



**Business, Community, Rural, and
Emerging Leaders Advisory Councils
Meeting Minutes**
December 5, 2025
NOACA Offices
1299 Superior Avenue, Cleveland, Ohio

Present: Attached to these meeting minutes is the attendance record.

Ms. Bishara Addison chaired the joint BAC, CAC, RAC, and ELAC meeting that convened at 11:30 a.m.

CAC Meeting Minutes

Mr. Jose Feliciano made a motion to approve the September 26, 2025, meeting minutes. Mr. Jeff Sleasman seconded the motion. The motion passed by voice vote.

ELAC Meeting Minutes

The ELAC did not have a quorum, so the September 26, 2025, meeting minutes were not approved.

BAC Meeting Minutes

The BAC did not have a quorum, so the meeting minutes listed below were not approved:

- September 26, 2025, Combined Councils
- June 27, 2025, Combined Councils
- March 28, 2025, Combined Councils
- December 6, 2024, Combined Councils
- September 27, 2024, Combined Councils
- June 21, 2024, Combined Councils
- March 22, 2024, Combined Councils
- December 8, 2023, Combined Councils
- September 22, 2023, Combined Councils

RAC Meeting Minutes

The RAC did not have a quorum, so the meeting minutes listed below were not approved:

- September 26, 2025, Combined Councils
- June 27, 2025, Combined Councils
- March 28, 2025, Combined Councils
- December 6, 2024, Combined Councils
- September 27, 2024, Combined Councils
- June 21, 2024, Combined Councils

- March 22, 2024, Combined Councils
- December 8, 2023, Combined Councils
- September 22, 2023, Combined Councils
- June 23, 2023, Combined Councils
- March 31, 2023, Combined Councils
- December 2, 2022
- September 23, 2022
- June 24, 2022
- March 25, 2022

Public Comment

No public comment was made at this meeting.

Chairs' Reports

No reports were presented at this meeting.

Executive Director's Report

Director Grace Gallucci thanked council members for their participation in the councils. She made the following announcements:

- In the City of North Royalton, four Direct Current Fast Chargers (DCFC) will be installed within Memorial Park, with public comments due by December 25, 2025. In the City of Solon, eight Level 2 Ports (L2) will be installed within Solon Community Park, with comments due by December 19, 2025.
- Richard J. Regovich (July 3, 1967 – November 26, 2025) served as Lake County Commissioner, NOACA Board Member, and former Mayor of Willowick, Ohio. A dedicated public servant, he championed economic development, infrastructure, and community programs to support families and seniors. He is survived by his wife, Lynn, their two children, and a wide circle of family, friends, and colleagues who mourn his loss.

Government Affairs Report

Ms. Bev Burtzlaff presented information on the following:

- 2026 Legislative Agenda
- Initiatives for Action
- Proposed Updates – Federal

Ms. Addison asked whether NOACA anticipates any funding cuts or impacts, given the federal government's limited distribution of funds across agencies. She also asked if the advisory councils could help advocate for the Legislative Agenda at the local level, since members represent different parts of the region, even if they cannot regularly travel to Washington, D.C.

Ms. Burtzlaff said she would discuss issues likely to shape the upcoming federal surface transportation reauthorization and the priorities NOACA is advocating for later in the presentation. She emphasized that NOACA would appreciate members' help in amplifying these messages through their networks. She noted that federal grant announcements have slowed in recent months, partly due to changes made by the new administration. Staff continue to monitor available grants.

Ms. Burtzlaff presented information on the following:

- Proposed Updates - State

- Federal Updates
 - Surface Transportation Reauthorization
 - NOACA Reauthorization Priorities
 - Local Officials for Transportation (LOT) Coalition Priorities
 - Reauthorization Issues
 - Reauthorization Timeline
 - NOACA Next Steps: Reauthorization
 - Recent Administration Regulatory Proposals
 - Appropriation Status
 - Passenger Rail Advocacy
 - Open Funding Opportunities
 - NOACA's Funding Resources Webpage
- State Updates
 - MPO Legislation
 - OARC/NOACA Response
 - Other Statehouse Bills

Mr. Andrew Vitaliti asked what portion of IIJA funding is discretionary versus formula-based and what percentage shift NOACA hopes to see.

Ms. Burtzlaff said she did not have exact figures but noted that most funding is formula-based, with discretionary funds making up about 10%, increased under IIJA.

Director Gallucci added that IIJA was unusual because of the \$1.2 trillion, half went to transportation, and half of that supported existing, formula-driven programs, resulting in an unusually large discretionary share. She noted future allocations are unlikely to be as large.

Mr. Vitaliti asked about changes being proposed to the definition of "Waters of the United States" (WOTUS), specifically what types of waters would no longer qualify.

Ms. Burtzlaff explained the issue centers on ephemeral waters, streams or ponds that dry up seasonally, and whether they should be regulated under the Clean Water Act.

Mr. Vitaliti said Ms. Burtzlaff's information was helpful.

Ms. Burtzlaff added that the debate also affects industrial and agricultural areas where seasonal streams appear, raising questions about year-round regulatory coverage.

Mr. Vitaliti asked whether the WOTUS changes would apply to small retention or detention ponds, which in his community are used for stormwater runoff and hold only ephemeral water.

Ms. Burtzlaff replied that it depends on whether the ponds hold water year-round; if they dry up, they may no longer qualify as regulated waters.

Mr. Vitaliti noted that the ponds he referenced dry up.

Ms. Burtzlaff said such ponds may not be covered under the definition.

Ms. Burtzlaff said the key question is whether the ponds hold water year-round or dry up.

Mr. Vitaliti noted that the ponds in his area "kind of dry up."

Ms. Burtzlaff responded that such ponds may no longer be considered covered water.

Ms. Burtzlaff then addressed discretionary funding, explaining that while IIJA created many discretionary programs that gave local communities direct access to funds, the applications were complex and often required hiring consultants. She said NOACA wants to preserve local access but recommends shifting more funding to MPOs, which already maintain long-range project lists and could distribute funds more efficiently than having every community submit separate applications.

Mr. Jeff Sleasman asked about the Highway Trust Fund (HTF), noting whether NOACA has discussed next steps if there's agreement on the need for more stable funding and a preferred mechanism, such as a vehicle miles traveled (VMT) fee, to present to Congress.

Ms. Burtzlaff said the NOACA Board has not taken a formal position. Director Gallucci worked with ODOT on a year-long state-level study examining the issue, noting that the Ohio gas tax is declining in relative value. The study identified several options that are still under consideration. While NOACA has not made any decisions, many states have conducted their own pilot projects, some funded through the IIJA. For example, Oregon and Washington allowed volunteers to participate in a VMT fee, tracking mileage and comparing it with gas tax revenue to evaluate fairness and equity. NOACA staff are monitoring these pilot projects and awaiting the results of other studies to determine the most effective approach.

Mr. Sleasman noted that, at some point, it will be necessary to consider what comes next, though he does not have an answer yet.

Ms. Burtzlaff said that the gas tax has not been raised in two decades, and with more fuel-efficient cars and EVs, people are buying less gasoline than originally projected.

Ms. Addison said that regarding reauthorization in September 2026, she was curious whether the focus is on reducing the local match itself or if the local match could be substituted with leveraged funds. She noted that in other federal applications she worked on, sometimes other resources supplemented the project instead of a cash match, which can make a big difference.

Ms. Burtzlaff asked if Ms. Addison was referring to non-monetary contributions.

Ms. Addison said it could be non-monetary or monetary. For example, if a community invests \$10 million in a neighborhood project but the total budget requires \$20 million, leveraging existing investments could count toward the match instead of providing the full \$20 million in cash.

Ms. Burtzlaff explained that NOACA could nuance the language to allow communities or stakeholders to use leveraged funds as a match. She noted that many communities invest significant amounts of time and resources, but these contributions are not currently recognized as part of grant match.

Ms. Addison asked about the east-west passenger rail service connecting Detroit, Toledo, and Cleveland, as well as the north-south connections from Cleveland to Columbus and Dayton. She expressed curiosity about the advocacy strategy, noting that this is a talent issue. Expanding connectivity allows talent in Detroit or Pittsburgh to work in Toledo or Cleveland, helping address a regional shortage of specialized IT and engineering professionals. She

inquired which other organizations are involved in passenger rail advocacy and whether there might be partners beyond MPOs who could serve as allies, since this effort relates to building talent pipelines.

Ms. Burtzlaff said that NOACA has a meeting next week with a business leader to seek support from the business community. She added that educational institutions should also be leveraged in advocacy efforts. She acknowledged that NOACA has historically focused on transportation advocates and said that getting business and educational stakeholders involved is important.

Ms. Addison said that one opportunity is to expand the concept of commuter schools. By leveraging connectivity, students from one city could attend a university in another, reducing costs for college students and expanding access to educational opportunities.

Ms. Burtzlaff agreed, noting that getting back and forth for students can be expensive and difficult. She added that having educational institutions support this effort would be extremely helpful. She noted that several colleges and universities supported NOACA's last application for Corridor ID, and those efforts would be renewed if they applied again. She explained that Corridor ID, created under the IJJA, provides 100% funding for initial scoping studies to explore passenger rail expansion. Step 2 requires a 10% match. Ohio applied for two routes: 3C and D and Cleveland to Toledo to Detroit, and NOACA is urging progress. The program is designed to help states begin expanding rail access.

Ms. Addison asked whether accessing these dollars comes from the executive branch of the state government or if the legislature must approve funding.

Ms. Burtzlaff said that for the state-supported routes, Ohio submitted the initial application without legislative concurrence, but future steps requiring state funding would need legislative approval for the local match.

Ms. Addison asked about the likelihood of passage for the last piece of legislation concerning changes to MPO structure.

Ms. Burtzlaff said the situation is somewhat unclear. Reps. Stewart and Dovilla are influential and could push it through, but there are many concerns. She emphasized that MPOs across Ohio and OARC are raising issues, asking questions about the legislation, and educating legislators about the importance of MPOs. While the Northeast Ohio delegation is well informed, some legislators elsewhere may not fully understand MPO roles, so increased education efforts are needed.

Ms. Addison said she recommends finding ways to activate the councils for advocacy. She suggested having council members speak on behalf of NOACA, such as engaging Rep. Dovilla, who is nearby. She asked if there could be talking points or a toolkit, or opportunities to brief the advisory councils on legislation, particularly a provision that could make representation inequitable.

Ms. Burtzlaff said the country has a longstanding tradition of proportional representation by population and the principle of one person, one vote. Cuyahoga County represents about 60 percent of the five-county region's population, and if the bill were enacted and prohibited a majority, it would diminish the voting power of Cuyahoga County residents. She noted there may be conflicts with federal law, which NOACA is currently reviewing. She added that

NOACA would benefit from advocacy by council members and welcomed the suggestion to develop talking points so members could assist with outreach.

Director Gallucci said staff could support this by sending out an email with talking points and a formal letter that council members could use to advocate. She noted that while this type of advocacy is different from previous letters of support, it is still important for participation.

Second Quarter SFY 2026 Project Planning Reviews (PPR): Public Infrastructure Improvements in Brook Park (CUY SR 291-02.90)

Mr. Ed May presented information on the following:

- Background on Project Planning Review (PPR)
- Brook Park Infrastructure Improvements
- Off-Site Parking & Pedestrian Connections
- Pedestrian Improvements
- Intergovernmental Review and Consultation
- PPR Initiated in the Second Quarter of Fiscal Year (FY) 2026 – Timeline

Mr. May stated that the project will be presented again to the Transportation Subcommittee at its December 19 meeting, where staff will share the results and recommendations. In addition, NOACA will host a public meeting at Brook Park Middle School on January 14 from 6 to 8 p.m.

Ms. Addison said it sounds like significant progress has been made since the last meeting. She asked what themes or findings emerged from the feedback provided by specific agencies during the intergovernmental review. She also noted anticipated recommendations regarding the Brook Park development's impact on airport traffic and reiterated a concern previously raised that whatever occurs in Brook Park should not adversely affect travelers using Hopkins, given that it is an international airport serving more than just Cleveland or Cuyahoga County.

Mr. May deferred to the city and its consultants to address the questions in detail. He said he could not recall the specific themes or findings from the agency feedback at that moment.

Ms. Addison clarified that she was referring to the background slide listing comments from the City of Cleveland, the Port Authority, the County Executive, and others. She asked what themes or recommendations emerged from that feedback.

Mr. Paul Marnecheck, Brook Park's Commissioner of Economic Development, conveyed the well wishes and appreciation of Mayor Orcutt, noting that an unexpected issue required the mayor's immediate attention. He acknowledged colleagues in attendance, including Director of Public Works Brian Beyer, City Engineer Ed Piatek, and Dennis Albrecht, Director of Transportation for Osborn Engineering. Mr. Marnecheck said Mayor Orcutt welcomes the ongoing dialogue and thanked Executive Director Gallucci and NOACA staff, noting that the City of Brook Park has worked with them on a weekly basis to refine the plan. He highlighted Brook Park's public engagement efforts, including open houses, City Council discussions, presentations before TRAC, and an upcoming meeting on January 14 at Brook Park Elementary School. He added that the city continues to coordinate with state and federal partners, ODOT, airport leadership, Cuyahoga County, GCRTA, and surrounding communities to ensure the plan has been thoroughly reviewed and will benefit the community if implemented. He reiterated the mayor's view that the project would serve as a global gateway for the region and noted recent interest from a potential investor in a long-vacant

property along Brook Park Road. Mr. Marnecheck concluded by asking the Chair to repeat her two questions and said he and Mr. Albrecht would be happy to respond.

Ms. Addison restated her questions: (1) an overview of the themes from agency feedback; (2) how to ensure the Brook Park development does not disrupt airport operations; and (3) whether any analysis has been done on long-term job creation beyond construction work.

Mr. Marnecheck said the city is working closely with the airport, Director Francis, and his team to ensure airport operations are not disrupted. Discussions include signage and other measures needed to maintain smooth functionality at an international airport.

Mr. Albrecht said the most common feedback is regarding access and traffic, particularly pedestrian access. The team has identified available parking within a few miles and is planning safe, ADA-accessible pedestrian routes where none currently exist. Additional comments focused on design issues such as slopes, angles, and cross-slopes, and on traffic levels of service near the airport. He emphasized ongoing collaboration with Hopkins Airport and its consultants so both studies align. He noted that ODOT and NOACA staff have responded positively as the feasibility and interchange studies are updated.

Mr. Marnecheck said he was not aware of the economic impact study but sees strong potential benefits from a major investment in central Cuyahoga County.

Mr. Vitaliti acknowledged concerns about airport congestion on event days, referencing Chairwoman Addison's comments, but noted that the development could increase airport traffic by attracting additional visitors to Cleveland. He cited Mayor Orcutt's estimate of 20–25 events per year and said the project could draw travelers who might not otherwise visit due to the stadium's current distance from the airport.

Ms. Addison commented that was an excellent reframing.

Mr. Vitaliti noted two considerations: impacts on current airport users and potential increases in traffic from new development. He also suggested that, instead of building a new \$40 million GCRTA station, it may be more cost-effective to use nearby existing stations and create a shuttle or connector system. While a new station could see heavy use on game days, he questioned whether it would justify the cost.

Ms. Angie Schmitt said the overhead engineering drawings make it hard to understand what the proposed road widenings will feel like on a pedestrian scale. She asked whether the roads would become so wide that they feel unsafe or uninviting, and whether any streetscape elements are planned. She also asked about stormwater impacts given the large amount of parking.

Mr. Marnecheck said the city has worked with partners to develop streetscape imagery and invited attendees to a public meeting on January 14 from 6 to 8 p.m. at the elementary school, where large maps and images will be displayed. He then turned to Mr. Albrecht to address the second question.

Mr. Albrecht said stormwater management is a core part of the roadway design and that stormwater will be properly captured, handled, and treated. He noted that the area currently relies heavily on open ditches but will include a mix of ditches and closed sewers going forward. He added that most roads will remain at their current width; only the ring road

(Snow/Engle/State Route 91) will widen—from five to about seven lanes near the stadium—to improve traffic flow. Much of the work is focused on reconfiguring confusing one-way streets and turnarounds rather than widening.

Loh said her concerns are environmental and pedestrian related. She felt pedestrian needs had been treated as an afterthought and stressed that winter conditions, snow storage, and sidewalk maintenance must be considered. She encouraged the city to accelerate and deepen its pedestrian-safety studies to demonstrate that the project prioritizes people, not just business or political interests.

Mr. Marnecheck said he is fortunate to work with Mr. Brian Beyer, the Public Works Director, who is focused on snow plowing, sidewalk maintenance, and infrastructure. Mr. Beyer began his career in a plow truck and doing concrete work, so these issues are always on his mind. He added that Mayor Orcutt also understands the importance of proper planning for the project's success. He offered to connect Loh and Mr. Beyer directly if she has time to discuss her concerns.

Ms. Addison thanked the Brook Park team for attending the joint council meeting.

Director Gallucci thanked the city of Brook Park for its partnership with NOACA and noted that the January 14 meeting will be important, covering not just the stadium but the broader regional impacts, and encouraged the councils to help spread the word.

Cleveland-Elyria Metropolitan Statistical Area (MSA) Comprehensive Climate Action Plan (CCAP)

Mr. Joe MacDonald explained that the CCAP outlines voluntary actions Northeast Ohio communities and organizations can consider to help meet greenhouse gas (GHG) reduction targets. In 2023, the U.S. EPA awarded \$1 million planning grants to each of the sixty-seven most populous metro areas, including the Cleveland-Elyria MSA (NOACA's five counties), Cincinnati, Columbus, and Dayton-Kettering, and \$3 million to the State of Ohio for planning in less populous areas. Additionally, the EPA granted \$129 million for implementation to the City of Painesville, City of Cleveland, and Cuyahoga County, one of only 25 such awards nationwide and the sole award in Ohio.

Mr. Joe MacDonald presented information on the following:

- Climate Pollution Reduction Grants (CPRG) Program
- CPRG Program Phase I Deliverables
- CCAP Development Process
- CCAP Key Messages
- CCAP – Building Off The PCAP
- CCAP Required Elements
- 2022 GHG Emissions by Sector
- 2022 GHG Emissions by County
- Climate Pollution Reduction Targets
- Emissions Reduction Measures
- Co-Benefits of CCAP Measures
- Authority to Implement Measures
- Workforce Planning Analysis
- Public Comments

Mr. MacDonald stated that the City of Cleveland and NOACA finalized the CCAP, Playbook, and Technical Appendix, submitted to the US EPA. A Spanish-language translation and a user-friendly abridged CCAP expected by March 2026. CCAP educational engagement is supported through CPRG funding, with subawards totaling \$300,000 allocated to Geauga, Lake, Lorain, and Medina Counties based on their share of GHG emissions. Counties may use funds until mid-2027 for appropriate planning and engagement projects.

Mr. Vitaliti thanked staff for the charts, graphs, and data. Referring to the chart on GHG reductions, he noted that the largest segment was labeled “clean electricity” and asked Mr. MacDonald to define what that encompasses.

Mr. MacDonald explained that “clean electricity” refers to efforts to decarbonize electricity production, generating power from sources that do not rely on fossil fuels.

Mr. Vitaliti clarified that this includes nuclear, solar, wind, geothermal, and other renewables, and asked whether it also relates to vehicle electrification.

Mr. MacDonald said vehicle electrification is measured separately. He pointed to the PowerPoint slide showing light-duty vehicle electrification (green wedge) and medium- and heavy-duty vehicle electrification (maroon wedge).

Mr. Vitaliti asked whether transportation emissions include electricity production or only usage.

Mr. MacDonald noted that the datasets are different: the transportation sector accounts for 29% of current GHG emissions, but these figures do not reflect reduction measures.

Mr. Vitaliti said he was mainly interested in understanding the largest segments of each dataset and thanked Mr. MacDonald for the clarification.

Mr. Vitaliti asked whether the \$300,000 sub-award is the total for all four counties. Mr. MacDonald confirmed it is. He also clarified that the \$700,000 did not go to Cuyahoga County and provided the full fund breakdown: the \$300,000 covers sub-awards for the four counties; \$100,000 went directly to NOACA (\$75,000 for the PCAP and \$25,000 for the CPRG status report); \$600,000 went to the City of Cleveland, which partnered with Cuyahoga County, Case Western Reserve University, Cleveland State University, and other research partners to develop the CCAP.

Mr. Vitaliti thanked Mr. MacDonald for the clarification.

Ms. Schmitt noted that vehicle electrification appears to account for the largest portion of transportation sector emissions, the sector NOACA focuses on. She asked whether the agency plans to expand efforts on vehicle electrification and how it might assist, recognizing that much of it is outside NOACA’s control.

Mr. MacDonald said vehicle electrification falls under NOACA’s TPED group and asked Director Gallucci if she wanted to address the question.

Director Gallucci suggested staff could provide a presentation at the next meeting. She noted that Phase I of NOACA’s EV charging program is nearly complete, covering four locations, and Phase II, funded by the CFI grant, is beginning implementation. She explained that public

hearings are underway for Phase II, which is being organized into subgroups, and agreed it would be useful to provide the councils with additional information.

Ms. Addison asked whether data centers are considered in the emissions analysis, noting several in Northeast Ohio.

Mr. MacDonald said energy consumption from data centers affects greenhouse gas emissions, depending on the quality of the electricity used.

Ms. Addison asked whether data center growth would help or hinder regional GHG reduction goals.

Mr. MacDonald responded that it depends on the electricity source: fossil fuel-based power increases emissions, while renewable-based power reduces them.

Ms. Addison said the information was helpful.

Reports / Updates

No reports/updates were presented at this meeting.

Old Business

No old business was presented at this meeting.

New Business

No new business was discussed at this meeting.

Adjournment

There being no further business, the meeting was adjourned at 1:35 p.m.

The next joint council meeting will be held at the NOACA offices on Friday, March 27, 2026, 11:30 a.m. – 1:30 p.m.

Note: Additional information on the agenda items can be found on [NOACA's website](#) and [YouTube channel](#).



NOACA

Northeast Ohio Areawide Coordinating Agency

2025 Business Advisory Council Attendance Record

MEETING DATES	3/28/25	6/27/25	9/26/25	12/5/25
CARABALLO , Millie (Adam Artman, Alternate)			X	
DENTLER , Bethany (Jake Altman, Alternate)				X
DOLAN , Matt (Christine Nelson, Alternate)				
DUNCAN , Rob (Alternate not Designated)	X	X	X	X
HOFSTETTER , Gina (Alternate not Designated)				
HUTSON , Lisa (Reka Barbas, Alternate)	X	X	X	
KELLY , Nate (Alternate not Designated)				
McCALL , Valarie (Alternate not Designated)	X	X	X	
MCNAIR , Tom (Joevrose Bourdeau Small, Alternate)				
SMALL , Joevrose Bourdeau				
RIOS , Pat (Peter Volas, Alternate)				
SAMIDE , Mary (Alternate not Designated)	X	X		
SCHMOTZER , Kevin S. (David Lukas, Alternate on 3/28/25)	A	A		
SHAH , Baiju (David Ebersole, Alternate)	A			A
TUREK , Sondra (Amber Barchus, Alternate)			X	
Lake County – TBD				
Non-Voting Participants				
GALLO , Tony (Alternate not Designated)	X	X		

X = Member Present

A = Alternate Present



2025 Community Advisory Council Attendance Record

MEETING DATES	3/28/25	6/27/25	9/26/25	12/5/25
ADDISON , Bishara (Alternate not Designated)	X	X	X	X
ARONEY , Ryan (Liz Choi, Alternate)	A	A	X	X
BEVERAGE III , Morris W. (Morgan McIntosh, Alternate)	A	A		
DOERSHUK , David (Alternate not Determined)				
HOFSTETTER , Gina (Alternate not Determined)				
KOOMAR , Paul (José C. Feliciano, Jr., Alternate)	A		A	A
LOH (Alternate not Determined)	X	X	X	X
NOLAN , Dorivette (Alternate not Determined)	X		X	
SLEASMAN , Jeff (Alternate not Determined)	X	X	X	X
TBD – Cuyahoga County				
TBD – Lorain County				
TBD – Medina County				
TBD – At-Large				
TBD – At-Large				
TBD – At-Large				

X = Member Present

A = Alternate Present



2025 Rural Advisory Council Attendance Record

MEETING DATES	3/28/25	6/27/25	9/26/25	12/5/25
BACA , Jacki (Thomas Becker, Alternate)	X		X	X
DUNCAN , Rob (Alternate not Designated)	X	X	X	X
GAMBOSI-MCCOY , Leslie (Cindy Naftzger, Alternate)	X		X	X
HANGE , Eric (Alternate not Designated)	X	X	X	X
HOFSTETTER , Gina (Alternate not Designated)				
JEROME , M. (Tom Cole, Alternate)				
MEILANDER , Bob (Alternate not Designated)				
NEOLA, JR. , Gary (Alternate not Designated)				
OCKUNZZI , Scott (Neil Shop, Alternate)	X	X	X	X
SNYDER , Tim (Alternate not Designated)				
TESTA , Denise (Alternate not Designated)	X	X		
VARADY , Ken (Alternate not Designated)				
YELENOSKY , Gary (Tom Cole, Alternate)				A
TBD – Lake County				
TBD – Medina County				
TBD – At Large				

X = Member Present

A = Alternate Present



2025 Emerging Leaders Advisory Council Attendance Record

MEETING DATES	3/28/25	6/27/25	9/26/25	12/5/25
CRAWFORD , Drew	X	X	X	X
HOFSTETTER , Gina				
KIDD , Phil				
LIPIAN , Andrew		X		
MACK , Eric C.	X	X	X	X
TBD - Former Member: Matt Moss				
NOYOLA , Samuel				
RANALDSON , Marvin L.	X	X	X	
SCHAEFER , Max	X	X	X	X
SCHMITT , Angie	X	X	X	X
STACHEW , Elena	X	X	X	X
STOCKHAUSEN , Ed			X	X
TESTA , Denise	X	X		
VITALITI , Andrew	X	X	X	X
TBD – Lake County				

X = Member Present

A = Alternate Present