



**NOACA Transportation Subcommittee**  
Meeting Minutes  
December 19, 2025  
NOACA Offices  
1299 Superior Avenue, Cleveland, Ohio

**Present:** Please see the attached attendance record.

Mr. Shane Hajjar, Chair of the Transportation Subcommittee, convened the meeting at 10:33 a.m.

**Meeting Minutes**

Mr. Rob Duncan made a motion to approve the meeting minutes of September 19, 2025. Mr. Patrick Mohorcic seconded the motion. The motion passed by voice vote.

**Advisory Council Updates**

The Transportation Subcommittee received summaries of the advisory council meetings.

**ODOT Update**

No report was presented at this meeting.

**Public Comment**

No public comment was made at this meeting.

**Executive Director's Report**

Director Grace Gallucci had no formal report but expressed gratitude to the Transportation Subcommittee for its participation throughout the year. She acknowledged the importance of the Subcommittee's work to NOACA's mission and wished members a happy holiday season. She noted that NOACA looked forward to seeing them next year.

**Action Items**

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

Mr. Ed May provided background on the purpose and process of project plan review (PPR) and presented the following information on the Public Infrastructure Improvements in Brook Park (CUY SR 291-02.90) project::

- Conceptual Plan and Schematic Layout of Project Site
- Brook Park Infrastructure Improvements: Buildable Units
  - BU 1: I-71 Northbound (NB) Exit Ramp Improvements
  - BU 2: I-71 Southbound (SB) Exit Ramp Improvements
  - BU 3: Snow Road/ Connector & Five Points Improvements (previously identified as Snow Road/Ring Road Connector)

- BU 4: Engle Rd, South Widening & Realignment (previously identified as Engle Road Widening and Realignment)
- BU 5: Engle Rd, North Widening & Improvements (previously identified as Ring Road Widening and Improvements)
- BU 6: Pedestrian Bridge
- BU 7: GCRTA Transit Station (Potential Future Project)

Mr. May stated that the item was presented for information to NOACA's advisory councils and for action to the Transportation Subcommittee and the Planning and Programming Committee. The committee recommitted the item for further review of congestion during major events, access to Hopkins Airport and Southwest General Hospital, and regional impacts. He then turned the presentation over to the Brook Park team.

Mayor Edward Orcutt, City of Brook Park, stated that the focus of the discussion would be on traffic studies, pedestrian safety and access, regional coordination, and off-site parking.

Mr. Dennis Albrecht, Osborn Engineering, presented information on the following:

- Traffic Studies
- Pedestrian Safety & Access
- Brook Park Public Infrastructure Improvements
- Table of Pedestrian Improvements
- Map and diagram showing the proposed location of the Cleveland Browns' domed stadium and mixed-use development

Mayor Orcutt presented information on the following:

- Regional Collaboration
- Off-site Parking

Mr. Albrecht stated that in discussions with GCRTA, the Brook Park team committed to improving sidewalks to provide safe pedestrian access from the Brookpark Station along Engle Road to the north entrance of the development site.

Dr. Ali Makarachi presented information on the following:

- Downtown Location vs. Brook Park Location
  - Location Scenarios & Analysis Levels
  - Location Comparison for Influence Areas
  - Location Comparison for Cuyahoga County
  - Location Comparison for NOACA Region
  - Brook Park Scenarios & Analysis Levels
  - Brook Park Parking Areas
  - Walking Distance from Off-Site Parking Areas
  - Weekday Event Assumptions
  - Spectators' Trip Origins
  - Comparison Metrics
- 2030 Typical Day & No Event vs. Build Network with Event
  - 2030 Base & Build/Event Scenario Comparison – 3 PM to 7 PM
  - 2030 Base & Build/Event Scenario - Interchanges – 3 PM to 7 PM
  - 2030 Base & Build/Event Scenario Comparison – After 7 PM
  - 2030 Base & Build/Event Scenario & Interchanges – After 7 PM
  - 2030 Base & Build/Event Scenario Comparison – After 7 PM

- No Build Network with Event vs. Build Network with Event
  - Event - No Build & Build Scenario Comparison – 3 PM to 7 PM
  - Event - No Build & Build Scenario - Interchange – 3 PM to 7 PM
  - Event - No Build & Build Scenario Comparison – After 7 PM
  - Event - No Build & Build Scenario - Interchange – After 7 PM
  - 2030 EVENT - Build Scenario & Base Comparison
  - Scenario Comparison for Influence Areas
  - Scenario Comparison for Cuyahoga County
  - Scenario Comparison for NOACA Region
  - Impacts of Proposed Buildable Units
  - Airport/Stadium Locations & Trip Directions
  - Trip Routes to Airport & Stadium – 3 PM to 7 PM
  - Regional Weighted Average Travel Time to Airport
  - Trip Routes to SW General & Stadium – 3 PM to 7 PM
  - Regional Weighted Average Travel Time to SW General

Mr. May stated that NOACA will host a public meeting at Brook Park Middle School on January 14, 2026, from 6 to 8 p.m. At the recommendation of the Transportation Subcommittee, the project will be presented again to the Planning and Programming Committee on January 30, 2026, at which time NOACA staff will present the results and recommendations. Board action may occur at the March meeting, followed by the Plan and TIP amendment process.

Councilman Charles Slife of the City of Cleveland asked whether post-event traffic exiting the site had been analyzed for routes other than eastbound toward I-71, including westbound traffic toward SR 237 and potential access to the airport exit. The graphic presented did not show that location as a high-congestion area, suggesting the assumption that all traffic would go east. He also inquired whether traffic would be controlled or directed to prevent westbound flow toward the airport.

Dr. Makarachi stated that not all trips are eastbound, as all traffic is assigned back to its origin based on spectator and seasonal trip data. The model simulates trips returning to their origin points. The slide highlights eastbound trips due to high volume, with approximately 7,000 trips in that direction, but this does not mean westbound routes on SR 237 or I-480 are not used. Westbound volumes are lower and were omitted from the slide to avoid clutter. Detailed volumes for all links and exit roads, based on time of day, are available if needed.

Councilman Slife stated that he understands traffic studies are based on assumptions but noted that, for some origins such as North Olmsted, drivers might choose westbound routes via Brookpark Road or around the back of the airport rather than eastbound to I-71 and I-480. He acknowledged that the model assigns trips to specific origins and destinations but emphasized the importance of accommodating potential variations in travel routes.

Dr. Makarachi explained that the traffic model optimizes travel times across the network rather than assigning specific turns or percentages. The model includes detailed data from over 6,000 to 9,000 zones in Cuyahoga County, simulating the shortest paths from each origin to each destination. He noted that a more technical explanation could be provided separately if desired.

Councilman Slife asked for clarification regarding the presentation slide that showed traffic interactions between the stadium and the airport. He noted that part of the route is not I-480 but State Route 17, a surface road, and that eastbound I-480 traffic exits via a short ramp onto Brookpark Road. He expressed concern about potential backups and asked whether the

intersection at Brookpark Road is being evaluated for actual conditions or treated as if it were interstate traffic in the analysis presented.

Dr. Makarachi explained that a freeway lane can typically handle up to 2,000 vehicles per hour without delays. With four lanes on I-480, the total capacity is approximately 8,000 vehicles per hour. He noted that an estimated 5,000 spectator vehicles would be added from that direction, which could be accommodated with only a minor increase over existing traffic. He stated that if I-480 could not handle the additional trips, the traffic model and BRC slides would have shown it. Instead, the primary issues identified were at the roundabout ramps and adjacent intersections.

Councilman Slife stated that there is no inherent opposition to the proposed buildable units, but expressed concern that additional units outside the City of Brook Park may not have been analyzed. Citing traffic backups on Brookpark and Grayton Roads and the aerial map showing anticipated police presence at intersections, he asked whether NOACA staff believes any additional buildable units should be analyzed. He emphasized that if such units are not analyzed, adjoining cities like Cleveland and Middleburg Heights could face unfunded infrastructure needs to handle traffic flow.

Mr. Albrecht stated that no additional buildable units are anticipated. The plan is comprehensive, with six buildable units included in the project. The seventh unit represents a possible GCRTA station. He noted that no other intersections are expected to experience delays or capacity issues that would require major infrastructure reconstruction.

Director Gallucci noted that NOACA recognizes the submitted buildable units as representative of the current project. Based on Dr. Makarachi's analysis, delays are occurring outside the city of Brook Park. She stated that further analysis and proposals for additional infrastructure improvements in adjoining communities, particularly at identified traffic hot spots, would be warranted.

Mr. Albrecht stated that Brook Park's revised traffic feasibility study is expected to be completed in about a month. The study will examine the impact of events on outlying areas, and any resulting recommendations will be addressed at that time.

Director Gallucci clarified that the study focuses on areas outside of Brook Park and that this component of the analysis includes both Osborn and the City of Brook Park, not just Brook Park.

Mr. Albrecht confirmed this and noted that a study has recently been commissioned in Middleburg Heights. In coordination with Mayor Castelli and the city, the study will examine the Bagley Road intersection at Engle and the two signalized intersections at I-71 along Bagley, reflecting ongoing regional collaboration.

Director Gallucci noted that, according to the analysis led by Dr. Makarachi in partnership with the City of Brook Park, ODOT, and Osborn, the submitted buildable units do not fully address all traffic delays. While some delays are mitigated, further discussion will be needed to determine the acceptable level of delay.

Mr. Albrecht explained that infrastructure improvements are intended to provide sufficient access during the 30th peak hour of traffic. Delays related to events fall outside this peak hour and are typically not funded, as public infrastructure is not designed to address extraordinary events. He emphasized that funding such improvements would not be a good use of public money, similar to how sewers are not built to handle a 500-year storm.

Dr. Makarachi noted that “acceptable level” is context dependent. On game days with 65,000 attendees, delays are expected and tolerable at a higher level than ordinary traffic conditions.

Ms. Nichole English noted the packet’s traffic management strategy, including the use of police or other support, and asked Mayor Orcutt to explain how he plans to implement it, including officer deployment, signal upgrades, and other supporting measures.

Mayor Orcutt explained that the City of Brook Park is expanding its police department and creating a traffic division. The city has consulted with Axon to analyze intersections for camera placement and select equipment. Brook Park plans to install between 200 and 344 cameras, managed through a command center, allowing automated traffic control. Operators will be able to hold or release traffic based on congestion levels, similar to systems used in military operations for traffic automation.

Ms. Feke asked about the purpose of the January public meeting and whether feedback would be incorporated into NOACA’s recommendation to the Planning and Programming Committee and the Board.

Director Gallucci stated that the public meeting will allow residents, businesses, and the traveling public to share their perspectives. NOACA will review all feedback, study any new issues, and ensure adjoining communities have a voice, not just Brook Park residents.

Ms. Feke noted that the PPR was returned to the Transportation Subcommittee because the full traffic analysis was not available previously. She raised concerns that some secondary analysis is still ongoing and will not be available until the end of January, questioning how a recommendation can be made today and highlighting potential timing and process issues.

Mr. Albrecht stated that all studies and data have been shared with NOACA and were incorporated into its model, which shows minimal impacts and delays. He noted that current revisions to the traffic studies are minor, with no changes to buildable units, turning lanes, or through lanes, and that no new data is being released.

Ms. English asked whether NOACA staff recommend proceeding based on their review and whether the buildable units are acceptable from a professional standpoint.

Dr. Makarachi said, based on the information provided, he sees no significant issues or red flags, but noted that the decision is ultimately up to the Subcommittee. He explained that while additional buildable units could be considered in the future, the current project planning review (PPR) was conducted using information from the consultant and the City of Brook Park, and the current set of units is acceptable.

Director Gallucci asked Dr. Makarachi to confirm whether the current set of buildable units adequately addresses traffic delays.

Dr. Makarachi stated that, considering game-day conditions, the buildable units are acceptable.

Director Gallucci acknowledged that some additional delays will occur, but the traffic improvements make the situation acceptable, consistent with NOACA’s assessment.

Dr. Makarachi added that while game-day traffic is higher than normal, NOACA's evaluation indicates that the delays are within an acceptable range for such events, and the current infrastructure is sufficient to manage them.

Director Gallucci confirmed with Dr. Makarachi that NOACA is not prepared to make the same statement about infrastructure improvements outside of Brook Park.

Dr. Makarachi confirmed that was the case. He explained that while they have looked at the nearby Bagley Road interchange, where improvements are needed, and while some existing congestion is unrelated to the event, additional traffic during events can exceed capacity will require further measures.

Director Gallucci said that after the January 14th public meeting, NOACA will have more input from the public and stakeholders and will continue evaluating infrastructure improvements outside Brook Park. She noted that what is proposed now is phase one, covering only Brook Park, while a potential phase two would include adjoining communities. NOACA is not yet prepared to make a full statement on the broader improvements.

Mr. VanSickle asked about the potential sidewalks shown on the slide for the buildable units and when a decision on them would be made.

Mr. Albrecht explained that the sidewalks shown in yellow are currently considered potential because they were not included in the Stage One design. He noted that they are fundable within the project budget and will be incorporated into Stage Two design.

Mr. VanSickle further asked whether the pedestrian level of service has been considered beyond areas directly adjacent to the stadium. He noted that while the pedestrian bridge over Engle Road will be helpful, off-site parking areas and non-event day activity in Brook Park could create safety issues. He asked if pedestrian service within a larger radius around the development site has been studied.

Mr. Albrecht stated that there is no specific pedestrian level of service study. However, sidewalks and access are being provided from all locations, and everyday access is intended to be seamless. Sidewalks will be available throughout the area, and all crossings will occur at signalized intersections with high-visibility pedestrian crossings and pedestrian signals.

Mr. VanSickle recommended conducting a pedestrian level of service analysis to assess origins and destinations around the stadium and adjacent areas. He noted this could be part of a larger regional study and would help inform decision-making.

Mr. Rick Switalski stated that the City of Cleveland is working closely with the stadium team, providing comments, and expressing concerns, and looks forward to moving the project forward.

Mr. Alan Exley noted points from previous discussions regarding roadway construction and buildable units. He emphasized the importance of coordinating these with previously planned roadway improvements, particularly around the airport, to avoid conflicts and construction-related delays.

Mr. Albrecht confirmed that several projects in the area are being coordinated. Brook Park Road resurfacing, scheduled for 2028, will be performed by ODOT and the city. The Snow Road Bridge

will be resurfaced or redecked, led by ODOT with consultant support. These projects are being coordinated to be completed before the stadium's opening day.

Mr. Exley asked about assumptions regarding vehicle arrivals and departures, noting that previous analyses appeared to assume either 85% or 100% of attendees arriving and leaving simultaneously. He asked whether any consideration was given to the fact that, as an entertainment complex, some attendees might arrive early or leave later to take advantage of ancillary activities.

Dr. Makarachi confirmed that one assumption was that 15% of attendees arrive before 3 p.m. for entertainment or related activities, with the majority arriving between 3 and 7 p.m. He explained that this period accounts for varying arrival times and that the 15%/85% split is reasonable based on observations of downtown events. He also noted that traffic simulation tools use these time periods to model arrivals accurately.

Mr. Exley expressed appreciation that this factor was considered.

Mayor Orcutt discussed event traffic management. He stated that the City of Brook Park, including the traffic division, police, and Haslam Sports Group, is working efficiently to scan and direct attendees into parking lots. He noted that early tailgating rules differ between Browns events and industrial parkways, and that the City plans to amend zoning laws to allow earlier parking lot access to improve ingress. Regarding egress, he stated that traffic within parking lots will be managed through a standard operating procedure to facilitate east- and west-bound movement, with temporary directional adjustments implemented as needed.

Ms. English asked whether the overall project cost includes all buildable units and whether traffic management solutions are included, and how those measures will be funded.

Mayor Orcutt stated that these costs will be addressed through the development agreement. The city has analyzed anticipated increases in operational costs, and these analyses are incorporated into the agreement with the Haslam Sports Group.

Director Gallucci clarified that there are seven buildable units, but the project cost only covers the first six.

Mr. Albrecht confirmed that the GCRTA station is only a possibility and that the project is in its early stages. He stated that feasibility will be determined by GCRTA, and that currently, costs apply only to the top six buildable units.

Mr. Matt Walter, representing ODOT, expressed appreciation for the strong collaboration with NOACA and the City of Brook Park, and affirmed that ODOT will remain a supportive partner regardless of the subcommittee's next steps.

Mr. Mohorcic made a motion to recommend the Second Quarter SFY 2026 PPR to the Planning and Programming Committee. Mr. Switalski seconded the motion. The motion passed by voice vote.

### **Third Quarter SFY 2026 Project Planning Reviews (PPR)**

Mr. May presented information on the following project, for third quarter SFY 2026 PPR:

- Laketran Ohio Workforce Mobility Partnership Improve Cross County Transportation

Mr. May noted that the total cost of the projects is \$2.9 million, funded by ODOT and local sources, with no NOACA funds being requested. There is no financial impact to NOACA. The action does not approve the proposed funding or the project implementation schedule.

Mr. May stated that the item was presented for information to the advisory councils and for action to the Transportation Subcommittee and Planning and Programming Committee. Following their review, the item will be forwarded to the Board for consideration.

Ms. Feke made a motion to recommend the Third Quarter SFY 2026 PPR to the Planning and Programming Committee. Councilman Charles Slife seconded the motion. The motion passed by voice vote.

### **Third Quarter SFY 2026 Plan and TIP Amendments**

Mr. May presented the following information on following projects for amendment to NOACA's Transportation Improvement Program (TIP) and/or Long-Range Plan (Plan):

- Definition and process for TIP Amendment
- Concurrent Plan and TIP Amendment
  - Laketran OWMP Improve Cross County Transportation
- Projects not Programmed with NOACA Funds
  - CUY SR 010 16.13 Repair Hope Memorial Bridge over the Cuyahoga River Valley in Cleveland (PID 117783)
  - LAK IR 090 12.39 Slope along the I-90 WB entrance ramp from the rest area in Concord Township (PID 111517)
  - GCRTA S2026-2029 and GCRTA PTASP (PID 123465)
- Projects Programmed with NOACA Funds
  - LAK CR 530 0.00 (Fairport/Water) in the Village of Fairport Harbor (PID 120779)
  - GCRTA Bus Replacement - 2027-2029 (PID 118464)
  - GCRTA Bus Replacement - 2026 (TBD)
  - GCRTA Bus Replacement - 2027-2028 (PID 125315)
  - GCRTA Bus Replacement - 2027-2029 (PID 125316)

Mr. May stated that the financial impacts include \$2.9 million for proposed project amendments to the Plan and TIP, totaling \$57.7 million for all revised projects. Funding for these projects is committed or planned from non-NOACA sources, provided by the FHWA and FTA, and administered through ODOT. He noted that, pending Board approval, the amendments will be incorporated into the NOACA Plan and/or statewide TIP amendment in March.

Mr. Matt Walter made a motion to recommend the Third Quarter SFY 2026 Plan and TIP amendments to the Planning and Programming Committee. Mr. Switalski seconded the amendment. The motion passed by voice vote.

### **Presentation/Discussion Items**

#### **SFY 2026 Transportation for Livable Communities Initiative (TLCI) Program Applications**

Mr. Rob Uhlhorn stated that the application round ran from August 15 to October 10. NOACA received 5 Planning Study requests totaling \$680,000 and 14 Implementation requests totaling \$6.28 million. Applicants presented their projects to NOACA staff between late October and mid-November. Project solicitation and evaluation were conducted in accordance with the TLCI Policy, with an annual program budget of \$2 million.

Mr. Uhlhorn reviewed the details of the following applications:

- Elyria TLCI Planning Study
- GCTRA Pathways to Transit: First Last Mile Connections to Transit Stations
- Liverpool Twp. Valley City Business Corridor Study
- Mentor-on-the-Lake Multimodal Facilities Plan
- Downtown Solon Multi-Purpose Trail, Downtown CORE Segment
- Bay Village Cahoon-Huntington Safe Passage Connector Trail
- Bedford Viaduct-Commons Connector Trail
- Cleveland Euclid Beach Connector Trail Access Improvement
- Cleveland Heights Taylor Rd. Reconfiguration Project, Ph 3
- Grand River Village Grand River Street Restoration
- Laketran Vine Street Corridor Streetscaping, Ph. 1
- Lorain Sunset Pier Park Trailhead
- North Olmsted Lorain Road Multi-use Connector
- North Royalton State Rd. Sidewalk – Turnpike Bridge to Valley Parkway
- Painesville Main Street Safety & Streetscape Enhancement Project
- Parma Heights W. 130<sup>th</sup> St. Corridor Streetscape, Transit Waiting Enhancement Project
- Richmond Heights Chardon Rd. Corridor Project
- Rocky River Center Ridge East Gateway Project
- Shaker Heights Lee Rd. Complete Street Project

Mr. Uhlhorn stated that input received from the Subcommittee will be included in the staff evaluation of the projects. Staff will present their recommendations to the Planning and Programming Committee in January, and the Board of Directors is anticipated to make their final recommendations at the March meeting.

Mr. Uhlhorn stated that for SFY 2026, \$2 million is available for the TLCI program, \$1.5 million for implementation projects and up to \$500,000 for planning studies, funded through NOACA's STBG allocation. Planning study budgets are included in the OWP and implementation budgets in the TIP. Awards may cover up to 80% of project costs, with local matches required unless waived for Areas of Persistent Poverty, Urban Core Communities, or Disadvantaged Communities.

### **SFY 2028-2031 TIP Development – Methodology for Selecting Potential Projects for NOACA Funds**

Mr. May presented information on the following:

- Background on the Transportation Improvement Program (TIP)
- TIP Components
- NOACA-Administered Funding Programs
- TIP Evaluation Process
- TIP Development Methodology – NOACA Funds
  - Step 1: Develop TIP potential project universe
  - Step 2: Screen project universe to align with weNEO2050+ plan
  - Step 3: Coordinate with regional and local sponsors
  - Step 4: Filter top 25% of TAM projects
  - Step 5: Evaluate qualifying projects against Regional Significance Criteria and considerations
- Schedule

Mr. May stated that staff will assess transportation needs with the Subcommittee's input to guide NOACA funding evaluations for the draft SFY 2028-2031 TIP. Funding recommendations will be presented to the Transportation Subcommittee in June 2026. The final draft TIP will go to the Planning Committee in January 2027 and the Board of Directors in March 2027.

### **Reports/Updates**

The SFY 2026 NOACA Funded Project Monitoring Report was included in the meeting packet.

### **Old Business**

Director Gallucci stated that NOACA has completed additional work on the transportation safety reports. The regional rankings are now available on the Regional Safety Program page of the NOACA website, and the county rankings can be found on the county subpages of the community safety reports. She noted that this information had been requested and is now available.

### **New Business**

Director Gallucci suggested that, due to time constraints, the I-71 Crossroad Regional Transportation Study be presented at the next Transportation Subcommittee Meeting. Mr. Hajjar agreed with the suggestion.

### **Adjournment**

Mr. Duncan made a motion to adjourn the meeting at 12:16 p.m. Councilman Slife seconded the motion. The motion passed by voice vote.

The next Transportation Subcommittee meeting will be on Friday, March 20, 2026, from 10:30 a.m. to 12:00 p.m.

Mr. Hajjar thanked NOACA for allowing him to serve as the Chair of the Transportation Subcommittee this year. He wished everyone happy holidays.

*Note: Additional presentation information is available on [NOACA's website](#) and [YouTube channel](#).*



**Transportation Subcommittee  
2025 Attendance Record**

MEETING DATES	3/21/25	6/20/25	9/19/25	12/19/25
<b>CARNEY, Ken</b> (Bob Klaiber, Alternate)	A	A	A	A
<b>CONRAD, Andrew</b> (Bethany Dentler, Alternate)	X		X	
<b>DEROSA, James</b> (Richard Switalski, Alternate)	X	A	A	A
<b>DEVER, Michael</b> (Nichole English, Alternate) (Eric Mack, Alternate on 9/19/25)	X	X	A	A
<b>DUNCAN, Robert</b> (No alternate designated)	X	X	X	X
<b>EXLEY, Alan</b> (Kirk Dimmick, Alternate)	X	X		X
<b>FEKE, Maribeth</b> (India L. Birdsong Terry, Alternate)	X	X	X	X
<b>HAJJAR, Shane</b> (Traci Salkiewicz, Alternate)	X			X
<b>MOHORCIC, Patrick</b> (Myranda Keister, Alternate)	X	A	X	X
<b>MCCORMACK, Kerry</b> (Charles Slife, Alternate)				
<b>SLIFE, Charles</b>				X
<b>WALTER, Matthew</b> (Mike Kubek, Alternate) (Keri Welch, Alternate on 9/19/25)	X		X	X
<b>Ex-officio Members/Council Chairs</b>				
<b>KNECHT, Daniel</b> (James Kusner, Alternate)	X			
<b>RINE, Shannon</b> (JoAnna Santilli, Alternate)				
<b>WILLIAMS, Kiara</b> (Jacob VanSickle, Alternate)	A		A	A

X = Member present

A = Alternate present

