



**Roll Call:** 6 Ayes

0 Nays

Motion Carried

(d) Proclamation – Black History Month.

A proclamation in observance of Black History Month was read by Elizabeth Meadows.

***PROCLAMATION***  
***Black History Month***

**WHEREAS**, Carter G. Woodson justly earned his reputation as “the father of Black History” in part by forming the Association for the Study of Negro Life and History in 1915 and establishing The Journal of Negro History in 1916; and

**WHEREAS**, Dr. Woodson had become familiar approximately a decade earlier with Mary McLeod Bethune’s annual celebration in Washington, D.C., of the birthdays of both Frederick Douglass and Abraham Lincoln during the second week of February; and

**WHEREAS**, the Association under his leadership established Negro History Week as the second week of February in 1926, and the organization now known as the Association for the Study of African American Life and History (ASALH) first celebrated Black History Month in February 1976; and

**WHEREAS**, the charge of the Woodson Branch of the ASALH is to promote appreciation for the life and history of persons of African descent, to provide information and encourage thought based on the historical truth about the numerous contributions made by the ancient Africans and Africans in Diaspora (worldwide), and to encourage the understanding and knowledge of, as well as, to remove misinformation about the contributions Africans and African – Americans have made to the founding and continuation of the United States of America.

**WHEREAS**, the Association continues to support the study of African American history in homes, schools, colleges, churches, organizations, businesses, and government; and while it believes that Black history, like American history, should be studied 365 days a year, it continues to view February as the critical month for pursuing this mission; and

**WHEREAS**, the Association has made “**AT THE CROSSROADS OF FREEDOM AND EQUALITY: THE EMANCIPATION PROCLAMATION AND THE MARCH ON WASHINGTON**” the national theme for the month-long celebration in 2013; and

**WHEREAS**, the greater Oberlin community was an important station on the Underground Railroad, thus enabling many fleeing slaves to reach freedom and a new life; and Oberlin College was one of the first in the United States to admit black students on the same basis as white students;

**NOW, THEREFORE**, I, Ronnie Rimbart, Mayor of the City of Oberlin, Ohio, on behalf of Oberlin City Council, proclaim the month of February 2013 as **BLACK HISTORY MONTH** and urge all citizens of Oberlin to participate in the appropriate programs and activities of Oberlin College’s African Heritage Celebration and of our schools, churches, public library, and other organizations that recognize and honor the significant contributions Americans of African heritage have made to Oberlin, both City and College, to the State of Ohio, to the Nation, and throughout the World.

**IN WITNESS WHEREOF**, I have hereunto set my hand and caused the Great Seal of the City of Oberlin, Ohio, to be affixed hereto this 4th day of February 2013.

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Ronnie J. Rimbart  
**Mayor/ President of Council**



Norenberg remarked that during the Climate Action Plan work session it was noted by Councilor Broadwell that one of the biggest sectors of emissions that was going to challenge the City's carbon positive goals, was the transportation sector. Following the work session he received a flier where he learned about the Ohioans for Transportation Choices initiative from Amanda Woodrum, a researcher for Policy Matters Ohio based in Cleveland. In reading the materials he felt that, due to local challenges surrounding transportation, this was an initiative worth supporting. He decided to extend an invitation to Ms. Woodrum to help draft a resolution supporting this initiative, which has been brought before Council for consideration. Norenberg remarked that Ms. Woodrum was present as was Sharon Pearson who is responsible for coordinating the Transportation Committee for the Oberlin Project.

Woodrum offered introductory remarks and an overview of the transportation initiative goals. Woodrum explained that the nature of Ohio's transportation system is largely determined by decisions made on the State level. The budget is roughly between \$7 billion to \$8 billion depending on the year, nearly all of those dollars go towards roads and highways, and historically less than 1 percent of any of those revenues have (for the past few decades) gone towards public transit. In fact, one organization "All Aboard Ohio" estimates the State will actually spend more to mow the grass along the highway than it will on public transit. She emphasized the importance of understanding how decisions that determine how to allocate transportation resources at the State level define the nature of our transportation system and because Ohio puts most of its monies into roads and highways, the state has created a transportation system that largely forces people to depend on cars to get by. Cars that are expensive to own, operate and depend largely on polluting fossil fuels largely imported from elsewhere. For low income families, elderly, and the disabled they may not be an option at all. Ohio spends about \$40 billion dollars a year on energy altogether and half of that will go towards fuels for our cars and trucks and 98 percent of the \$20 billion dollars is imported from elsewhere, which is a huge amount of money that leaves our State's economy every year. She pointed out that as a community Oberlin was on track to get 90 percent of its electricity from renewable energy sources and that when people plug in to Oberlin they are going from fossil fuel powered car imported from elsewhere to clean renewable energy homegrown in Ohio. Woodrum explained that she was part of an organization called "Ohioans for Transportation Choices" and when they talk about where they were at now and where they need to go, they talk about moving towards a 21<sup>st</sup> Century Transportation system that is a complete network of alternative transportation choices. The goal is to start by setting aside Transportation Budget Funds into a Transportation Choices Fund starting with a \$75 million dollars budget that would ramp up to 10% of the State's Transportation Budget by 2020. She remarked that they have been adding endorsements from various organizations but Oberlin would be the first City Council to endorse the resolution.

Mucciolo asked who made up the coalition at this time? Woodrum provided a handout that listed the members of the coalition. Mucciolo said that his understanding is that Cleveland had altered its own streets budget a couple of years ago.

Woodrum remarked that Cleveland passed a Complete Street Policy that would require that 25% of the local transportation budget go towards alternative transportation modes up to \$1 million dollars. Mucciolo asked if this needed to be approved tonight? Woodrum remarked that the transportation budget was in part released today. She and the City Manager felt that it would be best to get it approved on emergency because of how fast the budget tends to move through the legislative process. She stated that the States Transportation budget was really critical in determining what our transportation system looks like, so if we were going to reduce emissions and reduce our goals, she would strongly recommend that Council take an active role in State policy decision-making about our transportation system.

Mucciolo asked why Oberlin would be the first Council to support this resolution and why other communities hadn't joined in the cause? Woodrum deferred the question to Sharon Pearson. Pearson commended City Council for considering the resolution. She remarked that Oberlin City Council along with City Manager Eric Norenberg has set the example for Lorain County in providing an Oberlin Connector bus, something that is not



