

Minutes

RTA Board of Trustees Meeting

9:56 a.m., June 23, 2020

Present: Clough (Chair), Lucas (Vice Chair), Bibb, Byrne, McCall, Moss, Pellet, Serrano, Weiss

Not present: Joyce

Also Present: Anderson, Benford, Bitto, Burney, Caver, Catalusci, Dangelo, Davis, Fields, Flannery, Garofoli, Gautam, Joyce, Kirkland, Lewis, Martin, Schipper, Scott, Shaffer, Wilson, Young

Mayor Clough called the meeting to order at 9:56 a.m. The secretary called the roll and reported that nine (9) board members were present. This meeting was conducted by teleconference for members of the Board in accordance with House Bill 197 of the 133rd General Assembly, signed by the Governor of the State of Ohio on March 27, 2020, the March 9, 2020 order of the Governor of the State of Ohio declaring a public health emergency and the April 30, 2020 order of the Director of the Ohio Department of Public Health prohibiting any gathering of ten (10) or more people. This meeting was live-streamed on RTA's Facebook page (www.facebook.com/rideRTA) for staff and members of the public.

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.

Minutes

Mayor Clough stated that the minutes from the May 12, 2020 Board Meeting had been previously distributed and reviewed and asked whether there were any additions and/or corrections. There were no corrections. The minutes were approved.

Public Comments – Agenda Items

Public comments were submitted by an online form.

1. Andrew Robbins Donshik - Simsbury, CT/CWRU Campus - Considering the conversation around police budgeting and reform, it would be appropriate to address the transit police's disproportionate cut of GCRTA's budget. Police funds could be reallocated to more frequent service, cheaper fares, and/or transit ambassadors, all of which would have a marked impact on ridership. Has there been any discussion of a 2020 ballot measure for a higher levy?
2. Chrisopher Martin – Cleveland, Oh - This comment relates to agenda items "V. Public comment on agenda items" and "XX. Public comment on non-agenda items." I find it disappointing that 4 months into socially distanced board meetings you still have not found a way to allow people to provide their own live comments such as through a telephonic system. Do better.
3. Molly Martin – Cleveland, Oh - RTA must stop fare-enforcement by armed police on the RTA system and you must decriminalize fare enforcement in Cleveland. The board should cut the police budget by 50% instead of making cuts to bus and train service. Last year, transit police received \$1 million more in funding, bringing their funding to \$14 million. If those funds had

gone to bus service, RTA could have afforded to increase bus service by about 7%. Alternatively, if those funds had gone to fare reductions, RTA could have afforded to decrease fares by about 15%. If RTA leadership is committed to racial justice in Cleveland, stop implementing practices that criminalizes people for being poor and disproportionately targets and criminalizes poor people, many of whom are people of color.

Mayor Clough said that we are not able to accommodate more people attending the Board Meeting due to the room limitations. He appreciates the comments about Transit Police, but their most important responsibility is to keep riders safe.

Ad Hoc Committee Reports

Justin Bibb reported that the CAC met this month to discuss the upcoming service change and COVID-19 opportunities to increase public engagement. The Ad Hoc Technology Committee will meet this Thursday, June 25 at 5 p.m. They are looking forward to continuing the work to leverage civic technology and innovation to advance RTA's agenda.

Committee Reports

Karen Moss asked about the update on RTA hosting the 2021 Rail Rodeo. Dr. Caver said he would do that during his Acting CEO/GM report towards the end of the meeting. She also reminded staff that there should be an update on the employee hiring and diversity.

Introduction of New Employees/Promotions

There were no new hires and promotions to report.

Introduction of Resolutions

- A. 2020-42 – Authorizing contract No. 2019-066 with Northcoast Industrial Distributing DBA The Farley Company for the furnishing of engine oil, as specified and as required, for a period of one year in an amount not to exceed \$232,528.00 (General Fund, Fleet Management Department budget), the adoption of which was moved by Mr. Serrano, seconded by Mayor Byrne and approved by unanimous vote.
- B. 2020-43 – Authorizing Contract No. 2020-054 with WSP USA Inc. for Project 18.65 – On-Call Rail Engineering Services 2020 in an amount not to exceed \$400,000.00 for a period of 24 months (RTA Development Fund, Engineering & Project Development Department budget), the adoption of which was moved by Mr. Serrano, seconded by Ms. Pellot and approved by unanimous vote.
- C. 2020-44 – Authorizing Contract No. 2020-69 with Hatzel & Buehler, Inc. for Project 18.15 – Ashby & Farnsleigh Signal Cable Repair, in an amount not to exceed \$139,899.00 (RTA Development Fund, Engineering & Project Development Department budget), the adoption of which was moved by Mr. Serrano, seconded by Mayor Byrne and approved by unanimous vote.
- D. 2020-45 – Authorizing the filing of grant applications with the State of Ohio for State Fiscal Year 2021 financial assistance under all State of Ohio Programs, the adoption of which was moved by Mayor Weiss, seconded by Mr. Serrano and approved by unanimous vote.
- E. 2020-46 – Authorizing the filing of grant applications with the Northeast Ohio Areawide Coordinating Agency for State Fiscal Years 2021, 2022 and 2023 for financial assistance

and capital projects under all Northeast Ohio Areawide Coordinating Agency programs, the adoption of which was moved by Mr. Serrano, seconded by Ms. Pellet. Chief McCall asked to abstain. There were eight (8) ayes and one (1) abstention. It passed.

- F. 2020-47 – Authorizing the filing of grant applications with and accepting grant funds from the Northeast Ohio Areawide Coordinating Agency for State Fiscal Years 2021, 2022 and 2023 for funding for Capital and Operating projects under the Section 5310 Program for Enhanced Mobility for seniors and individuals with disabilities, the adoption of which was moved by Rev. Lucas, seconded by Ms. Pellet. Chief McCall asked to abstain. There were eight (8) ayes and one (1) abstention. It passed.
- G. 2020-48 – Amending budget appropriations for the FY 2020 Capital Improvement Fund budget to provide for an increase of \$111,977,170, the adoption of which was moved by Mr. Serrano, seconded by Mayor Byrne and approved by unanimous vote.

Mayor Clough said it is fortunate to receive these funds. Mayor Weiss asked if these funds can only be used for capital improvements. Dr. Caver said these are similar to a federal grant so they come in through the Capital budget, but will be used to refund the Operating budget. It's passed through from a federal program and then get the appropriation to make the expenditure from the Capital fund to the Operating fund.

Interim Secretary-Treasurer Report

Dr. Caver gave the report. The economic activity that comes with spending in the community impacts RTA's largest revenue source, which is sales tax. Over the last 12 weeks in Ohio, there has been 1.3 million unemployment claims and that is more than the total combined for the last three years throughout the State. In April and May, the U.S. unemployment rate was 14.7% and 13.3%. The State of Ohio's rate is 17.6% for April and 13.7% for May. The county had a hard hit with a 23.5% unemployment rate in April. Revenue from ridership and fares has been severely affected. During the economic shutdown, ridership was at 70% pre-COVID-19. That number is at 55% lower than pre COVID levels. Normally we'd budget to collect \$3 million in passenger fares. April and May are drastically lower. May collections was \$1.3 million for a 57.9% reduction. YTD we are down 21%, but expect that ridership will be depressed for a while longer.

Prior to COVID-19, sales tax was moving well. It was at levels at or above budget. June receipts are for March expenditures. Half of March was shutdown. We're at a 15% reduction compared to budget. The July report will be for April collections. Preliminary information shows that it won't be as deep as prior thought. It may be about 25%, which is better than originally predicted. We received \$112 million from the CARES Act. We have begun executing the drawdowns. To date, we have drawn down \$56 million. There is \$55.8 million remaining, which will be drawn down before the end of the year.

Acting General Manager, Chief Executive Officer Report

Dr. Caver gave the report. In light of incidents around the country related to civil unrest and race, the Diversity and Inclusion team developed a plan to engage employees on race relations. There will be 15 sessions for this plan. There will be town halls, development of a new D&I strategic plan and training investments. The employee sessions will cover topics such as preconception, bias and privilege, researching and learning and seeking help. The sessions will be every Tuesday and Thursday.

A team is working to bring an RFP for new railcars this fall. They meet weekly with LTK, which is the consultant. They are working on developing the scope and identifying and coordinating capital projects. There will need to be infrastructure modifications to the shop and other areas on the rail line. A committee meeting to discuss the plans will be in August. A light rail summer construction project is planned from June 28 through August 8 between the E. 79th Street Station to Buckeye Woodhill. They will perform maintenance on the Blue and Green Line. Staff met with Shaker Heights officials. There will be bus replacement service during the project. The goal for the next five years will be the light rail system. The first group was the Red Line, which was completed last summer.

RTA will host the 2021 APTA Rail Rodeo & Conference next June. Preliminary discussions last year about the cost were \$250,000. Currently, it is budgeted between \$300,000 to \$350,000. Staff met with APTA on June 11. APTA will come to Cleveland to meet with staff in Oct.-Nov. They will meet again with staff February 2021 in Cleveland. A logo has been created to market the event.

Mr. Bibb asked about the use of force policy as it related to choke holds and what steps TP is taking to enhance training around racial equity and bias. Dr. Caver met with Chief Joyce to review the use of force policy. Chief Joyce made several recommendations. The policy prior to recent incident outlawed chokeholds. Chief Joyce said following the George Floyd incident, they met on June 12 to discuss ways to improve policies and procedures to improve capabilities within the police department. The use of force policy was updated in Feb. 2019 following the Cleveland Police Department use of force policy updates. CPD is under a Consent Decree with the Department of Justice. Based on the Floyd incident, police agencies have looked at their policy. Mr. Floyd was on his belly and chest, with his hands behind his back. Officers were applying pressure to his back and neck. This was a prescription for positional asphyxiation. This position limits breathing and blood flow. RTA's TP policy eliminated choke holds in Feb. 2019. After reviewing the Floyd video, they wanted to clarify that no neck pressure, neck constraints or piling on top would be permitted. The person would be put on their side instead of their belly. The policy was modified and signed off on yesterday. The officers will be trained on the new policy.

Officers are up to date on the Ohio Peace Officers Training, deescalating, cultural awareness/bias training. The new officers may need to be trained. He will put out a 40-hour block of training. Lastly, in the 2021 Capital budget is the procurement of body cameras. RTA has a significant security camera network so TP is under camera surveillance. The body cams will make them more accountable. They will push up the procurement of the cams. They will reach out to local departments to see what they are using and try to secure equipment under the State contract. Mr. Bibb recommended they include racial equity inclusion training sponsored by REI. He also offered his Ad Hoc Technology Committee to help plan the community engagement process as it relates to body cams. Rev. Lucas ask that the new policies related to choke holds be made public.

Ms. Moss said they were told the Rail Rodeo would run \$250,000, but now it is \$100,000 more, which is 30%-40% more than original estimates. She asked why the numbers were so different, how do we plan to pay for it and if the policy allowing for fund raising will be exercised. She worries that spending this money may look a little frivolous. Dr. Caver said the initial estimate was based off what the previous agencies paid. Last year, the conference was held in Toronto. Their budget was \$500,000 or \$380,000 in American dollars. Denver RTA's budget was \$300,000. Baltimore RTD's budget was \$250,000. The current estimate is based off those numbers and the cost of living in this region. San Francisco and BART would have hosted this year. Their budget was \$350,000 in total. The money will come from the General Fund. There was a conversation last year about sponsorships, but he recommends we not go out for sponsorships. Legal provided an opinion that we could go out, but Dr. Caver would not like vendors to be approached about sponsors.

Mr. Serrano asked for a cost benefit analysis of the Transit Police to show that cutting their budget will not put benefits anywhere else. This is in response to request from the public to defund the TP by 50%. Dr. Caver said that \$1 million is used as 1% of service. TP provides safety for customers, employees, property and community. They offer services that is cross jurisdiction in 59 communities. Some of their duties include crime related to robberies, operator assaults and other assaults. They work with Safe Place Program, Collaboration to End Human Trafficking, TSA and Homeland Security in conjunction with the airport and the Red Line service. They have done a terrific job in reducing crime. The perception is that they are only doing fare enforcement, but that is not all they do.

Rev. Lucas respects the direction of the staff, but asked why sponsorships would not be secured with the budget constraints. Dr. Caver said this would shield from any thought of impropriety that could occur. He trust the staff, but given the things that could occur, he would not like to pursue it. He would welcome any choice made by the Board. Mr. Bitto stated that Toronto is prohibited from entering into sponsorships. San Francisco decided not to do it thinking the value wasn't there from the conference attendees, who weren't decision makers. Denver had success with Siemens as a sponsorship. Baltimore raised \$15,000 for sponsors. Based off preliminary information from APTA, he doesn't think that all the money will be needed. Previous hosts rented outdoor tents and had to rent air conditioners. APTA is looking to have the event at the Convention Center so the outdoor space will be handled by the Convention Center.

Public comments on non-agenda items

Comments were received through an online form.

1. Chris Martin – Cleveland, OH - Attached are screen shots showing the text box indicating I'm under 1500 characters and another giving me an error for seemingly exceeding 1500 characters. Here is a copy of the comment:

On May 30, 2020, protesters gathered in front of the Justice Center. So did GCRTA SWAT. GCRTA SWAT launched flash bangs and tear gas indiscriminately into peaceful crowds. Among GCRTA mission, vision, and values I do not see "violently attacking the general public" listed. So why did your SWAT do so on May 30, 2020?

More generally, why does GCRTA have a SWAT? That's a ridiculous waste of money. How much does it cost you each year? How much did it cost you just on May 30, 2020? GCRTA seems to follow a pattern: 1) ridership declines 2) GCRTA makes riding more expensive and less convenient 3) ridership declines 4) repeat. That's not sustainable. Do Better. Some ideas. Despite subsidization through the CARES Act, projects an \$11 million dollar deficit this year. The budget for GCRTA police is over \$14 million. See where I'm going here? DEFUND TRANSIT POLICE! Re-allocate that money to restore and improve service. Buy masks for riders (and make wearing them mandatory). Give your operators hazard pay. At least 11 of your employees have contracted COVID-19. Because of inadequate contact tracing in the state of Ohio, it is impossible to know how many others, if any, those employees then infected. Yet, GCRTA has continually done the bare minimum to protect its employees or riders. Never implementing rear door boarding. Not requiring or providing masks to riders. BUT, GCRTA does provide millions to armed police that disproportionately targets black and brown bodies. Do better.

2. William Tarter – Broadview Heights, OH – (The following comments were inadvertently missed at the May 12 Board Meeting. They are being read into the record today). Currently, the State of Ohio lists three registered lobbyists for GCRTA, James Hadden, Terrence O'Donnell, and William Vorys. All three are registered with the Legislature, but not the

Executive Branch. One contract with Mr. Hadden was approved during today's meeting. I am grateful to hear RTA engaging on the continued support of public transit at the state level. Three questions:

- 1) What are the individual lobbying responsibilities for each of these three lobbyists?

Terrence O'Donnell and Will Vorys work at the law firm of Dickinson Wright. They will be primarily responsible for lobbying the legislative branch of government, including covering hearings of the Ohio House and Senate Transportation Committee, and the House and Senate Finance Committee's "subcommittees" for Transportation that make critical funding determinations for public transit statewide. James Hadden will be primarily responsible for advocating before the executive branch, including the Governor's Office and the Ohio Department of Transportation (ODOT). This includes advocacy in the TRAC process in which the state allocates millions of dollars for transportation funding statewide. While Mr. Hadden is not currently registered to lobby the executive branch, he will file the required paperwork to do so. All of these individuals will be responsible for compliance with all state law and regulations applicable to lobbyists.

- 2) From a messaging standpoint, how do these lobbyists work with the Ohio Public Transit Association (OPTA)?

GCRTA's relationship with OPTA is vital, as we collaborate with our statewide counterparts. Our lobbying efforts will dovetail with OPTA's efforts to increase funding statewide for public transit. We will also endeavor through our advocacy to ensure that GCRTA can fully participate in state funding programs and that GCRTA's unique needs are addressed.

- 3) Finally, if these gentlemen are not registered for lobbying with the Executive Branch, how will the lobbying message reach ODOT in order to engage in future public policy transportation decisions?

See above. This lobbying team will indeed be tasked with lobbying the Executive Branch.

3. NOBLE – City of Cleveland - NOBLE would like to offer suggestions to GCRTA, inclusive of adjustments that can be made, in an effort to be safer, given the critical need for services by many in the county, and the expected influx in riders, as many previous COVID restrictions are being lifted statewide. By dropping fares for all GCRTA services, as well as implementing all door boarding policies on buses, contact between drivers and passengers will be the most limited. Several transit agencies have chosen these and similar strategies to weather the current crisis. Fare-free transit achieves two urgent goals simultaneously. The move, in conjunction with all door boarding, can help protect transit passengers and employees. Since the coronavirus can spread easily among groups in close contact, transit officials have been especially concerned about risks during bus boarding, when passengers cluster outside the door before standing inches away from a driver while paying their fares. There are also signs that the virus could live on paper and metal, which may include currency and farecards. Dropping fares, along with instituting all-door-only boarding policies, could make public transportation safer by limiting close interactions between bus drivers and passengers, and by removing the need for passengers to cluster together before boarding. In addition, offering free transit can offer a financial cushion to riders struggling during the pandemic. We thank you for your consideration.
4. Julieanne Lopresto – Cleveland, OH - Defund the transit police and reinvest that money into expanding and improving RTA service, and providing low to no cost service for all.

5. Dro Sohrabian – Cleveland, OH - As a rider, Clevelander, and GCRTA advocate, I am very concerned with the growth of GCRTA's police force and budget over the years. Ridership and service have shrunk while your police staff has grown larger, more powerful, and more expensive. We need those funds. We need those millions to not hold up structures of oppression. We need you to reflect on the role of this agency, as an essential public service in an urban area with deeply segregated and racialized inequality. You provide people, often disproportionately Black and non-white, the freedom of movement. This freedom shouldn't come with a looming, militarized police presence that tends to systematically target and harass Black riders in public space. That the role of armed police has grown at the expense of other services is salt in the wound. There are alternatives to solving conflicts with lethally armed officers. There are alternatives to spending money on police SUVs with bull bars. I implore you to push your staff to study and implement them. Our region is slipping deeper into unsustainable sprawl every year. Our clock is ticking. Your planners, community programs, and external affairs capacity need funds and staff to push for sustainable development and transportation policy. Or fares can be subsidized. Please consider reallocating the police budget.

6. Dallas Eckman – Cleveland, OH - It is reprehensible that in a national moment of such importance to the uprooting of racial inequity in this country this board has neglected to even slate time to discuss the presence of police aboard the RTA. Funding for the transit police is a parasite on the ridership in our community. This board would be wise and politically shrewd to see where the wind is blowing and realize that nothing short of the complete termination of policing aboard the RTA will be accepted by its ridership. In the days, weeks, and months which come after today, the people of this city and many others will refuse to accept the violence and racist mode of policing which had plagued our public lives. I fear, however, you will not be wise. I fear you will turn yourselves into enemies of the people, convinced you must uphold some bizarre misconception of "law and order." I fear that instead of listening to the cries of anguish from our communities, you will instead turn a blind eye to the terror.

I fear you make these choices, because you are culling the ferocity of a public which will meet your indifference with justice. Rather than make yourselves the enemy of those you purport to serve, begin now the immediate and righteous task of undoing the policing aboard our public transit networks and reinvest in depleted bus routes, wages, and infrastructure. Choose wisely.

7. Maryellen Eickman-Fiala – Cleveland, OH - I am a recently a frequent ride of the transit system user as I have retired from commuting and will be a consultant in our County. I support Clevelanders For Public Transit agenda to reexamine the funding for Policing and reroute it toward more productive use. I feel less safe with armed police more present than other years where I saw none. I watch the transit Police at W.65 and W.25th. Hard to say it looks productive, quite the opposite. I feel as if I police the police. and I am a 63 year old white woman! You are aware that you could invite a CPT member to join your board, keeping you more on track. I do realize the drastic de funding from Federal and State sources have dramatically altered the budget. That is why rerouting the militarized policing budget makes sense. Sincerely a new frequent user, hoping not to see armed security.

8. Victoria Neenan – Cleveland, OH - My name is Victoria and I am a Cleveland resident and daily RTA rider. Please accept this comment in support of Clevelanders for Public Transit's (CPT) recommendation to reduce spending on GCRTA police and reallocate those funds towards restored service and fare reductions. In addition, I request GCRTA take action on the following: Increase transparency around fare evasion and fare enforcement activity. Please

include a link to fare enforcement data on the GCRTA 'Fare Violations' webpage. Create alternatives to armed law enforcement responding to non-violent crimes and code of conduct violations. In the coming weeks and months, please hold events and community conversations that allow riders to provide feedback on safety interventions that do not involve law enforcement. Thank you for your time and consideration.

9. Keith Kurak – Cleveland, OH - All fare enforcement should be suspended until RTA gets how it collects fares in order. Single fare, multi-trip, and online tickets all have different transfer rights, the health line stations have signs that tell you to pay in advance and then the bus driver tells you to pay up front, the online app doesn't even have all the same single fare/ all day tickets as the other platforms. I can't tell you how many times I've purchased a 5 trip pass that stops working after the second or third trip. Due to issues with payment or dare collection systems, many times I've ridden without technically having paid my fare. As a white man, The fact that I haven't been stopped for this leads me to conclude that, like most policing, there is a racial bias component to fare enforcement by RTA armed police.
10. Natalie Ziegler – Cleveland, OH - police to show material support and action for the riders of RTA. Please read this quote from the Northeast Ohio Coalition for the Homeless: "Every day, we are building with the unhoused community of Cleveland and we are hearing from our people living on the street that they are tired of being targeted, tired of fearing a police interaction in a park, or wondering whether a night in jail will cost them their lives. If we ever stand a chance of ending this onslaught of racist violence and the horrific cycles of trauma that come with it, then we must come together and dismantle the systems that perpetuate it. We need to do better and truly believe in radical accountability for public officials, private businesses, and local nonprofits that uphold an unjust system... Cleveland's public and nonprofit community must move from racial equity dialogues to actions that dismantle white supremacist social and institutional structures. If our leaders are serious about creating a safer and more just Cleveland, they will channel the community's outrage into the work of divesting from a militarized police force and investing in public goods that actually enable safety and well-being, like affordable housing for all, healthcare, education, transit, community centers, and social services." Black and POC riders of RTA are targeted, harassed, and unjustly penalized by the police force for sleeping, missing a ticket, and more. Do black lives matter to RTA?
11. Lisa Sanchez – Cleveland, OH - I'm a Clevelander and RTA rider. I use the RTA whenever I can to get to work, events, and back home again. I'm appalled at the funding for armed RTA security officers on RTA lines. Ridership has consistently decreased, fares have increased exponentially, services have been cut, frequency has been cut, but there is still money in the budget for fare enforcement police? The RTA police annual budget has ballooned to 14 million dollars. How do you justify this expense to the detriment of your ridership? I don't think this is a satisfactory use of money for the RTA system. I stand with Clevelanders for Public Transit and support their demand to reduce the RTA police budget by 50% to reallocate funds to transit ambassadors and services for riders who depend on public transit. As a public transit rider, I want more accountability in the budget, more services to riders who actually support the system, and no armed police menacing the ridership over a \$2.50 fare. I want you to know I'm paying attention because I care about public services in Cleveland and I demand better from the transit system that carries thousands of people every day. Please do better.
12. Robert Winn – Cleveland, OH - Good morning GCRTA Board Chair, members of the board, Dr. Caver and RTA Staff. I have two questions, both regarding technology and the ad hoc Technology Committee meeting: #1: The initial ad hoc Technology committee meeting on Jan. 30 was a productive and candid conversation. This meeting also engaged members of

the public and members of the public were invited to participate and to provide public comment. Will there be any similar means of interactive dialogue and public comment on Thursday's meeting to allow this, or will comment be limited to a web-form like the board meeting (or will there be any public comment at all?) #2: The NEORide transit agencies that also use NEORide's EZFare mobile ticketing platform will soon have access to a federal IMI grant (awarded to PARTA) that will provide onboard validators and give EZfare agencies the ability to deploy smartcards. GCRTA recently exercised an option to renew mobile ticketing services with Passport, and is still waiting for Conduent to deliver an overdue smartcard platform that integrates with GCRTA's GFI fareboxes. At this point, GCRTA is shaping up to be one of only a few agencies in Ohio and Northeast Ohio that don't participate in EZFare. Can a discussion about the costs and benefits of adopting EZFare vs moving ahead with the current smartcard contract and mobile ticketing platform be included as part of the discussion for Thursday's ad hoc Technology Committee meeting?

Dr. Caver said that this meeting will be livestreamed. They will see how the meeting can be more interactive. He said that the EZFare can be a part of the discussion.

13. Chris Stocking – Cleveland, Oh – (Mr. Stocking had problems submitted his comments online so he emailed them after the meeting) Today CPT released a letter with coalition partners calling for the creation of a transit ambassador program to replace fare enforcement by transit police. Background: In late 2017, Judge Groves ruled that proof-of-payment fare enforcement by transit police was unconstitutional. From pages 6-7 of the decision: *"If RTA utilized non-law enforcement officers, a constitutional analysis would be unnecessary. The utilization of police officers inappropriately removes the 'middleman' or buffer between police and passengers. Passengers should only encounter police once reasonable articulable suspicion is established."* In early 2018, CPT released Fair Fares. Each board member was provided a copy. In it we called for RTA to follow Judge Groves decision to insert a buffer between police & passengers for fare enforcement- to establish Transit Ambassadors. In summer 2018, the case was appealed & dismissed. Although proof-of-payment by transit police stands as unconstitutional, staffing levels remain unchanged since 2016: 20 full- & 10 part-time fare enforcement officers. We are asking the board to invest these funds in transit ambassadors to restore & expand constitutional proof-of-payment. Lastly, CPT appreciates RTA's recent fare equity study, but the study did not evaluate fare enforcement. It was started before India Birdsong became CEO. We look forward to new leadership from Birdsong on reevaluating this issue & discussion at our next staff meeting.

Mayor Clough said that at the end of the year, RTA looks at the entire budget. They ensure that the riders are safe. This should always be the reasoning for any entity to exist. Dr. Caver addressed comments related to RTA providing mask. This week and through the summer, RTA will provide masks at several transit centers. The mask were donated from the federal government.

Upcoming Meetings

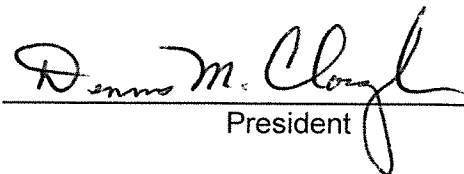
The next regular Board meeting is scheduled for Tuesday, July 28, 2020 in the Board Room of the Authority, Root-McBride Building, and 1240 West Sixth Street, Cleveland, Ohio 44113.

This meeting was adjourned at 11:13 a.m.

Attest:



Interim Secretary-Treasurer



President