

Rodney Local Board

OPEN MINUTES

Minutes of an extraordinary meeting of the Rodney Local Board held in the Rodney Local Board Office, 3 Elizabeth St, Warkworth on Monday, 1 July 2024 at 9:30 AM.

TE HUNGA KUA TAE MAI | PRESENT

Chairperson	Brent Bailey	
Deputy Chairperson	Louise Johnston	via electronic link
Members	Michelle Carmichael	
	Mark Dennis	via electronic link
	Tim Holdgate	
	Colin Smith	
	Geoff Upson	
	Ivan Wagstaff	
	Guy Wishart	via electronic link from 9.40am

1 Nau mai | Welcome

The chairperson opened the meeting and welcomed those in attendance.

Member C Smith left the meeting at 9.30am.

Member M Carmichael led the karakia timitanga.

Member C Smith returned to the meeting at 9.33am.

2 Ngā Tamōtanga | Apologies

Resolution number RD/2024/95

MOVED by Deputy Chairperson L Johnston, seconded by Member M Carmichael:

That the Rodney Local Board:

- a) **accept the apologies from Member I Wagstaff for absence.**

CARRIED

3 Te Whakapuaki i te Whai Pānga | Declaration of Interest

There were no declarations of interest.

4 He Tamōtanga Motuhake | Leave of Absence

There were no leaves of absence.

5 Te Mihi | Acknowledgements

There were no acknowledgements.

6 Ngā Petihana | Petitions

There were no petitions.

Motion

Resolution number RD/2024/96

MOVED by Member M Carmichael, seconded by Member T Holdgate:

That the Rodney Local Board:

- a) **include Public Forum time within the agenda**

CARRIED

7 Glenn Ashton – Public Forum

Mr Ashton was in attendance on behalf of Rodney Community Voices Facebook page and the Northern Action Group to discuss the Unsealed Road Improvement Programme.

Attachments

A 01 July 2024 - Rodney Local Board, Item 7 - Glenn Ashton - Supporting information

8 Views on the Draft Auckland Regional Land Transport Plan 2024-2034

MOVED by Chairperson B Bailey, seconded by Deputy Chairperson L Johnston:

That the Rodney Local Board:

- a) provide the following feedback on the Draft Regional Land Transport Plan 2024-2034:
 - i) support the improved provision of public transport, as the failure to deliver additional network capacity on State Highway 16 in Rodney has resulted in increased journey times and congestion
 - ii) support the increased provision for maintenance of existing transport assets as running down the condition of our assets is a false economy as over time the technical debt of deferred maintenance and renewal reduces the function and availability of our roading assets - of particular interest to Rodney residents is the Unsealed Road Improvement Program given that almost all of Auckland's unsealed roads are in Rodney local board area
- b) request the following projects be added to the Regional Land Transport Plan 2024-2034:
 - i) Dairy Flat Highway widening (which was included in the 2021 Regional Land Transport Plan), between Stevenson Crescent and Gills Avenue
 - ii) funding for stage 1 of the Matakana Coast Trail, estimated cost \$14.7m
 - iii) funding for planning and construction of the State Highway 16/18 connection following assessment
 - iv) that the \$124m in the Unsealed Road Improvement Programme be spread evenly over the 10 years as the budget is only \$6m for the first two years
 - v) that the northbound bus shoulder on State Highway 1 between the Wilks Road overbridge and the Silverdale interchange in Auckland Network Optimisation project be extended to include Albany to Silverdale in both north and southbound directions
 - vi) for pedestrian safety, replacement of the pavers within the Wellsford town centre to a more suitable concrete footpath
- c) support the following projects in the Draft Auckland Regional Land Transport Plan 2024-2034:

All Rodney

- i) Unsealed Road Improvements: this project includes surface works to unsealed roads, safety, seal extensions and drainage conditions
- ii) Safer Speeds programme: speed management improvements - predominately reducing vehicle speeds near schools

North Rodney

- iii) Hill Street Intersection Improvement project

- iv) State Highway 1 Warkworth to Wellsford - Planning and construction start (Roads of National Significance)
- v) State Highway 1 Dome Valley and Surrounds Slip and Flood Management - Crown funded resilience works for State Highway 1 Dome Valley to manage flooding and slips and rebuilding of roading infrastructure that was damaged

West Rodney

- vi) Northwest Alternate State Highway ((Roads of National Significance)
- vii) Redhills Growth Improvements: completion of agreements to co-fund developers in Redhill to deliver transport infrastructure to support growth
- viii) Northwest Growth Improvements: new and improved multi-mode roads/paths/intersections (arterials and collectors) to support council priority growth areas
- ix) Northwest Bus Improvements: Bus improvements to support the interim Northwest Rapid Transit Network (WX1) and Westgate station
- x) State Highway 16 Brigham Creek to Waimauku safety works including road and bridge widening, service undergrounding and installation of median and roadside barriers
- xi) Northwest Rapid Transit providing a rapid transit corridor linking North-West Auckland to the City Centre
- xii) State Highway 16/18 connection - assessment only

South Rodney

- xiii) Wainui Growth Improvements: completion of agreements to co-fund developers in the Wainui area for delivery of transport infrastructure to support growth

MOVED by Member G Upson, seconded by Member T Holdgate, an amendment to the original recommendations:

That the Rodney Local Board provides supporting feedback on the following issues related to the Regional Land Transport Plan 2024 – 2034 (RLTP)

- a) Consideration of specific community feedback.

The top 5 items of discussion where community members mentioned something specific without “prompting” include asking for

- i) Defunding of cycle lanes,
- ii) Removal of speed bumps,
- iii) Making roads a higher priority,
- iv) Increasing funding for road maintenance and
- v) Maintenance of our roads including seal extensions.

In other words, Rodney Residents who participated in the Regional Land Transport 2024 -2034 consultation process want the roads fixed, speed bumps removed and to take funding from the cycling budget to do it.

- b) Missing projects the Rodney Local Board would like to have added to the Regional Land Transport Plan 2024-2034:
 - i) Dairy Flat Highway widening (which was included in the 2021 Regional Land Transport Plan), between Stevenson Crescent and Gills Avenue,
 - ii) funding support for stage 1 of the Matakana Coast Trail, estimated cost \$14.7m
 - iii) funding for construction of the State Highway 16/18 connection following the redesign.

- iv) replacement of the pavers within the Wellsford town centre to a more suitable concrete footpath.
 - v) the words “road sealing” should be added to the description of what the RLBTTTR (Rodney Local Board Targeted Transport Rate) is for on page 73
 - vi) park and ride options for the north-west.
- c) Sealed Roads in Auckland
- i) We are concerned that there is still not enough money allocated to road renewals and road rehabilitation to rectify the 1350 km of sealed roads in Auckland in a poor or very poor condition as at time of preparing the draft RLTP.
 - ii) We are also concerned about the current methods of road rehabilitation and would like to see some quality controls put in place to ensure that whichever method is being used the road is not left in a bumpy and undulating shape or tar bleed and flushing is present at the completion of renewals work being undertaken.
 - iii) Vegetation which obstructs sightlines is a safety concern often left unaddressed.
- d) Unsealed roads in Auckland
- We ask that the Unsealed Road Improvement Program (URIP) is front loaded or at least evenly spread over 10 years instead of the proposed back loading. Some of our rural communities get little benefit from their council rates other than a narrow undermaintained road. The promised funding for improvements of the unsealed road network including road strengthening, road widening and seal extensions has always been back loaded to the part of the Regional Land Transport Plan that might just be pushed out again.
- e) Water and drainage
- Drainage is a major and critical component to building and maintaining any asset and the way we manage water is critical to the longevity of any asset. The Rodney local board members are concerned that it's not clear how drainage maintenance fits into Auckland Transport Maintenance plans for roads in Rodney.
- We are asking that specific efforts be made to
- i) address the drainage concerns related to our transport assets and
 - ii) that the current contracts between Auckland Transport, Auckland council and Auckland Councils Healthy Waters are reviewed to ensure that the required outcomes are being achieved.
- f) Temporary Pothole Repairs
- The Regional Land Transport Plan 2024 doesn't address the issue of temporary and emergency pothole repairs resulting in the jobs/ case numbers being closed in the Auckland Transport system when the temporary repair is only expected to last a few days or until the next rain.
- We request that a review can be done to the internal procedures and processes when a pothole is given an emergency repair and that systems allow for Auckland Transport to schedule a permanent repair without the need for community members to report the pothole again after the temporary repair fails.
- g) Brigham to Waimauku
- We are concerned that there isn't enough money allocated in the Brigham creek to Waimauku budget line item to complete stage 2 of the safety improvements, in particular the road widening component between Old North road and Fred Taylor drive.

- 1) Stage 2 provides greater community benefit than stage 1
 - 2) Fletchers living presented on this issue to the hearing panel on 27 June 2024
 - 3) The local board would support this being delivered in smaller components if priority is given to the additional vehicle lanes northbound to help immediately alleviate the safety concerns of traffic backing up on the motorway, Fred Taylor drive and Brigham Creek road.
- h) Hill Street intersection
- Hill street intersection was once named the worst intersection in New Zealand, the Rodney Local Board supports this being included to start progressing in next year's budget but notes the community is concerned with the reduced safety for pedestrians with the current design which removes the traffic lights and therefore traffic will no longer stop for pedestrians. As this is close to Warkworth primary school and connects the school with the Warkworth township area the Rodney local board asks that consideration be given to the current proposed design to consider traffic lights instead of speed bumps to keep our vulnerable communities safe when they want to cross over this major road.
- i) Auckland to Northland state highway 1
- i) The next part of the state highway 1 motorway extension, Warkworth to Wellsford, offers some major safety improvements for Auckland - Northland travellers and Rodney residents daily commute by offering a safe multi lane modern motorway bypassing the notorious dome valley. We support this state highway improvement as a very high priority, and we ask that the affected property owners are acknowledged, and support is given to the property owners who have been sitting in limbo for the better part of a decade due to this project being cancelled in 2017.
 - ii) 207.1 million allocated for storm recovery and resilience work and rebuilding the road through the dome valley after the 2023 rain event is essential due to the existing slips being left with temporary repairs to keep the dome valley open but note that this area of the state highway is problematic and proves urgency for the motorway extension to bypass the dome valley.
- j) State Highway 16 / State Highway 18 motorway connection
- There is \$2.7Million allocated to refresh the design but no further budget lines for construction within the next decade. The main Part of this project connects the state highways safely but also includes on and off ramps connecting the new parts of the north west and this part of the project has already been started (more than a decade ago) with the famous "bridge to nowhere" being half built already on the western side of state highway 16. Other local boards have also included this project in their RLTP feedback.
- i) We ask that specific mention to this project is included in the final Regional Land Transport Plan (RLTP).
 - ii) We ask that funding is allocated within the next decade to start construction to make the connection between Kumeu and north shore safer,
 - iii) We ask for collaboration between the Rodney Local Board, the Henderson Massey Local Board and upper harbour local board on this issue.
 - iv) We ask for an update from Auckland Transport on the legal action taken by the developers and landowners affected by this project not being delivered yet.
- k) Westgate interim bus station.
- i) We are concerned that that \$54.5 million dollar interim bus stop at Westgate won't have any parking capacity and that the long term plans for public transport in the north west must include options for those people who live rural or other situations where public transport from door to door is not appropriate or available. Cars are

vital for some areas and park and rides give these communities an option to use public transport for the urban and city part of their journey.

- ii) We note that there is unofficial planning for a Brigham creek park and ride, which would offer benefit to the Rodney residents, but no mention of this nor funding allocated.

- l) Northwest Rapid Transit corridor. (\$4.3 billion dollar project)

There seems to be some ongoing uncertainty on how the community wants future public transport options to be delivered to the north west.

we would like to get some more information and access to previous business cases done by Auckland Transport, when considering passenger rail vs the rapid transit corridor (bus lane).

Note that this board voted in favour of the supporting growth notice of requirement for the bus lane but also voted on a resolution in march to use truck drivers road user charges for rail projects.

The Regional Land Transport Plan (RLTP) page 76: states that the northwest rapid transport corridor (bus lane) will be 4.3 Billion dollars and we have no figures on the cost to dig out the Waitakere tunnel and electrify the train line to Kumeū as a reasonable comparison.

- m) Park and ride for the north west / Kumeū area (not included in the RLTP)

The appropriate way to provide public transport options for rural communities is through park and ride facilities, the Rodney local board has already paid Auckland Transport approximately \$450,000 out of the Rodney Local Board Targeted Transport Rate to investigate a park and ride for the north west.

We ask that Auckland Transport, at no further cost to Rodney Local Board, continue to work towards an appropriate park and ride to align with the new motorway and the rail line or rapid transit corridor for the northwest. We acknowledge there is unofficial planning for a park and ride at Brigham creek area however there is no specific mention or funding for this.

- n) State Highway 16 alternative route / Motorway Extension

The State Highway 16 motorway extension isn't the most time critical project for Rodney however it is essential that proper forward planning, detailed designs and route designations continue as quickly as possible to ensure that this motorway extension is delivered as soon as the priority list allows and more importantly that the impacted land owners are properly looked after, are given certainty and compensated without unnecessary complications and mental health outcomes which might arise with uncertainty of the future of their homes and land.

This motorway extension will have huge positive impacts on both Rodney and the Henderson Massey local board areas and it's critical that this motorway extension is built prior to the completion of the massive urbanisation of the area(s) north of Westgate including redhills which is a 600Ha greenfield to urban development which has already started

84.8 million allocated at the back of the 2024-2034 Regional Land Transport Plan (RLTP) but nothing in the next 6 years despite the high importance of planning and preparation. we ask that some of this budget is brought forward to ensure that planning, route designation and early land acquisitions can continue as needed.

- o) Cycle lanes being highest priority

The Matakana trail trust cycle ways between Matakana, Warkworth and Snells beach will primarily support recreational cycling but also offer an alternative option for commuters who work and live locally.

So far these cycle ways are being built and funded by the private sector with only a small amount of support from Auckland Transport. While Rodney residents are clear that the priority is our road surfaces it is disappointing that the Regional Land Transport Plan 2024- 2034 claims that cycling is the top priority but the only shovel ready cycle way project in Rodney isn't included for funding.

- p) co funding agreements with developers.

The Rodney local board asks that details related to the co funding agreements are made public to ensure transparency on how rate payers money is being used to support growth in the Wainui and Redhills area.

- q) Wellsford footpath

The footpath in Wellsford township centre is constructed using orange pavers which have become slippery and pedestrians are slipping over which has resulted in injuries for elderly. Auckland Transport have informed us that despite being a simple job of replacing pavers with concrete the project will cost around \$3million dollars for approximately 800m of footpath. We are asking that the reason the project will cost such an extreme amount of money be investigated and the project completed within the next 3 years.

- r) strategic road classification / route protection

- i) designate vital transport corridors, within the Rodney Local Board area or connecting the Rodney Local Board area, as 'Regional Strategic Roads' or other suitable designation which will provide protection for road users into the future and provide a higher level of priority for maintenance and resilience work
- ii) designate some of the most important and essential transport corridors as 'Limited Access Roads' the same as the State Highway Network.
- iii) give priority to the transport corridors with high traffic volumes, or which serve as detour routes when the State Highway Network is closed or congested.

The Rodney local board provides opposing feedback on the following issues related to the Regional Land Transport Plan 2024 – 2034 (RLTP)

- s) Road Safety Program

On page 74 of the draft Regional Land Transport plan there is 631.8 million allocated to speed management and vision zero.

As per the feedback received from the community these item lines are both mentioned in the top 15 issues which people mentioned without being prompted. Asking for less investment in these areas

The Rodney Local Board area has fatal crashes due to the road surface defects and asks that fixing the road defects under the road rehabilitation budget be considered a road safety initiative and budgets adjusted to reflect this.

Motion

Resolution number RD/2024/97

MOVED by Chairperson B Bailey, seconded by Deputy Chairperson L Johnston:

That the Rodney Local Board:

- a) whakaae / agree to adjourn the meeting to enter into workshop.

CARRIED

The meeting adjourned at 10.07am so that an open workshop could be held at which time Chairperson B Bailey left the meeting.

The meeting reconvened at 10.48am.

Deputy Chairperson L Johnston assumed the chair at 10.48am.

Note: Consideration of Item 8 was continued at this point.

8 Views on the Draft Auckland Regional Land Transport Plan 2024-2034

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We request that a review can be done to the internal procedures and processes when a pothole is given an emergency repair and that systems allow for Auckland Transport to schedule a permanent repair without the need for community members to report the pothole again after the temporary repair fails.

k) Brigham to Waimauku

We are concerned that there isn't enough money allocated in the Brigham creek to Waimauku budget line item to complete stage 2 of the safety improvements, in particular the road widening component between Old North road and Fred Taylor drive.

- 1) Stage 2 provides greater community benefit than stage 1
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i) Auckland to Northland state highway 1

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 - ii) We note that there is unofficial planning for a Brigham creek park and ride, which would offer benefit to the Rodney residents, but no mention of this nor funding allocated.
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cost to dig out the Waitakere tunnel and electrify the train line to Kumeū as a reasonable comparison.

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- r) strategic road classification / route protection
 - i) designate vital transport corridors, within the Rodney Local Board area or connecting the Rodney Local Board area, as 'Regional Strategic Roads' or other suitable designation which will provide protection for road users into the future and provide a higher level of priority for maintenance and resilience work
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The Rodney local board provides opposing feedback on the following issues related to the Regional Land Transport Plan 2024 – 2034 (RLTP)

s) Road Safety Program

On page 74 of the draft Regional Land Transport plan there is 631.8 million allocated to speed management and vision zero.

As per the feedback received from the community these item lines are both mentioned in the top 15 issues which people mentioned without being prompted. Asking for less investment in these areas

The Rodney Local Board area has fatal crashes due to the road surface defects and asks that fixing the road defects under the road rehabilitation budget be considered a road safety initiative and budgets adjusted to reflect this.

The motion was put to the vote by a show of hands and was declared LOST by 6 votes to 1.

Note: changes to the original chairperson's recommendations were made, amending clauses b) iv), b) v), b) vi) and c) xiv) and adding new clauses b) viii), b) ix), b) x), c) iii), c) iv) with the agreement of the meeting.

The motion was put.

Resolution number RD/2024/98

MOVED by Chairperson B Bailey, seconded by Deputy Chairperson L Johnston:

That the Rodney Local Board:

- a) **provide the following feedback on the Draft Regional Land Transport Plan 2024-2034:**
 - i) **support the improved provision of public transport, as the failure to deliver additional network capacity on State Highway 16 in Rodney has resulted in increased journey times and congestion**
 - ii) **support the increased provision for maintenance of existing transport assets as running down the condition of our assets is a false economy as over time the technical debt of deferred maintenance and renewal reduces the function and availability of our roading assets - of particular interest to Rodney residents is the Unsealed Road Improvement Program given that almost all of Auckland's unsealed roads are in Rodney local board area**
- b) **request the following projects be added to the Regional Land Transport Plan 2024-2034:**
 - i) **Dairy Flat Highway widening (which was included in the 2021 Regional Land Transport Plan), between Stevenson Crescent and Gills Avenue**
 - ii) **funding for stage 1 of the Matakana Coast Trail, estimated cost \$14.7m**

- iii) funding for planning and construction of the State Highway 16/18 connection following assessment
- iv) we ask that the Unsealed Road Improvement Program (URIP) is front loaded or at least evenly spread over 10 years instead of the proposed back loading because historically allocated money to improved unsealed roads in Rodney was removed after the following election and bringing forward the spending ensures at minimum fair delivery to address the degradation of the areas roads in the short term
- v) that the northbound bus shoulder on State Highway 1 between the Wilks Road overbridge and the Silverdale interchange
- vi) we need to be planning the extension of the Northern Busway from Albany to Silverdale now for both North and South bound directions
- vii) for pedestrian safety, replacement of the pavers within the Wellsford town centre to a more suitable concrete footpath
- viii) Brigham to Waimauku:
 - A) We are concerned that there isn't enough money allocated in the Brigham creek to Waimauku budget line item to complete stage 2 of the safety improvements, in particular the road widening component between Old North road and Fred Taylor drive.
 - 1) Stage 2 provides greater community benefit than stage 1
 - 2) Fletchers living presented on this issue to the hearing panel on 27 June 2024
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 - A) We are concerned that that \$54.5 million dollar interim bus stop at Westgate won't have any parking capacity and that the long term plans for public transport in the north west must include options for those people who live rural or other situations where public transport from door to door is not appropriate or available. Cars are vital for some areas and park and rides give these communities an option to use public transport for the urban and city part of their journey.
 - B) We note that there is unofficial planning for a Brigham creek park and ride, which would offer benefit to the Rodney residents, but no mention of this nor funding allocated.
- x) Park and ride for the north west / Kumeū area (not included in the RLTP)
 - A) The appropriate way to provide public transport options for rural communities is through park and ride facilities, the Rodney local board has already paid Auckland Transport approximately \$450,000 out of the Rodney Local Board Targeted Transport Rate to investigate a park and ride for the north west.
 - B) We ask that that Auckland Transport, at no further cost to Rodney Local Board, continue to work towards an appropriate park and ride to align with the new motorway and the rail line or rapid transit corridor for the northwest. We acknowledge there is unofficial

planning for a park and ride at Brigham creek area however there is no specific mention or funding for this.

- c) support the following projects in the Draft Auckland Regional Land Transport Plan 2024-2034:

All Rodney

- i) **Unsealed Road Improvements:** this project includes surface works to unsealed roads, safety, seal extensions and drainage conditions
- ii) **Safer Speeds programme:** speed management improvements - predominately reducing vehicle speeds near schools
- iii) **Water and drainage**
 - A) **drainage is a major and critical component to building and maintaining any asset and the way we manage water is critical to the longevity of any asset. The Rodney local board members are concerned that it's not clear how drainage maintenance fits into Auckland Transport Maintenance plans for roads in Rodney.**
 - B) **we request that specific efforts be made to**
 - 1) **address the drainage concerns related to our transport assets and**
 - 2) **that the current contracts between Auckland Transport, Auckland council and Auckland Councils Healthy Waters are reviewed to ensure that the required outcomes are being achieved.**
- iv) **Temporary Pothole Repairs**
 - A) **The Regional Land Transport Plan 2024 doesn't address the issue of temporary and emergency pothole repairs resulting in the jobs/case numbers being closed in the Auckland Transport system when the temporary repair is only expected to last a few days or until the next rain.**
 - B) **request that a review can be done to the internal procedures and processes when a pothole is given an emergency repair and that systems allow for Auckland Transport to schedule a permanent repair without the need for community members to report the pothole again after the temporary repair fails.**

North Rodney

- v) **Hill Street Intersection Improvement project**
- vi) **State Highway 1 Warkworth to Wellsford - Planning and construction start (Roads of National Significance)**
- vii) **State Highway 1 Dome Valley and Surrounds Slip and Flood Management - Crown funded resilience works for State Highway 1 Dome Valley to manage flooding and slips and rebuilding of roading infrastructure that was damaged**

West Rodney

- viii) **Northwest Alternate State Highway ((Roads of National Significance)**
- ix) **Redhills Growth Improvements: completion of agreements to co-fund developers in Redhill to deliver transport infrastructure to support growth**

- x) Northwest Growth Improvements: new and improved multi-mode roads/paths/ intersections (arterials and collectors) to support council priority growth areas
- xi) Northwest Bus Improvements: Bus improvements to support the interim Northwest Rapid Transit Network (WX1) and Westgate station
- xii) State Highway 16 Brigham Creek to Waimauku safety works including road and bridge widening, service undergrounding and installation of median and roadside barriers
- xiii) Northwest Rapid Transit providing a rapid transit corridor linking North-West Auckland from Brigham Creek to the City Centre
- xiv) State Highway16/18 connection – support construction

South Rodney

- xv) Wainui Growth Improvements: completion of agreements to co-fund developers in the Wainui area for delivery of transport infrastructure to support growth.

CARRIED

Note: Pursuant to Standing Order 1.9.7, Member G Upson requested his dissenting vote to be recorded against clause c) ii).

10.52am

The deputy chairperson thanked members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AS A TRUE AND CORRECT RECORD
AT A MEETING OF THE RODNEY LOCAL BOARD
HELD ON

DATE:.....

CHAIRPERSON:.....