METRO REGIONAL TRANSIT AUTHORITY

Planning/Marketing/Rail Committee

MAY 20, 2020
10:30 AM

CHAIR: MR. DONALD CHRISTIAN
MEMBERS: MS. RENEE GREENE & MR. GARY SPRING
ITEM 1: CALL TO ORDER

ITEM 2: APPROVAL OF MINUTES FROM APRIL MEETING

ITEM 3: SUB-COMMITTEE REPORTS

Planning Report | Valerie Shea
- COVID-19 Ridership and Service Updates
- CARES Grant Approval
- Strategic Plan Update
- March Performance Report
- KPIs

Marketing Report | Claire Merrick
- Quarterly Report/Infographic
- Akron Life Magazine
- #IAmEssential Campaign & Video
- Pandemic Information Binder
- Reopening of Transit Center: Banners/Rules
- KPIs

Rail Report | Valerie Shea
- State Route 8 bridge project update and resolution
- Akron Secondary line update

ITEM 4: RESOLUTIONS FOR CONSIDERATION

- 2020-05: Authorizing the Chief Executive Officer to execute and deliver all documents required for the conveyance of parcel from METRO RTA to the State of Ohio for the State Route 8 Bridge Replacement project (SUM-8-1.75)

ITEM 5: OTHER BUSINESS

ITEM 6: CALL FOR ADJOURNMENT
## March 2020 *  
### Performance Reports  
#### Combined Service

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2019</th>
<th>Percentage Changed</th>
<th>2020</th>
<th>2019</th>
<th>Percentage Changed</th>
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<td><strong>Service Day Data</strong></td>
<td></td>
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<tr>
<td>Weekdays Operated</td>
<td>64</td>
<td>63</td>
<td>1.59%</td>
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<tr>
<td>Saturdays Operated</td>
<td>14</td>
<td>13</td>
<td>7.69%</td>
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<tr>
<td>Sundays Operated</td>
<td>12</td>
<td>13</td>
<td>-7.69%</td>
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<tr>
<td><strong>Passenger Data</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Passengers</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Average Weekday Passengers</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Average Saturday Passengers</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Average Sunday Passengers</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
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<tr>
<td><strong>Service Level Data</strong></td>
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<tr>
<td>Total Vehicle Miles</td>
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<td>1,746,519</td>
<td>1.16%</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Total Vehicle Revenue Miles</td>
<td>1,495,499</td>
<td>1,468,981</td>
<td>1.81%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Average Passengers per Vehicle Revenue Mile</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
<td></td>
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<tr>
<td>Total Vehicle Hours</td>
<td>126,643</td>
<td>122,337</td>
<td>3.52%</td>
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<tr>
<td>Total Vehicle Revenue Hours</td>
<td>111,329</td>
<td>108,986</td>
<td>2.15%</td>
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<td></td>
</tr>
<tr>
<td>Average Passengers per Vehicle Revenue Hour</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash Fares</td>
<td>$416,573</td>
<td>491,320</td>
<td>-15.21%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ticket and Pass Revenue</td>
<td>$342,145</td>
<td>366,793</td>
<td>-6.72%</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Other Fare Related Revenue</td>
<td>$386,377</td>
<td>321,576</td>
<td>20.15%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage Total Farebox Recovery</td>
<td>8.4%</td>
<td>8.9%</td>
<td>-5.87%</td>
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<td></td>
</tr>
<tr>
<td>Average Cost per Vehicle Revenue Mile</td>
<td>$9.15</td>
<td>$9.04</td>
<td>1.29%</td>
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</tr>
<tr>
<td>Average Cost per Vehicle Revenue Hour</td>
<td>$122.94</td>
<td>$121.78</td>
<td>0.95%</td>
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<td></td>
<td></td>
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<tr>
<td>Average Cost per Passenger</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
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<tr>
<td>Preventable Accidents</td>
<td>15</td>
<td>13</td>
<td>15.38%</td>
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<td></td>
</tr>
<tr>
<td>Nonpreventable Accidents</td>
<td>15</td>
<td>20</td>
<td>-25.00%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Accidents</td>
<td>30</td>
<td>33</td>
<td>-9.09%</td>
<td></td>
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</tr>
</tbody>
</table>

* Due to farebox database upgrade issues, passenger data is not available at the time of the production of this report. Both March and April reports will be included in the June Board packet.
### March 2020
Performance Reports
SCAT/ADA Paratransit Service

<table>
<thead>
<tr>
<th>Current Month</th>
<th>Percentage Changed</th>
<th>Year to Date</th>
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<tbody>
<tr>
<td></td>
<td>2020</td>
<td>2019</td>
</tr>
<tr>
<td>Service Day Data</td>
<td></td>
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<tr>
<td>Service Level Data</td>
<td></td>
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<tr>
<td>Financial Data</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety Data</td>
<td></td>
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</table>

#### Service Day Data

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2019</th>
<th>Percentage Changed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Day Data</td>
<td>22</td>
<td>21</td>
<td>4.76%</td>
</tr>
<tr>
<td>Weekdays Operated</td>
<td>5</td>
<td>5</td>
<td>0.00%</td>
</tr>
<tr>
<td>Sundays Operated</td>
<td>4</td>
<td>5</td>
<td>-20.00%</td>
</tr>
</tbody>
</table>

#### Passenger Data

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2019</th>
<th>Percentage Changed</th>
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</thead>
<tbody>
<tr>
<td>Passenger Data</td>
<td>16,517</td>
<td>23,049</td>
<td>-28.34%</td>
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<tr>
<td>Total Passengers</td>
<td>533</td>
<td>744</td>
<td>-28.34%</td>
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<tr>
<td>Average Passengers</td>
<td>36.60</td>
<td>85.60</td>
<td>-57.24%</td>
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<tr>
<td>Average Saturday ADA Passengers</td>
<td>29.25</td>
<td>39.80</td>
<td>-26.51%</td>
</tr>
<tr>
<td>Average Sunday ADA Passengers</td>
<td>35.35</td>
<td>62.35</td>
<td>-43.30%</td>
</tr>
<tr>
<td>Average Total ADA Passengers</td>
<td>4,214</td>
<td>5,628</td>
<td>-25.12%</td>
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#### Service Level Data

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2019</th>
<th>Percentage Changed</th>
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</thead>
<tbody>
<tr>
<td>Service Level Data</td>
<td>114,881</td>
<td>143,759</td>
<td>-20.09%</td>
</tr>
<tr>
<td>Total METRO Vehicle Miles</td>
<td>44,760</td>
<td>56,465</td>
<td>-20.73%</td>
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<tr>
<td>Total Vehicle Miles</td>
<td>159,641</td>
<td>200,224</td>
<td>-20.27%</td>
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<tr>
<td>Total Revenue Miles</td>
<td>123,325</td>
<td>162,693</td>
<td>-24.20%</td>
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<tr>
<td>Average Pass. per Revenue Vehicle Mile</td>
<td>0.13393</td>
<td>0.14167</td>
<td>-5.46%</td>
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<tr>
<td>Average Saturday ADA Passengers</td>
<td>12,966</td>
<td>13,321</td>
<td>-2.66%</td>
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<tr>
<td>Average Sunday ADA Passengers</td>
<td>8,819</td>
<td>10,715</td>
<td>-17.69%</td>
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<tr>
<td>Average Total ADA Passengers</td>
<td>1,8729</td>
<td>2,1511</td>
<td>-12.93%</td>
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<tr>
<td>On-time Performance - METRO</td>
<td>94%</td>
<td>92%</td>
<td>2.17%</td>
</tr>
<tr>
<td>On-time Performance - Purchased Transportation</td>
<td>93%</td>
<td>93%</td>
<td>0.00%</td>
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</tbody>
</table>

#### Financial Data

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2019</th>
<th>Percentage Changed</th>
</tr>
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<tbody>
<tr>
<td>Financial Data</td>
<td>$33,582</td>
<td>$47,065</td>
<td>-28.65%</td>
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<tr>
<td>Cash Fares</td>
<td>$4,525</td>
<td>$6,079</td>
<td>-25.56%</td>
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<tr>
<td>Ticket and Pass Revenue</td>
<td>$81,622</td>
<td>$58,826</td>
<td>38.75%</td>
</tr>
<tr>
<td>Other Fare Related Revenue</td>
<td>13.6%</td>
<td>13.1%</td>
<td>3.28%</td>
</tr>
<tr>
<td>Average Cost per Vehicle Revenue Mile - METRO</td>
<td>$8.90</td>
<td>$6.07</td>
<td>46.74%</td>
</tr>
<tr>
<td>Average Cost per Vehicle Revenue Mile - Purchased Transportation</td>
<td>$3.30</td>
<td>$3.31</td>
<td>-0.27%</td>
</tr>
<tr>
<td>Average Cost per Vehicle Revenue Hour - METRO</td>
<td>$116.79</td>
<td>$87.70</td>
<td>33.18%</td>
</tr>
<tr>
<td>Average Cost per Vehicle Revenue Hour - Purchased Transportation</td>
<td>$54.05</td>
<td>$56.98</td>
<td>-5.13%</td>
</tr>
<tr>
<td>Average Cost per Passenger - METRO</td>
<td>$61.35</td>
<td>$39.59</td>
<td>54.98%</td>
</tr>
<tr>
<td>Average Cost per Passenger - Purchased Transportation</td>
<td>$30.22</td>
<td>$28.86</td>
<td>4.70%</td>
</tr>
<tr>
<td>Average Cost per Passenger - Purchased Transportation</td>
<td>4.4</td>
<td>3.0</td>
<td>46.67%</td>
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</table>

#### Safety Data

<table>
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<tr>
<th></th>
<th>2020</th>
<th>2019</th>
<th>Percentage Changed</th>
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<tbody>
<tr>
<td>Safety Data</td>
<td>0</td>
<td>2</td>
<td>-100.00%</td>
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<tr>
<td>Preventable Accidents</td>
<td>3</td>
<td>5</td>
<td>-40.00%</td>
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<tr>
<td>Nonpreventable Accidents</td>
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</tr>
<tr>
<td>Total Accidents</td>
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<td>-100.00%</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>9</td>
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## March 2020
### Performance Reports
#### Line Service

<table>
<thead>
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<th>2020</th>
<th>2019</th>
<th>Percentage Changed</th>
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<tbody>
<tr>
<td>Weekdays Operated</td>
<td>22</td>
<td>21</td>
<td>4.76%</td>
</tr>
<tr>
<td>Saturdays Operated</td>
<td>5</td>
<td>5</td>
<td>0.00%</td>
</tr>
<tr>
<td>Sundays Operated</td>
<td>4</td>
<td>5</td>
<td>-20.00%</td>
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<th>Total Passengers</th>
<th>Average Weekday Passengers</th>
<th>Average Saturday Passengers</th>
<th>Average Sunday Passengers</th>
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<tr>
<td>TBD</td>
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<th>2020</th>
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<tbody>
<tr>
<td>Total Vehicle Miles</td>
<td>415,826</td>
<td>401,590</td>
<td>3.54%</td>
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<tr>
<td>Total Vehicle Revenue Miles</td>
<td>355,557</td>
<td>340,303</td>
<td>4.48%</td>
</tr>
<tr>
<td>Total Scheduled Vehicle Revenue Miles</td>
<td>357,740</td>
<td>343,013</td>
<td>4.29%</td>
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<td>Average Passenger per Revenue Vehicle Mile</td>
<td>TBD</td>
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<td>TBD</td>
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<tr>
<td>Total Vehicle Hours</td>
<td>29,375</td>
<td>28,387</td>
<td>3.48%</td>
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<tr>
<td>Total Vehicle Revenue Hours</td>
<td>27,407</td>
<td>26,467</td>
<td>3.55%</td>
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<td>Average Passenger per Vehicle Revenue Hour</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>77%</td>
<td>81%</td>
<td>-4.80%</td>
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<table>
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<th>2019</th>
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<tbody>
<tr>
<td>Cash Fares</td>
<td>$65,231</td>
<td>$143,399</td>
<td>-54.51%</td>
</tr>
<tr>
<td>Ticket and Pass Revenue</td>
<td>$81,753</td>
<td>$131,211</td>
<td>-37.69%</td>
</tr>
<tr>
<td>Other Fare Related Revenue</td>
<td>$48,750</td>
<td>$21,318</td>
<td>128.68%</td>
</tr>
<tr>
<td>Percentage Total FareBox Recovery</td>
<td>5.0%</td>
<td>8.3%</td>
<td>-39.72%</td>
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<tr>
<td>Average Cost per Vehicle Revenue Mile</td>
<td>$11.00</td>
<td>$10.47</td>
<td>5.02%</td>
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<tr>
<td>Average Cost per Vehicle Revenue Hour</td>
<td>$142.66</td>
<td>$134.63</td>
<td>5.97%</td>
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<td>Average Cost per Passenger</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Average Big Bus Age</td>
<td>6.0</td>
<td>4.9</td>
<td>22.45%</td>
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<table>
<thead>
<tr>
<th>Safety Data</th>
<th>Preventable Accidents</th>
<th>Nonpreventable Accidents</th>
<th>Total Accidents</th>
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</thead>
<tbody>
<tr>
<td>4</td>
<td>3</td>
<td>12</td>
<td>24</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>12</td>
<td>16</td>
</tr>
<tr>
<td>6</td>
<td>6</td>
<td>24</td>
<td>24</td>
</tr>
</tbody>
</table>
Planning, Marketing & Rail Key Performance Indicators

Total Ridership (Combined Demand Response and Line Service)

Cost Per Passenger

Cost Per Revenue Mile - Line Service

Web Traffic
Social Media Impressions (Facebook + Twitter)

Advertising Sales (METRO Only)
## SOCIAL MEDIA

<table>
<thead>
<tr>
<th>Platform</th>
<th>Statistics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facebook</td>
<td>We published 81 posts (-10%) and page likes increased by 7.9%. Our rating is 3.7/5.</td>
</tr>
<tr>
<td>Twitter</td>
<td>Tweet impressions totaled 154K (+156%). We have 86 new followers (+9%).</td>
</tr>
<tr>
<td>Instagram</td>
<td>We received an average of 34 likes per post (+4%). We have 525 followers (+15%).</td>
</tr>
<tr>
<td>YouTube</td>
<td>Our channel views decreased by 59%.</td>
</tr>
<tr>
<td>Wordpress</td>
<td>SummitStories.org views totaled 356 (+201%).</td>
</tr>
</tbody>
</table>

## AKRONMETRO.ORG

- **67%** of our users were new visitors.
- **79%** of visitors viewed from a mobile device.
- We added 13 blog posts & five job posting to the site.
- Total web views: **740K** from 290K sessions.

## IN THE MEDIA

- METRO was mentioned 21 times in news stories & blurbs.
- 648 METRO spots aired on traditional radio and through targeted ads.
- Five print ads were designed & printed in multiple publications.

## COMMUNITY SUPPORT

- **NEWSLETTER DISTRIBUTION:** 178
- **WE’VE ATTENDED THREE COMMUNITY EVENTS.**
- **AD SPACE IS 65% FULL.**
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 hereinafore 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
PARCEL 20-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 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
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 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.

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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.

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

[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 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. Date
Professional Land Surveyor No. 7798
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 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, 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:
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 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

RX 284 A

Ver. Date 3/6/2019

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

3-G-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 iron pins set are \( \frac{3}{4} \) 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
EXHIBIT A
RX 284 A

Ver. Date  3/6/2019

Page 1 of 2
Rev. 06/09

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 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 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;
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
EXHIBIT A

PARCEL 25-WL2
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;
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
PARCEL 25-T1
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 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

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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
EXHIBIT A

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 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
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 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
ITEM 1: CALL TO ORDER

Board Members present: Gary Spring, Vincent Rubino, Robert DeJournett, Don Christian, Renee Greene

METRO Team Members present: Dawn Distler, Molly Becker, Valerie Shea, Bambi Miller, Halee Gerenday, Robin Stevens, Matt Mullen, Tim Smith, Jason Popik, PJ Lehman

ITEM 2: APPROVAL OF MINUTES FROM FEBRUARY MEETING

Mr. Rubino requests that we list who is in attendance at meeting on future minutes.

Mr. Rubino move to approve the February minutes. Mr. Spring second. Minutes are approved.

ITEM 3: SUB-COMMITTEE REPORTS

Planning Report | Valerie Shea

- KPIs
  - Ridership (Line-Service + Demand Response)
    - On pace with 2019, however we will see a drop in March and likely through the remainder of Spring and Summer
  - Cost Per Passenger – Line-Service
    - On pace with 2019
  - Cost Per Revenue Mile – Line-Service
    - Slightly lower than 2019

- COVID-19 Ridership and Service Impacts
  - 3/14/20 - State of Emergency Declared in Ohio
    - Approx. 25% ridership decrease the following week
    - First day of Free Fares on 3/17/20
  - 3/22/20 - Stay at Home Order Announced and in effect on Tuesday 3/24/20
    - Approx. 35% ridership decrease that week
  - 3/23/20 – x60 service suspended due to low ridership
  - 3/28/20 - Transit Center Lobby Closed
• Approx. 35-40% ridership decrease that week
  o 3/30/20 – DASH service suspended due to low ridership
  o 4/6/20 – Contingency Service A effective date
    ▪ Similar to MLK Jr. Day or Thanks-Friday Service
    ▪ DASH and x60 service remain suspended
    ▪ Regular Saturday service; no Sunday service
    ▪ Consistent 60% ridership decrease since service was reduced

• Strategic Plan Update
  o All outreach suspended due to COVID-19 pandemic
    ▪ Online Survey – 600+ responses so far
    ▪ Will give update to full Board on what we’ve heard at Friday’s meeting
    ▪ Considering opportunities for online outreach / webinars
  o Project Team continues to work on financial and service analysis.
  o Timeline of the project will need to be extended due to COVID-19 – “bite-size” outreach/inreach vs. large events or meetings

• February Performance Report
  o Month of February was down 2.5% from last year
    ▪ Demand Response up 6%
    ▪ Line Service down 3%
  o YTD is slightly up (0.28%)

• Grants / CARES Act
  o Regular Federal Formula Apportionments for FY2020
    ▪ Each year, funds are allocated via formula based on Census information and Service levels to the Akron Urbanized Area and divided among transit agencies that have service within that area. This includes METRO, PARTA, GCRTA and MCPT. METRO also receives a small amount of funding from the Cleveland Urbanized Area.
    ▪ METRO’s expected distribution from the regular FY2020 formula funds is approximately $7.9M.
  o CARES Act
    ▪ The recovery package included $25B in federal funding for transit.
    ▪ These funds were apportioned via the same formula as the regular formula funds.
    ▪ Funds can be used to recover both operating and capital costs, as well as revenue losses incurred due to COVID-19. Federal share can cover 100% (typically it is 80%)
    ▪ METRO’s expected distribution from the CARES Act formula funds is approximately $18.8M. We are working to estimate the impact to our costs and revenues moving forward. Sales tax recovery will likely be a slow process.
Mr. Spring inquired on last year’s Sales Tax. Ms. Shea indicated 2020 projection was $48M during the budgeting process. Other agencies have projected a 60% decrease for the rest of the year.

Discussion on how to ramp up and anticipate what will be the “new normal”.

Marketing Report | Molly Becker
- **KPIs**
  - Our web traffic is down. We typically see an uptick with a new sign-up, as you can see the January numbers. I suspect with COVID, as well as the Avail system, our web numbers will fluctuate. The new schedule design was launched mid-January, so more people probably picked up hard copies of the schedules, as well.
- **COVID-19 Outreach/Press**
  - We are continuously putting out messaging, safety messaging, press releases as needed and following up with social media and web questions & concerns. We are now going to put out messaging on recommending wearing face coverings, per CDC
- **#IAmEssential Campaign**
  - We are highlight on social media METRO staff for all over the company. We have received a great response from it. Claire has taken this project on and is really putting a face to our essential employees
- **Devil Strip: Portraits of a Pandemic**
  - They highlight 3 METRO team members and they also had a story on Ch 5 for their efforts on the photo series
- **Community Events-status/rescheduled**
  - Basically all of our events through May and some in June have been canceled or postponed. We do not have any rescheduled at this point.
  - Also, the Beacon will be riding along with an operator within the next week to highlight riders and essential personnel
- Mr. Spring inquired about the PPE we have provided our employees. Ms. Distler detailed the PPE we have provided (face shields, gloves, sanitizer, masks on order).

Rail Report | Valerie Shea
- **Akron Secondary Update**
  - Continued discussions on the future of the line with multiple stakeholders. Groundswell support for converting to a trail. Will provide an update to the Committee in May on the implications of a trail conversion for METRO.
  - Mr. Spring asked if a rail corridor could be used as a detour for impacts to the closure of the SR-8 bridge. Ms. Shea said that the
condition of the corridor wouldn’t allow for use in the
timeframe of the bridge construction but METRO will work
with ODOT on detour impacts.

ITEM 4: RESOLUTIONS FOR CONSIDERATION

ITEM 5: OTHER BUSINESS

ITEM 6: CALL FOR ADJOURNMENT

Ms. Greene moves to adjourn
Mr. Rubino seconds
Meeting is adjourned