

Minutes

RTA Board of Trustees Meeting

9:02 a.m., April 14, 2020

Present: Clough (Chair), Lucas (Vice-Chair) Bibb, Byrne, Joyce, McCall, Moss, Pellet, Serrano, Weiss

Not present: None

Also Present: Anderson, Benford, Birdsong, Burney, Caver, D'angelo, Ferraro, Fields, Garofoli, Gautam, Jackson, Kirkland, Laule, Lewis, Martin, Pickett, Schipper, Sutula, Togher, Wilson

Mayor Clough called the meeting to order at 9:02 a.m. The secretary called the roll and reported that ten (10) board members were present. This meeting was conducted by teleconference for members of the Board in accordance with the March 9, 2020 order of the Governor of the State of Ohio declaring a public health emergency and the March 17, 2020 order of the Director of the Ohio Department of Public Health prohibiting mass gatherings of fifty (50) or more persons in a single room and strongly recommending avoiding gatherings of more than ten (10) people.

The Secretary advised that notice of this meeting has been posted more than twenty-four hours in advance of the meeting, that the usual notification has been given the news media and other interested persons, and that all requirements of the Ohio Revised Code and Rules and Bylaws of this Board regarding notice of meeting have been complied with.

Executive Session Requested

9:04 a.m. - Mayor Clough asked for a motion to go into Executive Session to review the negotiations or bargaining sessions with public employees concerning their compensation or other terms and conditions of their employment; and to consider the appointment, employment, dismissal, discipline, promotion, demotion, or compensation of a public employee or official. It was moved by Mr. Serrano, seconded by Mr. Bibb. There were ten (10) ayes and none opposed.

9:29 a.m. – Mayor Clough asked for a motion to come out of Executive Session. It was moved by Mr. Serrano, seconded by Ms. McCall. There were ten (10) ayes and none opposed.

Minutes

Mayor Clough stated that the minutes from the March 24, 2020 Annual Meeting and March 24, 2020 Board Meeting had been previously distributed and reviewed and asked whether there were any additions and/or corrections. There were no corrections. The minutes were approved.

Public Comments

Public comments on agenda items were accepted via email at BoardComment@gcrta.org. There were some comments that were inadvertently not mentioned during the meeting. All concerns were addressed via email or by a phone conversation with Mr. Martin.

1. Chris Martin Cleveland, OH - His comments were as followed:

- a. He asked why his comments from the March 24 Board Meeting were not included in the minutes. I checked all public comment email boxes and found there were no

emails submitted by Mr. Martin. He admitted that technical problems might have kept the comments from reaching the public comment box.

- b. In the March 24 minutes, he asked why the letter from Downtown Cleveland Alliance (DCA) requesting support for Reso. No. 2020-25 was not attached to the Board Meeting package. I informed him that the letter is in the file and the minutes summarized that DCA was submitting their letter in support of the resolution. He asked if the letter is public record. I confirmed that it was.
- c. He requested that the Board provide the public a means that more properly reflects the dynamic of in person speaking. I forwarded his suggestions to the Board President and CEO Birdsong.

There were other items in his letter that were labeled agenda items that were in fact non-agenda items, which Mr. Martin stated over the phone was labeled incorrectly. Those comments have been included with the non-agenda item comments at the end of these minutes.

Committee Reports

There were no reports.

Ad Hoc Committee Reports

Mr. Bibb suggested there be a way the public can know that their comments were heard. In Summit County, they have a moderator that allows for the public to dial in to make their comments. Mayor Clough asked that the comments be sent to the Board.

Rev. Lucas stated that the Shaker Square ramps are 99% completed. He thanked the staff for their work.

Introduction of New Employees/Promotions

New employees include Molly O'Donnell-Staff Auditor, Hau-Ting Liou-Planner II, Nate Robbins-Planner II, Paula Nagy-Legal Secretary, Randall Bowles-District Business Analyst, Albert Johnson-Travel Trainer; Kristie Cox-Marketing Manager, Robin Payne-Financial Analyst. Promotions include Kenneth Bisson-Quality Assurance Warranty Administrator, Cindy Greenwald-Supervisor of Power & Way, Nicholas Krehel-Assistant Supervisor-Equipment, Frank Branley-Electronic Equipment Technician, Carl Kirkland-Director of Business Development, Sean Tompkins-Equipment Repair Leader. Mayor Clough welcomed the new hires and congratulated the promotions.

Ms. Birdsong congratulated George Fields who was promoted to Deputy General Manager of Human Resources and Training. He previously served as the Acting DGM of Human Resources.

Introduction of Resolutions

- A. 2020-27 – Expressing congratulations to the employees of the Greater Cleveland Regional Transit Authority who retired during the first quarter of 2020, the adoption of which was moved by Mr. Serrano, seconded by Rev. Lucas and approved by unanimous vote. There were twenty retirees.
 1. Kenneth W. Brewer, Equipment Maintainer - CBM
 2. Alan J. Carrillo, Bus Operator - Triskett
 3. Robert C. Clifford II, Body Mechanic - Hayden
 4. Gregory W. Davidson, Bus Operator - Hayden

5. Donald Dennis Dougherty, Rail Brake Mechanic - Central Rail
6. William C. Merritt, Equipment Maintainer, Hayden
7. Kenneth A. Mockabee, Bus Operator - Hayden
8. Gregory Murphy, Paratransit Operator - Paratransit
9. David K. Proctor, Bus Operator - Hayden
10. Angelia E. Shinaul, Vehicle Servicer - Central Rail
11. Steven Sims, Director of Business Development - Main Office
12. Nathan Smith, Maintenance Leader - Hayden
13. Loretta J. Sokolowski, Service Quality Coordinator - Main Office
14. Willie G. Thomas, Bus Operator - Hayden
15. Jethel P. Ware Jr., Equipment Maintainer - Triskett
16. William E. Watkins, Bus Operator - Hayden
17. Antonio Westbrooks, Bus Operator - Hayden
18. Leon Williams Jr., Bus Operator - Hayden
19. Melvin D. Williams, Bus Operator - Hayden
20. Frederick Wilson, Electronic Equipment Technician – CBM

Mayor Clough congratulated the retirees.

- B. 2020-28 – Authorizing Contract No. 2020-13 with Construction Support Solutions for Project 18.61 – On-Call Schedule and Cost Control Services 2020 in an amount not to exceed \$200,000.00 for a period of 24 months (RTA Capital and/or RTA Development Funds, Engineering & Project Development Department budget), the adoption of which was moved by Ms. Moss, seconded by Mr. Serrano and approved by unanimous vote.

Mayor Weiss thanked the staff for the background information.

- C. 2020-29 – Authorizing Contract No. 2020-144 with J. Ross Express Inc. for motor vehicle towing and flat tire replacement services, as specified and as required, for a period of three years with two, additional one year options for renewal, at a total contract amount not to exceed \$563,800.00 (General Fund, Fleet Management Department budget), the adoption of which was moved by Ms. Moss, seconded by Mayor Byrne and approved by unanimous vote.

Ms. Pellot asked how this contract ties into the Michelin tire lease. Melinda said the Michelin contract approved last month provides the tires and services to mount and dismount the tires. This contract is for towing the buses and servicing the buses with flat tires.

- D. 2020-30 – To amend the fiscal year 2020 Revenues and Appropriations for the General Fund, as adopted in Resolution No. 2019-118, to provide for an increase in the appropriation for the Law Enforcement Fund in the amount of \$6,000, the adoption of which was moved by Mr. Serrano, seconded by Ms. Moss and approved by unanimous vote.

This is an amendment to the appropriation to the budget for Law Enforcement to purchase a canine dog for Transit Police. Any appropriation made to the budget needs to be brought to the Board for approval no matter what the amount is.

- E. Mayor Clough requested Resolution No. 2020-31 be added to the agenda. This had to be discussed in Executive Session first. It was moved by Mr. Serrano, seconded by Mayor Byrne to add this to the agenda. There was no opposition.

2020-31 - Approving a new three-year collective bargaining agreement covering conditions of employment with the Fraternal Order of Police/Ohio Labor Council, Inc., the adoption of which was moved by Mayor Weiss, seconded by Ms. Moss and approved by unanimous vote.

This contract with the FOP is for the next three years. The collaboration and spirit is appreciated as the contract was negotiated. The FOP represents about 120 sergeants, commanders, foot patrol and canines. Given the current situation with COVID-19, they appreciate the FOP's flexibility working through the negotiations to keep the timeline for the contract and approval.

Interim Secretary-Treasurer's Report

Dr. Caver gave the report. In the General Revenue report for March, the numbers were on target with budget. In March, the 2020 sales tax was \$21.2 million compared to the March 2019 receipts of \$19.6 million, which is \$1.6 million or 8.3% above 2019. YTD sales tax for March was \$58 million compared to \$54.7 million for the 2019 period, which is a \$3.3 million increase. Compared to budget YTD was \$2 million above budget. YTD passenger fares was \$9.4 million, which was at the exact level as last year, which was \$200,000 or 2.4% above budget.

From the Bureau of Labor Statistics through the end of last year, the nation's employment was increasing. The City of Cleveland employment was decreasing. Unemployment rates in the region has historically lagged behind the nation. In March, the nation had a 3.8% unemployment rate, the City of Cleveland had 5.1% unemployment rate, which is 34% higher than the nation. The Ohio unemployment claims over the last three weeks ending 4/4/20 was 696,000 versus the total claims for 2019, which was 364,000. S&P Global entered a negative outlook for most sectors, but surely for those including state and local governments, utilities, community colleges, housing and special districts, due to the revenue depletions that many of these agencies are expected to have with the Stay At Home orders and virtual shut down of the economy.

Passenger fares for the 1st quarter was \$9.4 million. Ridership dropped 70% for the week ending April 11. Immediately after the Stay At Home orders from the State of Ohio, 50% of the ridership was lost. Next 60% was lost. Then 66% was lost to a height of a loss of 70%. The top two purposes for trips are for work (60%) or school (20%). The colleges and municipal school systems have closed and went to online learning. Compared to the 1st quarter, the 2nd quarter projected passengers fares is reduced as much as 80%. A rebound may have a 70% reduction in the 3rd and 4th quarters. The rebound will be gradual as the economy comes back.

Sales and Use tax is the largest revenue source for RTA. RTA receives a 1% sales tax from tangible personal property and other transactions in the county from bars, restaurants, vehicles, services, retail, clothing, malls, online sales, etc. If a customer makes a purchase in March, the vendor sends the sales tax to the Department of Taxation in April. The Ohio Department of Taxation will analyze and then circulate the distributions in May. Then RTA will receive the money in June. This is a three-month lag in between the economic activity and the receipt of the funds. The March sales tax is estimated to have a 60% drop. The projected loss would be \$11 million. A report from the State on activity for the month is pending.

Going through the out years, they believe the loss could be \$91 million or a 42% decrease in total sales tax revenue. These are the first blush numbers, which will be updated. Staff does have the ability to affect the expense structure. Estimated reductions in expenses over the 1st quarter given the COVID-19 related responses and other spending reductions is \$22.7 million. The largest portion will be reductions in Personnel Services (salary, taxes, fringes, expenses) due to a service reduction that

went into effect Sunday, April 12 and a selective hiring freeze that Ms. Birdsong ordered. The corresponding reduction from the service reduction will have a ripple effect on the direct material within that stream such as fuel, inventory, and purchase transportation, given the ridership on Paratransit (\$2.6 million savings) that would have been paid to outside vendors. The aggregate total in the current projections is that the reduction in service along with other expense saving measures will save \$22.7 million.

Through April 4, 2020, COVID-19 related expenses are \$600,000 from increases in cleaning supplies, disinfecting, salaries for overtime to disinfect vehicles each day and disinfecting handheld surfaces in facilities. Contracts have been entered into for deep disinfecting and temperature taking. One major item was related to IT purchasing of laptops for employees to work from home. Projected 2020 year end expenses above and beyond normal expenses is \$2.5 million for the remainder of the year. Additional cost incurred for the time spent by the COVID-19 Task Force to meet each day to discuss operations, have projected cost of \$259,200, which will be eligible for reimbursement from the federal government.

The majority of the savings will be related to the Service Plan. There was a service reduction April 12 to save money. On a weekday schedule, they reduced the paid hours at Hayden by 19%, rail by 11% and Triskett by 28%. Reductions at Triskett is larger because the Park-N-Ride and Trolley service has been completely cut from service. The total weekday reduction is 22%. Total Saturday and Sunday reductions are smaller at 6.2% and 6.1% where headways were widened and the C-Line trolley was cut. The extraboard (XB) category was taken out. These are operators in the district ready to make the runs. They had to increase the extraboard as personnel is taken out for COVID-19 expenses, to ensure there is enough fill-in capacity. With the Families First Act, there are employees taking precautions and not coming to work if they are not feeling well. Overall service was reduced by 15%.

The normal spring schedule at the Hayden district required them to fill 131 buses in the AM peak and 136 buses in the PM peak. With this modification, the requirement is 103 AM / 106 PM or a 22% reduction in buses needed to provide the service. Normally during the peaks, multiple buses would be sent out to increase frequency and/or reduce vehicle load. This has not been a problem given the ridership and Stay At Home orders. They have suppressed the peaks to be similar to the midday service. At Triskett, their numbers have been taken down on the AM and PM to what was close to normal midday service. They kept the headways or time between each bus wide to reduce money and to balance them with the ridership demands.

General Manager, Chief Executive Officer's Report

Ms. Birdsong gave the report. The CARES Act is a federal allocation of funding to assist public transit systems. It provides for \$2 trillion in support for industries effected with \$25 billion allocated for public transit. Cleveland is part of this allocation. The allocations are based on 2020 federal formula funding comprised of urbanized area and rural area formula funding. It's a 100% federal share so there is no match required. The money can be used for Operating cost (revenue loss and cost associated with personnel, services, paratransit and the COVID-19 Task Force). Capital projects are a potential use for these funds. Currently there is no lapse date. There are potential monthly drawdowns. They are working with NOACA and other oversight bodies to determine the grant draw down process for these funds.

It is estimated that RTA will receive \$111 million out of the \$25 billion allocated for public transit. This is to help make transit agencies whole. Decreases in sales & use tax is \$90 million, decreases in passenger fares is \$22.1 million, decrease in investment income is \$300,000 and COVID-19 are \$2.6 million. Reductions in expenses based on the hiring freezes or reduction in services is \$22.7 million.

Shortfalls for 2021 total \$17.8 million out of the \$111 million to prepare for the next year. A breakdown of the reduction in expenses include personnel at \$8.7 million, fuel at \$2.4 million, utilities at \$1.6 million, inventory at \$3.3 million, services/supplies at \$2.2 million, purchases transportation at \$2.6 million and misc. expenses at \$1.9 million.

RTA has taken a number of actions during this crisis. This includes enhanced cleaning every 24 hours on buses, trains and touchable surfaces in all RTA facilities. Staff is using Moonbeam3 ultraviolet technology to clean surfaces. It is widely used in hospitals. The technology will be used to disinfect masks. All meetings with more than 10 people have moved to a virtual meeting using Zoom, WebEx and other technology. Everyone is updating their Continuity of Operations Plan (COOP). Personal Protective Equipment (PPE) kits were given to front-line employees. This includes gloves, mask, eye wear and sanitizing wipes. PPE is on backorder. They continue to work with the CDC and other City, County and State departments. Updates are available internally on the RTA Intranet and externally on the Internet. They are working with local tailors to make cloth mask. Audio messages and signage was created to get the message out about reducing the spread of the virus. Plexiglas enclosures were erected for booth attendants in Tower City and other public facing areas.

Mr. Serrano asked how conservative the \$111 million estimate is. Ms. Birdsong said the estimate is based off the FTA register published a few days ago that was initially estimated at \$120 million. They are looking at the distribution in the region and working with NOACA and others to ensure they have the most accurate information. They are certain it will be between \$110 - \$115 million. Mr. Bibb asked where the agency stands with enclosures for the operators and if staff can look at a future fare collection system at the rear of the bus just in case there is a second spike in the fall. Ms. Birdsong stated that Operations and Engineering is working with vendors in Colorado on a prototype for a barrier for the first 50 vehicles. The prototype will be delivered. The material is similar to a soft-top convertible. The operator is zippered in to provide a barrier between them and the public. The enclosures will be for Paratransit vehicles too. Staff has spoken with Genfare about changes to the fare box system. Mr. Bibb offered to assist.

Dr. Caver said the enclosures would be delivered within the next few weeks. The vendor will ship them in quantities of 50 as they are finalized. The engineering group is working on a strategy to put them in at CBM and at the districts. An enclosure model was created for the MV1 paratransit vehicles and the minivan paratransit vehicles. There is some natural distancing on the larger vehicles. They are working on the barrier for the larger vehicles given the number of times the operator has to enter and exit the vehicles. The big bus enclosure did not work for the paratransit buses. The operator is lowering the first row of seats to increase the space between the operator and customers.

Mr. Joyce asked what could be foreseen to streamline services even more with anticipated prolonged cuts in revenue and ridership. Ms. Birdsong said the next step would be to go to a Saturday schedule. Ms. Pellot asked if there are any long term plans to increase the cleaning protocol. Dr. Caver said new cleaning efforts will need to be put into place for the future.

Public comments on non-agenda items

Comments were received via email at BoardComment@gcrta.org until the conclusion of the meeting.

1. Shelby Stuart – Cleveland Heights, OH - Each day the COVID-19 pandemic continues, transit workers risk their health providing crucial transportation to workplaces, medical facilities, grocery stores, first responders and other essential trips. While RTA has taken actions to prevent the tragic consequences experienced by transit workers in other cities, RTA must do everything in its power to protect drivers during the COVID-19 pandemic. We cannot allow our

Cleveland transit workers to be exposed unnecessarily to the virus. We must also ensure that essential workers can still get to their jobs on the frontline of this crisis.

I'm asking RTA to implement the following:

- Allow rear door boarding on all buses and trains to provide for social distancing (6+ feet) between drivers and passengers as recommended by the CDC and Ohio Department of Health
- Suspend fare collection until Plexiglas protective barriers can be installed on all buses. Fare collection without a barrier between passengers and drivers means that social distancing is impossible on board.
- Provide clear signage and repeated communication on all forms of public transit, at transit stops, webpage and social media about how RTA is protecting drivers and what passengers can do to protect fellow riders and themselves

Ohioans are "reducing the pandemic curve" by taking the necessary precautions as directed by health officials, and though modeling indicates that Ohio is benefitting from the precautions taken; the pandemic is far from over. During this unprecedented period, we must continue to prioritize the health of RTA workers and riders.

2. Keeta Worley – Cleveland, OH - Please start providing Lysol wipes on buses and rapids by the hand rails. Even though we have to pay a fare.
3. Trudy Hutchinson – Lakewood, OH - Please suspend fare collection during the pandemic to protect both drivers and transit riders. This action by RTA would build confidence in the system and increase ridership.
4. Chantel Dothey – Cleveland Heights, OH - While the coronavirus 19 pandemic continue, RTA must do anything it can to limit the contacts between passengers themselves and with the RTA workers. I am therefore asking you the make the RTA free of charges to limit the risk of contagion between the drivers and the population and therefore to allow the passengers to board the busses from the rear doors. I would very much like to know how much this measure could save the RTA budget, even when the pandemic will subside. I would like to know how much the inspectors (checking the fares) and the machines cost every years. Is there a place where I could get this information? Thank you for your consideration regarding this matter. *Staff provided answers to her questions via email.*
5. Richard Enty – Akron, OH - I commend RTA for its decision to retain fares during the COVID-19 crisis. While measures can be taken to promote safe social distance while aboard transit vehicles, free fares on the Akron METRO RTA system have resulted in unlimited access to its buses by people who ride because they have nothing else to do. These riders include out of school students, unemployed workers and people who may be physically and mentally ill.

Research has shown that no fare transit service does induce such "joy" riding, which is impossible to control with current limited resources. This is exactly what bus operators in Akron have complained about and why Akron METRO's leaders issued the following letter. <https://www.akronmetro.org/Data/Sites/2/pdf/an-open-letter-to-metro-passengers.pdf>
Good call RTA. Stay the course.

6. Bob Ross – Strongsville, OH - Concerning the safety of riders and operators during the COVID-19 pandemic, I urge you to follow the safety guidelines set forth by the CDC and the Ohio Health Dept. For safety's sake please: *Allow rear door boarding. *Suspend fare collections. *Communicate safety issues to all riders.

7. Terence Ross – Cleveland, OH – See *Shelby Stuart's comments*.
8. Arthur Cernoia – Parma, OH – See *Shelby Stuart's comments*.
9. Sharon Renee – Cleveland, OH - I'm responding to this and hopeful that GCRTA continue to do their Job so incredibly! And wish that it's still available for us to get to and from to work and home during these trying times of COVID-19. Clearly this service is safe and more affordable than relying on Lyft and Uber transportation services.
10. Christopher Stocking – Cleveland, OH - Over 40 transit workers have died from COVID-19 in NYC. Nearby in Detroit, a bus driver, Jason Hargrove, died from COVID. Only after Hargrove's death did Detroit implement rear door boarding, as is now recommended by the CDC and Ohio Department of Public Health. I do not want to see a Jason Hargrove happen in Cleveland.

CPT sent letters to federal legislators that helped secure \$123 million in the CARES Act. This money should be used to suspend fares temporarily to allow rear door boarding. Yes, social distancing can be a concern with crowded buses. RTA should look at what Toledo is doing, with capacity limits and nearby shadow buses to supplement service when demand is high. Other cities are also reallocating serving to higher ridership lines to maintain social distancing. If RTA has a next-gen fare system, rear door fare readers could be installed, as Chicago implemented for COVID. We continue to ask that you move to a next gen fare system ASAP. Unfortunately, COVID-19 will not be the last flu epidemic unless major changes happen worldwide. Let's start to prepare with next-gen fare system now.

11. Brian Gibbons – Fairview Park, OH - See *Shelby Stuart's comments*.
12. Chris Martin – Cleveland, OH – (*Mr. Martin's comments were over 1,000 words so they were summarized to two minutes worth of comments*)

RTA should implement rear door boarding, and suspend fare collection to comply with CDC directives to social distance. Every time a rider enters the front of bus, they put the operator at risk. Moreover, the riders also put themselves at risk when they have to interact or otherwise touch fare-boxes and machines.

He does not agree with Ms. Birdsong's decision to continue collecting fares and that free fares will encourage more people to ride for free and prevent social distancing. He believes there is no evidence to support this. Creating a fear to give yourself cover for not making the hard decision to protect the lives of your operators and the riding public is not good leadership. Was such a fear considered when GCRTA decided to reduce service as a response to the pandemic? He believes this is a cover for not wanting homeless people to ride the bus for free. Reducing service doesn't reduce the number of essential trips that need to be taken. He mentioned the CARES Act funding, which should offset whatever loss in revenue that will impact RTA's budget.

Give the operator discretion to determine if their particular bus or train is too full and to not accept any more passengers once this subjective limit is reached. Introduce a strict passenger limit on trains and buses. He cares deeply for public transit and for Cleveland. He understands these are hard times, but as our Governor often says, "We're all in this together." To the members of the Board of the Greater Cleveland Regional Transit Authority, to CEO

Birdsong, to COO Caver, to all of GCRTA management, I ask you to act like it. Protect your employees

13. Molly Martin – Cleveland, OH - What is preventing GCRTA from implementing rear-door boarding if numerous transit authorities have already taken this measure? Several peer-reviewed studies published in scientific journals have found that surface contamination contributes to the spread of the virus. If customers are in contact with the fare box all throughout the day, how is RTA making the case that AM and PM sanitation is sufficient to minimize risk of spread? GCRTA is supposed to receive \$123 million from the federal CARES Act, is it still possible to consider implementing free fares during this crisis given the emergency funding and given that low-income essential workers and Clevelanders rely most on public transit? *Staff provided answers to her questions via email.*
14. Amir Abdulkareem – Bedford, OH – If RTA'S transit operators continue to test positive for COVID-19 why is fare still being collected. I myself am a healthcare worker and it would so hurt if I passed this virus on to one of my patients. *Staff provided answers to his question via email.*
15. Dana Beveridge – Cleveland, OH – See *Shelby Stuart's comments*. Additional issues she raised include: Set a limit for the number of passengers who can ride a vehicle at one time to prevent onboard crowding. This is especially important as RTA decreases service by 15% — less frequent service means more riders per vehicle. RTA lists safety as the first element of the agency's mission and the safety of employees and passengers as the agency's primary value. Ohioans are "flattening the curve" by taking the necessary precautions as directed by the Ohio Department of Health, but the pandemic is far from over.
16. Felicia Davis - How will RTA respond to Gov. DeWine's request to reduce budget request by 20%?. *Staff provided answers to her questions via email.*

Upcoming Meetings

The next regular Board meeting is scheduled for Tuesday, May 12, 2020 in the Board Room of the Authority, Root-McBride Building, 1240 West Sixth Street, Cleveland, Ohio 44113.

This meeting was adjourned at 10:28 a.m.

Attest: 
Interim Secretary-Treasurer


President

