

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING
Radisson Hotel
Henrietta, NY**

December 11, 2014

GTC BOARD MEMBERS PRESENT

Jeffrey Adair, Monroe County and G/FLRPC (Vice Chairperson)
Allen G. Casey, City of Rochester – At-Large
James Hoffman, Wayne County (Chairperson)
Daniel Hogan, Monroe County – At-Large
Tony LaFountain, Monroe County Supervisors' Association
John F. Marren, Ontario County

ALTERNATE REPRESENTATIVES PRESENT

Bill Bordeau, Seneca County, representing Robert Hayssen
Kevin Bush, New York State Department of Transportation (NYSDOT), representing Joan McDonald
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing James Redmond
Jerry Davis, Wyoming County, representing A. Douglas Berwanger
Tom Goodwin, Monroe County Planning Board, representing Linda A. Faubel
Gerald Gray, Orleans County, representing David B. Callard
Andrea Guzzetta, Rochester City Council, representing Loretta Scott
Scott Leathersich, Monroe County – At-Large, representing Daniel M. DeLaus, Jr.
Mitch Rowe, Rochester City Planning Commission, representing David L. Watson
Edward G. Muszynski, Empire State Development Corporation, representing Kenneth Adams

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Maggie Brooks, Monroe County
Raymond Cianfrini, Genesee County
Dr. Timothy Dennis, Yates County
Eric Gott, Livingston County
Thomas J. Madison, Jr, New York State Thruway Authority
Joe Martens, New York State Department of Environmental Conservation
Jonathan McDade, Federal Highway Administration (FHWA)
Marilyn Shazor, Federal Transit Administration (FTA)
Steven Urlass, Federal Aviation Administration
Lovely Warren, City of Rochester

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff
Kenneth DeRoller, Orleans County Legislature
Daniel Hallowell, NYSDOT-Region 4
Joel Kleinberg, NYSDOT-Region 4
Ken Miller, Wayne County
Richard Perrin, GTC staff
Christopher Reeve, NYSDOT-Region 4
James Stack, GTC staff
John Thomas
David Zorn, G/FLRPC

1. Call to Order and Roll Call

Chairperson James Hoffman called the meeting to order at 8:35 a.m.

James Stack, GTC staff, called the roll; a quorum was present.

2. Public Forum

No one from the public spoke during the Public Forum.

3. Approval of Minutes

John Marren moved to approve the minutes from the September 11, 2014 Quarterly Meeting as presented; Jeffrey Adair seconded the motion. The motion passed unopposed.

4. Communications and Announcements

Richard Perrin provided the following communications and announcements:

- Jody Binnix, GTC Assistant Program Manager, has been selected to serve on the National Academies' Transportation Research Board's Intermodal Freight Transport Committee. Jody's proficiency in goods movement policy and planning at the regional level was recognized during her participation at the I-95 Corridor Coalition's Freight Academy earlier this year. The appointment to the committee is a three-year term.
- Richard has been elected to serve a second term as the President of the national Association of Metropolitan Planning Organizations (AMPO). The term is for Calendar Year 2015.

5. Reports and Action on Old Business

a. Planning Committee Report – Scott Leathersich, Chairman

Scott Leathersich provided the following report:

The Planning Committee met October 9th and November 13th and recommends that the GTC Board:

- Accept a report as evidence of completion of one Unified Planning Work Program (UPWP) task; and
- Amend the *2014-2017 Transportation Improvement Program* as requested by the City of Rochester, Monroe County, and NYSDOT.

Additionally, the Planning Committee took the following action:

- Received a presentation on and discussed the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040*.

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

1. Finger Lakes Regional Economic Development Council Infrastructure and Transportation Workgroup Project Solicitation

On August 6, the Finger Lakes Regional Economic Development Council adopted the 2014 priority projects and progress report. Awards for this round were intended to be announced yesterday but were delayed until later today due to the snow storm. Through the first three rounds, the Finger Lakes Region has received the fourth highest total of awarded funding and tax credits (\$224.8 million).

2. Long Range Transportation Plan

GTC staff has completed the first round of customer engagement for *the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040 (LRTP 2040)*. GTC staff went to 13 different venues and held two public open houses between August 10 and November 5. We talked with 270 people about what components of our transportation system (infrastructure and services) work well and which ones need to be improved. We also had nearly 100 responses to our survey. In total, we received over 400 comments about opportunities and issues to be considered in the *LRTP 2040*. GTC staff is reviewing and considering the comments and our emphasis is shifting to developing the draft document for Planning Committee review. The regional long range transportation plan must be updated every four years.

3. *FY 2015-2016 Unified Planning Work Program*

GTC staff along with the UPWP Development Committee has advanced the development of the *FY 2015-2016 UPWP*, which will cover the period of April 1, 2015 through March 31, 2016. The UPWP is the program of federally-funded transportation planning projects and is developed annually. GTC member agencies and every municipality in the region were sent a postcard on September 12 announcing the availability of funds for initiatives that advance the implementation of the long range transportation plan.

An applicant workshop was held on September 24 at Henrietta Town Hall and applications were due October 17. Nineteen proposals requesting \$1,105,400 in federal transportation planning funds were received. There is \$931,262 available for programming. The 19 proposals were evaluated and scored by GTC staff. These evaluations were provided to the UPWP Development Committee, which met on November 13 and 25 and will be finalizing the initial draft of the *FY 2015-2016 UPWP* via e-mail.

A draft *FY 2015-2016 UPWP* will be considered by the Planning Committee at its January 8, 2015 meeting. Based on any changes made at that meeting, an initial draft program will be approved for 30-day public review and a final draft program for

Board adoption will be recommended by the Planning Committee at its February 12, 2015 meeting. The Board will consider the final draft *FY 2015-2016 UPWP* at its March 12, 2015 meeting and the adopted version will take effect April 1, 2015.

c. Old Business

(1) Federal Legislative and Funding Update

Richard Perrin provided the following report:

Unable to enact a budget by the beginning of Federal Fiscal Year (FFY) 2015 on October 1, Congress passed a Continuing Resolution on September 19 to fund federal agencies and activities through December 11. Over the past few days, Congress has reached agreement on an omnibus appropriations package to fund all government agencies for the remainder of FFY 2015, with the exception of the Department of Homeland Security.

As discussed at the September 11 meeting, the current federal surface transportation authorizing legislation, Moving Ahead for Progress in the 21st Century (MAP-21), was extended through May 31. In recognition of this, the appropriators kept the highway and transit portions of the appropriations that come from the Highway Trust Fund flat since the extension required another transfer from the General Fund. This means for the entire FFY there will be \$41 billion for highways and \$8.6 billion for transit formula grants. In addition, there is also \$500 million for National Infrastructure Investments, which are more commonly known as TIGER.

The MAP-21 extension also makes additional FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds available. Based on the language in the extension and our FFY 2014 allocation, our share would be approximately \$4 million. We have requested confirmation of the availability of these funds from NYSDOT-Main Office and have been told that they are concerned that there have been cost overruns on existing projects that would need to be paid for with the revenues made available through the extension. NYSDOT-Region 4 staff has conducted their own analyses of CMAQ-funded project expenses.

It's all but certain that there will be at least one more extension of MAP-21 as there is a lack of consensus on how to pay for a federal transportation bill (at least with funding equal to or greater than current levels). General fund revenues will be necessary to cover the shortfall between authorized funding levels and the amount deposited into the Highway Trust Fund. The most plausible resolution to the funding issue would be for revenues to be identified through a comprehensive tax reform measure but that is six to nine months off at the bare minimum according to the President.

Bill Carpenter noted that the American Public Transportation Association (APTA) sent out a letter, currently being circulated in Congress, requesting a long-term transportation authorization bill. Bill offered to share this letter with anyone who is interested.

John Thomas asked if the next Transportation Improvement Program (TIP) will utilize flat-lined funding projects. Richard Perrin responded that this is the approach currently being discussed. Since GTC prioritizes all projects submitted, if additional funds become available, the region could easily add projects at a later date.

6. Action Items

- a. Accepting the *Mount Read Boulevard Corridor Study: NYS Route 33 (Buffalo Road) to Stone Road* as evidence of completion of UPWP Task 7574 / Proposed Resolution 14-106

John Marren moved to approve proposed Resolutions 14-106; Daniel Hogan seconded the motion.

Richard Perrin reported on the following task:

The City of Rochester, in partnership with Monroe County, NYSDOT, and the Town of Greece, has developed the *Mount Read Boulevard Corridor Study: NYS Route 33 (Buffalo Road) to Stone Road* to address key safety, access, mobility, and operational issues along the corridor. The plan has resulted in six phases to be advanced over the next 20 years at a total cost of \$47.3 million. These phases include:

- converting the traffic circle at NYS Route 33 (Buffalo Road) into a modern roundabout;
- removing the existing concrete median between NYS Route 33 (Buffalo Road) and NYS Route 31 (Lyell Avenue);
- reconstructing the intersection at Lyell Avenue to better accommodate trucks and pedestrians;
- removing troublesome outer drive connections at signalized intersections from Lyell Avenue to Driving Park Avenue;
- modifying on and off ramps between Driving Park Avenue and NYS Route 104 (West Ridge Road) to improve safety and accessibility; and
- creating a gateway at the entry to the Town of Greece.

The motion passed unopposed.

- b. Amending the *2014-2017 Transportation Improvement Program*

James Hoffman suggested grouping items 1 through 31 under a single action and no Member or Alternate objected.

Scott Leathersich moved to approve proposed Resolutions 14-107 through 14-137; Daniel Hogan seconded the motion.

Richard Perrin discussed each of the Resolutions including the source of funding offsets, if any, as noted below.

- (1) Amending the *2014-2017 TIP* by deferring select phases of the East Henrietta Road Improvements (Rochester City Line to Stan Yale Drive) project) / Proposed Resolution 14-107
- (2) Amending the *2014-2017 TIP* by advancing a portion of a phase of the City of Rochester Highway Preventive Maintenance Group # 2 project / Proposed Resolution 14-108

Richard Perrin explained proposed Resolutions 14-107 and 14-108. The Highway Preventive Maintenance Group #2 project will be accelerated and the East Henrietta Road Improvements will be deferred with an equal amount of Surface Transportation Program-Urban funds being swapped between the two projects. There is no change to the budget of either project.

- (3) Amending the *2014-2017 TIP* by reprogramming select phases of the Elmwood Avenue/Collegetown Cycle Track project / Proposed Resolution 14-109
- (4) Amending the *2014-2017 TIP* by deferring select phases of the Erie Canalway Trail West of NYS Route 414 project / Proposed Resolution 14-110
- (5) Amending the *2014-2017 TIP* by reprogramming select phases of the Downtown Perry Streetscape project / Proposed Resolution 14-111
- (6) Amending the *2014-2017 TIP* by reprogramming select phases of the Ellicott Trail project / Proposed Resolution 14-112

Richard Perrin stated that proposed Resolutions 14-109 through 14-112 will align the budgets with the updated project schedules. All of the projects are funded through the Transportation Enhancements Program – a program for non-motorized projects.

- (7) Amending the *2014-2017 TIP* by deferring a portion of a phase of the I-390 Interchange Improvements @ Exit 16 project / Proposed Resolution 14-113

Richard Perrin noted proposed Resolution 14-113 will consolidate all of the funds for the Detailed Design phase into the current year.

- (8) Amending the *2014-2017 TIP* by deferring a portion of select phases of the Rt. 441 Intersection Improvements at Salt Road and Harris Road project / Proposed Resolution 14-114

Richard Perrin explained proposed Resolution 14-114 will consolidate all of the funds for the Construction and Construction Inspection phases into FFY 2016.

- (9) Amending the *2014-2017 TIP* by adding the Pavement Markings for 2015 (Eastside) project / Proposed Resolution 14-115

Richard Perrin stated that NYSDOT-Region 4 has received \$273,000 of Highway Safety Improvement Program funds as part of a competitive statewide solicitation to add centerline audible roadway delineators (i.e., centerline rumble strips) at select locations to a \$1.65 million state-funded project to install high visibility pavement markings in Ontario and Wayne Counties.

- (10) Amending the *2014-2017 TIP* by decreasing the cost of the HSIP Block Program project / Proposed Resolution 14-116

- (11) Amending the *2014-2017 TIP* by adding the Elmwood Ave. @ Lac de Ville Blvd Intersection Improvement project / Proposed Resolution 14-117
- (12) Amending the *2014-2017 TIP* by increasing the cost of the Rt. 404 Intersection Improvements @ Five Mile Line Rd. & Hard Rd. project / Proposed Resolution 14-118
- (13) Amending the *2014-2017 TIP* by increasing the cost of the Huffer Road Curve project / Proposed Resolution 14-119

Richard Perrin explained that proposed Resolutions 14-116 through 14-119 concern the Highway Safety Improvement Program Block Program project that includes \$1.2 million in FFY 2015. Proposed resolution 14-116 would use \$973,000 of these unprogrammed federal funds to add pre-construction phases for the Elmwood Ave. @ Lac de Ville Blvd Intersection Improvement project at the request of Monroe County (proposed Resolution 14-117), provide additional funds to add Design and Right-of-Way phases to the Rt. 404 Intersection Improvements @ Five Mile Line Rd. & Hard Rd. project at the request of NYSDOT (proposed Resolution 14-118), and provide additional funds for the Detailed Design phase of the Huffer Road Curve project at the request of Monroe County (proposed Resolution 14-119).

- (14) Amending the *2014-2017 TIP* by deleting the NYSDOT Principal Art. or Higher Prev. Maint. @ 4 Locations (2015) project / Proposed Resolution 14-120
- (15) Amending the *2014-2017 TIP* by decreasing the cost of the NYSDOT Principal Art. or Higher Prev. Maint. @ 6 Locations (2016) project / Proposed Resolution 14-121
- (16) Amending the *2014-2017 TIP* by adding the Route 332 and Route 5&20 Preventive Maintenance project / Proposed Resolution 14-122
- (17) Amending the *2014-2017 TIP* by adding the Route 441 and I-490 Concrete Repairs project / Proposed Resolution 14-123
- (18) Amending the *2014-2017 TIP* by deferring a phase of the Village of Webster Pavement Preventive Maint. (Rts. 404 & 250) project / Proposed Resolution 14-124
- (19) Amending the *2014-2017 TIP* by reprogramming select phases of the Upgrade of the Rochester/Monroe County Intelligent Transportation Systems (ITS) project / Proposed Resolution 14-125

Richard Perrin explained proposed Resolutions 14-120 through 14-125.

Resolution 14-120, deletes the NYSDOT Principal Art. or Higher Preventive Maintenance @ 4 Locations (2015) project. Proposed Resolution 14-121, decreases the cost of the NYSDOT Principal Art. or Higher Preventive Maintenance @ 6 Locations (2016) project, making \$9.1 million of National Highway Performance Program funds available to add the Route 332 and Route 5&20 Preventive Maintenance project (proposed Resolution 14-122) and Route 441 and I-490 Concrete Repairs project (proposed Resolution 14-123), as well as increase the amount of National Highway Performance Program funds to the Village of Webster Pavement Preventive Maintenance, Rts. 404 & 250, (proposed

Resolution 14-124) project. As a result there are Surface Transportation Program-Flex funds available to add Scoping and Preliminary Engineering phases to the Upgrade of the Rochester/Monroe County ITS project (proposed Resolution 14-125).

NYS DOT has already completed the work on some of the locations originally included in the Principal Art. or Higher Preventive Maintenance projects and intends to undertake work on the remaining locations.

The Route 332 and Route 5&20 Preventive Maintenance project is a new project with a total cost of \$6.9 million of which \$5.4 million will be National Highway Performance Program funds. It is needed at this time due to pavement deterioration that is occurring faster than originally projected. There is a limited window of opportunity to conduct this preventive maintenance work before the roadway will require a more expensive treatment.

The GTC Board passed Resolution 14-97 at its September 11 meeting, which provides for preventive maintenance activities on the portions of Route 441 and I-490 with asphalt pavements. Resolution 14-123 will address the portions with concrete pavements.

The remaining \$47,388 of National Highway Performance Program funds being made available through Resolutions 14-120 and 14-121 will be programmed to the Village of Webster Pavement Preventive Maintenance (proposed Resolution 14-124) project to reinstate funds that were not obligated last FFY and increase the amount of National Highway Performance Program funds so that Surface Transportation Program-Flex funds for the Upgrade of the Rochester/Monroe County ITS project (proposed Resolution 14-125) that were not obligated last FFY can also be reinstated.

- (20) Amending the *2014-2017 TIP* by decreasing the cost of the NYS DOT Bridge Preventive Maintenance at 7 locations (FFY 2015) project / Proposed Resolution 14-126
- (21) Amending the *2014-2017 TIP* by increasing the cost of the I-590 (I-390 to Highland Ave.) Preventive Maintenance project / Proposed Resolution 14-127

Richard Perrin explained that proposed Resolution 14-126 decreases the cost of the NYS DOT Bridge Preventive Maintenance at 7 locations (FFY 2015) project to make funds available to expand the I-590 (I-390 to Highland Ave.) Preventive Maintenance project. The expanded I-590 Preventive Maintenance project will include four of the seven bridges currently included in the NYS DOT Bridge Preventive Maintenance at 7 locations (FFY 2015) project. NYS DOT has determined that the remaining three bridges have a longer window of opportunity for preventive maintenance than originally anticipated, allowing work to be done at a later date. In addition, Resolution 14-133, decreasing the cost of the I-490 EB to Route 590 NB Safety Improvements project, will allow the majority of that project to also be conducted as part of the I-590 (I-390 to Highland Ave.) Preventive Maintenance project. The consolidation of the three projects will facilitate more efficient project management and contract administration.

- (22) Amending the *2014-2017 TIP* by increasing the cost of the Jones Lane Railroad Crossing project / Proposed Resolution 14-128
- (23) Amending the *2014-2017 TIP* by increasing the cost of the Hiedenrich Road Railroad Crossing project / Proposed Resolution 14-129
- (24) Amending the *2014-2017 TIP* by increasing the cost of the Dresser/Snell Road Railroad Crossing project / Proposed Resolution 14-130

Richard Perrin stated proposed Resolutions 14-128, 14-129, and 14-130 provide additional funds to three railroad crossing projects that have updated cost estimates. The source of the funds for all three is the Railway-Highways Crossing Program. NYSDOT-Main Office administers this program, including the selection of projects to receive these funds.

- (25) Amending the *2014-2017 TIP* by reinstating the Erie Station Road Reconstruction project / Proposed Resolution 14-131

Richard Perrin explained proposed Resolution 14-131 reinstates the Erie Station Road Reconstruction project, which was included in the previous TIP but not the current one. It needs to be included in the current TIP to allow the earmark funds from past authorization and appropriations bills to be accessed by the project sponsor, Monroe County. The funds cannot be used for any other project.

- (26) Amending the *2014-2017 TIP* by adding seven Transportation Alternatives Program projects / Proposed Resolution 14-132

Richard Perrin stated that, at its September 11 meeting, the GTC Board passed resolution 14-78, endorsing the Regional Project Priorities List for the 2014 round of the Transportation Alternatives Program. That list was forwarded to NYSDOT-Main Office to be considered as it selected projects to be awarded Transportation Alternatives Program funds. On October 27, the Governor announced the award of nearly \$70 million to 68 project statewide. Our region received \$6.1 million, which was \$2.5 million more than the estimate we were provided prior to soliciting projects. NYSDOT-Main Office adhered to our priorities list and, with the additional funding, we're now able to program our top seven priorities (we anticipated being able to program our top five). The projects selected to receive funding are:

1. City of Rochester Main St. Streetscape & Pedestrian Wayfinding Enhancement Project
2. Monroe County Accessible Pedestrian Signal Device Installation
3. City of Batavia Healthy Schools Corridor
4. Village of Webster North Avenue Connector Project
5. Town of Victor Community Connectivity Project
6. Town of Farmington Auburn Trail Connector
7. Ontario County Lakeshore Drive & Moran Road Sidewalk Improvement Project

- (27) Amending the *2014-2017 TIP* by decreasing the cost of the I-490 EB to Route 590 NB Safety Improvements project / Proposed Resolution 14-133

Richard Perrin stated that proposed Resolution 14-133 was discussed under proposed Resolutions 14-126 and 14-127.

- (28) Amending the *2014-2017 TIP* by decreasing the cost of the STP-Flex Block Program project / Proposed Resolution 14-134

- (29) Amending the *2014-2017 TIP* by deferring select phases of the County Road 9 Preventive Maintenance project / Proposed Resolution 14-135

- (30) Amending the *2014-2017 TIP* by deferring select phases of the River Street over Tonawanda Creek Minor Rehabilitation project / Proposed Resolution 14-136

Richard Perrin explained that proposed Resolution 14-134, decreasing the cost of the STP-Flex Block Program project, will reinstate funds for the Scoping and Preliminary Engineering phases of the Ontario County Road 9 Preventive Maintenance (proposed Resolution 14-135) and the River Street over Tonawanda Creek Minor Rehabilitation (proposed Resolution 14-136) projects that were not obligated before the close of the last FFY.

- (31) Amending the *2014-2017 TIP* by reprogramming phases of the Downtown Two-Way Conversion Phase II project / Proposed Resolution 14-137

Richard Perrin noted proposed Resolution 14-137, reprograms phases of the Downtown Two-Way Conversion Phase II project, which would reinstate a portion of the funds for the Construction and Construction Inspection phases that were not obligated before the close of the last FFY. The source of the funds is the Transportation, Community, and System Preservation program. NYSDOT-Main Office has indicated that previously unobligated funds from this program are not available because it has been eliminated. GTC staff is awaiting confirmation of the program's elimination and this resolution is being presented so that if the funds are available, additional action will not be necessary. If the funds are not available, the resolution is written so that it will not take effect.

The motion passed unopposed.

7. New Business

- a. 2015 Meeting Calendar

James Hoffman noted the 2015 Meeting Calendar is in the meeting package and was also provided under separate cover to Members and Alternates.

- b. Presentation and discussion: "Genesee-Finger Lakes Regional Bridge Network Needs Assessment and Investment Strategy Results"

Richard Perrin presented the Regional Bridge Network Needs Assessment & Investment Strategy findings and results. The presentation began with the purpose statement, background information, and an overview of the project timeline.

The project Steering Committee considered the National Bridge Investment Analysis System (NBIAS) and the NYSDOT Bridge Management Tool to calculate bridge needs in the Region. The committee selected NBIAS which bases analysis on economic optimization, benefits vs. costs, and is also used by the United States Department of Transportation to report to Congress.

Three scenarios were developed to demonstrate consequences of underinvestment and what could be achieved with additional funding across eight performance metrics: maintain existing conditions; achieve a state of good repair; and manage declining assets. Performance curves were developed for each metric with horizon years of 2025 and 2040 along with the associated budgets.

An analysis tool, the Bridge Asset Management and Planning Tool, was developed for GTC by the project consultants. This dynamic tool displays the impact of various funding levels on meeting each performance measure for both horizon years and recommends the proportion of funding that should be applied to various work types to maximize economic benefits. Richard then demonstrated the tool to the GTC Board.

It is expected that managing declining assets will be the most likely scenario in the future. Richard discussed a screening tool that has been developed to help bridge owners prioritize their investments. The screening tool will help identify clusters of bridges that can serve the traffic loads of other bridges if there is not enough funding to keep them all open.

The key findings note that insufficient funding has consequences, the Region is making the right investments, and immediate action is needed as inflation will erode purchasing power of materials and labor.

Ken Miller asked for an example of a functionally obsolete bridges. Richard Perrin responded by giving examples of functionally obsolete bridges. The bridge could be one-way, have inadequate lane widths, and/or have clearance issues but is still structurally sound.

James Hoffman asked if a bridge's historical status or involvement by the New York State Historic Preservation Office is considered in the strategy tool. Richard Perrin responded that the screening tool does not currently include this consideration but that it can be ascertained fairly easily for the bridges identified model runs.

Richard Perrin acknowledged Ken DeRoller and the Orleans County Legislature for their efforts to maintain the bridges owned by the County. Orleans County has analyzed its bridges in order to be more strategic in their investments. This has led to an increase in funds to address bridges now rather than wait and allow further deterioration to increase the costs for repairs.

8. Next Meeting

The next GTC Board meeting will be held on March 12, 2015 at the Radisson Hotel, 175 Jefferson Road in Henrietta.

9. Adjournment

The meeting adjourned at 9:52 a.m.