

## MINUTES OF COMMUNITY BOARD #16 – APRIL 27, 2021

### Attendance

David Alexander (E)	Shemene Minter
Lorenzo Andrews (A)	Genese Morgan
Cynthia Bannister	Rose O’Neill (A)
Margaret Brewer	Deidre Olivera
Dr. Cleopatra Brown	Busayo Olupano (A)
Kaseem Clark-Edwards	Ariel Perry-DeCamp (A)
Adrainer Coleman	Anita Pierce
Norman Frazier (A)	Marie Pierre (E)
Daniel Goodine (A)	Linda Rivera
Chanel Haliburton	Shaneek Samuel (A)
Sarah Hall	JoAnn Sexton
Balinda Harris (A)	Dr. Sonia Smith
Zalika Headley	Keturah Suggs (E)
Michael Howard	Beverly Tatham
Gabriel Jamison (A)	Rev. Eric Thompson (A)
Carl Joseph (A)	Brenda Thompson-Duchene (A)
Leticia Knowles	Christopher Toomer
Dr. Bettie Kollock-Wallace (E)	Rev. Miran Ukaegbu
Charles Ladson, Sr. (E)	Deborah Williams
Digna Layne	Pat Winston
Kelly Lee-McVay	Viola D. Walker, District Manager
Albion Liburd (A)	Jimmi Brevil, Community Assistant
Deborah Mack (A)	Hon. A. Ampry-Samuel
Yolanda Matthews (E)	Malcolm McDaniel for Hon. Eric Adams
John McCadney, Jr.	Frieda Menos for Hon. Hakeem Jeffries
Andrew McCoy (A)	Nicholas Perry for Hon. Scott Stringer
Melanie Mendonca	

### PUBLIC MEETING HELD VIA WEBEX

Chairperson Genese Morgan called the meeting to order at 7:04 p.m., and an invocation was said by Ms. Cynthia Bannister.

Chairperson Morgan recognized Councilmember Alicka Ampry-Samuel.

Councilmember Ampry-Samuel reported that Mayor Bill de Blasio has announced his proposed budget for Fiscal Year 2022 which begins July 1, 2021. The budget of \$98.6 billion is the largest ever proposed for the City of New York and is being termed the Recovery Budget by Mayor de Blasio.

In his words, the Recovery Budget is a radical investment in working families to drive economic growth in every neighborhood. This budget adds unprecedented equity investments in students and schools, redefines summer school with Summer Rising, expands early childhood special education, funds New Deal-style job creation with City Cleanup Corps, invests to stop gun violence through partnerships with communities, redefines citywide responses to mental health crises, funds universal free 3-K for All and expands capacity for early childhood special education.

The Recovery Budget makes major investments to help working families, including: a Public Schools Athletic League (PSAL) expansion to \$6M in FY22 to increase access to sports programming across the city for high school students, \$236M toward strengthening Special Education Services including counseling, physical and speech therapy, and \$22M to expand Early Childhood Special Education.

\$234M will fund the City Cleanup Corps which will employ 10,000 New Yorkers for beautification across our city. \$33M and \$9M are allocated to resume organics collection and expand recycling programs, and restore litter basket collection service respectively.

On public safety and criminal justice, \$3M will be spent on Community-Based Hate Crime Prevention for community-based organizations to lead neighborhood patrols, do bystander intervention training and provide victim services. \$27M in funding is targeted toward Cure Violence first doubling then tripling their workforce and, adding two new sites along with increasing Anti-Violence Youth Employment. Advance Peace to connect mentors with at-risk

youth gets an investment of \$6M. Saturday Night Lights will expand to 100 locations with an investment of \$7M. Joint Force to End Gun Violence to be funded at \$1.3M.

She reminds the audience that this is the Mayor's proposed budget which still has to go through the City Council. The council will review the budget and ask questions on certain items. There will be public hearings on the budget before it is finalized in June. She encourages the audience to attend the public hearings.

She also reminds everyone that this year, for the first time, primary elections for city offices will be held on June 22<sup>nd</sup> (Early voting begins June 12<sup>th</sup>.) along Rank Choice Voting.

Ms. Adrainer Coleman asked if a schedule of the budget hearings is available.

Councilmember Ampry-Samuel stated that she will forward the dates when they become public.

Chairperson Morgan recognized Deputy Inspector Terrell Anderson, Executive Officer of the 73rd Precinct.

Deputy Inspector Anderson stated that they have launched another Brownsville Safety Alliance. The Brownsville Safety Alliance is a collaboration between CURE Violence groups, specifically BIVO (Brownsville In-Violence Out), Elite Learners, BTTM (Brownsville Think Tank Matters), MEL (Men Elevating Leadership), other community-based organizations, and city agencies who are offering resources on Mother Gaston Boulevard between Pitkin and Sutter Avenues.

He thanks the Community Board, Councilmember Ampry-Samuel, Assemblywoman Walker, Senator Myrie, and Senator Persaud for their support of the initiative.

They have received numerous complaints regarding abandoned vehicles throughout the precinct. They recently, in collaboration with the Department of Sanitation, had a tow operation wherein 47 abandoned vehicles were removed from the streets.

He announced that there were two shootings along Pitkin Avenue which both occurred during daylight hours. There will always be a police presence along the Pitkin Avenue corridor, even though their numbers are being stretched thin due to having officers on standby in case of demonstrations. During the summer season, from Memorial Day to Labor Day, two specific officers will be assigned to patrol the Pitkin Avenue business corridor from noon to 8:00 p.m. Tuesday to Saturday. Steady Sector officers will cover for the officers on their days off.

They have thus far suffered 17 shootings, this year. Two of the 17 are connected to each other. Gun violence continues to be an issue and they welcome the assistance of the community in helping to control gun violence, especially amongst our youth.

Dr. Cleopatra Brown stated that she is following up on a report she made to P.O. Rodriguez at last month's meeting concerning stop and frisk being done by officers in the precinct.

D/I Anderson stated that stop, question, and frisk are still viable tactics. What has changed is how they are documented and a reduction in the abuse of the tactic. Stop, question, frisk may be used legally if an officer temporarily detains you, even using reasonable force to do so. The officer must have a reasonable suspicion that you are committing, have committed, or are about to commit a crime.

Dr. Brown asked if an officer's body worn camera must be activated when performing a stop and frisk?

D/I Anderson stated that it should be activated and documented. A risk management team monitors all activation of body worn cameras and reports to him any untoward activity.

Dr. Brown stated that when she first noticed the stop, the body worn cameras were dark. Upon the officers noticing her presence, the camera became bright red.

D/I Anderson stated that their protocol states that body worn cameras must be activated for any stop. While there may be delayed activations, depending the speed of the officer's reaction, it should be activated. The public should also know that any time they ask an officer for their shield number, the officer is duty-bound to provide it. If they refuse, try to get a sector car number or try to visually see their shield number. You are allowed to monitor incidents and even

record them. If you want to ask a question of an officer, he ask that you keep your distance, wait until the officer has completed what they were doing, and then approach them to ask your question.

Dr. Brown stated that on this particular occasion, when she asked the officers if they were conducting a stop and frisk, one officer stated that they were and the other rudely asked who was she supposed to be?

D/I Anderson stated that based on her description, the officer was being discourteous, and he does not tolerate that in his officers. D/I Anderson asked her to call him to further discuss the incident.

Chairperson Morgan opened the floor for questions directed to Deputy Inspector Anderson.

Ms. Jaqueline Singletary asked who are perpetrating the shootings in the community?

D/I Anderson stated they tend to be youthful offenders.

Ms. Singletary asked what is being done to curb the shootings now that the undercover unit has been disbanded?

D/I Anderson stated that the undercover unit that she is referring to was the Anti-Crime Unit. Although the Unit was disbanded, the teams have been transitioned to be public safety teams. Currently, the 73<sup>rd</sup> Precinct leads the city in gun arrests. They can do this, in part, through legal stops. However, we need to look at why so many firearms are so accessible. The Iron Pipeline (firearms coming from the South to New York City) and the way they flood into certain neighborhoods has to be addressed on a federal level. He has been told by youth that it is easier to get a gun than a job.

District Manager Viola Greene-Walker summarized the District Manager's Report (A copy of the report is on file in the Board's office).

Chairperson Morgan recognized presenters for the Percent for Art program.

Mr. Kendal Henry, Director of the Percent for Art program, stated that some years ago it was established that one percent of the budget for any city construction project must go to the commissioning of a work of art.

Mr. Christopher Myers, the artist, presented the conceptual artwork commissioned for the Brownsville Public Library.

Mr. Myers stated that he is known, in some circles, for the books that he has done. He has done approximately 25 books for children, including Firebird done in collaboration with Misty Copeland and Harlem, a collaboration with his father, Walter Myers.

What he is always interested in is telling meaningful stories about our communities. He displayed an art piece that he created about Henrietta Lacks. He chose it for this presentation because like his proposal for the Brownsville Public Library it is a work in stained glass. If we think libraries as public institutions, who do we celebrate and how do we celebrate them. He thinks that stained glass is one of the mediums that speaks to celebration in that way.

The Brownsville Public Library is a beautiful building which has served the community for a long, long time. Growing up in New York City, he has visited libraries where you look around and say the building has seen better days and others where you look around and say it's a cultural institution. One of the things he finds exciting with this opportunity is to bring that kind of love to Brownsville.

He displayed an old photograph of the library and spoke about the immigrant population it served. Amongst those immigrants was Isidor Isaac Rabi who studied at the library and went on to discover MRI (Magnetic Resonance Imaging) technology. He can envision children looking around the library and imagining their future.

He described how he was inspired by Mr. Rabi's work and speaking to neighborhood residents. The stained glass will feature a nuclear magnetic resonance diagram overlaid with images of Brownsville notables such as author, Jaqueline Woodson, musician, Ahmed Abdul-

Malik, BRC Director, Gregory Jackson, historian, Howard Zinn, actor, Zero Mostel, historian, Mother Rosetta Gaston, animator, Max Flescher, physicist, Isidor Isaac Rabi, Brownsville hero, Zurana Horton, and historian, Donald Kagan. Additionally, a railing will also consist of this type of imagery. Brownsville is connected to the world and he is honored to have the opportunity to do something that will convey that message to young people for generations.

Ms. Chanel Haliburton asked if Mr. Myers was wed to the notables that he mentioned? She thinks that Ms. Patricia Deans who picked up the reigns of Mother Gaston with the Heritage House should be immortalized as well.

Mr. Myers stated that he has thought of Ms. Deans and thinks that given her stature in the community, he thinks she might be a useful inclusion. He would want to do it well and not as something that seems to be an add-on.

Ms. Deidre Olivera stated that Mr. Myers proposal is such a beautiful piece and causes us to want more people incorporated into the work. Was there a selection process used to arrive at the choices made? Are the selections set in stone?

Mr. Myers stated that while it might cause concern amongst people he is working with on this project, he would not say the names are set in stone. He is very much interested in conversation about the selections.

Chairperson Morgan asked what is the timeline for the project? Is a vote by the Board required?

Mr. Henry stated that if the Board is pleased with the direction that Mr. Myers is headed on the project, a letter of support would be appreciated. In terms of timeline, they are still early in planning stages.

In a roll call vote of 21-in favor, 0-against, and 0-abstentions, members of Community Board #16 elected to support the Percent for Arts proposal presented by Mr. Christopher Myers for an art installation in the Brownsville Public Library.

Chairperson Morgan recognized representatives from the Department of Transportation.

Mr. Jeffrey McDuffie stated that he is with the School Safety Unit within the Department of Transportation. He is presenting on some of the safety concerns for Brownsville and East New York and would like as much feedback as possible.

They are here this evening because there were two child fatalities recorded in February 2020 in Community District #5. They saw that there were some safety concerns in both East New York and Brownsville. Within the Mayor's Vision Zero data, they have found that 30% of severe injuries are pedestrians. He displayed a slide showing a proposed study area which is roughly bordered by Eastern Parkway/Atlantic Avenue, Thomas S. Boyland Street, Linden Boulevard, Van Sinderen Avenue, Belt Parkway, and 78<sup>th</sup> Street. The study area may change as they receive more feedback.

Ongoing and planned work in the two districts include community bicycle planning process which has been underway since 2011 which has resulted in the Brownsville Plan, the Jamaica Greenway Plan and the installation of over 27 miles of bike lanes. Pedestrian and Biking Capital improvements are being made. Along Livonia Avenue, pedestrian safety improvements are planned for this year. ADA pedestrian ramp improvements are being made in both communities. They have also made median island and marking upgrades along Linden Boulevard.

Next steps include outreach to local schools and offering safety education to them. As they receive feedback, they will develop projects and incorporate suggestions into ongoing DOT projects.

Ms. Deidre Olivera stated that she submitted photographs and other documentation with regard to missing pedestrian walkways, signs, etcetera for the area of East 98<sup>th</sup> Street between Livonia and East New York Avenues. Have these concerns made their way to his office?

Mr. McDuffie stated that he has not seen these concerns.

Ms. Olivera offered to email them to him.

Mr. Malcolm McDaniel stated that residents of Strauss Street between Pitkin Avenue and Sutter Avenue have been seeking to have a speed hump for years. He also complained about the lack of available parking spots along Livonia Avenue.

Ms. Ronda Messer stated that issues of the nature Mr. McDaniel is referring to are best addressed by sending an email directly to her. Lack of parking spaces is a citywide issue.

Mr. Patrick Kennedy stated that as was mentioned earlier, community-led planning on pedestrian and bicyclist improvements have been taking place for the better part of a decade. Beginning with Planning Workshops (2011-2014) with seven workshops throughout Brownsville and East New York which resulted in a comprehensive bike plan for Community Districts 5 and 16. They focused on establishing bike routes with standard bike lanes, shared lanes, and signage. They identified areas for improvement, destinations of interest, and potential bicycle routes. Additional workshops repeated requests for better bike connections to points of interest such as the Brownsville Recreation Center, Jamaica Greenway and Canarsie Pier. Protected bike lanes were also sought and incorporated into the Brownsville Plan with the 2018 revision specifically calling for the bike lanes along Powell Street.

They have installed over 29 miles of bike lanes in the two districts, about 10 of which are in Community District 16. They have also installed over 600 bike racks (about 200 in Community District 16) and about 3 miles of protected bike lanes along Fountain Avenue in Community District 5.

Protected bike lanes are one of their most effective safety treatments. They reduce the number of injuries across all categories. Their goal with this project is to connect community destinations to the community with protected bike lanes. They want to connect the commercial core of Brownsville, Highland Park and Eastern Parkway, the Brownsville Recreation Center, Breukelen Playground and Ballfields, and Shirley Chisholm Park and the Jamaica Greenway.

To connect the commercial core to the Brownsville Recreation Center they are proposing to provide a low-stress bicycle connection north of Livonia Avenue they will take advantage of the width of Powell Street and Sutter Avenue to calm traffic and add a protected bike connection. South of Livonia Avenue they will use Powell Street and Sackman Street as a pair of low-traffic one-way neighborhood streets that directly connect cyclists to the Brownsville Recreation Center via Hegeman Avenue.

On Powell Street, south of Livonia Avenue, they are proposing to install protected bicycle lanes. A two-way bike lane along the west curb will shorten crossing distances for pedestrians. Installing painted pedestrian islands in advance of a capital project, which will build them out in concrete and include street trees. They are proposing to remove approximately three parking spaces per block for pedestrian safety treatments at intersections (9 total).

North of Livonia Avenue where Powell Street is thinner, they will install One-Way protected bike lane on the west curb which will protect cyclists from vehicles, shorten crossing distances for pedestrians. They will remove approximately three parking spaces per block for pedestrian safety treatments at intersections (6 total).

Ms. Angela Khermouch, an Urban Designer with the Research Implementation Safety Team at the Department of Transportation, next reported on their Brownsville Capital Safety Improvement Plan.

Previously, there was a Brownsville, East New York Neighborhood Slow Zone, done in 2014 to 2015. This primarily created a series of speed humps and some signage about a lower speed limit and was also the impetus for this project. Over a number of years (2016 to 2019), they also did a street improvement project along Linden Boulevard which implemented a series of pedestrian safety improvements along Linden Boulevard. This included an expanded concrete island and an added crosswalk at Linden Boulevard and Avenue D. At Saint John's Place and Sterling Place, there was another street improvement project, which added a flush center median, some turn bays and some painted bike lanes. All of these projects are part of their Vision Zero effort, which is a multi-agency effort to reduce traffic fatalities in New York City.

They released a series of plans, including some cycling plans about how to address these fatalities, especially with the increase of cyclists in the city in the past few years. The project area that she is presenting tonight is in a Vision Zero priority area, which means that the crashes

in this area are higher than other places in the borough. There are a significant number of injuries here (About 92 in total, with 30 involving pedestrians).

Ms. Khermouch displayed a slide with safety data for the site within the project limits along Rockaway Avenue, Osborn Street, Mother Gaston Boulevard, and Powell Street. Some of the existing conditions in the area include poor roadway conditions, narrow sidewalks, non-compliant pedestrian ramps, and long crossing conditions.

Some of the safety treatments that they are proposing include curb and sidewalk extensions, a raised crosswalk, parking protected bike lanes, and pedestrian islands. At the first location, Rockaway and Dumont Avenues, there have not been any previous safety improvements to this intersection. They are proposing a concrete curb extension on the northeast corner. This improves pedestrian visibility for those who want to cross the street. It helps shorten the crossing distance and help create slower safer turns for vehicles, which will help with the yielding to pedestrians in the crosswalk.

At the second location, Osborn Street and Dumont Avenue, while mapped you will find no roadway here, it is just a pedestrian walkway through NYCHA Housing. They are proposing a concrete curb extension on the south curb and similar to the last treatment, this will help improve visibility and help shorten the crossing distance again.

Location number three is at Osborn Street and Blake Avenue is also an existing mid-block enhanced crossing at Blake Avenue, however, there is also a speed hump just east of the enhanced crossing. What they want to do is combine those two treatments into one and create a raised crosswalk which creates an accessible crosswalk, essentially, a flat crossing. This helps with visibility for pedestrians, particularly for children and for seniors. This also gets the benefits of the speed hump, which will help slow vehicles at this uncontrolled crossing and will help with yielding to pedestrians in that crosswalk.

Location number four is the corridor of Mother Gaston Boulevard between Sutter and Livonia Avenues which is very wide. The existing median and the roadway are in pretty poor condition. The median in some places is actually crumbling into the street. There is an existing conventional bike lane here. Basically, it is a painted bike lane on the street. This bike lane is an important north-south connection within the New York City bike map. The B-14 bus stops are spaced closely together along Mother Gaston Boulevard.

At the southwest corner of Mother Gaston Boulevard and Sutter Avenue they are proposing a sidewalk expansion in concrete. At that B-14 bus stop, they will also be flipping the parking with the existing bike lanes to create a parking protected bike lane. In addition, they will be introducing some concrete turn-calming elements at the intersection. They are proposing to reconstruct the existing median that is in poor condition.

Where the median reaches intersection at Blake Avenue, they want to widen the median to create an expanded pedestrian refuge. At Blake Avenue and Mother Gaston Boulevard they are proposing removing the B-14 bus stops.

Moving further south on Mother Gaston Boulevard between Dumont Avenue and Livonia Avenue, they are continuing the parking protected bike lane all the way through to Livonia Avenue. They will again implement turn-calming elements at Dumont Avenue. They will be reconstructing the existing median between Blake Avenue and Dumont Ave with an expanded pedestrian refuge at Dumont Avenue.

They are projecting about 18 lost parking spots along Mother Gaston Boulevard, but with the elimination of the bus stops, will regain about 4 spots for a net loss of 14 spots.

The final segments in the scope of their proposal is along Powell Street which was part of the bike lane improvement proposal presented earlier. Essentially what they want to do with this capital project, which will get installed much later, is upgrade those painted islands to concrete, which will provide a safer element for pedestrians crossing along with some other items.

At Sutter Avenue and Powell Street the painted pedestrian island will be upgraded to concrete and include a curb extension right next to it. These will shorten crossing distances across Sutter Avenue and Powell Street and provide refuge for pedestrians who don't make it all the way across Powell Street in one go along with providing some visibility for any cars, making a left onto Sutter Avenue.

At Powell Street and Blake Avenue, just south of the last location, there will be two painted pedestrian islands that will be upgraded to concrete. They are proposing two concrete curb extensions on either side of Blake Avenue as well.

Lastly, at Powell Street and Dumont Avenue, there will also be two painted curb extensions that will be upgraded to concrete. On the northwest corner, there is an existing B-14 bus stop where they would like to include a concrete bus bulb which provides more space for passengers, wishing to board the bus.

The safety benefits that they are hoping to provide in this capital project, will help improve safety for all users of the roadway. It will upgrade the existing cycling facilities to create a safer connection to neighborhoods adjacent to Brownsville. The Department of Transportation will be upgrading all the curbs to accommodate users of all abilities and meet ADA requirements. Bus service will improve creating more comfortable bus stops for anybody using buses in the area. Repairs to the roadway will help improve street quality and the drainage as well.

Ms. Margaret Brewer commented that she understands the Department's desire to create less stressful bike connections. However, she sees it causing extreme inconvenience for the denizen of this community who will need to search for parking.

Ms. Deidre Olivera stated that she echoes the sentiments being made. As a property owner, she really feels like she has to hurry up and move because of the congestion that is happening within the community. By making all of these modifications, rather than putting it into improvements, genuine improvement, as opposed to modifications. She does not think it is doing a service to the residents of the community. She thinks that there needs to be some kind of balance and so far, it just does not seem like there is a balance.

Ms. Deborah Williams read the City Services Work Group Report. A copy of the report is on file in the Community Board's office.

A motion was made by Ms. Linda Rivera, seconded by Ms. Adrainer Coleman, and carried to accept the report of the City Services Work Group.

In a roll call vote of 0-in favor, 21-against (M. Brewer, C. Brown, K. Clark-Edwards, A. Coleman, C. Haliburton, S. Hall, Z. Headley, D. Layne, K. Lee-McVay, J. McCadney, M. Mendonca, S. Minter, G. Morgan, D. Olivera, A. Pierce, L. Rivera, J. Sexton, S. Smith, C. Toomer, D. Williams, and P. Winston), and 2-abstentions by B. Tatham and M. Ukaegbu, members of Community Board #16 elected not to support the proposal by the Department of Transportation to install bike lanes along Powell Street and Sackman Street.

In a roll call vote of 0-in favor, 18-against (M. Brewer, C. Brown, K. Clark-Edwards, C. Haliburton, S. Hall, Z. Headley, D. Layne, K. Lee-McVay, J. McCadney, S. Minter, G. Morgan, D. Olivera, A. Pierce, L. Rivera, J. Sexton, S. Smith, D. Williams, and P. Winston) and 6-abstentions by C. Banister, A. Coleman, M. Mendonca, B. Tatham, C. Toomer, and M. Ukaegbu, members of Community Board #16 elected not to support the proposal by the Department of Transportation for Capital Safety Improvements at 1) Rockaway and Dumont Avenues, 2) Osborn Street and Dumont Avenue, 3) Osborn Street and Blake Avenue, 4) Mother Gaston Boulevard, Powell Street and Sutter Avenue, 6) Powell Street and Blake Avenue, and 7) Powell Street and Dumont Avenue.

Ms. Adrainer Coleman read the Equity Planning Work Group Report. A copy of the report is on file in the Community Board's office.

A motion was made by Ms. Linda Rivera, seconded by Ms. Margaret Brewer, and carried with one abstention by Beverly Tatham to accept the report of the Equity Planning Work Group.

Ms. Melanie Mendonca read the report of the Community Resident Work Group. A copy of the report is on file in the Community Board's office.

A motion was made by Ms. Linda Rivera, seconded by Mr. John McCadney, Jr., and carried with one abstention by Beverly Tatham to accept the report of the Community Resident Work Group.

Chairperson Morgan read her report announcing a nominating committee who will select candidates for Executive Officers of the Board to serve from June 1, 2021 to June 1, 2022.

A motion was made by Ms. Linda Rivera, seconded by Mr. John McCadney, Jr., and carried to accept the Chairperson's Report.

Chairperson Morgan recognized Mr. Malcolm McDaniel who announced that the Borough President will participate in the Brownsville Safety Alliance being sponsored by the 73<sup>rd</sup> Precinct. They will have a resource table at Mother Gaston Boulevard and Sutter Avenue. He can be contacted by calling (347) 942-1692.

Ms. Anita Pierce presented a video with notices of various events taking place in the community and introduced Ms. Irmani Jones who will be sharing the events with the community going forward.

Mr. Graham Braithwaite expressed concern over construction taking place on Pitkin Avenue between Thomas S. Boyland Street and Amboy Street without any consideration to containment of dust particles created.

District Manager Viola Greene-Walker stated that National Grid is working at that location.

Mr. Braithwaite stated that they are. However, there is no signage or consideration given to pedestrians who are forced to walk in the middle of the street.

District Manager Greene-Walker stated that she will follow-up and get back to him.

There being no further business to discuss, a motion was made by Ms. Linda Rivera, seconded by Mr. John McCadney, Jr. and carried to adjourn the meeting 10:32 p.m.