ITEM 1: CALL TO ORDER

ITEM 2: AUDIENCE PARTICIPATION

In keeping with Governor DeWine’s order of social distancing due to the COVID-19 pandemic, audience participation is suspended for this meeting. All comments may be directed to the Chief Executive Officer via email to Dawn.Distler@akronmetro.org or by phone (330) 564-2211, and must be received by the Friday prior to the meeting. METRO’s Board Meetings are held the last Tuesday of the month as stated within Resolution 2016-28, unless otherwise noted.

To remotely observe and listen to this meeting, follow these instructions. To join the meeting from your computer, tablet or smartphone:
https://global.gotomeeting.com/join/201646669
To dial in using your phone:
(For supported devices, tap a one-touch number below to join instantly.)
United States (Toll Free): 1 866 899 4679
- One-touch: tel:+18668994679,,201646669#
Access Code: 201-646-669
New to GoToMeeting? Get the app now and be ready when the meeting starts:
https://global.gotomeeting.com/install/201646669

ITEM 3: RECOGNITION

None

ITEM 4: BOARD MINUTES

*Approval of Board Meeting Minutes for April 28, 2020.

ITEM 5: COMMITTEE REPORTS & RESOLUTIONS

Customer Experience & Service Performance Committee
(Maintenance / Operations / Customer Care & Mobility Solutions)
Chair: Mark Derrig

Finance & Audit Committee
Chair: Nicholas Fernandez
**Planning / Marketing / Rail Committee**
Chair: Donald Christian

*Resolution 2020-05* authorizing the Chief Executive Officer to execute the parcel conveyance to the State of Ohio for the State Route 8 bridge project.

**The APD Group**
(Employee Engagement Center / Safety & Protection)
Chair: Chuck Rector

**Governance Committee**
Chair: Gary Spring

ITEM 6: **OTHER BUSINESS**

ITEM 7: **OFFICERS’ REPORT**
- President
- Chief Executive Officer

ITEM 8: **EXECUTIVE SESSION**

ITEM 9: **CALL FOR ADJOURNMENT**

*Denotes items that need approval of the Board

*Next Scheduled Meeting – June 30, 2020*
COMMITTEE ASSIGNMENT:
PLANNING, MARKETING AND RAIL

RESOLUTION NO. 2020-05

A resolution authorizing the Chief Executive Officer to execute the parcel conveyance to the State of Ohio for the State Route 8 bridge project.

WHEREAS, the State of Ohio desires to acquire certain parcels of land for highway purposes on and over certain lands, owned by METRO Regional Transit Authority, and more particularly described as follows:

Parcels: 20, 23, 24, 25 & 57-A, WL, T
SUM-8-1.75

See Exhibit A attached hereto and by this reference made a part hereof

WHEREAS, the State of Ohio has offered the sum of $49,745 for the purchase of said certain parcels of land.

NOW, THEREFORE BE IT RESOLVED, by the Board of Trustees of the METRO Regional Transit Authority that:

1. The Chief Executive Officer shall be, and hereby is, the duly authorized, empowered and acting agent of METRO Regional Transit Authority for the purpose of executing and delivering to the State of Ohio all necessary instruments to effect a good and sufficient conveyance of said certain parcels of land from METRO Regional Transit Authority to the State of Ohio, for the hereinabove mentioned consideration.

2. All formal actions of this Board of Trustees related to this Resolution and all deliberations of the Board of Trustees and any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Revised Code.

DATE ADOPTED: May 26, 2020

ROBERT DEJOURNETT,  DAWN DISTLER,
PRESIDENT  CHIEF EXECUTIVE OFFICER
PERPETUAL AERIAL EASEMENT

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a 8.3479 acre tract conveyed to Metro Regional Transit Authority in Document 54697546 as recorded in the Summit County Recorder’s Office. The below described parcel laying on the left side of the centerline of State Route 8 in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at the point at the northwest corner of lot 11 of John E. Christy's Subdivision of Block 36, Perkins, as recorded in Plat Book 3, Page 20, as recorded in the Summit County Recorder’s Office, said point being 170.26 feet left of the centerline of S.R. 8 at station 100+80.17; Thence, North 26 degrees 56 minutes 47 seconds East, 55.88 feet to a point on the south right of way for North Adams Street, said point being 163.34 feet left of the centerline of S.R. 8 at station 101+32.62; Thence, along the south right of way for North Adams Street, South 78 degrees 54 minutes 02 seconds West, 50.79 feet to an iron pin set on the west proposed Limited Access right of way for S.R. 8, said pin being 206.78 feet left of the centerline of S.R. 8 at station 101+07.88; Thence, along the west proposed Limited Access right of way for S.R. 8, North 11 degrees 05 minutes 03 seconds West, 49.69 feet to an iron pin set on the north right of way for North Adams Street, said pin being 232.62 feet left of the centerline of S.R. 8 at station 101+47.35; Thence, across the grantor’s tract, North 15 degrees 24 minutes 37 seconds East, 128.81 feet to an iron pin set on the south railroad right of way conveyed to Metro Regional Transit Authority in Document 54697546, said pin being 245.00 feet left of the centerline of S.R. 8 at station 102+74.29; Thence, along the said railroad right of way, with a curve to the right having a radius of 1146.91 feet, a central angle of 04 degrees 25 minutes 29 seconds, an arc length of 88.57 feet and a chord that bears South 88 degrees 46 minutes 21 seconds East, 88.55 feet to a point, said point being 163.00 feet left of the centerline of S.R. 8 at station 25+00.18 and being the TRUE POINT OF BEGINNING for the parcel herein described:
1) **Thence**, across the grantor’s tract, **North 20 degrees 56 minutes 45 seconds East, 63.63 feet** to a point on the grantor’s north right of way, said point being 163.00 feet left of the centerline of S.R. 8 at station 25+63.80;

2) **Thence**, along the grantor’s north right of way, with a curve to the right having a radius of 1206.91 feet, a central angle of 05 degrees 35 minutes 12 seconds, an arc length of 117.68 feet and a chord that bears **South 85 degrees 11 minutes 26 seconds East, 117.63 feet** to a point on the west existing Limited Access Standard Highway Easement for S.R. 8, said point being 50.00 feet left of the centerline of S.R. 8 at station 25+96.50;

3) **Thence**, along the west existing Limited Access Standard Highway Easement for S.R. 8, **South 20 degrees 56 minutes 45 seconds West, 61.75 feet** to a point on the grantor’s south right of way, said point being 50.00 feet left of the centerline of S.R. 8 at station 25+34.74;

4) **Thence**, along the grantor’s south right of way, with a curve to the left having a radius of 1146.91 feet, a central angle of 05 degrees 54 minutes 21 seconds, an arc length of 118.22 feet and a chord that bears **North 86 degrees 03 minutes 44 seconds West, 118.17 feet** to the **TRUE POINT OF BEGINNING**, containing 0.162 acres.

It is understood that the parcel of land described contains, 0.162 acres, more or less, including the present road occupies 0.000 acres, more or less and is located in Summit County Auditor’s Parcel Number 6761887.

All irons pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W P.S. 7798 Richard F. Mathias”.

Description prepared from an actual field survey prepared by 2LMN, Inc. under the supervision of Richard F. Mathias, P.S. # 7798, May, 2018.

All bearings shown are for project use only and are from the Ohio State Plane Coordinate System, North Zone, NAD 83 (2011). As established by GPS measurements in 2018.

_______________________________      ________________
Richard F. Mathias, P.S.         Date
Professional Land Surveyor No. 7798
TEMPORARY EASEMENT FOR THE PURPOSE OF
PERFORMING THE WORK NECESSARY TO
CONSTRUCT ACCESS ROAD AND COMPLETE GRADING
FOR 60 MONTHS FROM DATE OF ENTRY BY THE
STATE OF OHIO, DEPARTMENT OF TRANSPORTATION

[Surveyor’s description of the premises follows]

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a 8.3479 acre tract conveyed to Metro Regional Transit Authority in Document 54697546 as recorded in the Summit County Recorder’s Office. The below described parcel laying on the left side of the centerline of State Route 8 in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at an iron pin set on the south railroad right of way conveyed to Metro Regional Transit Authority in Document 54697546, said pin being 245.00 feet left of the centerline of S.R. 8 at station 102+74.29 and being the TRUE POINT OF BEGINNING for the parcel herein described:

1) Thence, across the grantor’s tract, North 03 degrees 26 minutes 24 seconds West, 60.00 feet to a point on the grantor’s north right of way, said point being 269.77 feet left of the centerline of S.R. 8 at station 25+21.40;

2) Thence, along the grantor’s north right of way, with a curve to the right having a radius of 1206.91 feet, a central angle of 11 degrees 02 minutes 34 seconds, an arc length of 232.61 feet and a chord that bears South 87 degrees 55 minutes 06 seconds East, 232.25 feet to a point on the west existing Limited Access Standard Highway Easement for S.R. 8, said point being 50.00 feet left of the centerline of S.R. 8 at station 25+96.50;

3) Thence, along the west existing Limited Access Standard Highway Easement for S.R. 8, South 20 degrees 56 minutes 45 seconds West, 61.75 feet to a point on the grantor’s south right of way, said point being 50.00 feet left of the centerline of S.R. 8 at station 25+34.74;

4) Thence, along the grantor’s south right of way, with a curve to the left having a radius of 1146.91 feet, a central angle of 10 degrees 19 minutes 50 seconds, an arc length of
EXHIBIT A

206.79 feet and a chord that bears **North 88 degrees 16 minutes 29 seconds West**,  
**206.51 feet** to the **TRUE POINT OF BEGINNING**, containing 0.303 acres.

It is understood that the parcel of land described contains, 0.303 acres, more or less, including  
the present road occupies 0.000 acres, more or less and is located in Summit County Auditor’s  
Parcel Number 6761887.

All irons pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W  
P.S. 7798 Richard F. Mathias”.

Description prepared from an actual field survey prepared by 2LMN, Inc. under the supervision  

All bearings shown are for project use only and are from the Ohio State Plane Coordinate  

_______________________________      ________________
Richard F. Mathias, P.S.         Date  
Professional Land Surveyor No. 7798
PARCEL 20-T2
SUM-8-1.75

TEMPORARY EASEMENT FOR THE PURPOSE OF
PERFORMING THE WORK NECESSARY TO
CONSTRUCT ACCESS ROAD AND COMPLETE GRADING
FOR 60 MONTHS FROM DATE OF ENTRY BY THE
STATE OF OHIO, DEPARTMENT OF TRANSPORTATION

[Surveyor’s description of the premises follows]

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a 8.3479
acre tract conveyed to Metro Regional Transit Authority in Document 54697546 as recorded in
the Summit County Recorder’s Office. The below described parcel laying on the right side of
the centerline of State Route 8 and the left and right side of the baseline for construction for
Access Road 1 in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at a point on the south railroad right of way conveyed to Metro Regional
Transit Authority in Document 54697546 and the east existing Limited Access Standard
Highway Easement for S.R. 8, said point being 50.00 feet right of the centerline of S.R. 8 at
station 25+54.80 and being the TRUE POINT OF BEGINNING for the parcel herein
described:

1) Thence, along the east existing Limited Access Standard Highway Easement for S.R. 8,
North 20 degrees 56 minutes 45 seconds East, 56.85 feet to a point, said point being
50.00 feet right of the centerline of S.R. 8 at station 26+11.65;

2) Thence, along the east existing Limited Access Standard Highway Easement for S.R. 8,
South 79 degrees 33 minutes 56 seconds East, 10.41 feet to a point, said point being
60.24 feet right of the centerline of S.R. 8 at station 26+13.55;

3) Thence, along the east existing Limited Access Standard Highway Easement for S.R. 8,
North 10 degrees 26 minutes 49 seconds East, 3.22 feet to a point on the grantor’s
north right of way, said point being 59.65 feet right of the centerline of S.R. 8 at station
26+16.72;
4) **Thence**, along the grantor’s north right of way, with a curve to the right having a radius of 1216.00 feet, a central angle of 34 degrees 33 minutes 15 seconds, an arc length of 733.35 feet and a chord that bears **South 59 degrees 20 minutes 46 seconds East, 722.28 feet** to an iron pin found, said pin being 25.65 feet left of the baseline of construction for Access Road 1 at station 21+45.41;

5) **Thence**, along the grantor’s north right of way, **South 45 degrees 24 minutes 09 seconds East, 283.58 feet** to a point, said point being 79.11 feet left of the baseline of construction for Access Road 1 at station 23+82.07;

6) **Thence**, across the grantor’s tract, **South 46 degrees 50 minutes 30 seconds West, 76.68 feet** to a point on the grantor’s south right of way, said point being 31.95 feet left of the baseline of construction for Access Road 1 at station 24+21.66;

7) **Thence**, along the grantor’s south right of way, **North 46 degrees 47 minutes 26 seconds West, 145.89 feet** to a point, said point being 51.49 feet right of the baseline of construction for Access Road 1 at station 22+81.89;

8) **Thence**, along the grantor’s south right of way, **North 04 degrees 47 minutes 26 seconds West, 21.61 feet** to a point, said point being 37.79 feet right of the baseline of construction for Access Road 1 at station 22+65.18;

9) **Thence**, along the grantor’s south right of way, **North 42 degrees 18 minutes 02 seconds West, 126.11 feet** to an iron pin found, said pin being 33.77 feet right of the baseline of construction for Access Road 1 at station 21+39.13;

10) **Thence**, along the grantor’s south right of way, with a curve to the left having a radius of 1156.00 feet, a central angle of 35 degrees 14 minutes 03 seconds, an arc length of 710.89 feet and a chord that bears **North 59 degrees 55 minutes 03 seconds West, 699.74 feet** to the **TRUE POINT OF BEGINNING**, containing 1.465 acres.

It is understood that the parcel of land described contains, 1.465 acres, more or less, including the present road occupies 0.000 acres, more or less and is located in Summit County Auditor’s Parcel Number 6761887.

All irons pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W P.S. 7798 Richard F. Mathias”.
Description prepared from an actual field survey prepared by 2LMN, Inc. under the supervision of Richard F. Mathias, P.S. # 7798, May, 2018.

All bearings shown are for project use only and are from the Ohio State Plane Coordinate System, North Zone, NAD 83 (2011). As established by GPS measurements in 2018.

Richard F. Mathias, P.S.
Professional Land Surveyor No. 7798

Date
PARCEL 20-T3
SUM-8-1.75

TEMPORARY EASEMENT FOR THE PURPOSE OF PERFORMING THE WORK NECESSARY TO CONSTRUCT ACCESS ROAD AND COMPLETE GRADING FOR 60 MONTHS FROM DATE OF ENTRY BY THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a 8.3479 acre tract conveyed to Metro Regional Transit Authority in Document 54697546 as recorded in the Summit County Recorder’s Office. The below described parcel laying on the left side of the centerline of State Route 8 and the left and right side of the baseline for construction for Access Road 1A in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at a point on the grantor’s south railroad right of way, said point being 83.06 feet right of the baseline for construction for Access Road 1A at station 18+30.19 and being the TRUE POINT OF BEGINNING for the parcel herein described:

1) Thence, along the grantor’s south railroad right of way, South 66 degrees 51 minutes 36 seconds West, 29.49 feet to a point, said point being 53.38 feet right of the baseline for construction for Access Road 1A at station 18+30.14;

2) Thence, along the grantor’s south railroad right of way, South 52 degrees 32 minutes 05 seconds West, 92.96 feet to a point, said point being 12.14 feet right of the baseline for construction for Access Road 1A at station 17+86.52;

3) Thence, along the grantor’s south railroad right of way, South 00 degrees 01 minutes 42 seconds West, 10.84 feet to a point, said point being 20.64 feet right of the baseline for construction for Access Road 1A at station 17+79.76;

4) Thence, along the grantor’s south railroad right of way, with a curve to the left having a radius of 1304.84 feet, a central angle of 17 degrees 15 minutes 12 seconds, an arc length of 392.92 feet and a chord that bears South 42 degrees 34 minutes 12 seconds West, 391.44 feet to a point, said point being 7.00 feet right of the baseline of construction for Access Road 1 at station 13+82.57;
5) Thence, along the grantor’s south railroad right of way, South 33 degrees 45 minutes 55 seconds West, 318.45 feet to a point on the north existing right of way for Perkins Street, said point being 25.14 feet left of the baseline for construction for Access Road 1A at station 10+77.95;

6) Thence, along the north existing right of way for Perkins Street, North 61 degrees 38 minutes 38 seconds West, 25.50 feet to a point, said point being 43.42 feet left of the baseline of construction for Access Road 1 at station 10+88.33;

7) Thence, across the grantor’s tract, North 33 degrees 49 minutes 43 seconds East, 352.76 feet to a point, said point being 18.25 feet left of the baseline of construction for Access Road 1 at station 14+14.13;

8) Thence, across the grantor’s tract, with a curve to the right having a radius of 1273.57 feet, a central angle of 22 degrees 31 minutes 59 seconds, an arc length of 500.87 feet and a chord that bears North 45 degrees 05 minutes 43 seconds East, 497.64 feet to a point, said point being 81.74 feet right of the baseline of construction for Access Road 1 at station 18+34.54;

9) Thence, across the grantor’s tract, South 33 degrees 38 minutes 17 seconds East, 29.40 feet to the TRUE POINT OF BEGINNING, containing 0.526 acres.

It is understood that the parcel of land described contains, 0.526 acres, more or less, including the present road occupies 0.000 acres, more or less and is located in Summit County Auditor’s Parcel Number 6761885.

All irons pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W P.S. 7798 Richard F. Mathias”.

Description prepared from an actual field survey prepared by 2LMN, Inc. under the supervision of Richard F. Mathias, P.S. # 7798, May, 2018.

All bearings shown are for project use only and are from the Ohio State Plane Coordinate System, North Zone, NAD 83 (2011). As established by GPS measurements in 2018.

_______________________________
Richard F. Mathias, P.S.
Professional Land Surveyor No. 7798

Date
EXHIBIT A

RX 284 A

Ver. Date 3/6/2019

PARCEL 23-A1
SUM-8-1.75

PERPETUAL AERIAL EASEMENT

A perpetual easement to construct, operate, maintain and replace a highway bridge or viaduct, including its substructure and superstructure, above the following described property.

[Surveyor’s description of the premises follows]

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a 9.3389 acre tract conveyed to Metro Regional Transit Authority in Document 54567644 as recorded in the Summit County Recorder’s Office. The below described parcel lying on the left side of the centerline of State Route 8 in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at the point at the northwest corner of lot 11 of John E. Christy’s Subdivision of Block 36, Perkins, as recorded in Plat Book 3, Page 20, as recorded in the Summit County Recorder’s Office, said point being 170.26 feet left of the centerline of S.R. 8 at station 100+80.17; Thence, North 26 degrees 56 minutes 47 seconds East, 55.88 feet to a point on the south right of way for North Adams Street, said point being 163.34 feet left of the centerline of S.R. 8 at station 101+32.62; Thence, along the south right of way for North Adams Street, South 78 degrees 54 minutes 02 seconds West, 50.79 feet to an iron pin set on the west proposed Limited Access right of way for S.R. 8, said pin being 206.78 feet left of the centerline of S.R. 8 at station 101+07.88; Thence, along the west proposed Limited Access right of way for S.R. 8, North 11 degrees 05 minutes 03 seconds West, 49.69 feet to an iron pin set on the north right of way for North Adams Street, said pin being 232.62 feet left of the centerline of S.R. 8 at station 101+47.35; Thence, across the grantor’s tract, North 15 degrees 24 minutes 37 seconds East, 128.81 feet to an iron pin set on the south railroad right of way conveyed to Metro Regional Transit Authority in Document 54697546, said pin being 245.00 feet left of the centerline of S.R. 8 at station 102+74.29; Thence, along the said railroad right of way, with a curve to the right having a radius of 1146.91 feet, a central angle of 04 degrees 25 minutes 29 seconds, an arc length of 88.57 feet and a chord that bears South 88 degrees 46 minutes 21 seconds East, 88.55 feet to a point, said point being 163.00 feet left of the centerline of S.R. 8 at station 25+00.18; Thence, across the Metro Regional Transit Authority, CSX, and Wheeling & Lake Erie railroad right of ways, North 20 degrees 56 minutes 45 seconds East, 470.70 feet to a point on the grantor’s south railroad right of way, said point being 163.00 feet left of the centerline of S.R. 8 at station 29+70.87 and being the TRUE POINT OF BEGINNING for the parcel herein described:
EXHIBIT A

1) Thence, across the grantor’s tract, **North 20 degrees 56 minutes 45 seconds East, 55.39 feet** to a point on the grantor’s north railroad right of way, said point being 163.00 feet left of the centerline of S.R. 8 at station 30+26.26;

2) Thence, along the grantor’s north railroad right of way, **South 66 degrees 52 minutes 31 seconds East, 113.08 feet** to a point on the west existing Limited Access Standard Highway Easement for S.R. 8, said point being 50.00 feet left of the centerline of S.R. 8 at station 30+21.96;

3) Thence, along the west existing Limited Access Standard Highway Easement for S.R. 8, **South 20 degrees 56 minutes 45 seconds West, 55.39 feet** to a point on the grantor’s south railroad right of way, said point being 50.00 feet left of the centerline of S.R. 8 at station 29+66.57;

4) Thence, along the grantor’s south railroad right of way, **North 66 degrees 52 minutes 31 seconds West, 113.08 feet** to the TRUE POINT OF BEGINNING, containing 0.144 acres.

It is understood that the parcel of land described contains, 0.144 acres, more or less, including the present road occupies 0.000 acres, more or less and is located in Summit County Auditor’s Parcel Number 6859808.

All irons pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W P.S. 7798 Richard F. Mathias”.

This Description was prepared and reviewed in March of 2019 by Brian W. Honaker, Professional Surveyor S-8157, of the State of Ohio, Department of Transportation, and is based on an actual field survey prepared by 2LMN, Inc. under the supervision of Richard F. Mathias, Professional Surveyor S-7798, in May of 2018.

All bearings shown are for project use only and are from the Ohio State Plane Coordinate System, North Zone, NAD 83 (2011). As established by GPS measurements in 2018.

Brian W. Honaker, P.S.
Professional Land Surveyor No. 8157

Date

3-6-2019
EXHIBIT A

RX 284 A

PARCEL 23-A2
SUM-8-1.75

PERPETUAL AERIAL EASEMENT

A perpetual easement to construct, operate, maintain and replace a highway bridge or viaduct, including its substructure and superstructure, above the following described property.

[Surveyor's description of the premises follows]

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a 9.3389 acre tract conveyed to Metro Regional Transit Authority in Document 54567644 as recorded in the Summit County Recorder's Office. The below described parcel lying on the left side of the centerline of State Route 8 in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at the point at the northwest corner of lot 11 of John E. Christy's Subdivision of Block 36, Perkins, as recorded in Plat Book 3, Page 20, as recorded in the Summit County Recorder’s Office, said point being 170.26 feet left of the centerline of S.R. 8 at station 100+80.17; Thence, North 26 degrees 56 minutes 47 seconds East, 55.88 feet to a point on the south right of way for North Adams Street, said point being 163.34 feet left of the centerline of S.R. 8 at station 101+32.62; Thence, along the south right of way for North Adams Street, South 78 degrees 54 minutes 02 seconds West, 50.79 feet to an iron pin set on the west proposed Limited Access right of way for S.R. 8, said pin being 206.78 feet left of the centerline of S.R. 8 at station 101+07.88; Thence, along the west proposed Limited Access right of way for S.R. 8, North 11 degrees 05 minutes 03 seconds West, 49.69 feet to an iron pin set on the north right of way for North Adams Street, said pin being 232.62 feet left of the centerline of S.R. 8 at station 101+47.35; Thence, across the grantor’s tract, North 15 degrees 24 minutes 37 seconds East, 128.81 feet to an iron pin set on the south railroad right of way conveyed to Metro Regional Transit Authority in Document 54697546, said pin being 245.00 feet left of the centerline of S.R. 8 at station 102+74.29; Thence, along the said railroad right of way, with a curve to the right having a radius of 1146.91 feet, a central angle of 04 degrees 25 minutes 29 seconds, an arc length of 88.57 feet and a chord that bears South 88 degrees 46 minutes 21 seconds East, 88.55 feet to a point, said point being 163.00 feet left of the centerline of S.R. 8 at station 25+00.18; Thence, across the Metro Regional Transit Authority, CSX, and Wheeling & Lake Erie railroad right of ways, North 20 degrees 56 minutes 45 seconds East, 470.70 feet to a point on the grantor’s south railroad right of way, said point being 163.00 feet left of the centerline of S.R. 8 at station 29+70.87; Thence, along the grantor’s south railroad right of way, South 66 degrees 52 minutes 31 seconds East, 213.15 feet to a point on the east existing Limited Access Right of Way
and Standard Highway Easement for S.R. 8, said point being 50.00 feet right of the centerline of S.R. 8 at station 29+62.77 and being the TRUE POINT OF BEGINNING for the parcel herein described:

1) Thence, along the east existing Limited Access Right of Way and Standard Highway Easement for S.R. 8, North 20 degrees 56 minutes 45 seconds East, 32.37 feet to a point on the grantor’s north railroad right of way, said point being 50.00 feet right of the centerline of S.R. 8 at station 29+95.14;

2) Thence, along the grantor’s north railroad right of way, South 66 degrees 52 minutes 31 seconds East, 20.01 feet to a point, said point being 70.00 feet right of the centerline of S.R. 8 at station 29+94.38;

3) Thence, across the grantor’s tract, South 20 degrees 56 minutes 45 seconds West, 32.37 feet to a point on the grantor’s south railroad right of way, said point being 70.00 feet right of the centerline of S.R. 8 at station 29+62.01;

4) Thence, along the grantor’s south railroad right of way, North 66 degrees 52 minutes 31 seconds West, 20.01 feet to the TRUE POINT OF BEGINNING, containing 0.015 acres.

It is understood that the parcel of land described contains, 0.015 acres, more or less, including the present road occupies 0.000 acres, more or less and is located in Summit County Auditor’s Parcel Number 6859808.

All irons pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W P.S. 7798 Richard F. Mathias”.

This Description was prepared and reviewed in March of 2019 by Brian W. Honaker, Professional Surveyor S-8157, of the State of Ohio, Department of Transportation, and is based on an actual field survey prepared by 2LMN, Inc. under the supervision of Richard F. Mathias, Professional Surveyor S-7798, in May of 2018.

All bearings shown are for project use only and are from the Ohio State Plane Coordinate System, North Zone, NAD 83 (2011). As established by GPS measurements in 2018.

Brian W. Honaker, P.S.
Professional Land Surveyor No. 8157

3-6-2019
Date
EXHIBIT A

RX 286 T

Ver. Date 06/14/2018

PARCEL 23-T
SUM-8-1.75

TEMPORARY EASEMENT FOR THE PURPOSE OF
PERFORMING THE WORK NECESSARY TO
CONSTRUCT ACCESS ROAD AND COMPLETE GRADING
FOR 60 MONTHS FROM DATE OF ENTRY BY THE
STATE OF OHIO, DEPARTMENT OF TRANSPORTATION

[Surveyor's description of the premises follows]

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a 9.3389
acre tract conveyed to Metro Regional Transit Authority in Document 54567644 as recorded in
the Summit County Recorder’s Office. The below described parcel laying on the left side of the
centerline of State Route 8 and on the left side of the baseline of construction for Access Road
2A in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at the point on the grantor’s south railroad right of way and the east existing
Limited Access Right of way and Standard Highway Easement for S.R. 8, said point being 50.00
feet right of the centerline of S.R. 8 at station 29+62.77 and being the TRUE POINT OF
BEGINNING for the parcel herein described:

1) Thence, along the east existing Limited Access Right of Way and Standard Highway
Easement for S.R. 8, North 20 degrees 56 minutes 45 seconds East, 17.23 feet to a
point, said point being 50.00 feet right of the centerline of S.R. 8 at station 29+80.00;

2) Thence, across the grantor’s tract, South 66 degrees 52 minutes 46 seconds East,
395.28 feet to a point, said point being 65.00 feet left of the baseline of construction for
Access Road 2A at station 723+31.21;

3) Thence, across the grantor’s tract, South 23 degrees 26 minutes 08 seconds West,
17.24 feet to a point on the grantor’s south railroad right of way, said point being 47.77
feet left of the baseline of construction for Access Road 2A at station 723+30.46;

4) Thence, along the grantor’s south railroad right of way, North 66 degrees 52 minutes 31
seconds West, 394.54 feet to the TRUE POINT OF BEGINNING, containing 0.156
acres.
EXHIBIT A

It is understood that the parcel of land described contains, 0.156 acres, more or less, including the present road occupies 0.000 acres, more or less and is located in Summit County Auditor’s Parcel Number 6859808.

All irons pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W P.S. 7798 Richard F. Mathias”.

Description prepared from an actual field survey prepared by 2LMN, Inc. under the supervision of Richard F. Mathias, P.S. # 7798, May, 2018.

All bearings shown are for project use only and are from the Ohio State Plane Coordinate System, North Zone, NAD 83 (2011). As established by GPS measurements in 2018.

Richard F. Mathias, P.S.                                      Date
Professional Land Surveyor No. 7798
EXHIBIT A
RX 284 A
Ver. Date 3/6/2019

PARCEL 24-A
SUM-8-1.75

PERPETUAL AERIAL EASEMENT

A perpetual easement to construct, operate, maintain and replace a highway bridge or viaduct, including its substructure and superstructure, above the following described property.

[Surveyor's description of the premises follows]

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a 9.5446 acre tract conveyed to Metro Regional Transit Authority in Document 54894821 as recorded in the Summit County Recorder's Office. The below described parcel laying on the right side of the centerline of State Route 8 in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at the point at the northwest corner of lot 11 of John E. Christy's Subdivision of Block 36, Perkins, as recorded in Plat Book 3, Page 20, as recorded in the Summit County Recorder's Office, said point being 170.26 feet left of the centerline of S.R. 8 at station 100+80.17; Thence, North 26 degrees 56 minutes 47 seconds East, 55.88 feet to a point on the south right of way for North Adams Street, said point being 163.34 feet left of the centerline of S.R. 8 at station 101+32.62; Thence, along the south right of way for North Adams Street, South 78 degrees 54 minutes 54 seconds West, 50.79 feet to an iron pin set on the west proposed Limited Access right of way for S.R. 8, said pin being 206.78 feet left of the centerline of S.R. 8 at station 101+07.88; Thence, along the west proposed Limited Access right of way for S.R. 8, North 11 degrees 05 minutes 03 seconds West, 49.69 feet to an iron pin set on the north right of way for North Adams Street, said pin being 232.62 feet left of the centerline of S.R. 8 at station 101+47.35; Thence, across the grantor's tract, North 15 degrees 24 minutes 37 seconds East, 128.81 feet to an iron pin set on the south railroad right of way conveyed to Metro Regional Transit Authority in Document 54697546, said pin being 245.00 feet left of the centerline of S.R. 8 at station 102+74.29; Thence, along the said railroad right of way, with a curve to the right having a radius of 1146.91 feet, a central angle of 04 degrees 25 minutes 29 seconds, an arc length of 88.5 feet and a chord that bears South 88 degrees 46 minutes 21 seconds East, 88.55 feet to a point, said point being 163.00 feet left of the centerline of S.R. 8 at station 25+00.18; Thence, across the Metro Regional Transit Authority, CSX, and Wheeling & Lake Erie railroad right of way, North 20 degrees 56 minutes 45 seconds East, 470.70 feet to a point on the grantor's south railroad right of ways, said point being 163.00 feet left of the centerline of S.R. 8 at station 29+70.87; Thence, along the grantor's south railroad right of way, South 66 degrees 52 minutes 31 seconds East, 213.15 feet to a point on the east existing Limited Access Right of Way and Standard Highway Easement for S.R. 8, said point being 50.00 feet right of the centerline of S.R. 8 at station 29+62.77; Thence, along the east existing Limited Access Right of Way and Standard Highway Easement for S.R. 8, North 20 degrees 56 minutes 45 seconds East, 32.37 feet to a point on the grantor's south railroad right of way, said point being 50.00 feet right of the centerline of S.R. 8 at station 29+95.14 and being the TRUE POINT OF BEGINNING for the parcel herein described.
EXHIBIT A

1) Thence, along the east existing Limited Access Right of Way and Standard Highway Easement for S.R. 8, North 20 degrees 56 minutes 45 seconds East, 23.02 feet to a point on the grantor’s north railroad right of way, said point being 50.00 feet right of the centerline of S.R. 8 at station 30+18.16;

2) Thence, along the grantor’s north railroad right of way, South 66 degrees 52 minutes 31 seconds East, 20.01 feet to a point, said point being 70.00 feet right of the centerline of S.R. 8 at station 30+17.40;

3) Thence, across the grantor’s tract, South 20 degrees 56 minutes 45 seconds West, 23.02 feet to a point on the grantor’s south railroad right of way, said point being 70.00 feet right of the centerline of S.R. 8 at station 29+94.38;

4) Thence, along the grantor’s south railroad right of way, North 66 degrees 52 minutes 31 seconds West, 20.01 feet to the TRUE POINT OF BEGINNING, containing 0.011 acres.

It is understood that the parcel of land described contains, 0.011 acres, more or less, including the present road occupies 0.000 acres, more or less and is located in Summit County Auditor’s Parcel Number 6762119.

All iron pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W P.S. 7798 Richard F. Mathias”.

This Description was prepared and reviewed in March of 2019 by Brian W. Honaker, Professional Surveyor S-8157, of the State of Ohio, Department of Transportation, and is based on an actual field survey prepared by 2LMN, Inc. under the supervision of Richard F. Mathias, Professional Surveyor S-7798, in May of 2018.

All bearings shown are for project use only and are from the Ohio State Plane Coordinate System, North Zone, NAD 83 (2011). As established by GPS measurements in 2018.

Brian W. Honaker, P.S.
Professional Land Surveyor No. 8157

3-6-2019
Date
EXHIBIT A

PARCEL 25-WL1
SUM-8-1.75

ALL RIGHT, TITLE AND INTEREST IN FEE SIMPLE
IN THE FOLLOWING DESCRIBED PROPERTY
INCLUDING LIMITATION OF ACCESS

Grantor/Owner, his heirs, executors, administrators, successors and assigns forever, are hereby
divested of any and all abutter’s rights, including access rights in, over and to the within described
real estate, including such rights with respect to any highway facility constructed thereon (as used
herein, the expression “Grantor/Owner” includes the plural, and words in the masculine include
the feminine or neuter).

[Surveyor’s description of the premises follows]

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a tract
conveyed to Real Estate Improvement Co. of Baltimore City in Deed Book 348, Pg. 17 & 659
and B&O Cleveland Terminal Valley RR in Deed Book 156, Pg. 640 as recorded in the Summit
County Recorder’s Office. The below described parcel laying on the left side of the centerline of
State Route 8 in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at the point at the northwest corner of lot 11 of John E. Christy's Subdivision of
Block 36, Perkins, as recorded in Plat Book 3, Page 20, as recorded in the Summit County
Recorder’s Office, said point being 170.26 feet left of the centerline of S.R. 8 at station
100+80.17; Thence, North 26 degrees 56 minutes 47 seconds East, 55.88 feet to a point on the
south right of way for North Adams Street, said point being 163.34 feet left of the centerline of
S.R. 8 at station 101+32.62; Thence, along the south right of way for North Adams Street, South
78 degrees 54 minutes 02 seconds West, 50.79 feet to an iron pin set on the west proposed
Limited Access right of way for S.R. 8, said pin being 206.78 feet left of the centerline of S.R. 8
at station 101+07.88; Thence, along the west proposed Limited Access right of way for S.R. 8,
North 11 degrees 05 minutes 03 seconds West, 49.69 feet to an iron pin set on the north right of
way for North Adams Street, said pin being 232.62 feet left of the centerline of S.R. 8 at station
101+47.35; Thence, across the grantor’s tract, North 15 degrees 24 minutes 37 seconds East,
128.81 feet to an iron pin set on the south railroad right of way conveyed to Metro Regional
Transit Authority in Document 54697546, said pin being 245.00 feet left of the centerline of S.R.
8 at station 102+74.29; Thence, along the said railroad right of way, with a curve to the right
having a radius of 1146.91 feet, a central angle of 04 degrees 25 minutes 29 seconds, an arc
length of 88.57 feet and a chord that bears South 88 degrees 46 minutes 21 seconds East, 88.55
feet to a point, said point being 163.00 feet left of the centerline of S.R. 8 at station 25+00.18;
EXHIBIT A

Thence, across the Metro Regional Transit Authority, CSX, and Wheeling & Lake Erie railroad right of ways, North 20 degrees 56 minutes 45 seconds East, 526.09 feet to an iron pin set on the grantor’s south line, said pin being 163.00 feet left of the centerline of S.R. 8 at station 30+26.26 and being the TRUE POINT OF BEGINNING for the parcel herein described:

1) Thence, across the grantor’s tract, North 20 degrees 56 minutes 45 seconds East, 75.71 feet to an iron pin set on the grantor’s north line, said pin being 163.00 feet left of the centerline of S.R. 8 at station 31+01.97;

2) Thence, along the grantor’s north line, South 67 degrees 03 minutes 33 seconds East, 113.07 feet to a point on the west existing Limited Access Right of Way for S.R. 8, said point being 50.00 feet left of the centerline of S.R. 8 at station 30+98.03;

3) Thence, along the west existing Limited Access Right of Way for S.R. 8, South 20 degrees 56 minutes 45 seconds West, 76.07 feet to a point on the grantor’s south line, said point being 50.00 feet left of the centerline of S.R. 8 at station 30+21.96;

4) Thence, along the grantor’s south line, North 66 degrees 52 minutes 31 seconds West, 113.08 feet to the TRUE POINT OF BEGINNING, containing 0.197 acres.

It is understood that the parcel of land described contains, 0.197 acres, more or less, including the present road occupies 0.175 acres, more or less and is located in a parcel without a Summit County Auditor’s Parcel Number.

All irons pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W P.S. 7798 Richard F. Mathias”.

Description prepared from an actual field survey prepared by 2LMN, Inc. under the supervision of Richard F. Mathias, P.S. # 7798, May, 2018.

All bearings shown are for project use only and are from the Ohio State Plane Coordinate System, North Zone, NAD 83 (2011). As established by GPS measurements in 2018.

__________________________________  ________________
Richard F. Mathias, P.S.         Date
Professional Land Surveyor No. 7798
ALL RIGHT, TITLE AND INTEREST IN FEE SIMPLE IN THE FOLLOWING DESCRIBED PROPERTY INCLUDING LIMITATION OF ACCESS

Grantor/Owner, his heirs, executors, administrators, successors and assigns forever, are hereby divested of any and all abutter’s rights, including access rights in, over and to the within described real estate, including such rights with respect to any highway facility constructed thereon (as used herein, the expression “Grantor/Owner” includes the plural, and words in the masculine include the feminine or neuter).

[Surveyor’s description of the premises follows]

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a tract conveyed to Real Estate Improvement Co. of Baltimore City in Deed Book 348, Pg. 17 & 659 and B&O Cleveland Terminal Valley RR in Deed Book 156, Pg. 640 as recorded in the Summit County Recorder’s Office. The below described parcel laying on the left side of the centerline of State Route 8 in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at the point at the northwest corner of lot 11 of John E. Christy's Subdivision of Block 36, Perkins, as recorded in Plat Book 3, Page 20, as recorded in the Summit County Recorder’s Office, said point being 170.26 feet left of the centerline of S.R. 8 at station 100+80.17; Thence, North 26 degrees 56 minutes 47 seconds East, 55.88 feet to a point on the south right of way for North Adams Street, said point being 163.34 feet left of the centerline of S.R. 8 at station 101+32.62; Thence, along the south right of way for North Adams Street, South 78 degrees 54 minutes 02 seconds West, 50.79 feet to an iron pin set on the west proposed Limited Access right of way for S.R. 8, said pin being 206.78 feet left of the centerline of S.R. 8 at station 101+07.88; Thence, along the west proposed Limited Access right of way for S.R. 8, North 11 degrees 05 minutes 03 seconds West, 49.69 feet to an iron pin set on the north right of way for North Adams Street, said pin being 232.62 feet left of the centerline of S.R. 8 at station 101+47.35; Thence, across the grantor’s tract, North 15 degrees 24 minutes 37 seconds East, 128.81 feet to an iron pin set on the south railroad right of way conveyed to Metro Regional Transit Authority in Document 54697546, said pin being 245.00 feet left of the centerline of S.R. 8 at station 102+74.29; Thence, along the said railroad right of way, with a curve to the right having a radius of 1146.91 feet, a central angle of 04 degrees 25 minutes 29 seconds, an arc length of 88.57 feet and a chord that bears South 88 degrees 46 minutes 21 seconds East, 88.55 feet to a point, said point being 163.00 feet left of the centerline of S.R. 8 at station 25+00.18;
Thence, across the Metro Regional Transit Authority, CSX, and Wheeling & Lake Erie railroad right of ways, North 20 degrees 56 minutes 45 seconds East, 526.09 feet to an iron pin set on the grantor’s south line, said pin being 163.00 feet left of the centerline of S.R. 8 at station 30+26.26; Thence, along the grantor’s south line, South 66 degrees 52 minutes 31 seconds East, 213.15 feet to a point on the east existing Limited Access Right of Way for S.R. 8, said point being 50.00 feet right of the centerline of S.R. 8 at station 30+18.16 and being the TRUE POINT OF BEGINNING for the parcel herein described:

1) Thence, along the east existing Limited Access Right of Way for S.R. 8, North 20 degrees 56 minutes 45 seconds East, 76.39 feet to a point on the grantor’s north line, said point being 50.00 feet right of the centerline of S.R. 8 at station 30+94.55;

2) Thence, along the grantor’s north line, South 67 degrees 03 minutes 33 seconds East, 20.01 feet to an iron pin set, said pin being 70.00 feet right of the centerline of S.R. 8 at station 30+93.85;

3) Thence, across the grantor’s tract, South 20 degrees 56 minutes 45 seconds West, 76.45 feet to an iron pin set on the grantor’s south line, said pin being 70.00 feet right of the centerline of S.R. 8 at station 30+17.40;

4) Thence, along the grantor’s south line, North 66 degrees 52 minutes 31 seconds West, 20.01 feet to the TRUE POINT OF BEGINNING, containing 0.035 acres.

It is understood that the parcel of land described contains, 0.035 acres, more or less, including the present road occupies 0.175 acres, more or less and is located in a parcel without a Summit County Auditor’s Parcel Number.

All irons pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W P.S. 7798 Richard F. Mathias”.

Description prepared from an actual field survey prepared by 2LMN, Inc. under the supervision of Richard F. Mathias, P.S. # 7798, May, 2018.

All bearings shown are for project use only and are from the Ohio State Plane Coordinate System, North Zone, NAD 83 (2011). As established by GPS measurements in 2018.

Richard F. Mathias, P.S.                  Date
Professional Land Surveyor No. 7798
TEMPORARY EASEMENT FOR THE PURPOSE OF PERFORMING THE WORK NECESSARY TO CONSTRUCT ACCESS ROAD AND COMPLETE GRADING FOR 60 MONTHS FROM DATE OF ENTRY BY THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION

[Surveyor's description of the premises follows]

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a tract conveyed to Real Estate Improvement Co. of Baltimore City in Deed Book 348, Pg. 17 & 659 and B&O Cleveland Terminal Valley RR in Deed Book 156, Pg. 640 as recorded in the Summit County Recorder’s Office. The below described parcel laying on the left side of the centerline of State Route 8 in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at an iron pin set on the grantor’s north line and the west proposed Limited Access Right of way for S.R. 8, said pin being 163.00 feet left of the centerline of S.R. 8 at station 31+01.97 and being the TRUE POINT OF BEGINNING for the parcel herein described:

1) Thence, along the proposed Limited Access Right of way for S.R. 8, South 20 degrees 56 minutes 45 seconds West, 21.97 feet to a point, said point being 163.00 feet left of the centerline of S.R. 8 at station 30+80.00;

2) Thence, across the grantor’s tract, North 69 degrees 03 minutes 15 seconds West, 134.84 feet to a point on the south existing standard highway easement for East North Street, said point being 297.84 feet left of the centerline of S.R. 8 at station 30+80.00;

3) Thence, along the south existing standard highway easement for East North Street, North 64 degrees 16 minutes 22 seconds East, 35.49 feet to a point on the grantor’s north line, said point being 273.49 feet left of the centerline of S.R. 8 at station 31+05.82;

4) Thence, along the grantor’s north line, South 67 degrees 03 minutes 33 seconds East, 110.56 feet to the TRUE POINT OF BEGINNING, containing 0.068 acres.
EXHIBIT A

RX 286 T

It is understood that the parcel of land described contains, 0.068 acres, more or less, including the present road occupies 0.000 acres, more or less and is located in a parcel without a Summit County Auditor’s Parcel Number.

All irons pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W P.S. 7798 Richard F. Mathias”.

Description prepared from an actual field survey prepared by 2LMN, Inc. under the supervision of Richard F. Mathias, P.S. # 7798, May, 2018.

All bearings shown are for project use only and are from the Ohio State Plane Coordinate System, North Zone, NAD 83 (2011). As established by GPS measurements in 2018.

____________________________________________________________________  ________________
Richard F. Mathias, P.S.          Date
Professional Land Surveyor No. 7798
PARCEL 25-T2  
SUM-8-1.75

TEMPORARY EASEMENT FOR THE PURPOSE OF PERFORMING THE WORK NECESSARY TO CONSTRUCT ACCESS ROAD AND COMPLETE GRADING FOR 60 MONTHS FROM DATE OF ENTRY BY THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION

[Surveyor’s description of the premises follows]

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a tract conveyed to Real Estate Improvement Co. of Baltimore City in Deed Book 348, Pg. 17 & 659 and B&O Cleveland Terminal Valley RR in Deed Book 156, Pg. 640 as recorded in the Summit County Recorder’s Office. The below described parcel laying on the left side of the centerline of State Route 8 in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at an iron pin set on the grantor’s north line and the east proposed Limited Access Right of way for S.R. 8, said pin being 70.00 feet right of the centerline of S.R. 8 at station 30+93.85 and being the TRUE POINT OF BEGINNING for the parcel herein described:

1) **Thence**, along the grantor’s north line, **South 67 degrees 03 minutes 33 seconds East, 179.69 feet** to a point, said point being 249.58 feet right of the centerline of S.R. 8 at station 30+87.60;

2) **Thence**, across the grantor’s tract, **North 75 degrees 45 minutes 50 seconds West, 65.03 feet** to a point, said point being 185.00 feet right of the centerline of S.R. 8 at station 30+80.00;

3) **Thence**, across the grantor’s tract, **North 69 degrees 03 minutes 15 seconds West, 115.00 feet** to a point on the east proposed Limited Access Right of way for S.R. 8, said point being 70.00 feet right of the centerline of S.R. 8 at station 30+80.00;

4) **Thence**, along the east proposed Limited Access Right of way for S.R. 8, **North 20 degrees 56 minutes 45 seconds East, 13.85 feet** to the TRUE POINT OF BEGINNING, containing 0.039 acres.
EXHIBIT A

It is understood that the parcel of land described contains, 0.039 acres, more or less, including the present road occupies 0.000 acres, more or less and is located in a parcel without a Summit County Auditor’s Parcel Number.

All irons pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W P.S. 7798 Richard F. Mathias”.

Description prepared from an actual field survey prepared by 2LMN, Inc. under the supervision of Richard F. Mathias, P.S. # 7798, May, 2018.

All bearings shown are for project use only and are from the Ohio State Plane Coordinate System, North Zone, NAD 83 (2011). As established by GPS measurements in 2018.

_______________________________      ________________
Richard F. Mathias, P.S.         Date
Professional Land Surveyor No. 7798
PARCEL  57-T  
SUM-8-1.75  

TEMPORARY EASEMENT FOR THE PURPOSE OF PERFORMING THE WORK NECESSARY TO CONSTRUCT ACCESS ROAD AND COMPLETE GRADING FOR 60 MONTHS FROM DATE OF ENTRY BY THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION

[Surveyor's description of the premises follows]

Situated in the City of Akron, County of Summit and State of Ohio, and being part of a X.XXX acre tract conveyed to Metro Regional Transit Authority in Deed Volume XXX, Page XXX as recorded in the Summit County Recorder’s Office. The below described parcel laying on the right and left side of the baseline of construction for Access Road 2A in project SUM-8-1.75, and being more particularly described as follows:

COMMENCING at a point at the southwest corner of lot 19 of Perkins Addition as recorded in Plat Book 1, Page 71 and on the north railroad right of way for Wheeling & Lake Erie Railway Company as recorded in Official Record 613 page 17, said point being 27.22 feet right of the baseline of construction for Access Road 2A at station 708+91.79 and being the TRUE POINT OF BEGINNING for the parcel herein described:

1) Thence, along the west line of said lot19, North 08 degrees 14 minutes 45 seconds West, 153.00 feet to a point on the south railroad right of way for Metro Regional Transit Authority as recorded in Document 54567644, said point being 125.13 feet left of the baseline of construction for Access Road 2A at station 708+77.71;

2) Thence, along the south railroad right of way for Metro Regional Transit Authority, North 88 degrees 44 minutes 02 seconds East, 48.60 feet to a point, said point being 123.69 feet left of the baseline of construction for Access Road 2A at station 709+26.29;

3) Thence, along the said Metro Regional Transit Authority railroad right of way, with a curve to the right having a radius of 1707.03 feet, a central angle of 00 degrees 54 minutes 03 seconds, an arc length of 26.84 feet and a chord that bears North 89 degrees 11 minutes 04 seconds East, 26.84 feet to a point on the north railroad right of way for Wheeling & Lake Erie Railway Company and being on the east line of said lot 19, said point being 122.68 feet left of the baseline of construction for Access Road 2A at station 709+53.12;
4) **Thence**, along said Wheeling & Lake Erie Railway Company railroad right of way and along the east line of said lot 19, **South 19 degrees 37 minutes 57 seconds West, 74.89 feet** to an iron pin found, said pin being 53.55 feet left of the baseline of construction for Access Road 2A at station 709+24.34;

5) **Thence**, along said Wheeling & Lake Erie Railway Company railroad right of way and along the east line of said lot 19, **South 09 degrees 11 minutes 26 seconds West, 78.54 feet** to a point at the southeast corner of lot 19, said point being 23.23 feet right of the baseline of construction for Access Road 2A at station 709+07.80;

6) **Thence**, along said Wheeling & Lake Erie Railway Company railroad right of way and along the south line of said lot 19, **South 73 degrees 02 minutes 23 seconds West, 16.50 feet** to the **TRUE POINT OF BEGINNING**, containing 0.144 acres.

It is understood that the parcel of land described contains, 0.144 acres, more or less, including the present road occupies 0.000 acres, more or less and located in Summit County Auditor’s Parcel Number XXXXXXX.

All iron pins set are ¾ inch x 30 inch rebar with a 2 inch aluminum cap stamped “ODOT R/W P.S. 7798 Richard F. Mathias”.

Description prepared from an actual field survey prepared by 2LMN, Inc. under the supervision of Richard F. Mathias, P.S. # 7798, May, 2018.

All bearings shown are for project use only and are from the Ohio State Plane Coordinate System, North Zone, NAD 83 (2011). As established by GPS measurements in 2018.

_______________________________      ________________
Richard F. Mathias, P.S.         Date
Professional Land Surveyor No. 7798
Trustees Present: (all via teleconference), Robert DeJournett, Nick Fernandez, Heather Heslop Licata, Vincent Rubino, David Prentice, Chuck Rector, Gary Spring, Donald Christian, Renee Greene, Mark Derrig, Louise Gissendaner

Trustees Absent: None

Staff Present: (all via teleconference) Angela Neeley, Dawn Distler, De Havilland McCall, Jarrod Hampshire, Jay Hunter, Molly Becker, Shawn Metcalf, Valerie Shea, Bambi Miller, Emily Baarson, Jason Popik, Lori Stokes, Matt Mullen, Robin Stevens, Tim Smith, PJ Lehman, Jamie Saylor, Claire Merrick, Halee Gerenday, Sue Ketelsen

Guests Present: None

CALL TO ORDER

Mr. DeJournett called the meeting to order at 9:00 a.m.

AUDIENCE PARTICIPATION

In keeping with Governor DeWine’s order of social distancing due to the Covid-19 pandemic, audience participation was suspended for this meeting. No comments had been conveyed to the Executive Director by the Friday prior to this meeting.

RECOGNITION

None

APPROVAL OF MINUTES

Mr. DeJournett asked for a motion to approve the minutes of the March 31, 2020 meeting. Ms. Licata made a motion for approval, seconded by Mr. Derrig. The minutes were unanimously approved.

CUSTOMER EXPERIENCE & SERVICE PERFORMANCE COMMITTEE REPORT

Chair: Mark Derrig

Mr. Derrig reported that the committee did meet. Director Hampshire reported during that meeting that no construction projects have been delayed, and that they are all on time and on budget. Cleaning at all METRO properties has increased, including sanitizing of buses. Operations reported 80% on time service. Unexpected overtime is only up slightly. Customer Care reported that paratransit was 93% on time. When surveyed, 98% of riders said they were satisfied.

FINANCE & AUDIT COMMITTEE REPORT

Chair: Nicholas Fernandez

Mr. Fernandez reported that the committee did meet. He asked Director Neeley to address the financial summaries. Revenue is projected to be down as free fares continue, along with not invoicing service for the University of Akron, DASH, or student passes. Sales tax disbursements, while expected to go down, are very difficult to anticipate. For example, April sales being down
due to the stay-at-home order will impact the July sales tax disbursement. Expenses reflect very little overtime, which is likely to keep going down. We have applied for a grant from the CARES Act. As for cash on hand, our investor bankers have been asked not to reinvest, but to keep matured investments liquid for the time being, until we know what is needed. In spite of revenue losses, our receipt of grants and CARES Act funding will keep a balanced budget through the end of the year and beyond.

**PLANNING / MARKETING / RAIL COMMITTEE REPORT**
Chair: Donald Christian

Mr. Christian asked that Director Shea report on the Committee’s meeting. She relayed that the Committee did meet and that KPI’s were reviewed. She also indicated that February numbers were basically on track with 2019. Pre-pandemic ridership was down somewhat at the start of March, and of course, dropped significantly once the stay-at-home order was put in place and the switch was made to contingency service. All routes are still running except for X60, DASH, and grocery service. Marketing noted that some press attention occurred with our first positive diagnosis of Covid 19. The #IAmEssential campaign has been well received. All events through September have been cancelled, so the calendar is wide open for the near future. Reaching out to the community has successfully been taking place on social media.

**THE APD GROUP REPORT**
Chair: Chuck Rector

Mr. Rector reported that the APD Group (Asset Protection and Development) met in April. February numbers show 4 exits, 3 new hires, and 403 training hours. EEC Days in the Bullpen and at RKPTC have been suspended. There were 11 accidents in February, 91,000 miles between preventable accidents, and 3 lost time work injuries. Mr. Rector was pleased that transit employees are increasingly being considered front-line workers, as far as the respect and appreciation for essential workers goes.

**GOVERNANCE COMMITTEE REPORT**

Mr. Spring reported that an amendment to the by-laws had been proposed and was sent to the Board in early April for consideration. The first part of the amendment would create a 2-year term limit for officers on the Board, as well as a limit of two consecutive terms for officers. The second part proposed changing the job title of the Executive Director to Chief Executive Officer, which would be an update consistent with other transit authorities.

Mr. Spring indicated that, upon approval of the amendments, the Board could go forward with the yearly officer elections. He noted that the officers of both President and Vice President were recommended to remain the same.

After a brief discussion, it was concluded that the amendments to the by-laws could be treated as one motion, which was made by Mr. Spring. Mr. Derrig seconded the motion. The motion was unanimously approved, and the amendments will be made.

Mr. Spring then indicated that officer elections would take place. The committee nominated to retain the current officers; Mr. Robert DeJournett as President, and Mr. Nicholas Fernandez as Vice President. No other nominations were presented. The committee moved for the current officers to be reelected to 2-year terms, ending in March of 2022. The motion was seconded by Ms. Gissendaner. All members voted in favor, so the motion passed.

**OFFICERS’ REPORT**

**President:** Mr. DeJournett extended the Board’s condolences to Dawn and her family at the passing of her father. He also expressed appreciation to everyone for their attendance of the
committee meetings. They have been productive and well-attended. He suggested that maybe the committee meetings should continue being held via teleconference, regardless of distancing orders, since attendance, scheduling, and travel time seemed to all benefit. Mr. Fernandez agreed with this suggestion, and said that people seem even more engaged in some ways when meetings are held virtually.

**Executive Director:** Ms. Distler expressed her appreciation for the support of the Board and her team, and for the condolences extended to her by everyone. She gave her thoughts on where do we go from here and what is the new normal going to be. She believes that changes are going to happen slowly. METRO will need to decide what services we will continue to provide, and what are the best services to provide. People will want to resume some amount of travel, and we will need to provide that in a way that is safe, and that continues to create safe distancing. She pointed out Governor DeWine’s recent order that any business wishing to stay open would be required to wear masks. In line with that, beginning Wednesday, April 29th, all METRO employees and passengers will be required to wear a face covering. Masks, both disposable and washable, are available in Dispatch. There is a plan being developed to put hand sanitizer on each of the buses for riders and drivers to use. There is also the hope of installing protective shields inside of buses as a barrier to help with distancing riders and drivers.

Ms. Distler acknowledged that we will need to look into the way in which we continue to provide our on-demand and paratransit services, while also keeping everyone safe. Resources will determine to what extend and for how long we can provide essential services to our community. She was pleased that METRO has been able to keep all active employees paid and with benefits. She feels that they are all heroes, and she acknowledged each group’s contribution and expressed appreciation. Everyone has stayed productive, even if they have worked from home.

Ms. Distler expressed some concern about what may happen in the future with our federal funding, and with our sales tax revenue decreasing. But she also reiterated being impressed with and thankful for everyone continuing to come in to work and do their jobs well, and for having a positive attitude about the whole situation. She looks forward to the new ideas that will come from the METRO team during this time, to deal with our current and future circumstances.

**OTHER BUSINESS**

**ADJOURNMENT**

There being no other business to come before the Board, Mr. Christian made a motion to adjourn, seconded by Mr. Rector. The motion to adjourn was unanimously approved, and the meeting adjourned at 9:46 a.m.

**CERTIFICATE OF COMPLIANCE**

Pursuant to Section III, Article 3.2 of the Rules & Regulations of the METRO Regional Transit Authority, METRO has complied with the Notice and Notification to the public and news media.

**DATE APPROVED:** May 26, 2020

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ROBERT E. DEJOURNETT,          DAWN S. DISTLER,
PRESIDENT                       EXECUTIVE DIRECTOR/
                                SECRETARY-TREASURER