

William F. Hutson called the meeting to order at 9:30 a.m. with Colleen M. Swedyk and Stephen D. Hambley present. The meeting was held in the commissioners' hearing room and opened with the Pledge of Allegiance and a prayer.

NOACA Executive Director & CEO Grace Gallucci stated that they are in the process of developing their Long Range Plan and have been developing aspects of it for about 18 months. They have done many things to get public input into that process and provided examples. She noted that instead of doing a 20 year plan, it made more sense this time around to do a 30 year plan, which plans out to the year 2050. This is the first time they have done scenario planning for a Long Range Plan, and they have planned out four scenarios instead of their normal one scenario plan to be able to ascertain the impact of each one. She explained that the four scenarios all have the same basis of a level of state of good repair or pavement conditions and they are Maintain, Car, Transit and Total. She explained that all scenarios have the same basis of a level of state of good repair or pavement conditions. The Maintain scenario aligns with the trend scenario which elevates all of the state of good repair from a Pavement Condition Ratings (PCR) of 75 to a PCR of 80. In the Car scenario, they add additional kinds of improvements relative to auto access such as interchanges. The Transit scenario includes a visionary scenario that was included in the previous Long Range Plan. She noted that you cannot put projects into the Long Range Plan based on the federal regulations unless you can have a source of funding to pay for them. In the last plan, many of their partners wanted them to look at specifically Cuyahoga County to have a more robust system for public transit as well as other members in the outlying counties wanted to look at transit going into their business districts. In 2017, a plan was created with a budget of \$14B for public transit and because of funding issues we put it in the plan as an illustrative project. In the 1968 plan for NOACA they found that hardly anything was done on the transit piece since this plan was created. In reality, we have a much smaller system than we had in 1968. Part of what they were looking at in the 2017 plan was more focus on transit. Since the anniversary of the plan was coming up, they wanted to focus on that plan to see what still needed to be accomplished in the region. She stated that she was determined that more focus was needed on transit and railways. She explained that scenario four includes different components of the other scenarios and also emphasizing new technology such as autonomous vehicles, shuttles and the Hyperloop. A feasibility study was conducted last year on the Hyperloop, which is a cross between an airplane and a train; it would run from Chicago to Cleveland to Pittsburgh.

Mrs. Gallucci stated that she appreciated the feedback from the letter the commissioners sent earlier. She stated that with shorter meetings, it is hard to describe all of the scenarios in absolute detail. To be clear, in terms of population and job growth, they do use the same estimates that come from the Ohio Department of Development for the baseline scenarios. She wanted to clarify that the trends of seeing Cuyahoga County's population decline and the collar counties population increase over the past decade are the assumptions made with all four scenarios. The Maintain and Car scenarios have impact that strengthens the Ohio Department of Development projections. When you get to transit, there have been changes made to the population and to the jobs. The assumption for the Transit scenario takes into account the impact of what the \$14B transit plan would have on the population and jobs if it were to be put into place. More growth is also seen in scenario four because you are looking at the Transit scenario that is layered in as well as the Hyperloop. The population and job growth in scenario four is related to the Hyperloop. If they cannot find funding for the Hyperloop, they will go to scenario three, and if they cannot find funding for the Transit piece, they would go to scenarios one and two. She explained that they do not intend to select one scenario and move forward, rather, the idea is to isolate the different impacts to determine what happens. Their goal is to see what works for communities and what they can afford. She noted that the Hyperloop is private sector funded, but things are still uncertain on the possibility of this option. She explained that many aspects of the scenarios have to be evaluated for funding and whether or not they are priorities in this Long Range Plan. They do not have a commitment for the rail system and, more likely than not, this visionary plan may not come to fruition because the communities are unwilling to tax themselves at that rate. Pieces of the plan may be taken out and put into effect such as the autonomous shuttles. In the scenarios that they focused on, they focused on job hubs/centers. There are many of them in the region and are divided into two tiers: (1) major/regional job hubs; and (2) minor/sub regional job hubs. The job hubs are determined by the density of jobs in a certain location as well as the percentage of workers that come from different parts of the region. At this point, the six major job hubs happen to be in Cuyahoga County. These hubs were not created by us; they were already there. Over the last five decades, the major job hubs have moved as well. In scenario three, the growth was attributed to rail and the jobs gravitated towards those hubs.

Mrs. Gallucci stated that Medina County has three job hubs and they have worked on classifying these over the last few years to help identify the densities and growth. They want to be supportive of Medina County's desire to grow job hubs. In scenario three where they discuss the rail system, the rail does connect to one of the job hubs in Medina County. She explained that this is still exploratory and they are trying to get reactions from communities. The overall objective is to develop a regional transportation plan that supports the entire region; not every transportation solution will work for every part of the region. Decisions will have to be made at some point to determine what is best for the region, which will have to be voted on by the NOACA board. The major regional asset that everyone can agree on is the airport at Cleveland-Hopkins. She provided another example of a regional project, Irishtown Bend, which is about a \$40M project that restores the Cuyahoga Rivers bulkheads. If this were to collapse, it would bring \$3.5B of economic activity to a halt. She mentioned that former Commissioner Adam Friedrich advocated for the additional funding from the federal government for this project and recognized the importance of it.

Mr. Hutson asked if NOACA still is collecting data for the Long Range Plan. Mrs. Gallucci stated that NOACA still doesn't have a proposed plan because information is still being evaluated. A draft plan is expected to be distributed for the board's review prior to the Executive Committee meeting in May.

Mr. Hambley stated that he thinks more time is needed noting that we are in the middle of a historic pandemic which has fundamentally altered economics as well as social interactions, business practices and workforce development. All the studies are showing that since COVID, those numbers have dropped significantly as commuter patterns have changed and options of working from home exist. This has changed the demands not only for transportation, but significantly for transit because many of those returning to work are not using transit for various reasons. All the data and planning being done is premised on not only mid-COVID portions of it, but also pre-COVID. He stated that he is unsure why there is a hurry to approve this. There are issues being worked out by the legislatures such as tax consequences which will have a significant impact on job hubs. He noted that he was on the transit call when they said to drop the rail; it is problematic because of the higher investment. He asked what the timeframe would need to be to do this. The census data isn't even out; it's backed up six months and this is the data we really ought to be looking at. The plan will drive investment in both the public and private sectors, and his fear is, premised on data that is no longer valid and based on a number of assumptions, we are just heading for a fool's paradise. He mentioned that in the plan in Columbus, they have included the visions of all their communities and actually included land use plans as part of that database. He asked if the dreams and aspirations of the five counties; he doesn't see that noting that we have not assimilated these aspirations for long range transportation in these counties but rather eliminated them. He suggested going back out to the various stakeholders in the counties and see what we can do especially with the data. Mrs. Gallucci responded that he is correct about the census data and it would be a much more accurate plan if they had that data available. She stated that they began the development of this plan prior to the pandemic and have seen automobile use decline; vehicle miles traveled has declined 33 percent since the beginning of the pandemic. There was also a significant decline in the use of public transit due to the CDC told people not to use public transit during the pandemic. The issue here is they have no choice but to develop this plan and adopt it by June 2021; it is a federal requirement. There are two aspects that can be modified: (1) changes to the Long Range Plan are allowed every quarter; and (2) major updates are allowed every four years. This is the same plan from 1968 which is continually updated in a way that becomes more relevant. She stated that when it comes to the RTA and visions of all the counties, they thought they did include that. She provided an example of the hopes and dreams of Medina County relative to its job hubs, they have worked with Medina County and hope they have captured that. If not, they need to amend that to make sure it is captured. When it comes to things like population or growth, they have worked with Medina County relative to the FPA boundaries recognizing that there is going to be development and growth in Medina County and where it will be located, and they have used that information in the development of the plan. In scenario planning, much of it is high level and illustrative. They look at all of it and see what makes sense, what's realistic and what's affordable. It's not something that can't be amended or altered as more information comes in.

Mr. Hutson asked if the actual plan will be presented in May; Mrs. Gallucci confirmed. Mr. Hutson stated that she has Medina County's feedback and asked if it will influence the plan. Mrs. Gallucci answered yes noting that it is the reason to have created the scenarios and get the feedback. The scenarios are for planning purposes and once they develop the plan, it will most likely include aspects of each of the four scenarios. Mr. Hambley clarified that we're obligated to update it, but not obligated as to what is included in the update; it's determined by the board. He stated that there was no reference to the 2007 Passenger Rail Study which looked at the viability of the routes even into Medina using the current rail lines. He suggested doing a simple update given the data that we have knowing that there is some additional data coming very quickly. We have a \$3T-\$4T transportation bill coming from Congress and he thinks there will be unprecedented and historical investment available in transportation, and we need to be ready to use that money wisely. Mrs. Swedyk agreed with Mr. Hambley stating that it's disappointing that the plan is to be solidified by June because there are many things coming in the very near future and many things that have changed for the foreseeable future. There are many companies that have not decided the configuration of how their workplace will be and they are not going to decide in 2021. Regarding the Hyperloop scenarios, she asked how realistic the private funding for it is. Mrs. Gallucci stated that it is very realistic, but what they are saying is that they are not interested in it unless it is privately funded. They had been working with the prior administration for the last three years who was very supportive of the Hyperloop as a private partnership. They were working with the USDOT who formed a special committee to review and advance all of the technology and deployment of Hyperloop. If the new administration changes their perspective on that and dismantles the Hyperloop Council and support for it that will be the direction we will go. The USDOT as well as the private developers are driving the Hyperloop project.

Mr. Hutson explained that the board will have the opportunity to review the draft plan prior to it going to the full NOACA Board for approval. Mrs. Gallucci confirmed explaining that although the NOACA Board gets to decide how they want to update it, the federal government does have a substantial amount of guidelines and regulatory things that we have to meet in order to determine a Long Range Plan – one of them is a very in-depth exploration of public transit. One-third of NOACA's funding for planning comes from the Federal Transit Administration, and when they get their quadrennial review, it's for both highway and federal transit. They are following the process. It's unfortunate that COVID happened in the middle of it because it does change things, but it is one of the reasons that these plans do get updated allowing the ability to include better information. In answer to a question by Mr. Hutson, Mrs. Gallucci stated that they currently have updates to the plan every quarter. Mr. Hutson noted that if this \$3T comes through, we may need to update the plan much sooner. Mrs. Swedyk agreed adding that it would need to include more than just projects. Mrs. Gallucci stated that right now, they are being asked what earmarks they would like out of that, so those will be included in there and are being done at a very localized level. They are being asked to give them projects that are currently included in their TIP for earmarks, but if it's in the TIP, it already have funding. You cannot be in the federal TIP without funding. She stated that although they want to be

cautious in the development of a plan, they also want to be aggressive enough to have projects that we could actually put into fruition once those funds come.

Bethany Dentler stated that when you look at scenarios 3 and 4, it feels centric on Cuyahoga County. There is more underlying growth that is happening in the other regions, but the presentations are not showing that, so it creates a reaction like the other counties are not being impacted or taken into consideration. She stated that the data needs to be presented in a different way to allow for a more complete understanding. As it looks right now, it appears that everything is being directed to those job hubs in Cuyahoga County and from an economic development standpoint, our businesses have a hard enough time finding people and she doesn't need more resources being directed to driving people out of Medina County when we have plenty of work here for them to do. Mrs. Gallucci explained that scenario 3 is based on the Ohio Department of Development's numbers for population and job growth just like scenarios 1 and 2. They have an incremental increase in population and job growth as a result of the transit scenario that is predominately reflective of the 1968 plan, so it does have growth in that. The majority of that incremental job growth is in Cuyahoga County because that's where the transit system is. If we do not move forward with that system, Cuyahoga County and job growth will not exist. Once the Hyperloop is taken out of scenario 4, that job growth and population growth will disappear. There is a 10 percent increase in population and job growth as the result of the Hyperloop and transit between the two scenarios. She stated that if she were to only have car scenarios, she would have been criticized by Cuyahoga County, Lorain County and all of the transit advocates, and the FTA would probably not certify her for not looking at transit.

Andy Conrad stated that we need to base it on sound information, and just building transit facilities is not going to get people to move there; there are other social and economic factors that need taken into account. There needs to be large considerations for the other factors of why for the past 40 years people have been moving out of urban areas, and that can be shown in the transit study and fulfill your obligation without painting a rosier picture than what may actually exist. Mrs. Gallucci stated that when you get into planning, there are a lot of different opinions and studies. Scenarios 1 and 2 support Medina County in its growth as it has been trending over the last 50 years; it's not excluded. From their perspective, they think they have covered everything, and it's just a matter of what becomes fiscally able and regionally acceptable. She expects that the \$3T will be for highly transit funding, so if we don't want it, that's okay. However, if we do want it, and there is an opportunity to fund it, that may also make sense.

Mr. Hambley stated that he was on the General Assembly when they added the caucus to push for additional funding as well as the gas tax. In 2017, when you had the 2040, it did have transit in there, but didn't have the various scenarios. He asked if she didn't get the federal accreditation for that. Mrs. Gallucci stated that it's in scenario 3, they just broke it out. The one that was in the 2040 is scenario 3. There have been some adjustments to it, but it is essentially the same thing which builds on the 1968 plan. Mr. Hambley asked why Columbus is growing by hundreds of thousands of people over the next decade or two and we're still atrophying. There are a lot of benefits here. Their ability to be able to also be certified and develop a plan, they don't have rail, but they are able to very adeptly with their transit system meet the needs of a huge region. Their plan doesn't have this whole idea of job hubs, rather, they have corridors. We have an opportunity corridor that was funded and continues to receive funding. Why that concept is not more fully utilized for the scenarios rather than this job hub and using transit to funnel everybody in to a job location. Mrs. Gallucci stated that each scenario is different and reflects a different aspect of that. She stated they as planners would like nothing more than to plan along corridors. Unfortunately, they did not create the job hubs; they created themselves. The free market is what we acknowledge in this country that we allow the free economy to drive those things. Those six job hubs, which are not on corridors, were created and now we would either need to move them to corridors that exist, which is not practical or supportive of our values, how do you service them where they are now is what we are trying to do. She stated that she appreciates all the comments and will continue to take them under consideration for the finishing of this plan. She reminded that it is a living, breathing document, so discussions can occur regarding improving the development of the Long Range Plan. If it means an update in one or two years as opposed to the full four years, that is fine. She stated that we are stuck in the middle of COVID and trying to better serve their constituency by describing different types of opportunities that exist. The scenarios are trying to showcase what could happen, or what would happen, if you focused on these kinds of things or if you layered something else in.

The commissioners thanked Mrs. Gallucci for attending. Mrs. Gallucci stated that they want to make sure their plans reflect what the county wants. There is no attempt to try and put anything else that anybody else wants in there except for what the communities themselves want.

The minutes of the March 23, 2021 commissioners' meeting were emailed in advance. Mr. Hambley moved to approve the minutes; Mrs. Swedyk seconded the motion. There was no discussion. Roll call showed all commissioners voting AYE; the motion carried.

County Engineer Andy Conrad presented and reviewed the following resolutions: (1) accepting and awarding the 2021 replacement of bridge no. 15 on Eastern Road in Wadsworth Township for the Medina County Engineer; (2) finding that public convenience and welfare requires the resurfacing of Wilbur Road (CH-66) from State Route 94 to a location approximately 2500 West in Granger Township, Medina County, Ohio and authorizing the Medina County Engineer to improve said road; and (3) determining the necessity to close Black River School Road (CH-83) between Camp Road (TR-36) and Spencer Road (SR-301). Mr. Hambley moved to approve the three resolutions; Mrs. Swedyk seconded the motion. There was no discussion. Roll call showed all commissioners voting AYE; the motion carried.

The Medina County Engineer's weekly permits for March 18-24, 2021 were reviewed.

Assistant County Administrator Amy Lyon-Galvin presented and reviewed the following resolutions: (1) amending the appropriation measure resolution; (2) amending the 2021 appropriations resolution by transferring appropriations; (3) expenditure adjustments for various funds; (4) sales tax distribution to the various districts located in Medina County; (5) awarding the bid for Medina County Monopole Steel Tower and Antenna to enhance Harris radio coverage into Hinckley Township and surrounding areas for the Medina County Sheriff; (6) approving the Medina County/ODOT Cooperative Agreement for the State Route 18 Project; (7) allowing expenses of county officials; and (8) allowing claims and authorizing issuance upon the treasurer in settlement of such list of claims. Mr. Hambley moved to approve the eight resolutions; Mrs. Swedyk seconded the motion. Mrs. Swedyk stated that our sales tax has stayed stable and it is nice to see those checks. Mr. Hutson stated it is the first time he can remember that sales tax has been over \$4M for the schools. Mr. Hambley suggested that the school treasurers be provided the tax update. There was no further discussion. Roll call showed all commissioners voting AYE; the motion carried.

Human Resources Director Holly Muren presented and reviewed the following resolutions: (1) approving the personnel changes for the employees under the jurisdiction of the Medina County Commissioners; and (2) approving a three year collective bargaining agreement between the Medina County Board of Developmental Disabilities and Medina County Achievement Center Employee's Associations/OEA/NEA. Mr. Hambley moved to approve the two resolutions; Mrs. Swedyk seconded the motion. There was no discussion. Roll call showed all commissioners voting AYE; the motion carried

County Administrator Scott Miller presented and reviewed the following resolutions: (1) declaring the necessity to install additional pumps at the north pump station in Sharon Township and authorizing the Sanitary Engineer to commence advertising for construction bids; (2) declaring the necessity of the 2020 Home Sewage Treatment System Replacement Project and authorizing the Sanitary Engineer to commence advertising for bids; (3) declaring the necessity of replacing existing water main and sanitary sewer laterals located in Chippewa Lake Village and authorizing the Sanitary Engineer to enter into an agreement with Engineering Associates for professional design services; (4) authorizing cooperative agreement between the County of Medina and the Ohio Water Development Authority for the Medina Road (SR-18) ODOT Water Improvement Project; and (5) authorizing cooperative agreement between the County of Medina and the Ohio Water Development Authority for the 8730 Building Renovation Project at the Medina County Solid Waste Management District. Mr. Hambley moved to approve the five resolutions; Mrs. Swedyk seconded the motion. There was no discussion. Roll call showed all commissioners voting AYE; the motion carried

Job & Family Services Director Debbie Kiley presented and reviewed a resolution approving an agreement with Domestic Relations Court pursuant to the requirements of Title IV-D of the Social Security Act. Mr. Hambley moved to approve the resolution; Mrs. Swedyk seconded the motion. There was no discussion. Roll call showed all commissioners voting AYE; the motion carried.

Planning Services Director Denise Testa presented and reviewed a resolution authorizing the commissioners to enter into a contract with Ohio Regional Development Corporation for administration services for 2021 Community Housing Impact and Preservation (CHIP) Program and authorizing ORDC to submit the PY 2021 CHIP Program application with the State of Ohio on behalf of Medina County. Mr. Hambley moved to approve the resolution; Mrs. Swedyk seconded the motion. There was no discussion. Roll call showed all commissioners voting AYE; the motion carried.

OSU Extension Office Area Leader, Kyle White introduced 4H Program Assistant Rachel Chapman and the new 4H educator Sierra Baca who started in February. She stated that she is very proud to have them working on this program together – we couldn't have two better people on this program. Ms. Chapman shared information on the CARTEENS Program and explained that it is a juvenile traffic safety program that focuses on first time traffic offenders within Medina County; it is a statewide program that began in 1987. Traffic accidents are the number one cause of death for teenagers between the ages of 15 and 19. It is a big concern across the nation and one of the ways we address this program is by teaching the CARTEENS Program. She explained that they have a partnership with the Medina County Juvenile Court and the State Highway Patrol. Juvenile Court recommends students to the class who are first time traffic offenders and the offenders choose to sign up for the two hour class and learn more about the program. CARTEENS is an acronym that stands for Caution and Responsibility and Teens refers to teenage drivers and the teen youth who volunteer with the program across the state. In the course, they promote caution, critical thinking while driving and the important decisions youths make while driving, and make sure they understand traffic laws as well as focusing on the connections and open discussion in the class understanding why those laws are in place to begin with. Ms. Chapman stated that she has been teaching the class since January 2020 with very positive results as well as a change from in person to virtual because of COVID. Ms. Chapman thanked the commissioners for their support of the program and the work that they do at OSU Extension.

In response to Mr. Hambley's question, Ms. Chapman explained that the class is not a driving based course; this class is primarily an informational learning platform. Mr. Hutson stated that the Career Center has a driving pad that has a program Juvenile Court is involved in and it would be nice to integrate those two courses. Mrs. Swedyk stated it would be nice to have teenagers with no violations to take it as well for precaution. Ms. Chapman stated that it has been discussed in the past and it will be something that they work on in the future.

Ms. Baca introduced herself and mentioned that they are working on the Medina County Fair and 4H camps currently. They are unsure of what the camps will look like this year, but something will be provided. The commissioners thanked them all of coming in and giving an update on their operations.

Assistant County Administrator Amy Lyon-Galvin presented and reviewed a resolution commending David Bazilevich for his 30 years of service with Medina County. Mr. Hambley moved to approve the resolution; Mrs. Swedyk seconded the motion. The commissioners congratulated Mr. Bazilevich and thanked him for his dedicated service to the county. There was no further discussion. Roll call showed all commissioners voting AYE; the motion carried.

Commissioner Hutson presented and reviewed a resolution reappointing and appointing members to the Medina County Advisory Council on Aging and Disability. Mr. Hambley moved to approve the resolution; Mrs. Swedyk seconded the motion. There was no further discussion. Roll call showed all commissioners voting AYE; the motion carried.

Medina County SPCA Board Member Hub Marquis thanked the commissioners for their support of the SPCA. He noted that their move to Guilford Road went well. They have a great staff member taking care of the day-to-day operations and spending money wisely. Every year the amount of animals continues to increase; there were 1,700 total intake last year. This number included a house of 300 rats in Medina City and over 1,000 cats. Cat season starts in May and runs through October. He stated that they could be up to 200-300 cats in the facility at a time and by the end of the year they are adopted out.

Mr. Hutson asked if the SPCA only deals with domesticated cats and if yes, is there any programs for feral cats. Mr. Marquis stated that they mostly only deal with domesticated cats and noted that there aren't any programs for feral cats. He explained that if a pregnant feral female comes in, they work to domesticate the kittens, but not the adult cat. The trap, neuter and release program was the only program for feral cats and it was very expensive. He noted that not only is the program expensive, but when you set up traps you could catch anything. Releasing them is even more difficult because people don't want them back either. Feral cats in Medina County is a program, but not a huge problem. A lot of people don't want to see any cat be put down and they understand that. Unfortunately there isn't much you can do with an adult feral cat. Mr. Marquis mentioned the deer problem as well and how that is effecting the city. Mr. Hambley stated that the House Bill 24 was passed by the General Assembly and signed by the Governor is December will be going into effect in April and one of the provisions of the bill requires the Human Society to provide an annual enforcement report. Mr. Hambley stated it would be helpful to see the annual report to understand all of their operations. In response to Mr. Hambley stated that he would send the enacted version of the House Bill 24. In response to Mr. Hambley's question, Mr. Marquis stated that they do not have an Executive Director; they will look at it when they can support that position financially. The commissioners thanked the SPCA for everything that they do for the county.

Commissioner Hambley moved to go into Executive Session after Discussion Session to discuss an imminent court action; Mrs. Swedyk seconded the motion. There was no discussion. Roll call showed all commissioners voting AYA; the motion carried.

With no further business to come before the Commissioners, the meeting recessed at 11:02 a.m.

Discussion Session

At 11:02 a.m., the Commissioners began the Discussion Session.

Support for House Bill 206

Mr. Hambley stated that the Ohio Supreme Court decision in *State of Ohio v. Brown (2015)* eliminated the arrest authority of township police for traffic violations on interstates and on any federally funded state highways in townships under 50,000 in population. Such a decision is an issue for our county because a case arose in Medina County on Route 18 with Montville Police; the judge was forced to dismiss it. He stated that HB 206 provides township law enforcement officers qualified authority to make an arrest for specified offenses on an interstate highway within the township's jurisdiction if certain criteria are met and the township adopts a resolution authorizing such arrests. Any fines issued by the township officer on the interstate highway would go to the county treasury for highway maintenance, which would eliminate unwarranted speed traps solely for monetary purposes.

Mr. Hambley stated that the Sheriff's Association is in opposition and moved to not opposing the bill with the agreement that only townships with interchanges within the township can have arrest authority. The court decision that stripped township arrest authority prevented these township officers from combating drug trafficking, sex trafficking and human trafficking because of their inability to arrest on state highways. In response to Mrs. Swedyk's question, Mr. Hambley stated that sending a formal letter of support for HB 206 to our state representatives is the goal. Mrs. Swedyk stated that the bill is sensible, but the populations are interesting. Mr. Hambley stated that a township can become a municipality if they have 5,000 in population if they want to and in which case they would have home rule. He stated that the issue that arose in other areas had to do with confiscation of drugs and the funds derived from it. Some counties didn't like the idea of sharing the funds from drug confiscations. The commissioners agreed to sign and send a letter of support of HB 206 to the state.

Natural Gas Cost Increase

Mr. Miller stated that Columbia Gas Transmission increased the transportation cost for natural gas. He noted that Volunteer Energy, who is the provider of natural gas to the county aggregation program, passed through this charge \$7.145 cents per CCF. There is also a polar vortex charge that they charged for the month of March as well; they took a \$10 million hit because of this. Based on our agreement with Volunteer Energy we didn't feel that it was fair for them to impose these charges without giving residents an option. He stated that last week him and Mike Lyons met with the companies and came to a compromise where the polar vortex charge will be refunded to the residents. They also made it easier for the residents to opt out of the transportation charge. The residents will get a letter from

Volunteer Energy with the option to opt out of the aggregation program and if they choose to opt out they will be refunded for those costs billed in February and March. The letter will have a form enclosed they residents can fill out and send in, a number to call with any questions or there is a website to they can opt out as well. If the residents choose to opt out they will go to a seal rate, which is \$0.17 per CCF, and if they stay in the program it is \$16.70 per CCF. Mr. Miller stated that if a resident is refunded it will be close to \$20 per resident and it would be an \$180,000/month revenue loss for Volunteer Energy.

Mr. Hutson asked if the transportation charge and the polar vortex charge only for two months. Mr. Miller stated that the transportation charge is ongoing and per the agreement with Volunteer Energy and the residents we felt that the charges should not be incurred until March 31st. The polar vortex charge was just for one month. Mr. Hutson stated that they sold more gas, generated more revenue and they want to add on a polar vortex charge. Mr. Miller stated that they have contracts in place for a certain amount of gas and when the polar vortex hit the gas usage went up so they had purchase additional gas at a higher cost. The companies took a \$10 million hit in March. Mr. Hambley asked if this had anything to do with what happened in Texas. Mr. Miller stated that he believes it does. Mr. Hambley and Mrs. Swedyk agreed that this is part of the risk they take. Mr. Miller stated that he agreed and that is why the companies agreed to refund those charges.

Executive Session

At 11:11 a.m., the Commissioners went into the Executive Session that had been voted on earlier. The Executive Session ended at 11:49 a.m.

Adjournment

Mr. Hambley moved to adjourn the meeting; Mrs. Swedyk seconded the motion. Roll call showed all commissioners voting AYE; the motion carried. The meeting adjourned at 11:49 a.m.

RESOLUTIONS PASSED MARCH 30, 2021

<u>Number</u>	<u>Resolution Title</u>
21-0221	Commending David Bazilevich for his 30 years of service with Medina County
21-0222	Accepting and awarding the 2021 replacement of bridge no. 15 on Eastern Road in Wadsworth Township for the Medina County Engineer
21-0223	Finding that public convenience and welfare requires the resurfacing of Wilbur Road (CH-66) from State Route 94 to a location approximately 2500 feet west, in Granger Township, Medina County, Ohio and authorizing the Medina County Engineer to improve said road
21-0224	Determining the necessity to close Black River School Road (CH-83) between Camp Road (TR-36) and Spencer Road (SR-301)
21-0225	Amending the appropriation measure resolution
21-0226	Amending the 2021 appropriations resolution by transferring appropriations
21-0227	Expenditure adjustments for various funds
21-0228	Sales tax distribution to the various districts located in Medina County
21-0229	Awarding the bid for Medina County Monopole Steel Tower and Antenna to enhance Harris radio coverage into Hinckley Township and surrounding areas for the Medina County Sheriff
21-0230	Approving the Medina County/ODOT Cooperative Agreement for the State Route 18 Project
21-0231	Allowing expenses of county officials
21-0232	Allowing claims and authorizing issuance upon the treasurer in settlement of such list of claims
21-0233	Approving personnel changes for the employees under the jurisdiction of the Medina County Commissioners
21-0234	Approving a three year collective bargaining agreement between the Medina County Board of Developmental Disabilities and Medina County Achievement Center Employee's Associations/OEA/NEA
21-0235	Declaring the necessity to install additional pumps at the North Pump Station in Sharon Township and authorizing the Sanitary Engineer to commence advertising for construction bids
21-0236	Declaring the necessity of the 2020 Home Sewage Treatment System Repair/Replacement Project and authorizing the Sanitary Engineer to commence advertising for bid
21-0237	Declaring the necessity to replacing an existing water main and sanitary sewer laterals located in Chippewa Lake Village and authorizing the Sanitary Engineer to enter into an agreement with Engineering Associates for professional design services
21-0238	Authorizing a Cooperative Agreement between the County of Medina and the Ohio Water Development Authority for the Medina Road (SR-18) ODOT Water Improvement Project
21-0239	Authorizing a Cooperative Agreement between the County of Medina and the Ohio Water Development Authority for the 8730 Building Renovation Project at the Medina County Solid Waste Management District
21-0240	Approving an agreement with Domestic Relations Court pursuant to the requirements of Title IV-D of the Social Security Act
21-0241	Authorizing the commissioners to enter into a contract with Ohio Regional Development Corporation for administration services for 2021 Community Housing Impact and Preservation (CHIP) Program and authorizing ORDC to submit the PY 2021 CHIP Program application with the State of Ohio on behalf of Medina County
21-0242	Reappointing and appointing members to the Medina County Advisory Council on Aging & Disability

All deliberations concerning official business and formal actions by this Board of Commissioners were conducted in an open public meeting this thirtieth day of March, 2021.

Respectfully submitted,	COMMISSIONERS	_____
		Stephen D. Hambley
	OF	_____
_____		Colleen M. Swedyk
Rhonda J. Beck		
Clerk to the Commissioners	MEDINA COUNTY	_____
		William F. Hutson