

**ADA Advisory Committee
Meeting Minutes
Monday, July 11, 2016**

Members Present

Chairperson:	Dorrell Smith
Committee Members:	Pierre Bance
	Angela Davis
	Melissa Fuller
	Grace Kaminkowitz
	Christina Mullins
	Aziza Nassar
	Suzen Riley
	Donna K. Shaw
	Allen West
	Bryen Yunashko
Unexcused	Carol Gomez
Facilitator:	Amy Serpe, Manager, ADA Compliance Programs

Dorrell Smith, Committee Chairman called the meeting to order at 1:30 p.m.

Roll Call

- Meeting members introduced themselves..

Announcements

- Ms. Serpe stated that since Ms. Carol Gomez was not present and had not called either her or Chairman Smith, she has an unexcused absence.

Approval of Minutes from October 13, 2015 Meeting

- Ms. Perry asked for a motion to vote to approve the minutes from the April 11, 2016 meeting. Ms. Kaminkowitz moved and Mr. West seconded the motion and the Committee voted to approve the minutes as written.

Construction Projects Update

- Robert Wittmann, Vice President Capital Construction, gave an update on the CTA's current construction projects.
- 95th Station: The advanced foundation on the outer walls of the new south terminal is complete. The design build final design for the final terminal is done with construction starting around the end of the month.
- Wilson Station Red Line: Foundation and structural steel work for the rebuild of track 2 is done. Work on the main station house, support rooms back of the station and elevator and escalator is ongoing and the phase two of that project should be complete around the end of October 2016.
- 5 Station *Your New Blue*: Platform repairs at Montrose and Addison are done. There will be new stairs and then an elevator also at Addison. Work repairing the platform at Irving Park just began. Work will start at Cumberland and Harlem around the end of 2016.

- Green Line: There were 7 weekend line cuts in April and May so that work on the tracks could be done. Work is basically complete with some punch up items left to do.
- Quincy: Work which the CTA Board approved in June should begin shortly. Elevators will be installed. This should be done in 2017.
- Illinois Medical District (Congress Line) Blue Line Station: The contract is in the procurement process with work starting by the end of this year. This is another project that should complete in 2017.
- Washington & Wabash Station: This is a CDOT project and a totally new construction of an accessible station which should be complete in 2017.
- UIC Halsted Blue Line Station: IDOT installed an elevator at the Peoria entrance which was operational on May 20, 2016.
- Suzen Riley made a comment that there was a public meeting held at Altgeld Park related to the Forest Park Blue Line study and the meeting space was not accessible.
- Ms. Serpe explained that the meeting was an open meeting where posters were displayed and people could walk around and ask questions. There was no formal presentation to an audience. The room originally designated for this meeting was on the first floor and was accessible. Unfortunately, when CTA staff arrived they were told that that space was no longer available. The park had put another group in the accessible space and moved the public hearing to the second floor where there was no elevator. Ms. Serpe explained that she was not cognizant about nor present at the meeting. Ms. Riley did have an opportunity to talk to staff and provide comment about the project although this discussion took place outside. Ms. Serpe apologized to Ms. Riley again and stated that she had talked to the CTA staff who were responsible for setting up the meeting and explained that such a circumstance cannot happen again. Future meeting sites will be scoped out by the ADA Manager as needed to ensure total access and appropriate accommodations for the intended participants.
- At the last ADA Advisory Committee meeting, Ms. Davis had mentioned that the pedestrian walkways between Leland and Wilson were difficult to walk on due to construction and traffic. She stated that since that meeting she has noticed that fencing has been put up to make it easier for pedestrians and thanked Mr. Wittmann for helping to get that done.
- Mr. Wittmann replied that the CTA had asked the contractor to improve the way finding path of travel for pedestrians which they did.

All Stations Accessibility Program - ASAP

- Sonali Tandon, Senior Project Manager, Strategic Planning Department updated the Committee on CTA's ASAP initiative.
- Ms. Tandon reviewed the goal of the program which is to create plans so that all CTA rail stations are accessible within the next 20 years. The ASAP planning group is diverse, comprised of many CTA departments such as construction, law, ADA, infrastructure, as well as our Chicago Transit Partners consultants and individuals from the Mayor's Office for People with Disabilities and LCM Architects, experts in creating accessible design. The group meets monthly to discuss progress and make decisions related to how this goal can be met.
- Ms. Tandon explained that, *"The working group identified the first few stations to continue into detailed analysis with the goal of completing construction within [the] first five years. It is expected these initial stations can be retrofitted with elevators without complete construction."*
- Ms. Tandon went on to say that, *"For these initial stations, we have developed preliminary concepts and reviewed them with the working group. The draft concepts are being reviewed by different*

departments at CTA to confirm feasibility for construction within the first five years. Once confirmed, these stations will proceed into ten percent conceptual design. CTA has also started working on programming the remaining stations based on the needs analysis, as well as incorporating scheduled information from other capital programs like [the] Red and Purple Modernization [Program] and [the] Forest Park Blue Line Vision study. High levels concepts and costs are being developed for each of these remaining stations.”

- The CTA is additionally looking at either rehabbing or replacing 155 elevators in order to bring them into a state of good repair. As funding becomes available, an average of 8 elevators per year should be completed.
- It should be clear that the ASAP initiative is currently unfunded and support from the public, including the disability community will be instrumental in making this happen as funding is sought.
- Ms. Fuller asked about the Forest Park Station to which Ms. Tandon explained that the *Forest Park Blue Line Vision Study* is a separate project in conjunction with the IL Dept. of Transportation, IDOT. This involves widening of the expressway and additional work. recommendations from the study should be available in 2017.
- Ms. Davis inquired about the *Red/Purple Modernization Program (RPM)* to which Ms. Tandon explained that funding is being sought for this project which is still in the Phase One planning phase.
- Ms. Shaw asked an unrelated question regarding bus travel and traffic, such as why buses may vary from the original route while in transit. Ms. Serpe explained that there are times when things happen while the bus is in transit and changes are made on the spot to accommodate various situations such as emergencies, construction, events, etc. As previously explained in other meetings, people can sign up for immediate alerts if they have a smartphone or e-mail and receive information regarding anticipated or happening route changes.
- Ms. Shaw was also concerned when a bus might divert from a route how a person who is Deaf might know if it is going to the end of that route or stopping and turning around earlier. Ms. Serpe suggested that if this is a concern, a customer should let the Bus Operator know of their limitation in hearing an announcement and ask to be alerted to any change while in transit. Unfortunately, there is no way for a Bus Operator to key in any type of visual message while he or she is driving. Deafness is also a hidden disability so unless the Bus Operator is alerted to the issue, they have no way of knowing that a passenger isn't going to hear the announcement.
- Mr. West also expressed concern about getting all alerts as he explained that sometimes he doesn't get all of them and changes happen en-route.
- Back on topic, Ms. Nassar asked if the Central Station on the Purple Line was going to be one of the first Stations done through the ASAP Program to which Ms. Tandon and Ms. Serpe explained that this station is part of the RPM Program and will be addressed within that initiative.

Bus Tracking Signs At CTA Rail Stations Update

- Herb Nitz, Director of Technology and Engineering provided an update regarding the new informational tracking signs now at several rail stations.
- Mr. Nitz reported that there are 66 tracking signs installed at 51 rail stations.
- While the intent is to provide both visual and audio bus information, such as the tracking signs located at many bus shelters do, there is a challenge in figuring out where the buttons and

speakers can be located at the rail stations because no two stations are the same. This is a different set-up than within bus shelters.

- Another issue is how to adjust the sound level to coincide with all of the ambient noise. Of the 51 installations, almost half of the rail stations are either in between the median of an expressway or directly adjacent to the expressway.
- The solution for the bus tracking audio system at rail stations will have to be reengineered from what was done at the bus shelters. Mr. Nitz went on to explain that, *"If anyone is familiar with the Loop Link stations downtown and the audio annunciator at Loop Link, that is the type of solution that we need to go towards to bring the audio annunciator at these rail stations where it will be a freestanding button with a freestanding speaker as opposed to try to utilize the speaker inside the sign"*.
- The ADA Department will be working with engineering to help complete this project.

***** As one of the presenters was not yet in-house, the Agenda order was slightly changed so that the Elevator/Escalator Efficiencies and Customer Services Update Reports proceeded the Ventra Card Pre-Paid Program Update.**

Elevator/Escalator Efficiencies Report

- Jim Kissane, Director Facilities Maintenance reported on the status of elevators and escalators.
- Committee members received advance copies of the Elevator/Escalator Efficiency reports to review prior to the meeting.
- Mr. Kissane went over the data for the Elevator and Escalator Efficiencies reports for the second quarter of 2016.
- For the 2nd quarter of 2016 vs. Q-2 in 2015, the following reflects elevator efficiencies:
 - April 2016 = 99.5% and 2015 = 99.2 (up 0.3%)
 - May 2016 = 99.5% and 2015 = 97.9% (up 1.6%)
 - June 2016 = 99.0% and 2015 = 98.4% (up 0.6%).
- The following elevator door upgrades are complete.
 - Blue Line:
 - Western (SB): April 1 to 20, 2016
 - Western (NB): May 10 to 24, 2016
 - Jackson (St. to Mez.): June 1 to 15, 2016
 - Brown Line:
 - Armitage (SB): March 31 to April 14, 2016
 - Armitage (NB): April 19 to May 3, 2016
 - Red Line:
 - Randolph/Washington (St. to Mez.): April 20 to May 4, 2016
- For the 2nd quarter of 2016 vs. Q-2 2015, the following reflects escalator efficiencies:
 - April 2016 = 97.8% and 2015 = 97.6 (down 0.2%)
 - May 2016 = 97.8% and 2015 = 97.1% (up 0.7%)
 - June 2016 = 97.0% and 2015 = 97.1% (down 0.1%).
- The following escalator reconditionings are complete.
 - Blue Line:
 - Lake/Wells: Dec. 11, 2015 – Feb. 11, 2016

- Clark/Lake Transfer: June 13, 2016 – July 1, 2016
- Red Line:
 - Lake/Randolph: Oct. 19, 2015 – Feb. 11, 2016
 - Granville: Dec. 14, 2015 – Mar. 10, 2016
 - Randolph/Washington: Feb. 3, 2016 – Jun. 3, 2016
- Orange Line:
 - Library: Jan. 15, 2016 – Jun. 25, 2016
- The following are planned future escalator reconditionings.
 - Blue Line:
 - Adams/Jackson: Aug. 2, 2016
 - River Road: No set date as of this time.
- Ms. Nassar thanked Mr. Kissane for the advance notifications that are being provided to let people know when work is going to be done on elevators. Mr. Kissane acknowledged that the department is trying very hard to be sure that when an elevator is taken out of service for reconditioning, that there is not a huge gap, so to speak, between accessible stations. This helps somewhat with people not having to travel too far out of their way to get to the next accessible station.
- There was some discussion regarding the fact that elevators are only shut down when a rail station or train line is not operating, as not all train lines or stations are open 24 hours a day. So if a station is closed, the train does not stop there and therefore the elevator would be shut off.

Customer Service Report

- Kate Kennelly, Manager Customer Feedback Programs provided the Customer Service update report.
- Committee members received advance copies of the Customer Service reports to review prior to the meeting.
- Ms. Kennelly went over the graphs and highlights for the Customer Service reports for the second quarter of 2016.
- All complaints for Q-2 which includes the months of April, May and June totaled 4,038 of which 197 were ADA related.
- The ADA category includes not assisting disabled customers, not complying with ADA rules, not helping to secure wheelchairs and fare discrepancies.
- There were 197 ADA related complaints in 2016 vs., 248 in 2015 during the same 3 months (April, May and June).
- The top 6 Complaint categories for Q-2 include: ADA Compliance (58), Rude Operator (54), Pass-ups (52), Ramp Issues (8), Failure to Kneel Bus (7) and Stroller Issues (7), (Remaining categories had 3 or less complaints during the Q-2 period).
- In Q-2 2016, there were 165 bus related complaints (April = 45, May = 55 and June = 65) and 32 rail related complaints (April = 12, May = 9 and June = 11).
- There were no questions from the Committee for Ms. Kennelly.

Ventra Card Pre-Paid Program Update

- Jon Czerwinski, Senior Manager Service Planning, provided information regarding the Ventra Card Pre-Paid Pilot Program currently underway with the #77 Belmont Bus Route.

- Mr. Czerwinski explained that this, "... *prepaid boarding pilot we're doing at Belmont on the No. 77 bus at the Belmont and Kimball westbound stop ... at the Belmont Blue Line station ... is to test a prepaid boarding process. ... [T]he location is the south side of the station house which has the pretty large boarding area. It's sectioned off on the west and north and there is entry – [an] entryway and a fare card or Ventra reader at the entryway with a CTA staff member there. So customers that want to board the westbound Belmont bus enter in that entryway, tap their fare card and then wait [for the bus] in the same boarding location that they did previously. ... Once the bus comes, they ... board ... without [having to pay because they already did].*
- Mr. Czerwinski went on to explain that the overall purpose of this pilot, which began in June and is anticipated to run through the end of the year and only operates during the PM rush from 3-7 p.m., is to determine if pre-paid boarding helps to speed up the entire process for all customers thus speeding up the overall bus ride.
- Mr. Czerwinski added that the CTA is, "... *going to collect information from this pilot [to] see if this is something we want to make permanent, if there [are] possibilities for other locations throughout the city to test this, as well and just see kind of what time savings we get from the -- from the pilot overall*".
- Currently, anyone using this bus route during the PM rush at this stop will need to have money loaded on their Ventra Card and cannot use cash on the bus during the Pilot. (This is all part of the testing process). There is a Ventra Vending Machine on the street level at this stop to assist anyone who needs to add cash to their Ventra Card.
- Mr. Czerwinski said that anyone with comments on this project should call the 1-888-YOUR CTA number.
- Ms. Serpe reminded people that the Ventra Vending Machines only dispense general full-fare Ventra Cards so a person with a "D", "P" or "S" designated Reduced Fare Program Card could add value to that card but could not get a new Reduced Fare Program Card from the Ventra Vending Machine. (It works the same as when going to a rail station to add value to a Reduced Fare Program Card).
- Ms. Nassar asked if the boarding process was the same as at a rail station to which Mr. Czerwinski explained that there was no turnstile here but there is currently a staff member present and a portable Ventra Card Reader. A customer taps the reader and then stands in a designated boarding area. The areas are portioned out so that customers do have to pay before accessing the boarding area.
- Ms. Nassar also wanted to know if staff could help someone with tapping their card or getting on the bus. Mr. Czerwinski stated that the staff person could help with tapping the card and Ms. Serpe reminded people that the Bus Operator can assist anyone who needs help getting on to or off of a bus.
- Two members – Ms. Shaw and Ms. Kaminkowitz – asked questions in relation to a Ventra Card dealing both with the expiration of the card, as well as related to money on a card. Ms. Serpe explained that, "*There is a date on everyone's card whether it's a general Ventra card, a reduced fare card or a ride free [program card].*" ... Ms. Shaw commented that the date on her card is 2019. Ms. Serpe then stated, "... *So the card will not expire until 2019. Now, the money -- if you do not use the money for 15 months, then there is a \$5 [dormancy] charge every month. They deduct \$5 until you're at zero and then you don't get a negative balance. ... Let's say you have \$10 on your card and it's been 15 months [since you used the card], after 15 months \$5 is going to be taken away as a fee. If you go another month, [without using your card], then another \$5 [is deducted]. Now, you're [card balance is] at zero and then you're done. ... You wouldn't have to put money back on*

[the card because you won't be charged any more fees because you are at a zero balance]. ... *But you should be getting a notification before that 15 months is up saying your card -- your money is going to expire soon. So if you use the card at least one time, then the clock starts ticking all over again from zero [months]. So you have another 15 months to use the money [without paying any more dormancy fees].*"

Facilitator's Report

- Amy Serpe, Manager, ADA Compliance Programs and ADA Advisory Committee Facilitator, presented the Facilitator's Report.
- Ms. Serpe provided information regarding the following topics:
 - Loop Link Familiarization Training:
 - Some individuals with disabilities, especially visual disabilities, have expressed a desire to have another training to acquaint individuals with the physical set-up of the new Loop Link Bus Stations. A training was conducted in December 2015 just after the stations became active but, due to the time of year during the holiday season, some individuals that wanted the training were not available to attend. Ms. Serpe questioned the ADA Committee members as to what day or time might work for people. Many individuals thought a Thursday, between 4 and 6 p.m. might be a good time for such a training. This was preferred instead of a training during a weekend. Ms. Serpe stated she would arrange this activity before the next ADA Committee meeting in October.
 - Ms. Kaminkowitz asked which station did not have a ramp. Ms. Serpe explained that only one part of one station has stairs. The State Street Station that runs east bound on Washington Street has a ramp on State Street but 3 stairs at the exit which is closer to Wabash, at the alley.
 - Ms. Serpe reminded the visually impaired community that Equip for Equality has a very expensive mailing list for people who have visual disabilities and that she will be sending information about the Loop Link Training to that organization for distribution. She also invited anyone who wants to supply their contact information to do so and they will be added to her CTA ADA mailing list.
 - Ride Free Program Cards:
 - Ms. Serpe reminded the Committee, as well as audience members that many *Ride Free Program Cards* will expire in September and that people should check the expiration date on their cards and also should remind anyone at their respective organizations about these expirations. Some individuals will need to reapply through the *Benefit Access Program* and the RTA in order to renew their card. She suggested calling the RTA for this information if a letter has not been received.
 - AccessChicago Event:
 - Ms. Serpe and Ms. McGleam talked about the upcoming *AccessChicago Expo* sponsored by the Mayor's Office for People with Disabilities (MOPD). As Ms. McGleam explained, the event will take place on July 13, 2016 at Navy Pier from 10 a.m. to 5 p.m. It is free and open to the public. It is a large-scale resource expo featuring services, programs and information of relevance to people with disabilities. It is a family-friendly event and there are activities for children. The CTA, along with Pace, Metra and the RTA will be part of a

designated transportation area. The CTA will have an instruction bus on-site for people to learn about accommodations, as well as practice using the ramp, securing a wheelchair, etc. Pace will also have a bus on-site. Ms. McGleam provided fliers and other informational materials for the Committee, as well as for audience members.

- **Disability Pride Parade**
 - Ms. Serpe let people know that *The 13th Annual Disability Pride Parade, Continuing the Drive: Inclusion Matters*, will take place on July 23, 2016. The CTA will be marching in the parade and have their mini train in the line-up. Anyone interested in joining the CTA contingent should contact her. The CTA will also have a resource table at the event in Daly Plaza following the parade. There will be an on-site instruction bus at Daley Plaza for people to learn about various bus accommodations, as well as practice using the ramp, wheelchair securement area, etc. Additionally, the post parade event will also feature other resource information from a variety of disability organizations, as well as entertainment. The event is free and open to the public. Ms. Serpe let people know that fliers are available near the Boardroom entrance and anyone who wants to register separately or for an organization should go to the event website, disabilityprideparade.org.
 - Ms. Serpe informed the group that, as in the past, there is an Open Mic Night, from 6-9 p.m., Friday, July 22nd, which is the night before the parade. The location is the First United Methodist Church at 77 West Washington. This is a free event with refreshments. Anyone interested in speaking at this event should check out the disabilityprideparade.org website for additional information. She also stated that fliers were available near the Boardroom entrance.

Old Business

- None.

New Business

- Mr. Yunashko suggested that the ADA Committee meeting schedule be revised. He felt that as there were many “disability related” activities and events in July (due to the passage of the Americans with Disabilities Act being in July) that August might be a better month in which to meet. He also then suggested that all 4 of the meetings be moved to the next month. So instead of the Committee meeting in January, April, July and October, meetings could be held in February, May, August and November.
- There was much discussion around these suggestions with a couple of people liking the August meeting choice and others liking to change the entire schedule. However, at the end of the discussion a vote was taken and the meeting dates of the second Monday of the following months (unless the Monday is a holiday and then the meeting date is the next day, Tuesday), in January, April, July and October stand.

Public Comment

- Ms. Marcia Trawinski stated that she knows the creation of the Washington/Wabash “L” Station is being done by CDOT but she wants to be sure it will be accessible to which Ms.

Serpe informed her that yes, it will be accessible and CTA staff is keeping up with how the construction process is going at that Station. Ms. Trawinski also asked about access at the Washington Street Loop Link Station exit near the alley closer to Wabash to which Ms. Serpe explained that yes, there were 3 stairs at that exit but that there is a ramp at State Street on that same line. The reason for the stairs instead of a ramp is due to the fact that there is not enough physical space to put in a ramp. Ms. Trawinski asked had questions about how decisions are made about rerouting buses and eliminating stops and how people know about these stop changes. Ms. Serpe explained that people can always call the 1-888-YOUR CTA number for assistance and went on to say that she will have people from the Bus Operations and Traffic Planning Departments at the next meeting to let people know how those decisions are made and what people should do to find out about bus route changes including if something changes due to an emergency within the city, etc.

- Ms. Ken Borst stated that the audio component for the bus tracking sign on the south-east corner of Clark (where the button is located) and North Avenue is very soft and hard to hear especially with all the heavy traffic on North Avenue. Ms. Serpe again explained that in many instances the audio information can be handled through a computer program and she will report the issue. Mr. Borst pointed out that sometimes the #36 bus turns on Division Street and sometimes it doesn't he wondered why the differentiation in the Route. Both Mr. West and Ms. Trawinski thought it might have something to do with the Farmer's Market that is sometimes on Division Street. Ms. Serpe said she did not have a definitive answer for this question and this type of question can be raised at the next meeting where Bus Operations and Traffic Planning Staff are present.
- Mr. Garland Armstrong wanted to know when S. Boulevard was going to be open so the #90 Bus could resume its regular route. Ms. Riley suggested for him to call the Village of Oak Park for further information as the construction there is in Oak Park. Mr. Armstrong also thought there should be signs up at the Lincolnwood Town Center to help people navigate to Pace and other Bus Routes. Lastly, Mr. Armstrong wanted to know when all of the bus shelters would also have the audio component with the visual tracking information. Ms. Serpe explained that the tracking signs were done through a grant from the RTA and future signs will be put up as funding permits.
- Mr. Michael Garcia whose name was next on the Public Comment list was not present and only because there was time left before the meeting was to adjourn at 4 p.m., additional individuals were allowed to make public comment even if they were not on the sign-up list.
- Mr. Jamal Powell stated that he had reported an incident that occurred on the #49 bus route where stops were not being called correctly. Mr. Powell did report this to Customer Service for follow-up. Ms. Serpe apologized on behalf of the CTA for this inconvenience as Mr. Powell had to exit at a different stop than desired and walk back to where he wanted to be. Mr. Powell did say that when he has reported issues to the Customer Services Department, he has received follow-up from them. Mr. Powell also stated that he is not really bothered by the bike lanes at some of the Loop Link Stations, these have not been an issue for him personally. He did agree, however that the Loop Link Station that has the steps should have a ramp. Ms. Serpe did again point out that there is a ramp at the State Street side so technically, a person needing a ramp can exit at that station.
- Mr. Steve Hastalis also complimented the Customer Service Department in terms of follow-up to issues. He also stated that if a rail line is open 24 hours, the elevators should also be running 24 hours. Mr. Hastalis pointed out that sometimes a train route announcement is pre-

empted by the fact that the chimes for doors closing are done at the same time and it is hard to hear the full announcement.

- Ms. Heather Armstrong commented on the fact that there are some narrower platforms along the Forrest Park Line to which Ms. Serpe stated that as stations become renovated or reconstructed platform widths are indeed considered as part of the process. She also explained that the CTA has public hearings related to various construction initiatives. Ms. Fuller asked how the public learns about the hearings and Ms. Serpe explained that notices are posted on the CTA website and sent out via e-mailings, etc.
- Ms. Shelly Barry stated that at times she has had problems on the Red Line in terms of having a CSA available to assist her off the train with the gap filler. She stated that sometimes the Rail Operator assists her and sometimes the train keeps going and no one assists her. She stated that she has on occasion had to go to the 87th Street Station because no one assisted her at the 69th Street Station. Then she has to travel back to 69th Street. She stated this has happened even when she has told the CSA who helped her board where she wants to alight. Ms. Serpe apologized for the inconvenience and asked if Ms. Barry does report these incidences to Customer Service to which she answered, "Yes," she does report them. Ms. Barry also commented that she thinks the #71 Route Bus at 112th and Tarence should run 24 hours as there is a big gap in service time if you miss a bus. She said she has had to wait from 12:00 a.m. when the bus stops running until 4 or 5 in the morning.

Adjournment

- Chairman Smith announced that the next ADA Advisory Committee meeting will be held on Tuesday, October 11, 2016. It is on Tuesday due to the fact that Monday is Columbus Day and a holiday for many.
- Chairman Smith asked for a motion to adjourn. Mr. Bance moved and Ms. Kaminkowitz seconded to adjourn the meeting. All voted, "Aye," and the meeting adjourned at 3:43 p.m.

ajs 10-07-16

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