



GOVERNMENTAL POLICY AND LIAISON COMMITTEE

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Chairperson, PETER CAMPIONE, Chairman, Herkimer County Legislature
Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning

Vice-Chairperson, ANTHONY J. PICENTE, JR., Executive, Oneida County
Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

Minutes for the September 4, 2025 Governmental Policy & Liaison (GP&L) Committee Meeting

Herkimer County Office Building
Room 242

310 North Washington Street, Herkimer, New York

Administered by: Herkimer – Oneida Counties Transportation Council (HOCTC) MPO

Vice-Chairperson Pete Campione called the meeting to order at 9:38 AM.

1. Welcome and Introductions

Voting members present:

Peter Campione
James Wallace
Timothy Seymour

John Piseck
Mary Austin Pratt

Peter Rovazzi
Linda Lubey

Tara Spraker

Sara Sherlock
Michael Waterman

Daniel Guzewich

Timothy Julian
Shaun Kaleta
Audrey Alix

Chairperson, Oneida County Executive
Administrator, Herkimer County
Commissioner, Department of Social Services,
Herkimer County
Chief Executive Officer, Herkimer County, IDA
Oneida County Legislator, representing Gerald Fiorini
Chairman, Oneida County Board of Legislators
Supervisor, Town of German Flatts
Regional Director, NYSDOT Region 2, representing
Marie Therese Dominguez, Commissioner, New York
State Department of Transportation
Director of Capital Programs, Central New York
Regional Transportation Authority, representing
Nicholas Laino, Chairman, Central New York
Regional Transportation Authority
Assistant Engineer, NYS Thruway Authority
Chairman, Public Works Committee, Oneida County
Board of Legislators
Representing George Joseph, Oneida County
Legislative Majority Leader
Oneida County Legislative Minority Leader
Director of Economic Development, Oneida County
Planner, City of Utica

Scott Musacchio
Garret Wyckoff

Supervisor, Town of Verona
Rome Planning, Representing Matt Andrews

Non-voting members present:

James J. Genovese II, Secretary

Commissioner, Department of Planning, Oneida
County

Julie Richmond, Clerk

Director, HOCTC

Mark DeRocco

Assistant Regional Planning and Program Manager,
NYSDOT Region 2

Deborah Windecker

Regional Planning and Program Manager, NYSDOT
Region 2

Christine Labuzzetta

Associate Capital Program Analyst, NYSDOT Region
2

Barb Hauck

Principal Planner, HOCTC

Amy Heiderich

Senior Planner, HOCTC

Grace Whiffen

Planning Specialist, HOCTC

Francisca Ortiz

Planner, HOCTC

2. Approval of Minutes

- A motion was made to approve the meeting minutes from June 10, 2025 by Mary Pratt
 - Seconded by: Daniel Guzewich
 - Voting passed 16-0-0

3. Public Comment

- None

4. Director's Report

HOCTC Director, Julie Richmond gave a synopsis of HOCTC activities for the past quarter.

Exit 31 PEL Study

- Fisher and Associates are the primary consultants, with several subconsultants.
- The most recent TAG Meeting was held on August 6, 2025. The Fisher team provided an update on the Technical Memorandums, Purpose and Need, Outreach and Engagement, Concept Alternatives, Agency Coordination and the remaining schedule. The Tech Memos have been updated to reflect the expanded boundary and the additional traffic, safety and environmental analysis that needed to be incorporated due to the change in the project boundary.
- The purpose and need of the project was updated to align with federal guidance, new study boundaries and to make sure what is included in the Purpose and Need statement align with measurable metrics.
- Safety was moved to the category of a goal of the study instead of a need. Safety is still a concern and a goal for improvement, but there might not be measurable metrics to be able to quantify it in the concept screening.

- The Purpose has always been to improve the roadway system connections between I-90 to I-790, NYS Routes 5, 8, 12, 921C, NYS Rt. 49, while improving the multi-modal network within these corridors. Wurz Avenue, Auert Avenue, Trenton Road, Coventry Avenue, and Leland Avenue are also included in this study.
- This is the only interstate to interstate connection between the two highways. There are no direct connections for traffic exiting I-90 to I-790, with traffic first needing to enter North Genesee Street and Auert Avenue.
- The project purpose is broken down into project needs that can be quantified by improvements to the roadway network. For Exit 31, the general Purpose is broken down into two identified Needs: to improve Roadway System Connections and Mobility and Accessibility.
- The consultant team developed 12 one dimensional design concepts representing potential interchange to interchange connection scenarios that address varying levels of the identified need, including one no-build scenario for comparison purposes.
- Now the study is at the phase where the concepts are being run through the sketch level forecasting tool model developed for the project.
- Next steps include comparing no build and build scenarios in terms of configurations and positive and negative growth. The forecasting allows the team to look at data like travel time and other measurable performance measures for the second level of forecast screening.
- Not all twelve concepts will go through the forecasting tool, only those that pass Level 1 of the concept screening will be evaluated using the forecasting tool.
- Once this final technical analysis is done, the concepts are then screened through two concept screening:
 - Level 1: Screened against the purpose and need, if they don't address the purpose and need then they don't advance to level 2 screening.
 - Level 2: Take the remaining concepts and start screening the concepts against the objectives.
- HOCTC and Highland Planning tabled at the Many Cultures One World Event at MVCC. The team provided updates on the Project, since the team tabled there in 2024 to collect feedback from the public regarding issues and challenges navigating the project study area.
- A second round of virtual focus groups will begin this fall, to provide a project update and the screened concepts to those stakeholder groupings that participated in the first round of focus group conversations. Final comments will be documented and incorporated into the final analysis.
- HOCTC is planning to hold Public Workshop #3 in October, where simplified versions of all concepts will be presented by the consultant team to the public for input and review.
- The next TAG meeting will take place after the October public meeting, but we will be having an internal meeting with key agency stakeholders in September for final review of the concepts before they go public.

Discussion:

- Tim Julian questioned when the October PEL Study meeting will be. HOCTC responded that it is not yet scheduled but once they know it will be circulated to GP&L.
- NYSDOT was asked if they are going up North Genesee Street with a turning lane with the Multi-Modal Connector Project. NYSDOT responded that their Genesee Street projects address a center turn lane on the two bridges crossing over the river and canal and that will make the center turn lane standard.
- HOCTC stated that they are looking at the North and South ends of North Genesee Street and the Interchange. The TAG extended the boundary somewhat further to the west of 5, 8, and 12 to accommodate the ramps and extended it a little to the east as well.
- Tim Julian asked if the project would build around the traffic light under the bridge or if the traffic light would be going away.. HOCTC explained once all the concepts have been vetted with the TAG and made available to the public, HOCTCs can discuss further details of the concepts that survive the Level 1 and Level 2 screening.
- DOT added that this study is important, and no one wants to lose momentum, so they are actively seeking funding to do preliminary design and detailed design of some of the concepts, particularly the interstate-to-interstate connection. DOT is submitting a Rural Tribal Pilot Program federal grant application on Monday for \$1.5 million. The application is for funding so that Region 2 can begin preliminary design in hopes of securing construction funds in the future. Region 2 added information about the new Chobani plant and its anticipated impact on the transportation network.

SS4A – The Oneida and Herkimer Counties Safety Action Plan

- The Safe Streets for All (SS4A) Safety Action Plan was adopted by the GP&L in April 2025.
- With the approval of the two-county SS4A Safety Action Plan, HOCTC and Oneida and Herkimer Counties are committed to a future where there are zero fatalities for all roadway users.
- To help realize this goal, Oneida & Herkimer Counties have established an objective of a 50 percent reduction in fatal and serious injury crashes for all users by 2050.
- The Safety Action Plan incorporated these six items: setting up a monitoring and evaluation team, developing a timeline for implementation, continuing ongoing public engagement with stakeholders, launching education and public awareness efforts, maintaining the SS4A Hub website and dashboard and assisting municipalities with implementation grant applications.
 - A HOCTC Safety Subcommittee will be formed and comprised of Planning and HOCTC staff and key TAC members. This is envisioned as the key staff and coordinating body to oversee the implementation of the SS4A Plan. The mission of the Transportation Safety Committee (TSC) will be to focus primarily on process and policy changes.
 - Coordinating implementation efforts with the TSC will be HOCTC and Oneida County Planning staff utilizing the SS4A Plan as a guide and a resource.
 - HOCTC is working on a public engagement schedule for the remainder of the 2025 calendar and will be tabling at various events collecting feedback with the Safe Streets Reporter and other outreach and education materials as they are developed.

- HOCTC has been responding to stakeholder requests for information regarding a particular roadway segment or intersection. Several of these requests have been in relation to safety concerns with respect to pedestrian activity. HOCTC can provide the municipality with a technical memorandum summarizing what the data sources such as CLEAR, Placer AI and Replica indicate, its similarities to the representative priority locations, and what the public engagement efforts have identified about the location. This provides a useful package to the municipality to use if they want to bring the issue to their local planning board or pursue funding opportunities such as TAP.
- HOCTC will be responsible for updating and maintaining the data in the SS4A dashboard and tracking safety projects as they are completed for biennial reporting.
- HOCTC worked with the Cities of Utica and Rome to apply for USDOT Safe Streets for All Safety Implementation funding in June. The two municipalities were eligible entities to apply for that funding since we have an approved two-county SS4A safety action plan.
- HOCTC also utilized the SS4A Safety Action Plan to assist Herkimer and Oneida Counties with their Roadway Departure Funding applications.
- Policy and Process Framework organizes the actions that can be taken to pursue the SS4A Safety Action Plan goal on the non-infrastructure side of implementation.
- There are seven Process “areas” that each have multiple recommendations to building capacity for a roadway safety management process. These areas include:
 - Process Changes
 - Refining the Complete Streets project development processes
 - Roadway Safety Management utilizing speed management *and* changes in roadway user behavior
 - Promoting education in transportation safety
 - Utilizing local codes to incentivize safety improvements and enhancing post-crash care
- The first policy action will be that HOCTC adopts the goal and objective of Oneida & Herkimer Counties Safe Streets for All Safety Action Plan and its data-driven Safe Systems Approach with its own Vision Zero policy.
- The Transportation Safety Committee will be including some of these activities:
 - Developing a model Local Complete Streets Policy and a sample resolution template for municipalities. Also support municipalities to update their existing Complete Streets policy or adopt a new one.
 - The committee can be working with municipalities, both large and small, to help them develop their own speed management programs that are based on a data-driven approach to traffic calming by applying a combination of physical and behavioral countermeasures.
 - Identifying where there are gaps in needed educational programming and collaborate on how to best fill them.

- The TSC can provide input to local Planning and Zoning Boards, invite them to participate in Road Safety Audits, provide training on systemic safety treatments that can be implemented by adding to development codes or through the Section 239-M process at the County level.
- Discussion:
 - The Department of Planning indicated that municipalities should contact HOCTC staff with safety concerns for intersections or roadway segments in their municipality. HOCTC will provide a report with recommendations, demographics, crash data, and more information that will assist municipalities in identifying safety countermeasures and potential funding opportunities.. The information provided is extracted from the Safety Action Plan. HOCTC wants to make sure municipalities know that data is available to assist with recommendations on what should be done to minimize crashes and make roadways safer.
 - A question was asked about who should be making a request for this information. James Genovese stated that it was preferred to have a question come from some official channel but will accept it from an individual.

NYSDOT Region 2 Report – *Deborah Windecker, NYDOT gave a synopsis of Region 2 activities this past quarter.*

- The Transportation Alternative Program is a bi-annual solicitation. Announcements should be coming in the late fall 2025 for awards ranging from \$500,000 to \$5.0M. TAP provides an opportunity for pedestrian enhancements to roll into DOT paving projects.
- Recent Letting: Route 46 Lansingkill Bridge to Holmes Road in the Towns of Ava, Boonville, and Western is a recent letting for \$7.3M. It will encompass 6.25 center lane miles with 4” micro fill pavement resurfacing, areas of shoulder resurfacing, tree clearing, and guiderail replacement. It is anticipated to be completed by the end of 2026.
- Construction Project Updates: Route 12B & 412 in the Village of Clinton in Oneida County for \$8.8M. This will encompass 6.9 lane miles of pavement rehabilitation, signal improvements, sidewalk extensions & sanitary improvements as a betterment from the Village of Clinton. It is anticipated that this project will be completed in Summer 2026. Route 12B was closed from 07/14 until 08/08.
- Construction Project Updates: Burrstone Road Intersection Safety Project added a new signal and complete street components (new pedestrian timers, lighting, and new sidewalks) to their \$3.3M project which will be completed by the end of summer 2025. The project addresses crash rates and other safety issues associated with lane configuration, lane geometry, pedestrian and bicycle accommodation, highway lighting, and travel speeds at the intersection of NYS Route 921 W (French Road, Champlin Avenue) and Burrstone Road.
- Upcoming Lettings: A Bridge NY 2022 culvert replacement on Hardscrabble Road over City Brook in the Town of Norway will be let in September 2025 for \$2.0M.
- Upcoming Lettings: 2018 Transportation Alternative Project Willow Place sidewalk improvements in the Town of Verona in Oneida County will be let in September 2025 for \$1.2M.

- Upcoming Lettings: A Culvert Resiliency Project 21-Contract 4 will include a culvert replacement on Route 51 over Steele Creek and it will be let in September 2025 for \$2.5M.
- Upcoming Lettings: A Culvert Resiliency Project- Contract 6 will include Mohawk River Trail Phase 3 tunnel under Route 46 near the Fish Hatchery in Rome, the culvert adjacent to the Fish Hatchery carrying Route 46 over an unnamed creek, and the culvert carrying Route 46 over Clark Brook and it is to be let in September 2025 for \$5.0M.
- Project Updates: New York State Route 29 over East Canada Creek Bridge Replacement in the Town of Dolgeville in Herkimer and Fulton Counties had a NEPA/EDPL hearing on June 18, the comment period has concluded and is awaiting Design Approval. Right of Way acquisition is planned to begin at the end of summer 2025.
- Project Updates: North Genessee Street Gateway Bridge and Multi-Modal Connector Project replaces 2 bridges with an additional lane, adds a 10' multi-use trail, to improve access management and enhance safety. There was a NEPA hearing on July 30th, with planned design approval in early fall to begin Right of Way and Utica Rest Inn full acquisition. There is a \$43.5M construction cost and the DOT was awarded a federal RAISE Grant of \$18.2M. The project is anticipated to be let in June 2026.
 - There can be no private driveways within 100' of an interstate on/off ramp, so Region 2 is working with the City of Utica to build a city street with business access.
- Project Updates: Route 69 and Main Street over Sauquoit Creek Bridge Replacements in Oneida County is in Preliminary Design with a planned NEPA/EDPL hearing scheduled for Fall 2025. Construction is set to begin in Spring 2027. Flood impacts will be addressed in this project.
- Discussion:
 - A question was asked if TAP is also for bike path parking. NYSDOT responded that they will need to double check but believes that if it includes a trail segment it would cover bike path parking.
 - NYSDOT was asked which direction is the bridge for New York State Route 29 over East Canada Creek moving. NYSDOT explained that it is moving South. It was questioned if the house on the corner is being taken down and NYSDOT confirmed that it will be taken down and they are working closely with the affected property owners.
 - James Genovese asked when NYSDOT will buy the Rest Inn and NYSDOT replied probably the spring of 2026.

6. NYS Thruway Report –*Sara Sherlock, NYSTA gave a synopsis of the activities undertaken by NYSTA this past quarter.*

Ongoing Projects:

- Safety upgrades with a completion in Fall 2025.
- Mainline bridge rehabs over Sterling Creek have caused lane shifting back to construct the westbound bridge. The scheduled completion in Fall/Winter 2025.
- Thruway bridge replacement over Oriskany Boulevard (Route 69) west bound lane will be back open for winter. The scheduled completion is Winter 2026. The steel is set on Oriskany Boulevard. There will be another lane shift next construction season since NYSTA does not have lane shifts during winter months.

- Replacement of Thruway Bridge over Mohawk Street (Route 28) - east bound lanes will be back open for winter. It is scheduled for completion in Winter 2026.
- North Genesee Street bridge rehab (away bridge), the scheduled completion in the Fall of 2025.

Tentative 2025 Projects:

- Replacement of Route 46 Bridge over Thruway – Letting in October 2025.

Tentative 2026 Projects:

- Exit 29A – Little Falls exit ramp bridge rehabilitation in 2026.
- Removal of an abandoned railroad bridge in 2026.
- NYSTA is also continuing to work on the Exit 31 PEL Study, and they would like to work on the tourism building at Exit 31. DPW will look into its status. Currently, a response is needed from Oneida County DPW.

7. Other Reports – None

8. Presentations – None

9. Old Business – None

10. New Business – HOCTC Resolutions 2025-24 – 2025-29

2025-24 – Amendment to the 2025-2025 Unified Planning Work Program (UPWP) Budget

Presenter: Julie Richmond, HOCTC

- Description: Julie explained to the GP&L members that this draft resolution is incomplete at this time since final budget numbers have not been released from NYSDOT Main Office in Albany. Although it was anticipated to have the final numbers before the TPC and GP&L meetings, Julie had asked the GP&L members to “table” the resolution until the information is received from Main Office and a complete resolution draft can be presented. If the information needed is received and the resolution is completed, it will be held over for the agendas of the next TPC and GP&L meetings in November/December 2025.
- Discussion: None
- Motion to table Resolution made by: Jim Wallace
 - Seconded by: John Piseck
 - Voting: Passed 16-0-0

2025-25 – A Resolution of Herkimer-Oneida Counties Transportation Council (HOCTC)

Adopting a Vision Zero Safe System Approach Policy, *Presenter: Julie Richmond, HOCTC*

- Description: The Safe Systems Approach developed in the comprehensive Safe Streets for All (SS4A) Safety Action Plan for Oneida and Herkimer Counties, adopted by the Oneida County Board of Legislators and the Herkimer County Legislature in April 2025 provides a framework for achieving Vision Zero by addressing all aspects of the transportation system to minimize the risk of crashes and the severity of injuries when they do occur, emphasizing shared responsibility and proactive measures.

- The development of the Oneida and Herkimer Counties SS4A Safety Action Plan used evidence-based solutions and strategies that ensure equitable investments in underserved communities, low-cost high-impact strategies, and support sustainability of the local community by addressing the needs of all road users and increasing safe, healthy, equitable mobility for all.
- Oneida and Herkimer Counties previously adopted the SS4A Safety Action Plan which has set a goal of trending toward zero traffic deaths and serious injuries.
- HOCTC will create a Safety Subcommittee which will serve as the coordinating body to oversee the implementation of the Oneida and Herkimer Counties SS4A Safety Action Plan and be the responsible steward for implementing policy and process changes.
- The role of the HOCTC Safety Subcommittee is further described in Chapter 2: Goal Setting, Leadership Commitment and Policy and Process Changes and Chapter 10: Progress, Transparency and Next Steps of the Oneida and Herkimer Counties SS4A Safety Action Plan and are incorporated herein as Attachments 1 and 2.
- Discussion: None
- Motion to approve Resolution made by: Scott Musacchio
 - Seconded by: Peter Rovazzi
 - Voting: Passed 16-0-0

2025-26 – Amendment to the 2023-2027 TIP to revise a Culvert Replacement Project,

Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2806.87- The Culvert Replacement Project will replace Route 20/Unnamed Creek, just east of the Route 20/Route 8 intersection in the Town of Bridgewater in Oneida County.
- The total project cost will be increased by \$ 0.356M, from \$3.554M to \$3.910M which includes the ROW Acquisition cost increase. Detailed Design and Row Acquisition phases were also moved from FFY 2025 to FFY 2026.
- Discussion: None.
- Motion to approve Resolution made by: Mary Pratt
 - Seconded by: Scott Musacchio
 - Voting: Passed 16-0-0

2025-27– Amendment to the 2023-2027 TIP to add a Pavement: Mill and Fill Project,

Presenter: Mark DeRocco, NYSDOT

- PIN 2134.61- Route 5,8, & 12 Paving Project will include 1.95 miles of paving on Route 5, 8, & 12 North South Arterial, beginning at the concrete pavement at the bridge over NYS & W Railroad, and 11,000 feet of multiple ramps. This project will also address signs, minor drainage repairs, and minor guiderail repairs along the section of Route 5, 8 &12 in the City of Utica in Oneida County.
- The project shall be funded in the amount of \$5.2M with NHPP funds.
- Discussion: None
- Motion to approve Resolution made by: Timothy Julian
 - Seconded by: Mary Pratt

- Voting: Passed 16-0-0

2025-28 - Amendment to the 2023-2027 TIP to revise a Bridge Replacement Project,

Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2065.40 - Route 12B over Oriskany Creek Bridge Replacement (BIN 1009890) Project will replace the bridge carrying Route 12B over Oriskany Creek and the replacement of Route 12B over unnamed creek culvert, which will become bridge size. This project will also include the reconstruction of Route 12B between Furnace Street and Route 233, and the addition of a multi-use trail in the Town of Kirkland in Oneida County.
- The total project cost shall remain the same at \$6.191M, and the fund source for one Construction line will be changed from CRP Med Urban to National Rec Trails Fund.
- Discussion: There were Recreational Trails funds received to work in Franklin Springs to tie into a TAP project. Motion to approve Resolution made by: Mary Pratt
 - Seconded by: Scott Musacchio
 - Voting: Passed 16-0-0

2025-29 - Amendment to the 2023-2027 TIP to revise a Safety Pavement Preventative and Corrective Maintenance Project, *Presenter: Mark DeRocco, NYSDOT*

- Description: PIN 2806.79: Pavement Marking West Project 25 is a preventive maintenance project that will be used to replace worn or missing pavement markings at various locations in Oneida and Madison Counties in Region 2. The total project cost shall be increased by \$2.006M. The Construction phase is being increased by \$1.744M and Construction Inspection funds are being increased by \$0.262M and NHPP will be added as an additional fund source to STBG for those phases.
- Discussion: The cost increase is to cover paving and striping. The project will be let in November 2025.
- Motion to approve Resolution made by: Timothy Julian
 - Seconded by: Mary Pratt
 - Voting: Passed 16-0-0

11. Administration Modifications to the 2023-2027 TIP, *Presenter: Julie Richmond, HOCTC* - Presentation and discussion of the TIP Administrative Modifications Memorandum.

- This is a report on the actions that the MPO has taken.
- These are all the smaller revisions to the TIP capital program that equate to a change of less than 10% of the total project cost or a change in phases or federal funding years and don't require action by the policy committee.
- There is no vote required for these modifications. This saves on the number of resolutions.

ADMIN MOD. #	PIN	DESCRIPTION	AGENCY
2025 – 05MOD	2LC1.21	Culvert Resiliency Project 21- Contract 4. This project will replace and rehabilitate large culverts on the state system with a focus on safety, infrastructure and hydraulic resiliency, supporting the state’s economy and environmental stewardship (CINS C230051, C230091). The total project cost increased by \$1,311,00 to match PS&E cost. The NHPP funds will be removed and adding the amount to the STBG flex for C & CI phases. The total project cost will be increased from \$3.786M to \$5.097M. Also, the funding year for ROW Acquisition phase will be changed from FFY 2024 to FFY 2025.	NYSDOT
2025- 06MOD	2ITS.26	This project funds the operation and maintenance of the Regional Transportation Management Center (TMC). This includes the salaries for consultant staff as well as equipment purchases and any costs associated with maintenance of the equipment and TMC building. The funding covers one federal fiscal year. The total project cost increased by \$126,000.	NYSDOT
2025- 07MOD	2754.66	Bridge NY 2021: Round Lake Road over Lake Outlet (BIN 2205740). This project will replace the bridge that carries Round Lake Road over the Long Lake outlet in the Town of Forestport in Oneida County. The funding year for Construction and Construction Inspection Phases is changing from FFY 2025 to FFY 2026.	NYSDOT
2025- 08MOD	2806.86	Culvert Repair/Replacement Project 25. This project will replace three large culverts C230001, C270011 and C240055 in the Towns of Schuyler, Augusts and Georgetown in Herkimer and Madison Counties. The total project cost is increasing by \$0.071M in Construction and Construction Inspection phases. The total project cost will be increased from \$3.489M to \$3.560M. The funding year for Construction and Construction Inspection Phases is changing from FFY 2025 to FFY 2026.	NYSDOT

12. Open Discussion

- None

13. Adjournment

- Motion to adjourn the meeting made by: Mary Pratt
 - Seconded by: John Piseck
 - Voting: Passed, 16-0-0

The meeting was adjourned at 10:30 a.m.

Respectfully submitted by Grace Whiffen