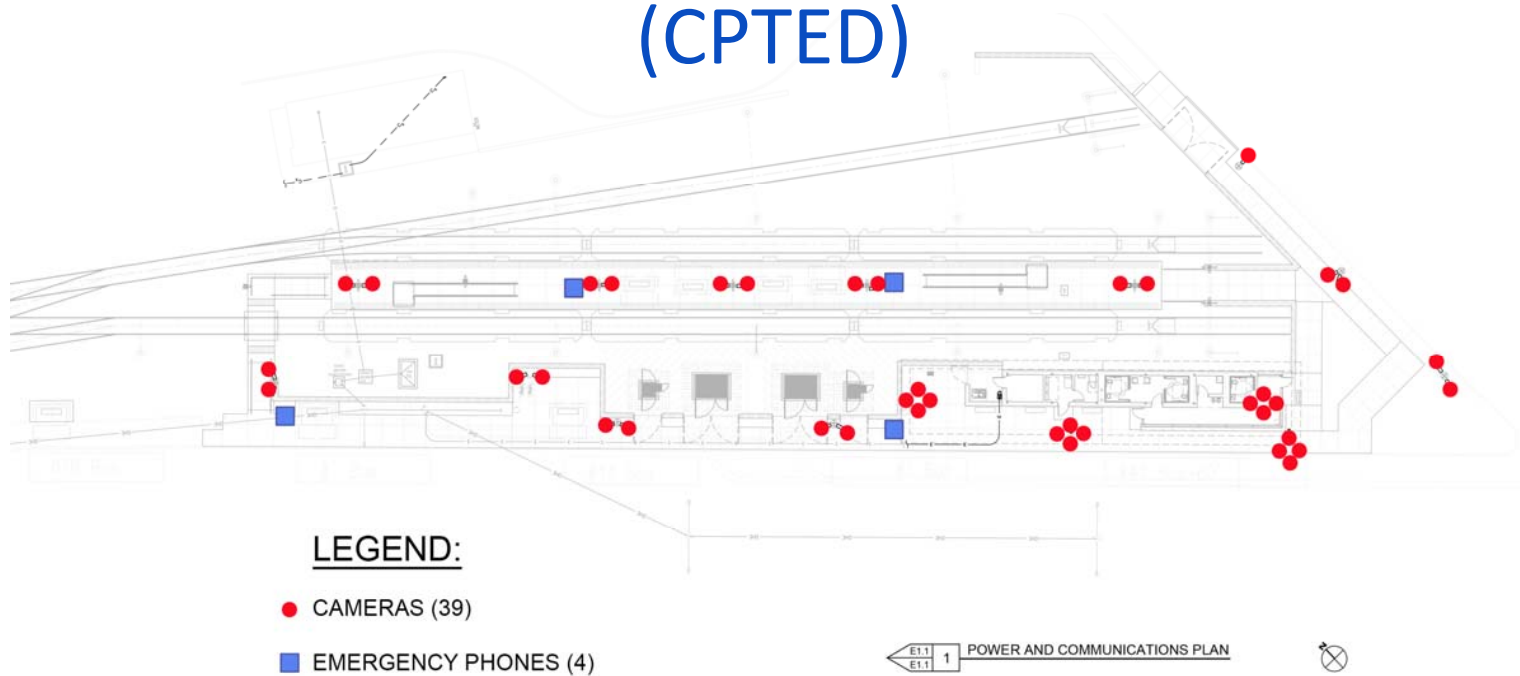


CEI CABINET SCREENING:
Aluminum Slats - Height Varies

Busway Shelter



Crime Prevention Through Environmental Design (CPTED)



Proposed Materials



Dividers & arms
23" x 69" x 32"

Landscape Plan

CODED NOTES

1. EXISTING LANDSCAPE PLANTING. CONTRACTOR TO PROTECT AND/OR TEMPORARILY TRANSPLANT, REPLACE LANDSCAPE PLANTING IN KIND IF DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST.
2. EXISTING LANDSCAPE PLANTING TO BE INSTALLED. COORDINATE WITH GCRTA FOR EXISTING STAGING PLANTING LOCATION.
3. EXISTING LANDSCAPE PLANTING TO BE TRANSPLANTED TO NEW LOCATION SHOWN ON PLAN. TEMPORARILY TRANSPLANT AS REQUIRED.
4. EXISTING LANDSCAPE PLANTING TO BE TRANSPLANTED TO NEW LOCATION. TEMPORARILY TRANSPLANT AS REQUIRED. COORDINATE WITH GCRTA.

Ca - CLETHRA HUMMINGBIRD
HEIGHT: 30', SPREAD 3'-4'
- DARK GREEN LEAVES, FRAGRANT WHITE FLOWER
- TURNS BRIGHT YELLOW IN FALL



Gr - HONEYLOCUST
HEIGHT: 40', SPREAD 30'
- DARK GREEN LEAVES
- TURNS BRIGHT YELLOW IN FALL



Il - ILEX GLABRA DENSE
HEIGHT: 3'-4', SPREAD 3'-4'
- LEATHERY DARK GREEN LEAVES
- EVERGREEN SHRUB



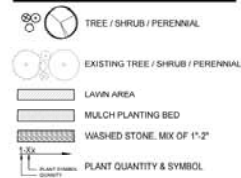
Ru - FRAGRANT SUMAC
HEIGHT: 30' LOW GROW PLANT
- GREEN LEAVES
- TURNS SCARLET TO ORANGE IN FALL



Pv - HEAVY METAL SWITCH GRASS
HEIGHT: 3'-4'
- STIFF METALLIC BLUE LEAVES
- TURNS BRIGHT YELLOW IN FALL



LEGEND



PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	MIN. SIZE	CONDITION	SPACING	NOTES
Gr	-	QUERCUS TRANCANTHOS VAR. NERIMS DRAVES	HONEYLOCUST STREET KEEPER	2" CAL.	BAB	AS SHOWN	NATIVE CULTIVAR SPECIES, SALT TOLERANT, EXISTING TREE SPECIES ON SITE
Pv	-	PANICUM VIRGATUM HEAVY METAL	HEAVY METAL SWITCH GRASS	No. 1	CONT.	30' O.C.	NATIVE SPECIES, SALT TOLERANT
Ru	-	Rhus AROMATICA GROW LOW	FRAGRANT SUMAC	No. 3	CONT.	AS SHOWN	NATIVE SPECIES, SALT TOLERANT, EXISTING PLANT SPECIES ON SITE
Il	-	ILEX GLABRA DENSE	DENSE COMPACT INKBERY	No. 5	CONT.	AS SHOWN	NATIVE SPECIES, SALT TOLERANT
Ca	-	CLETHRA ALNIFOLIA HUMMINGBIRD	SUMMERSWEET	No. 5	CONT.	AS SHOWN	NATIVE SPECIES, SALT TOLERANT

NOTE:
PLANT QUANTITIES SHOWN - VERIFY QUANTITIES SHOWN IN THE PLANT SCHEDULE.
CONTRACTOR SHALL PROVIDE TOTAL NUMBER OF PLANTS AS SHOWN ON THE PLANS.

A1.0
L1.0
1
LANDSCAPE PLAN
SCALE: 1" = 20'



Project Schedule – Phase 1

- Shaker ABR Final Design Approved: March 21, 2022
- Advertise For Bid: July 2022
- Construction Notice to Proceed: October 2022
- Construction Substantial Complete: December 2023
- Existing Train Station open during construction
- Temporary Busway open during construction
- Construction Estimate: \$3.0 – 3.5 million

Project Overview – Phase 2

- Scope of Work
 - Demolish of remaining platform and track.
 - Complete track replacement east of Farnsleigh Road.
 - New track alignment and double crossover.
 - New track bed and drainage.
 - New overhead catenary system.
 - New signal system upgrades.

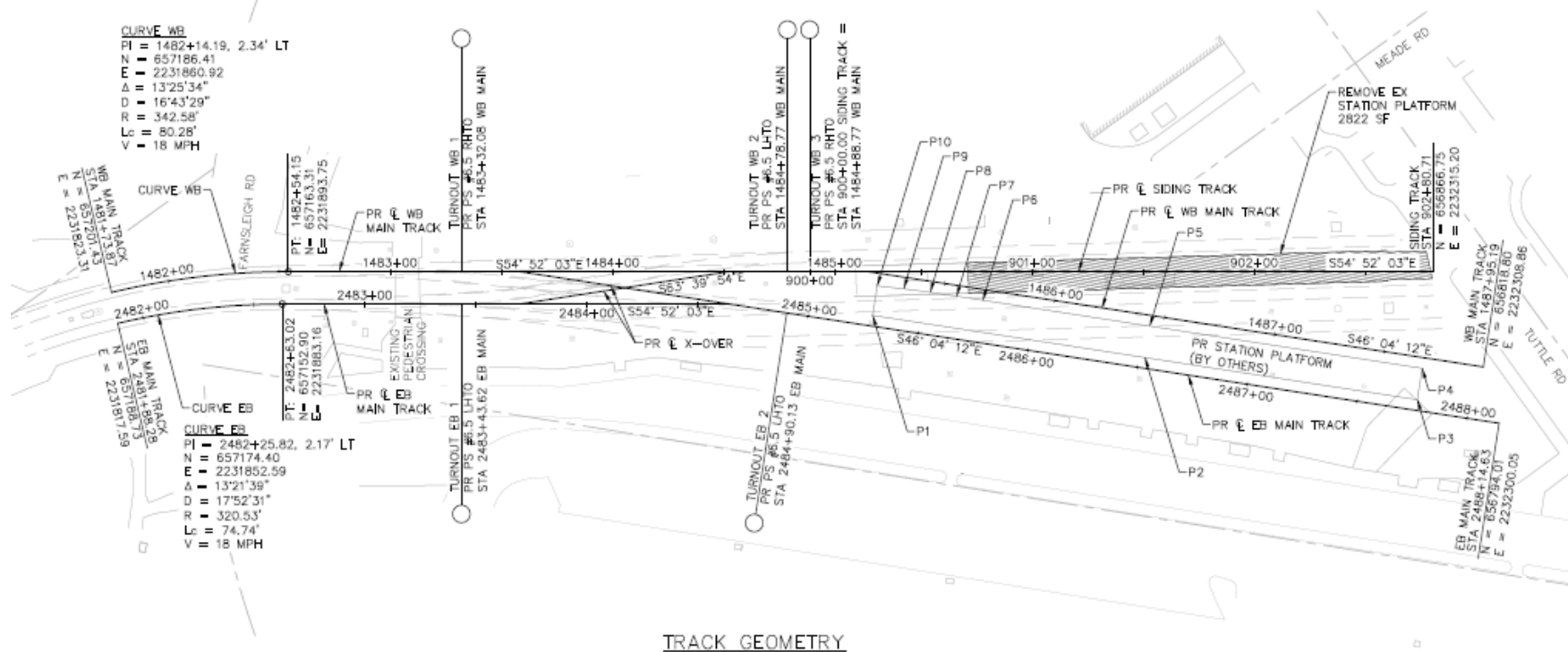
Warrensville-Van Aken Existing Conditions



Warrensville-Van Aken Existing Conditions



Project Overview – Phase 2



Project Schedule – Phase 2

- Advertise For Bid: September 2022
- Construction Notice to Proceed: December 2022
- Construction Substantial Complete: July 2024
- Buses replace train service during portion of construction
- Existing Busway open during construction
- Construction Estimate: \$5.0 - \$5.5 million

Question/ Comments



Greater Cleveland Regional Transit Authority



Questions

External and Stakeholder Relations & Advocacy Committee

Chair: Valarie J. McCall

Response to Service Proposals

Presentation to the
External & Stakeholder Relations and
Advocacy Committee

April 12, 2022

Should all #48 trips serve Marymount?

- Pre-NEXT GEN half of all #48 trips split off the main route and ended at S. Miles Rd instead of Marymount Hospital (these trips labeled #48A)
- NEXT GEN Route #48 provides 30-minute service to Marymount Hospital
- Operations recommends maintaining the NEXT GEN alignment
 - Prioritizing access to health care and jobs at Marymount
 - All stops on the former #48A branch are now served by the #50
 - Riders still have one-seat access to UH, Cleve. Clinic, CWRU, University Circle, and 12 connecting RTA routes (incl. all rail & HL)
- NEXT GEN improved the service at the affected stops, despite their low ridership, from 5-day to 7- day service.

#48/50 Proposal from Mr. Stewart

Proposal was analyzed in 2021

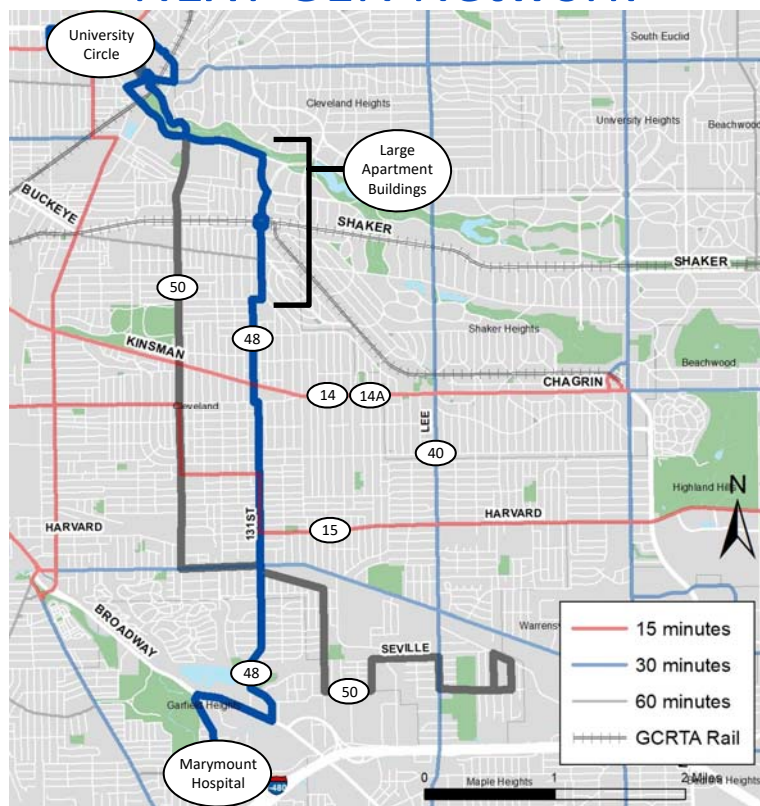
- #48 to branch with hourly service to Marymount Hospital and S Miles.
- #50 to serve Marymount Hospital hourly instead of S Miles
- 2 trips per hour to/from Marymount (one #48 trip and one #50 trip)

Assessment

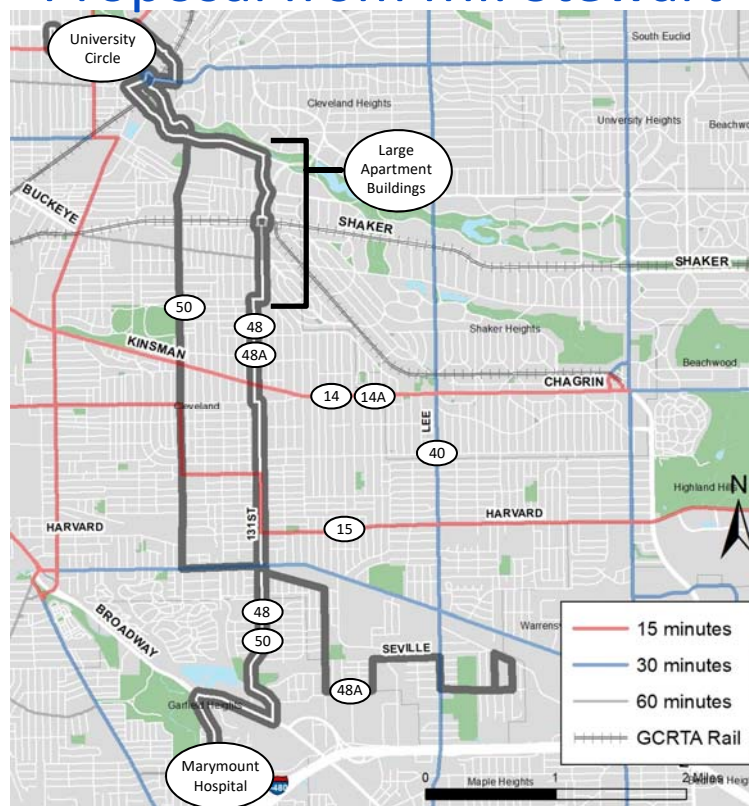
- When transferring from East-West routes (#14, #15, Blue/Green Line), no transfer point would provide half-hourly service to Marymount
- Apt buildings on N/S Moreland, Kemper lose half of Marymount service
- Each #48A trip missed stops on the main #48 route to Marymount
- The missed stops had ***almost twice*** as many riders as the #48A branch

Conclusion: NEXT GEN serves the community better

NEXT GEN Network



Proposal from Mr. Stewart



Greater Cleveland Regional Transit Authority



Should any RTA trips run on Walden Ave?

- More than 20 years ago, nearly all #15A service on Walden was removed due to low ridership
 - Only a few rush-hour #15A trips on Walden Ave were retained
 - More than 10 years ago, RTA renamed #15A as “#15 via Walden”
 - NEXT GEN discontinued ***lightly-used*** trips (3 per direction!)
 - In Cleveland Ward 1: 8 WB boardings AM, 4 EB alightings PM
 - Discontinued stops are 0.1 to 0.6 miles from improved #15 service

Should any RTA trips run on Walden Ave?

- NEXT GEN Features
 - Provides 15-minute service on Harvard at the Lee-Harvard Plaza
 - Plaza has Dental, Pharmacy, Banks, Library, Dave's Market
 - Important for shopping and jobs
 - Walden has only residences
- Operations recommends retaining the NEXT GEN service as is, due to:
 - Consistently low ridership on Walden
 - Need for frequent service on #15 to jobs, education and health care

#15A Proposal from Mr. Stewart

Proposed route was analyzed in 2021

- It would serve lightly-used stops on residential streets (Walden Ave, etc.)
- It would serve other places (incl. CSU, Shaker Sq., Tri-C East, Pinecrest)

Assessment

- NEXT GEN already serves all those other places
- “Via Walden” stops have been proven to have low ridership
- Each “via Walden” trip misses stops on the main #15 route
- In Cleveland Ward 1, the missed stops had ***more than 3 times*** as many riders as the “via Walden” stops during the periods that both operated

Conclusion: NEXT GEN serves the community better

#15A Proposal from Mr. Stewart



NEXT GEN & #15A Proposal from Mr. Stewart



Greater Cleveland Regional Transit Authority



Questions?

Committee of the Whole

Chair: Rev. Charles P. Lucas



Proposed Revisions to the Office of Equal Opportunity Policies Contained in the Codified Rules and Regulations

Committee of the Whole

April 12, 2022



Background

- Codified in 1989 (Resolution 1989-176)
- Review and update to bring policies in line with current operations
- Subject to review and revision every 3 years

Adoption of Affirmative Action Plan

- Amend Section 620.01
- FTA requires written plan every four years
- Presented to Board for adoption prior to submission to FTA
- Progress towards goals reported quarterly to Board

Equal Employment Opportunity

- Amend Section 642.01 Equal Opportunity/Affirmative Action
- Amend Section 642.02 Non-harassment & Retaliation
- Amend Section 642.03 Sexual Harassment
- Amend Section 642.04 Americans With Disabilities Act
- Repeal Chapter 636 Sexual Harassment

Recommendation

Staff requests that the Committee of the Whole recommend these provisions to the Board of Trustees for approval.

Questions

Executive Session