

**INDEPENDENT REGULATORY REVIEW COMMISSION
PUBLIC HEARING MINUTES**

10:00 A.M.

Thursday, February 21, 2019
14th Floor Conference Room
333 Market Street

I. CALL OF THE MEETING

The February 21, 2019 public hearing of the Independent Regulatory Review Commission (Commission) was called to order by Chairman Bedwick at 10:15 a.m. in the 14th Floor Conference Room, 333 Market Street, Harrisburg, PA.

Commissioners Present: George D. Bedwick, Chairman
 Murray Ufberg, Esq.
 Dennis A. Watson, Esq.

Phone: John F. Mizner, Esq., Vice Chairman
 W. Russell Faber

The Commission held a public hearing on wheelchair accessible vehicle (WAV) service in the Commonwealth. David Sumner, Executive Director, outlined the format of the hearing and noted it is the first public hearing in the Commission's 35-year history. He reported invitations were extended to various organizations and noted certain stakeholders failed to respond or even acknowledge the invitation to participate. He thanked those who did.

Chairman Bedwick noted the Commission is authorized to hold public hearings under its enabling statute and said there is a certain level of excitement in doing so for the first time. He said the Commission thought it would be a good idea to engage in a collaborative effort to dialogue on the issue of wheelchair accessible vehicle service in Pennsylvania. In terms of regulatory coverage, he noted the Public Utility Commission (PUC) has oversight over the Commonwealth except for Philadelphia County, which is regulated by the Philadelphia Parking Authority (PPA). He acknowledged written testimony from Senator Tina Tartaglione (D-Philadelphia) which he said was very insightful.

II. APPROVAL OF THE DECEMBER 6, 2018 PUBLIC MEETING MINUTES

Chairman Bedwick asked for a motion for approval of the December 6, 2018 public meeting minutes, as submitted. Commissioner Watson made the motion and Commissioner Ufberg seconded, and the motion passed unanimously.

III. APPROVAL OF VOUCHERS

Commissioner Ufberg made motions to approve vouchers and expenses for the period November 16, 2018 through December 6, 2018. Commissioner Watson seconded, and the motions passed unanimously.

IV. PUBLIC HEARING: AN UPDATE ON THE AVAILABILITY OF WAV SERVICE IN THE COMMONWEALTH

1. PUC

John Herzog, Deputy Chief Counsel, was present to represent the PUC.

Mr. Herzog offered a history of the PUC's involvement in the transportation sector over the past 25 years. He said historically the PUC regulated property carriers with "extensive" regulation, including tariffs, routes, service requirements and other aspects. "All that changed in 1995," he said, with the enactment of a federal statute which preempted state regulation of property carrier services, beginning what he called a "march toward relaxed regulation." He said the business models of UPS and FedEx and other carriers couldn't exist with the old system. Mr. Herzog said that in 1998 a second federal exemption statute was passed, and the federal government extended preemption to charter bus services. He said the PUC doesn't have oversight over local municipality-managed services, or routes that partially span other states. Mr. Herzog said the next "game-changer" was the 2014 entry of transportation network companies (TNC) into the Commonwealth. He noted PUC's oversight over TNC, taxis and limos does not extend to Philadelphia. Mr. Herzog explained how TNC work, including the use of surge pricing, in an attempt to match supply with demand in a more responsive way. He said the price quote given to the customer pre-trip is a transparency that helps create an efficient market. Mr. Herzog said after the advent of TNC, questions arose over the appropriateness of existing regulations for existing services. He said after looking at the TNC model and examining statewide saturation of various carrier types, the PUC determined that it would eliminate need in all carrier classes, focusing on insurance and technical safety issues for carriers. Mr. Herzog said coming full circle on "relaxed regulation," in fact deregulation, is a misnomer given that the PUC continues to monitor safety. He noted Act 85 of 2016 (Act 85) provided for a relaxation of taxi and limo services to help them compete with TNC, in part through the use of flexible pricing and flexibility of supply.

Mr. Herzog detailed the wheelchair accessibility aspect of the PUC's oversight, citing first its statutory responsibility to ensure the provision of safe and reasonable service, and regulation for its enforcement. Drawing a distinction between the PUC and PPA under the TNC law, he said the TNC must provide wheelchair accessible service if it is available, and if not the TNC must direct a customer to a carrier that can provide it. He noted the PUC did not issue separate regulations on the issue but does function within the context of all federal laws, including the Americans with Disabilities Act (ADA), meaning taxis have to comply with larger framework laws regardless of the PUC regulations in place. On paratransit, Mr. Herzog said vehicles must be properly equipped to offer wheelchair service.

Speaking to the PUC's experience regarding complaints over adequacy of accessible vehicles, he said there have been very few complaints, and in metro areas like Pittsburgh there are dedicated fleets of WAVs. He said the PUC has a much broader charge than PPA, having to regulate service in large and small jurisdictions with differing economic constraints and varying demand.

Commissioner Ufberg said he understands the limitations imposed by federal law on the PUC, but added it also seems that if the PUC is the only entity in the state outside Philadelphia to provide regulations regarding WAVs. He doesn't know what "safe and reasonable" means *vis-a-vis* accessible vehicles without regulations. He said he had not heard that cost was an issue and that it seems wholly inadequate that there is not more of a regulatory framework in place to guide carriers. Mr. Herzog responded that regarding the availability issue, that was just in the TNC legislation recently passed by the General Assembly, and the PUC really doesn't want to get in the position of second-guessing lawmakers on that policy. He added local governments have a responsibility as well in respect to paratransit service.

Commissioner Ufberg suggested when the legislature does what it did and the PUC has responsibility to oversee the issue in question, there is an advisory duty to guide lawmakers and suggest changes to legislation. Mr. Herzog said he wasn't involved in discussions and is not even sure there were any. He noted PUC was closely involved in drafting insurance requirements for the TNC legislation. Commissioner Ufberg said it remains an open question whether there was adequate communication on the issue of wheelchair accessibility language.

Mr. Herzog said he does not think there is "a huge problem," especially within the PUC's purview, on WAVs. Commissioner Ufberg reiterated that given the PUC's involvement in the insurance side of the TNC law, it is curious why it was not similarly involved in the wheelchair accessible side.

Chairman Bedwick said in terms of new transportation services, both Uber and Lyft were invited and never responded. He hoped they would respond to the PUC inquiries.

Chairman Bedwick asked if it is not reasonable to conclude that "safe and reasonable service" could include adequate service. Mr. Herzog clarified "adequate" is in the statute, which requires "safe, reasonable and adequate service." Chairman Bedwick asked if that would not at least permit the PUC to assess the demand for WAVs across the state. He said the issue he has is that it is one thing to look at complaints but another to actively seek input on the need, calling it an issue of being proactive versus reactive. "It clearly seems there is a need somewhere," he remarked. Mr. Herzog said he would take that comment back to the PUC and clarified the PUC recognizes there is a need, and the question is whether it is being met. He added that he is not sure it would pass court scrutiny to try to regulate a minimum number of WAVs for TNC outside Philadelphia, and it might be better to go back to the legislature on that question. Mr. Herzog said it may also be appropriate for that body to examine the issue itself and hold hearings. Commissioner Ufberg said he agrees entirely, and added that at the present time he doesn't see the current statute going out far enough in terms of the needs that exist. He encouraged the various governmental entities involved to be more cognizant of that fact. Chairman Bedwick acknowledged he isn't aware of what compromises were required to pass the TNC legislation.

He cited PPA's written testimony which indicated that a number of provisions in the TNC bill impacted their regulation regarding taxis and TNC in Philadelphia, where their standards were more stringent and in effect had to be reduced. Mr. Herzog said the PUC was involved in that litigation because it involved the issue of whether the agreement between PPA and the PUC was constitutional. They did not get into the issue of whether PPA's regulations should be voided because they were unreasonable as applied.

Chairman Bedwick clarified his question was relating to the impact of the TNC law. Mr. Herzog said that with Act 85 legislators wanted to make sure existing carriers were not placed at an additional disadvantage to TNC. He said part of the law authorized additional temporary regulations and allowed for things like price flexibility and transparency, and relaxing the requirement that all vehicles must be owned by the certificate holder.

2. PPA

Christine Kirlin, Director, Taxi and Limousine Division, and Bill Schmid, Deputy Director, Taxi and Limousine Division, were present to represent PPA.

Ms. Kirlin explained the state of WAV accessibility in Philadelphia. She said Act 119 of 2012 authorized PPA to issue 15 additional taxicab medallions in the city, with the stipulation they must be for providing WAV service, with 15 more issued annually under the same limitation until there are 1,750. She explained the regulatory underpinning for the sale of medallions and said participation during the first year was sparse, so in response in 2015 PPA initiated a rulemaking for modern taxicab standards, which proposed every medallion taxicab in the city should be wheelchair accessible. Ms. Kirlin said ultimately PPA received many comments opposing that requirement, and while it was pending the TNC legislation was passed, so the regulation was ultimately withdrawn. She reported there are now 28 WAV taxicabs operating in Philadelphia, and PPA is anticipating 31 more will enter service within the next three to four months. By June 1, 2019, Ms. Kirlin said they will be permitted to sell 45 more medallions at auction.

With 28 current vehicles, Ms. Kirlin noted, there are only 43 certified drivers. She said PPA did attempt to provide an incentive for drivers to get certified, and currently covers the cost of training and the application/renewal process. Ms. Kirlin said that was supposed to come out of proceeds from the sale of WAV medallions, however PPA is still covering the cost. She added there are two certified WAV dispatchers in the city, which are advertised on the website so the community knows which dispatchers have them.

Ms. Kirlin told the Commission PPA's regulations heightened requirements above those proscribed by the ADA, and the impacted community applauded those standards. She said, for example, PPA required wider width ramps into vehicles since modern wheelchairs and scooters are bigger than the required widths specified under the ADA. However, the TNC legislation lessened such requirements and PPA could only mandate the lower standards.

Another big issue, Ms. Kirlin said, is that PPA used to inspect every cab in Philadelphia every six months, but following Act 164 of 2016 (Act 164) they can only inspect once every four

years, including WAVs. She said cabs in the city now are in worse shape than they were when PPA took over in 2005.

Ms. Kirlin said there has not been a single formal complaint regarding WAV service in the past year. She reported 16 regulatory citations were issued relating to WAV service, which represents one percent of all citations issued. Ms. Kirlin said only one was regarding discrimination.

With respect to TNC, Ms. Kirlin reported there is language in the law regarding WAVs but it is “very, very ambiguous.” She said between the two TNC combined -- Uber and Lyft -- there must be 70 WAVs on the street by June 2017, but there is no minimum delineated per company. She said also unclear is language that they must be “available in the city,” with no real idea what that means on a day-to-day basis. Ms. Kirlin remarked Act 164 also doesn’t require an amount of time WAV service must be provided, and also does not allow PPA to certify WAV drivers.

Commissioner Watson asked if PPA knows why the 43 drivers chose to get the certification. Mr. Schmid replied there are a variety of reasons, including dedication, a sense of duty and a rapport with customers. He also noted many drivers reported customers did not like the smaller ramps.

Commissioner Ufberg asked how many cabs are in Philadelphia. Ms. Kirlin replied the number of authorized taxicab medallions is around 1,650 but the actual medallion cabs in operation is about 1,450. Commissioner Ufberg wondered how many cabs are wheelchair accessible, to which Ms. Kirlin replied 28. Commissioner Ufberg asked if that’s sufficient for the disabled community in Philadelphia. Ms. Kirlin replied in the negative, but explained PPA has held several auctions to sell WAV medallions and no one wanted to buy those medallions. She reported participation was still lacking even as PPA lowered the upset price to let the market decide. Ms. Kirlin highlighted a 2015 rulemaking that would have required every medallion cab to be wheelchair accessible, but that was met with extreme opposition and in the meantime the legislature lowered standards so the rulemaking was withdrawn. She said PPA has taken the steps it can to ensure WAV service is adequate and noted they have received very few complaints regarding WAV service and trips account for fewer than one percent of all taxicab trips. Commissioner Ufberg questioned if the low demand is because they are so difficult to get. Ms. Kirlin agreed that could be a possibility and highlighted frequent dialogues with the disabled community in which PPA urges them to submit complaints to PPA if they have problems, “but those complaints aren’t being filed.” Commissioner Ufberg asked if PPA has surveyed the disabled community and anticipated that the number of people requiring assistance will increase over time. He also wondered what happens if a pickup does not occur within the required 20 minutes. Ms. Kirlin explained a dispatcher would know immediately if the service can be provided within 20 minutes and if it cannot be done, the request must be fielded to all dispatchers to provide the service. Mr. Schmid added it is a routine operation to communicate to get the service provided. He concluded the model is in place, “but it is certainly not perfect.”

Commissioner Ufberg asked PPA’s position on Act 164 while it was working through the legislature. Ms. Kirlin replied that prior to Act 164, PPA representatives met with legislators,

TNC and the city to get an agreement on what the law should look like and a lot of the agreed-to language ultimately was stripped from the bill and amendments PPA was unaware of were added. Since the bill was passed, she said, PPA has been actively lobbying for changes to the law but has not yet seen anything formalize as a bill.

Commissioner Ufberg commented there is “a certain dysfunctionality” in PPA and the PUC’s ability to take positions strongly enough to create a meaningful dialogue with the legislature. Relating his frustration, he wondered if it is possible for both agencies to remove the WAV improvements, equipment and requirements from the medallion system and just create a separate category. He pointed to laws in New York that mandate a certain number of those cabs on the road. Mr. Kirlin agreed and commented New York is getting it right. She lamented that the Pennsylvania legislature is not acting on PPA’s message, despite “meaningful discussions” with legislators. Commissioner Ufberg asked how the taxi industry’s position relates to PPA’s position. Ms. Kirlin replied the cabs and TNC both opposed PPA.

Lastly, Commissioner Ufberg expressed his disappointment with the lack of response from both Uber and Lyft to this hearing. Ms. Kirlin noted PAA has had dialogues with Uber and Lyft regarding WAV service and they submit annual reports. She also pointed to Uber’s attorney in attendance in the audience.

Chairman Bedwick recalled that Ms. Kirlin reported 23 more WAV vehicles will be coming online shortly. Ms. Kirlin confirmed that should be soon, as the vehicles have been purchased.

Regarding the auction, Chairman Bedwick asked if the inability to get bidders is related to the fact that they were WAV medallions or just to the general drop-off in the value of medallions in the past several years. Ms. Kirlin responded it had nothing to do with the value because they first tried to sell these when the value of the medallions was at its highest. She opined it was because drivers did not want to make the investments or adhere to the higher standards. Even with the price lowered from \$450,000 to \$10,000 participation has been low.

Chairman Bedwick asked if PPA has the authority and ability to put an indication on a cab or app that a driver is certified. Ms. Kirlin explained the available WAV taxicabs and wheelchair accessible drivers are posted on PPA website; no one can operate those cabs unless they have the WAV certification and that insignia is on the certificate. Regarding the TNC, she was not aware of any announcement to the public that the drivers are not certified other than what is in the law. Lastly, Chairman Bedwick asked about the 20-minute timeframe and wondered if that could include the authority to refer to the TNC. Ms. Kirlin confirmed that is “an idea” but said the regulations only require communications between the certified dispatchers. She was open to considering the idea, but noted the TNC operate strictly through the app whereas most taxicab service is phone call or hail and she was not sure how that could be communicated to a TNC.

3. Disability Rights Pennsylvania

Dynah Haubert, Esq., Staff Attorney and Assistant Technology Project Director, was present to represent Disability Rights Pennsylvania (DRP).

Ms. Haubert emphasized the importance of accessible transportation but lamented that accessible transportation is absent or inadequate throughout most of the Commonwealth. She was not aware of reports of the success or failure of trying to use TNC, but noted regulations merely require TNC to refer a passenger to an accessible service but in most areas of the state that does not exist or is inadequate. Prior to Act 164, she explained, people in Philadelphia who needed WAV “were often entirely prevented from using Uber or Lyft; today the apps generally do show there are WAVs available in the Philadelphia area.” She called this a tremendous improvement, but added that actual experience can vary greatly including longer wait times, unresponsive drivers, inaccessibility to offered discounts, or difficulty travelling from the Philadelphia airport. Continuing, Ms. Haubert was unclear what the requirement for 70 available vehicles means and suggested it could be more meaningful if the regulations specified a percentage of fleet to be WAV. She also did not believe the TNC reports to PPA are publicly available and asked for that access. Ms. Haubert concluded by noting that DRP is not aware of developments in accessibility of medallioned taxis. At one time it appeared that efforts were being made to increase the number of WAV taxis in Philadelphia, she said, but since the advent of TNC in Philadelphia this progress has effectively halted.

Commissioner Ufberg asked if DRP can go to its constituency to ask them to advise DRP of issues so they can intervene. Ms. Haubert agreed DRP could advocate for someone with an issue with PPA, but said those issues are not frequently brought to DRP nor does DRP tend to get feedback from reaching out. Commissioner Ufberg remarked it would be helpful to consider that communication. Ms. Haubert was happy to look at it. Chairman Bedwick agreed with Commissioner Ufberg and wondered if DRP could include contact information for complaints in a newsletter.

After the formal testimony, the floor was opened for public comment.

4. Public Comments

Liam Dougherty, Policy and Project Coordinator, Liberty Resources, Inc. testified the availability of WAVs is of great importance to many members of the disabled community. He noted the requirement that 70 vehicles be accessible, but questioned what “available” means in a “gig-economy.” He pointed out PPA cannot collect its own data about TNC and accordingly must seek WAV data from Uber and Lyft, the very companies they are seeking to regulate, and neither Uber nor Lyft will share their ride data with PPA or anyone else, despite repeated requests from Liberty Resources. Regarding PPA’s claim it has received no complaints, Mr. Dougherty pointed out that he had to inform PPA that the complaint line information was missing from Uber and Lyft electronic receipts, and thus could not be accessed by the riding public. He reported that quality of service provided by TNC widely varies from good to bad, especially with the type of WAV that arrives when requested, from acceptable, comfortable lift-equipped minivans to unacceptable, large, commercial sub-contracted ambulance or medical

transport vans with an uncomfortable ride. Mr. Dougherty stated, “PPA lacks the will, the resources and the focus to regulate this much-needed WAV service. In my role as Policy and Projects Coordinator at Liberty Resources, I can opine with great conviction that inadequacy of PPA, compounded with the ambiguity of the legislation, have failed the Philadelphia disability community.”

Commissioner Watson asked about the lack of complaint submission information on receipts. Mr. Dougherty explained receipts are emailed and discussed the absence of a complaint line. Commissioner Watson also asked about the TNC vehicles. Mr. Dougherty confirmed there are some medical transport vehicles that are essentially ambulances and very uncomfortable to ride. He indicated the app does not specify vehicle type. Commissioner Watson asked if those vehicles are available for people that do not need WAV capabilities. Mr. Dougherty replied he was unsure because he goes through the WAV section of Uber to get them. Commissioner Watson wondered if they are off-duty ambulance services or used vehicles purchased by drivers. Mr. Dougherty replied he has heard of both cases and confirmed the vehicles are not equipped with medical supplies. Chairman Bedwick was pleased to receive the clarification about what can be done on the app and asked about the lack of notification of the type of vehicle. He wondered if choosing not to take the particular vehicle would involve a cancellation fee. Mr. Dougherty replied that depends on how the acceptance goes, but noted that often the ambulance is the only choice of vehicles on the road.

Zachary Lewis, Executive Director, Disabled in Action, testified as a person with a disability, an activist, and an advocate in Pennsylvania. He related his busy schedule and said he is not able to get around where he needs to go “and still maintain my dignity.” He reported, “You would not believe that after I scheduled WAV ride, I’ve met up with former ambulances as poor excuses for a WAV ride to pick me up. Where is the dignity, respect and equality in that? I am not scheduled to get a ride to the hospital, why are they being used? If I’m out at a social event and I get dropped off in an ambulance WAV what is the narrative when getting dropped off? I mean I don’t want to have people looking at me and thinking ‘look at the poor guy in the ambulance, how nice he’s able to come outside this late.” Mr. Lewis asked the Commission to also consider costs, explaining there is a greater difference in costs for a WAV ride.

Commissioner Ufberg asked if the disabled community commonly has the same problems and complaints Mr. Lewis reported. Mr. Lewis affirmed this. Commissioner Ufberg pointed to PPA’s testimony that they do not hear from the disabled community, which Mr. Lewis disputed stating PPA hears from the disabled community at its monthly board meetings.

Commissioner Watson asked how the costs differ. Mr. Lewis replied it could be \$5-8 more, depending on time and distance, which he indicated could often double the cost. He related the embarrassment of arriving at social events in an ambulance, complete with beeping noises, and wondered why he is subjected to that for what he is paying.

Guy Anthony Brooks, ADAPT, testified that a big part of independent living is being able to leave one’s house and go to a restaurant or movie theater, which requires reliable WAVs. He lamented the lack of WAV medallions and said “since most Uber and Lyft vehicles are not accessible, people with disabilities do not try to hail them.” When he is compelled to rely on a

TNC, he continued, sometimes they are not in the area and take a significant time to arrive. He agreed the use of ambulances is “degrading” and “not right.” Mr. Brooks called for a solution to the transportation problems that people with a disability face and, to the statements that there are no complaints, offered his heartfelt complaint about the difficulties he faces such as long wait times. Further, Mr. Brooks asked for the implementation of WAV medallions by PPA instead of regular medallions, acknowledging that it is difficult to modify but pointing out the need will only grow. He praised the system of black cabs of London, which he said have been wheelchair accessible since 1985.

Chairman Bedwick appreciated the questions that are being raised so a dialogue can be started to address the issue.

David Temple, local counsel, Uber, introduced himself to the Commissioners, noting that Uber’s regulatory counsel had intended to attend but was unable at the last minute. He explained he has been with Uber since 2012 and recognized the concerns of the disabled community, stating “Uber does not take those lightly” and meets with PPA regularly. He reviewed the trip data provided to PPA, but did not have extensive data on-hand.

Commissioner Ufberg asked that information be supplied to the Commission as to what Uber is doing in Philadelphia and Pennsylvania generally about getting in touch with and providing services to the disabled community. Mr. Temple agreed to relay the request to the regulatory counsel, adding “they are addressing issues” and opined Uber is providing the services.

Regarding the receipts, Mr. Temple confirmed a change in the logo knocked of the complaint information and once made aware of that, it was restored. He said he handles complaints in Philadelphia, but “I don’t get those We would address those immediately if they were coming in.” Commissioner Ufberg sought solutions for addressing problems to providing services to disabled persons and appreciated data on Uber cars that can handle disabled passengers and efforts to increase those numbers. Mr. Temple pointed to definitions in the statute for the vehicles, which specifies at least 70 but the last audit revealed over 100. He indicated further information would be up to Uber to decide to release. Mr. Temple suggested releasing the information may raise trade secret concerns.

Commissioner Watson asked why using a WAV vehicle costs more. Mr. Temple replied there should be no difference. Regarding ambulances, he said some paratransit vehicles are being used, but contended “they’re not ambulances.” To the request to use them without the beeping, he suggested the beeper is a safety issue. Commissioner Watson asked if that is consistent with all WAV vehicles. Mr. Temple encouraged it as an attorney.

Speaking anecdotally, Chairman Bedwick spoke of testimony that requested vehicles were effectively cancelled and confirmed that has happened to himself as well. He reported a second driver told him drivers will drop a trip in favor of a better one and worried that this would be a serious inconvenience for a disabled passenger. He wondered if any Uber drivers have “excessive cancellations.” Mr. Temple offered to look into that.

Commissioner Watson asked if Uber WAV drivers go through PPA certification process. Mr. Temple replied they have their own training.

Linda Arguedas, Director of Transportation and Marketing, Center for Independent Living of Central Pennsylvania, spoke of the services her organization provides and highlighted the need for those services. Ms. Arguedas emphasized a commitment to quality and timely transportation. She confirmed the 15-passenger vehicle beeps but the MV-1 does not.

Jeffrey Iseman, Public Policy and Outreach Coordinator, Pennsylvania Statewide Independent Living Council, supported the comments of DRP, ADAPT and Liberty Resources, stating many of the problems they see are in other counties as well, if not worse. He highlighted work in the community to improve access. Regarding Act 164, he spoke about the last-minute changes and raised concerns about disability discrimination, price gouging and placement of service animals. TNC, he added, are subcontracting to paratransit agencies.

Executive Director Sumner expressed appreciation on behalf of Vice Chairman Mizner and Commissioner Faber for the helpful testimony. The two Commissioners finished watching the hearing through live stream due to technical issues.

V. DATE AND PLACE OF SUBSEQUENT MEETING

The next public meeting is scheduled for Thursday, March 21, 2019, at 10:00 a.m. in the 14th Floor Conference Room, 333 Market Street, Harrisburg.

VI. EXECUTIVE SESSION ANNOUNCEMENTS

No executive session was held.

VII. ADJOURNMENT

Chairman Bedwick announced the meeting adjourned at 1:03 p.m.