

Minutes of the Regular Meeting  
Of the Lima/Allen County Regional Transit Authority Board of Trustees  
Held at the RTA Administration Building  
200 East High St., Lima, Ohio  
March 6th, 2018 @ 12:00 Noon

---

Present were Brad Taylor, Board President; Michael Hayden, Board Vice-President, Richard Schroeder, Holly Rex and Joan Davis, Board Members; Shelia Haney, Executive Director; Patricia Stein, Finance Director/Board Secretary, Thom Mazur, RPC; News Crew from WLIO; and Teresa Brown, Administrative Assistant.

First Item of Business – Roll Call: Roll Call was taken and noted for the minutes. Mr. Accountius was not present.

Second Item of Business – Approval of Previous Minutes: Ms. Davis made a motion to approve the previous minutes and Mr. Hayden seconded the motion. All members voted in favor thereof.

Third Item of Business – Board President's Comments: Mr. Taylor decided to defer his comments until later in the meeting.

Fourth Item of Business – Operations Report – January: For Community, We are still trying to do what we can for the community if there is not a high cost. We had the county call us about transporting some jurors to areas related to the case we had a supervisor who was able to do the transport so we did not have to pay out extra hours to a driver. It only lasted about an hour. We will also stay on the emergency plans for the area hospitals.

Our bus stop projects are on a hold for now. We had to get a limited number out to do the route planner on the website. We will continue with the project when the weather is nicer.

Shelia is still available to do presentations. She has one coming up this month with the Young Democrats of Lima and one at Bluffton University for History Students. Our Social Media presence has been going very well now that we have someone monitoring our Facebook and posting information about RTA in the community.

The ridership numbers are the first month to reflect all of the service reductions. This includes no Saturdays, stopping service at 6:45, and cutting three routes that were designed for job access in the area. There were 11,000 less riders compared to January of 2017. We were not expecting that big of a hit but it did hit the community pretty hard. The weather may have had some impact so we will keep watching it. The wheelchairs and bike ridership were also down at 50%.

As far as Capital Projects, we have the two 35' buses we ordered a couple years ago with the OTP3 grant that are being built right now. Our Mechanic was out there last week for inspections and our

Operations Supervisor will be going this week to do the final bus inspections that are a requirement.

We have been doing the training on the new Genfare boxes with all of the drivers. They are scheduled for install on the 20<sup>th</sup> of this month.

We have a few grants that we have been working on. Some of them just opened up so Patty and Shelia have been scrambling to get them in as they were due March 1st They did exactly as they said in the budget and asked ODOT for a larger amount of Operating funds. This is for the grant for 2019. We also asked for some capital money to replace some vans that are past their useful life. There was no capital money available in 2018 but there is for 2019. We asked for money for five new LTVs. Six of our current vans are past their useful life. With it being a 2019 grant, it will be projected that the vans will arrive in 2020; I hope we can keep the current vans running that much longer past their useful life.

On the Triennial Audit, we have the two policies that need approved, the Drug & Alcohol and the Maintenance Plan. They have been through the audit in Chicago by FTA. The policies just need approved by the Board and then we can have a Safety Meeting and train the drivers on the updated policies. The Board made a motion to approve the Drug and Alcohol policy last fall but a new circular came out January 1, 2018 that changed a few FTA regulations and have been amended in today's policies.

We had our Risk Management Audit from the Risk Pool and our weakest area was in IT. They are really stressing on needing better firewalls and safety precautions. We do not have an IT person, we contract with Perry proTech. We call them as needed. We also contract with PC Bytes, and he comes in twice a month to put his hands on all of the computers and make sure they are all updated and have no viruses or issues. Another transit agency in our Risk Pool was recently hacked and had to pay the ransom to get their system released. At the recent Chamber meeting they had an FBI agent speak on how advanced IT is getting and how everyone needs to consider resources for more protection. Another speaker was there with an IT company from Wapakoneta. Her company is Tomorrow's Technology Today and she was here this morning to do a free assessment on our server and hardware and everything and will give us a report on what they recommend. Since we just had to replace our service last summer and had Doman and email issues, this might be a good recommendation to follow.

We have had a few accidents in December, January and February. It seems like a lot and they were mostly due to weather. We will be having another Safety Meeting soon and will be watching some videos. Our most recent incident had a person pull out in front of our driver. Our driver hit the brakes and managed to avoid hitting the other vehicle but the passenger behind him fell off of the seat onto the floor. She was ok, but more training is needed with the drivers to force the seatbelt policy.

Ms. Davis made a motion to approve the Operating Report and Ms. Rex seconded the motion.

Mr. Taylor mentioned he noticed that the Uplift service had gone up. Shelia replied that we had all of these routes and the elderly and disabled were able to ride for fifty cents instead of the door-to-door service at \$2 and up. Once we cut the fixed routes, some of the elderly and disabled who previously had ridden the fixed route buses had to revert to the door-to-door service. As Shelia had said and predicted, we think we are saving money by cutting routes but it costs us more money as Uplift door to door services increases. The person who was riding the fixed route for fifty cents is now getting door-to-door service; which is a higher cost for us. Our ADA has tripled. We were at 300 a month and now we are over 800.

All members voted in favor of the motion.

Fifth Item of Business – Financial Report – January: Shelia had mentioned previously that when they went to ODOT to ask for more operating money, they had found out that ODOT had not paid any 2017 invoices. Once the error has been recognized we worked with ODOT to reconcile and received the \$90,000 from ODOT yesterday. This incident gave us reason to look deeper into our entire Accounts Receivable aging summary and found out there was around \$300,000 in outstanding receivables on the report. A large chunk of that was from the ODOT error, and some of it is current bills. We are now in the process of going through all of the outstanding invoices to verify in the system if they are paid or not. Some of the amounts may be due to Journal entries so the report would not have been updated. We will follow up with the past due accounts this month.

January's finances that were sent to the Board show that the wages paid to employees has definitely dropped, but so has the passenger revenue. This is exactly what you would expect to see with a reduction in service. Under Capital Maintenance there is zero for January. We have exhausted that grant and have no more money to draw down from it.

The total Income for January was \$173,442.11 with the Expenses of \$309,861.97. Depreciation for January was \$48,139.84. When that is backed out we were in the negative for January of negative - \$88,280. We just received the \$90,000 from ODOT for the 2017 invoices so that makes us break even for January with a couple thousand left over.

Mr. Schroeder made a motion to accept the Finance Report and Ms. Davis seconded the motion.

Mr. Mazur asked if we had any problems with the 5310 funds due to Black Cat or with ODOT or FTA, it seems this has been an ongoing issue I hear from everyone. Shelia stated: The issues seem to be staff turnover at ODOT and a lack of communication. We have met with them on these issues and now realize the process and in touch with our contact persons so I think we will see an improvement and smother process moving forward. It was our understanding that all correspondence would be in Black Cat, but we have found that not to be the case.

Mr. Schroeder asked if the City of Lima Water Department was going to adjust our bill so we were only paying for the water, not the sewage portion. Teresa had called them to see if they would reduce the bill since it was very large and due to a pipe bursting but they did not seem inclined to do so. Shelia added that we would turn it into our Risk Pool. We have a \$1000 deductible and the bill was double that, so we will get at least \$1000 of it back.

All members voted in favor of the motion to approve the Financial Report.

Sixth Item of Business – Board Motion – Drug & Alcohol Policy amended: Brad mentioned that Shelia had already covered what the changes in the policy were. FTA had already been through the policy with a fine-tooth comb. Ms. Rex made a motion to approve the amended Drug & Alcohol Policy. Mr. Schroeder seconded the motion and all members voted in favor thereof.

Seventh Item of Business – Board Motion – Maintenance Plan amended: Ms. Davis made a motion to accept the amended Maintenance Plan. Ms. Rex seconded the motion and all members voted in favor thereof.

Eighth Item of Business – Board Discussion – Lima Locos Request: For the past couple of years we have provided transportation for the Lima Locos Baseball teams away games. They are a 501(3)(c) and had run into financial difficulties that led to Mayor Berger approaching us about doing the transportation for their away games, and we did offer to help the past two years. When the levy did not pass, we decided we could no longer provide free services to the community including the Locos. Mr. Keith Cheney came to Shelia last week to check on the possibility of our providing the transportation again this year. Shelia reminded him that the levy did not pass so we had to cut out all of our community free service and Locos was included in those cuts. She said she would take the request to the Board to see if they had any kind of suggestion or resolution and he said he would do the same.

Shelia presented the actual cost of the transportation provided to the Locos. We can figure it several different ways. Most of the trips were for 10 – 11 hours, with the driver staying the whole time. The players wanted to get there 3 or 4 hours early to warm up, practice and rest. You can also figure the miles that the bus went. During June and July we drove over 3,500 miles for the Locos, at our allocated rate of \$2.55/mile for a total of \$9000. The driver's hours amounted to \$6000. We had the bus fully fueled when we picked them up and they would pay to fill it if it needed it on the way back. The fuel cost was close to \$3000 but would be included in the allocated mileage cost. Added all together, we spent around \$15,000 to provide their transportation last year but with the grant reimbursement of 50% the RTA out of pocket cost would be \$7,500.

With our Operating grant, we can draw down half of that money but we would need a match for the other 50%. Shelia's suggestion if we were to continue with their transportation would be for the Locos to pay the 50% match money and we would be able to draw down the other half. She had made that suggestion to Mr. Cheney. That way we are not out any money. It depends on where they go to calculate the mileage to determine the costs.

Mr. Schroder said if we did something like this he assumes there would be other agencies wanting us to provide the service to them also. He asked how much of a challenge it would be to our operations if the other non –profits came forward. Shelia replied that we have three large non-profit challenges every year. We have the SSS, the Locos and summer church daycares. They have us provide transportation for their weekly events. We have five to six non-profit, 501(3)(c) daycares that do trips every week. They might only be for a couple hours every trip but it does involve a lot of scheduling and moving drivers around. All other community service are of the trips we do are on a whim, like the picnics for Changing Seasons. We have had some for the Boy Scouts and the Girl Scouts. The FOP still used us for the Shop with a Cop event, but the driver volunteered his time. We did the jury event but the supervisor drove and he was already on the

clock so we did not have any additional wages for that. Mr. Mazur asked how the costs for the emergency response to the apartment fire were covered. Shelia replied that we have always done these types of emergency services for police and fire. No one pays us for it, it is just one of the in-kind to the community things we do. It is only the second time we have been called by the fire department in the last four years. It is the same thing with being on the Emergency Plan for the hospitals. We are on their plan and go to the enactment once a year, but it would be very unlikely that we were actually needed for that and decided to continue with those plans.

Ms. Rex commented that unfortunately this is one of the things that happen when you have to cut services. Things we did for free before we cannot continue to do. Shelia said her concern was we may not have enough drivers. Mr. Schroeder said he thought that if we were to do this we should not do it for 50%, we should have them pay at least 60% if not more. He also thought they should pay a substantial down payment so we did not end up with an outstanding A/R. Shelia said the other issue we may have is we are no longer in service during the evening and Saturday hours like we were last year. Last year we could just schedule the driver for the trips at regular pay, now it would be considered overtime for all trips which would need to be considered in the cost.

Mr. Taylor asked what would be the risk if we told the Locos they needed to pay 60% of our costs, and let them know the amount may change depending on the driver costs, and then get to June and not have a driver. We would need to let them know that may be a possibility.

Mr. Mazur asked how other teams get here. Mr. Mazur asked if we provided transportation for the Lima Warriors football team last year. Shelia responded, we did but they only had four away games and we have also notified them we could not provide service this year due to the service cuts.

Mr. Hayden said it seemed like we were doing a lot to accommodate the Locos and he would be worried about how it would affect our operations. Mr. Taylor added that he would hate to take a down payment and get halfway through the season and not be able to provide the rides. Shelia said I am sure the voters did not realize how much community service we provided other than just the "Big Buses". With the service cuts we had to make, it is hard to justify to continue with community events RTA provided in the past. Ms. Rex we just can't afford to do anything for free.

Ninth Item of Business – Service Reductions Update: Shelia said we had pretty much already covered this in the Operations Report. The numbers are going down much quicker than she anticipated and the ADA numbers are going up as she predicted. We have been reaching out to both ODOT and FTA trying to find more operating money. Finding Operating money is the hardest thing with only a 50% match on grants. On top of the grant reductions, we also have noticed reductions in the Demand Response contracts with JFS and AAA3 for the past few months who were considered two of our largest customers but not so much anymore. This couldn't be at the worst time for RTA to experience additional cuts in services that provide us revenue. The only thing that is saving RTA for now is the increased contracts with the schools and Medicaid. This is what we use for the revenue to match our 50% operating grants.

Mr. Mazur asked if we could tighten the routes to cut back on the ADA. Shelia replied we did tighten our ADA requirements, sent employees for training on ADA assessments; and send out applications to riders to verify they should qualify for it or if they can access the Fixed Route. Mr.

Mazur said he also meant to tighten up our routes and shrink the footprint of the system so some of the rides we now provide with door-to-door service would no longer qualify. They would not be within the ¼ mile outside of the fixed routes. He also thought if we went to half hour routes instead of hour routes our ridership would increase. He thought the hour was too long, especially when the weather is too cold or too hot. Shelia said the hour routes do hurt us with the wheelchair riders and we would love to increase to 30 minute routes and was part of the plan if we passed the sales tax levy; we just don't have the funding to support this.

Mr. Taylor asked if we should take a look at reinstating some of the discounted passes we previously offered and eating the cost now so it doesn't kill us on ridership for the grant. Shelia said we were offering half price ridership for seniors and disabled. They pay 50 cents to ride our service. RTA also offered another discount with half price monthly passes. They were getting a double discount. Most places only offer the half price ridership on off-peak hours and we offered it all the time. With the new Genfare boxes, we will have a \$3 day pass. The passenger can buy them right from the driver and if they have a lot of stops in one day it will save them a lot of money. The monthly passes with the Genfare will be better also. Previously, if you bought one on the tenth, it was only good until the end of the month. With the new passes, they are good for 31 days from the day they are activated. They can come in and buy three, and they don't start until they are activated. When people starting complaining on social media on the \$40 monthly pass price, someone pointed out that you cannot drive a car for that amount per month. This is still reasonable compared to most transit facilities.

Tenth Item of Business – Levy Updates: We are still trying to make sure we are getting information out to the community about the RTA. We don't feel we did a good enough job of that last year.

We had a meeting with JFS team a couple of weeks ago, they would like to change some of the times that we now deviate our South Main Route #5 to the JFS location 7 times per day. Since the South Metcalf route was created to service JFS a couple years ago, this was also the low ridership route that was shut down on January 1<sup>st</sup>. RTA has had an agreement with JFS for several years and they pay RTA a subsidy to service their facility in total of 7 trips per day, even when we created the route that serviced 32 times per day, the contract agreement stayed the same amount. When we reduced our service, we reverted back to the original contract with JFS and the past times of service. Due to some changes at JFS in classes and appointments, they have requested to change the service times. JFS has offered to place stickers on our maps that have already been printed and we have placed notices on the buses of the changes. This will cause a little confusion with some passengers but will better service JFS needs at this time.

Mr. Mazur asked why the rate with JFS has remained the same all these years. JFS used to be downtown and when they moved out there it was supposed to be a lot cheaper than downtown. The people that use their services are downtown, so the Board agreed to go out there if JFS paid for it.

Ms. Rex asked if the time changes were due to employer requirements. When RTA had a meeting with JFS it was not about employers having difficulty getting their employees to work only JFS customers. Our ridership to JFS in recent months has been cut in half.

Mr. Schroeder asked how the relationship with Judy at Apollo was. Shelia said we never had a problem to my knowledge and Mr. Schroeder said she had a problem with us due to the service cut backs. Shelia said she had met with staff on the Adult Education side at Apollo and they knew what the service cuts were going to be. Judy Wells, (Superintendent) has not reached out to Shelia. RTA worked with Apollo staff when we created that route and had multiple meetings out there. Shelia spoke to the Adult side after the cuts to see if there was anything we could do and since it was in the middle of a semester they had already moved the classes of the affected students to the Bradfield Center. Shelia had asked if they could find out how many people it had affected but they have not gotten back to us with any information yet. I see walkers in that area all the time and if we ever do find the funding would like for this to be one of the first routes brought back into service.

Ms. Rex asked if we had heard anything new from Joe Patton from employers needing transportation. Shelia said the only thing we heard from them was about the seven trips to get people out there to their classes. Mr. Mazur said he was told there was no significant impact on employers by Joe. Marilyn Horseman that we had previously dealt with had been reassigned and was no longer in transportation. We have the number of the people who rode to the locations on our routes. Lori pointed out in the meeting with JFS that the employers may not know about the ridership as most of the employees were through temp agencies. Again, I think it's going to just take time for folks to realize the reduction in service is causing a hardship on the community and we might even notice unemployment rise.

Eleventh Item of Business – RPC Update: Mr. Mazur said it was March and they were waiting for the 2017 Operational Reports. They could not update anything until the NTD report came out. Shelia replied the NTD report would not be out until the end of April due date. The Certificate of Data will be done soon and it may be what Thom is looking for. He said when they get the numbers they do their reports and that is what is sent to ODOT. If they base it on the Certificate of Data and then the NTD report comes out and it doesn't match it can be a problem. The Certificate of Data was required for BlackCat but was longer required for it. We kept doing it because of the data on it, and Shelia uses the data for the NTD report. Patty is almost finished with the Certificate of Data. We can't finish out 2017 yet since the State Auditors are still working on the 2016 audit. When they close up Patty can do her closing journal entries and depreciation and finish the certificate of data.

Mr. Schroeder said he understood that Scott Cockerell had been appointed to the Board. Shelia said yes he had been and it was a surprise to us. We thought the Commissioners were appointing Tim Sielschott. Tim had been to a meeting and had a tour of RTA and then when we received the Resolution from the Commissioners they appointed Scott Cockerell. Shelia has not heard from Mr. Cockerell, he has not contacted us, and she doesn't have any contact information for him. We usually like to give prospective Board Members a tour, see why they want to serve on the Board, and they have to take our Board Member's Oath of Office. Mr. Schroeder said His mom retired recently from DD. The Commissioners had said their strategy when appointing new Board Members with a financial background and he does not appear to have that. Shelia said; The Commissioners also said the Board needed to be balanced as far as the Board Members political

affiliation, but when we checked the Ohio Revised Code we found out that does not apply to Transit Authorities. I will be sure to ask clarification at our next meeting.

Mr. Mazur said until they have the updated data they will not have any updates.

Third Item of Business – Board President Comments: Mr. Taylor welcomed Mr. Schroeder back. Mr. Taylor had a conversation with Shelia before the Board Meeting about a letter he and most of the Board Members had received from Jacqi of AAA3. Jacqi Bradley from AAA3 had been made aware of comments that were made at the January RTA Board Meeting. She then sent a letter to Marlene Shumaker and Thom Mazur at RPC and to Brad Taylor and some of the other RTA Board Members along with her own Board Members and some of her staff. She wanted to refute some of the comments that were made and detailed some of them in the letter. She said there were other items that she wanted to meet with the Board in person to discuss. When Mr. Taylor met with Shelia regarding the letter he wanted to get her perspective on it. He was troubled that Shelia had not been included in the letter and based on what Shelia had said and presented in past emails; Jacqi had refused to work with Shelia in the past year. Mr. Taylor said he was taking the position as the Board President that this would be an opportunity to mend fences; work together and improve the relationship. His thought without going into detail on the items in the letter was there should be a meeting with himself, Shelia, Jacqi, and one of Jacqi's Board Members. Jacqi has suggested involving a number of other people including ODOT and RPC, but what troubles Mr. Taylor is she never suggests involving Shelia. There would not be much gain without having the Director's of both agencies there. He also doesn't think there would be anything gained by having six or eight or ten people there.

Shelia suggested bringing in Thom Mazur to the meeting also as he has the most history of events. Thom said that Marlene would be better because she is on an advisory committee with AAA3 and he would prefer to send her to the meeting. Historically, RTA, RPC and Marimor have provided most of the technical and planning involvement and AAA3 has provided the Mobility Manager. He thought the Mobility Manger originally would be someone who was adept at new technologies and how to implement new software to drive the coordination. The logical choice initially would have been RTA and I have voiced my opinion on that for years. The Coordination originally was for just one county and then expanded to cover the four counties for WOCAP and seven for AAA3. Coordination sounds good on paper but is hard to do in these rural areas with no money. The focus shifted dramatically. The RPC is a single county organization. RTA is a single county organization, but RTA ended up providing much of the direction technically and the training and RPC handled the planning. It was beyond our service area.

Everything RPC does is public information as RTA. As the MPO, he never saw the grants for the FACTS Coalition or any other documents from AAA3. Thom saw the first one because Rose, Thom, Esther and Jacqi sat in the office together and pulled it together. The area they had to cover just outgrew it. Thom said there some of Jacqi's numbers that he doesn't know is right, The Find A Ride program is not the solution, it is a piece of the puzzle. Becca is still new as mobility manager. Thom met with Jacqi and her staff about the coordination plan and said RPC was only willing to do the portion pertaining to Allen County, the rest was the Mobility Manager's job. Jacqi said that



was fine, they would do it in house. AAA3 is probably waiting on direction from ODOT, they have had a lot of turnover there.

Ms. Rex said we were on the right track, we need to get everyone to the table with just a few people and see what all the issues really are. Mr. Mazur agreed that talking was the right step and the legal issues from upstairs needed resolved before anything else. Shelia said she was a little disappointed that she was not included in the letter and this was her approach to solving issues she had with me personally. Everything I said in the minutes of the last meeting was my opinion to the Board due to the occurrences and documentation I had. If no one is going to give me information requested, she has to analyze the documentation she has.

Shelia said Jacqi has gotten upset on other occasions over false information and last February when she came into the office upset with Teresa over the building alarm, I tried to meet and speak with her and she refused to talk with me so I sent an email that I have a copy here. I asked her not to go to my staff with issues and come to me because again her information was false and I had the security reports for her to review, but she never discussed it further. Shelia did not know what happened when AAA3 moved out from upstairs. She has all the emails she sent to Jacqi about it. She was letting her know the movers damaged the walls and other things and we had pictures of all of the damages. There were two emails exchanged and then we received the letter from their attorney. The emails Shelia sent told Jacqi she wished she would come and talk to her instead of listening to other people; she was getting false information from others. Jacqi could bring her concerns directly to Shelia. Shelia feels that because Jacqi would not meet with Shelia to resolve any issues, communication stopped. Since these issues, other occurrences have happened that are unsettling. The cost of damages to the 2<sup>nd</sup> & 3<sup>rd</sup> floor was a cost that RTA did not have, then we noticed a large reduction in the Find a Ride services that is also a cost to RTA, then we almost lost a 2019 ODOT grant funding because the Mobility Manager never informed RTA of the meetings and trainings... this would have been a large cost to RTA if it was not caught in December. With all the occurrences and I have more, it was my opinion that AAA3 was pushing RTA out and I stand by that statement. This was not a time we could afford these occurrences along with the failure of the levy and planning reductions in services. And yes, I was concerned with the Coordination Plan changes, if Jacqi will not resolve issues on a personal level, I had every right to be concerned of a document that supported RTA's funding.

When Shelia asked for documentations, Becca said she did not know how to pull the reports.

As far as the email copies she has attached to her letter. All of them that had my name, was the wrong email address and I did not receive. Right around the time they were moving out and for a while thereafter, we were having server issues and had to get a new server. It caused problems with our email and then Shelia had to get a new email address and that was why we did not get some of the emails from AAA3 and ODOT. Shelia did not get emails from Becca. It shows she was sending them, but Shelia did not receive them. Lori McGuire was forwarding emails she received to Shelia and that is when we realized the issue and I called Becca to ask her to correct the email address.

We have not hired an attorney for damages against AAA3; we went through our Risk Pool. We are not making these damages up; we had pictures of the damages that we sent to Jacqi and her Board President only. We tried to do all of the repairs as cheaply as possible. We were supposed to lease

the floors out as soon as they moved out but had to put the new tenants off for two months to make all the repairs. We lost two months of rent.

After they moved out is when our documents verify the services dropped, we weren't included on the agenda of the FACTS coalition, although maybe Becca sent that to the wrong email. We kept asking why the trips were dropping and were told it was because we hadn't signed the contract. This was in January, and Shelia actually signed the contract on December 21<sup>st</sup>. It was online. Shelia received an email from AAA3 staff asking why she hadn't signed a contract, but she didn't know about it initially as it was online and they sent it to the wrong email. She took care of it before the end of the year but they were saying that was why we had fewer trips in January. The services have continued to decline, to almost nothing. I have invoices to show they dropped from almost \$3-4 thousand a month to 5-6 hundred a month, yet no one can explain the reason or even offer an explanation.

Shelia has no idea what Jacqi is referring to in the letter where she says Shelia said something to Erica. Shelia has her emails where she reached out to Jacqi, then the next thing she received was a letter from AAA3's attorney. She doesn't know what happened when they moved out or why they are so bitter. Jacqi would make comments to Teresa, "I can't wait until we are out of here" She doesn't know why they would think they could damage the walls like that and not repair them we had a contract. The new tenants even said they would not want to move in until the repairs were made because they were so bad. We tried to do everything as cheaply as possible and not go after AAA3 for money. It took us two months to finish everything. Shelia herself was even coming in on the weekends to patch holes and paint. RTA did not have the funds to make these costly repairs.

Ms. Rex said we needed to think about everything being client focused and off of everything else. It is about the folks that need our assistance. Thom said the Planned Maintenance is a Mobility Manager's job and Becca didn't understand that and Jacqi was not aware of it. When Erica left, RPC had to pick up an \$80,000 bill they were not expecting and did not have in their budget. They ate the cost because they knew everyone's ordered vehicles depended on someone finishing the document. He said a lot of the problems came from ODOT. They were not including RPC, RTA, or Marimor on the communications with the Mobility Manger. The expectations were never floated down to our level. RTA missed out on the deadline for a grant because the information went to the Mobility manager and Shelia had to go to Columbus and scramble so we didn't lose \$600,000. This is due to no communication from the Mobility Manger and they wonder why Shelia is concerned?

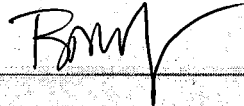
Shelia had reached out to ODOT to try to find a program to assist the rural counties that needed service after a meeting she had with LACCA. We were looking for something like Liberty was going to do. She had been including Becca in the conversations. ODOT (Olivia) told Shelia this was exactly what a Mobility Management was supposed to do. We were going to take it a step further and we need to apply for the Mobility Manger grant. Shelia asked ODOT if there was enough money in the grant, would it be split between the agencies and they said no, we would be taking it from AAA3. Shelia said to forget it then, she did not want to take it away from AAA3. We would continue with the plan but did not want to cause any issues or take anything away from AAA3. We opted to not apply for that portion of the grant for this project. This is evidence that

RTA is still trying to do what is best for our community and not working against AAA3 just because they caused damages.

Mr. Taylor said we were just making a start to fixing things and he would still recommend the first meeting be a small one. It should consist of Mr. Taylor, Shelia, Jacqi, one of her Board Members of her choosing, and Marlene. Mr. Taylor said since the letter was addressed to him he would follow up with it. Mr. Taylor said the communication between Jacqi and Shelia is what is missing and obviously Shelia has tried. Mr. Mazur said under the 5310 guidelines we are supposed to participate in the coordination effort. Shelia said, I am hoping this meeting will solve the issues so our efforts can benefit our passengers as they should.

Twelfth Item of Business – Adjourn: Ms. Rex made a motion to adjourn. Ms. Davis seconded the motion and all members voted in favor thereof.

The next Board Meeting will be held April 3<sup>rd</sup>, 2018 at 12:00 p.m.



Brad Taylor, Board President,

Or

Michael Hayden, Board Vice President



Patricia Stein, Finance Director/Board Secretary