

**Commissioners' Journal**  
**September 13, 2012**

*The Geauga County Board of Commissioners met in session on September 13, 2012 at 10:00 a.m. in the Commissioners' Chambers located at 470 Center Street in Chardon, Ohio.*

*It is declared and determined that all formal actions of the Board of County Commissioners concerning and relating to the adoption of all resolutions that were adopted in this meeting, and that all deliberations of the Board of County Commissioners that resulted in such formal action were open to the public and were in compliance with all legal requirements, including section 121.22 of the Ohio Revised Code.*

*The President of the Board, Mary E. Samide opened the meeting at 10:03 a.m. by leading the Board and audience in reciting the Pledge of Allegiance.*

**APPROVE MINUTES**

*Motion: by Commissioner Claypool, seconded by Commissioner Jemison to approve and execute the minutes for the meeting of September 11, 2012.*

<i>Roll Call Vote:</i>	<i>Commissioner Claypool</i>	<i>Aye</i>
	<i>Commissioner Jemison</i>	<i>Aye</i>
	<i>Commissioner Samide</i>	<i>Aye</i>

**GEAUGA COUNTY AIRPORT AUTHORITY – U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION TERMS AND CONDITIONS OF ACCEPTING  
AIRPORT IMPROVEMENT PROGRAM GRANTS**

*Business Manager Patty Fulop explained that she was there asking for two things of the Board today, one to accept the terms and conditions of accepting a grant from the FAA, a thirty-two page document that had been previously submitted for the Board's review. Ms. Fulop stated that these terms and conditions have been accepted in the past with the exception of a few changes. Ms. Fulop noted that in the past any revenue generated at the airport was required to stay at the airport to help with improvements. Commissioner Jemison noted that if fuel is sold and there happens to be money made on it, that it can't be diverted into the General Fund; that the airport is run like a business. Ms. Fulop added that there have been some exceptions which have to do with oil and gas leases, allowing that revenue could be diverted to something else. Commissioner Claypool inquired if there was a gas well on the airport property. Ms. Fulop noted that there is not. She continued on to note that considerations for veterans in connection with contracts undertaken by the airport have now been expanded to include those from Iraq and Afghanistan and not just those veterans of the Vietnam era. Ms. Fulop added that when construction projects are done, the FAA asks that they consider the local veterans for the projects. Ms. Fulop stated that there was nothing else that affected the airport in any large capacity, but that the main component is that when you agree to accept revenue from the FAA in the form of a grant that you agree to keep the airport open for twenty years going into the future. The Federal Government's standpoint is they are not going to come in and put a lot of revenue into something that a local government could shut down; noting that this is the biggest part of this acceptance.*

*A brief discussion took place regarding Meigs field in Chicago, about how this airport was suddenly closed by the city several years ago, leaving the city exposed to legal action and financial penalties for violating grant provisions which require an airport which has received federal funding to remain open for at least twenty years following acceptance of that funding. Commissioner Samide inquired about the section in the document regarding noise, and if the airport had obtained affidavits from those in the surrounding area of their understanding of being in the area of the airport. Ms. Fulop explained that primarily what surrounds the airport is industry, Kraftmaid on one side and the Industrial park on the other. Ms. Fulop added that often she cannot hear the planes take off and land from her office over the noise from the factories. The MedEvac helicopter can be heard, but that too is much quieter than the original helicopter used when MedEvac first arrived, and people are more tolerant of it because of its need. Ms. Fulop noted that noise is a big factor in some areas, but that it was not too bad, adding that she on occasion receives complaints from residents on Woodson that are in the direct path of the helicopter flight path going to the hospitals. She also noted that the Glider Club during the summer can cause some noise with the tow plane, as it has a bigger engine and is much louder.*

*Mr. Claypool inquired about the traffic count. Ms. Fulop explained that it was considered to be about 5,300 operations a year, but since MedEvac and the Glider Club began to use the airport that the count has been closer to 9,000 operations a year now. Mr. Claypool expressed his love*

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*for airports, but also the practical / tax payer standpoint, questioning what this grant was costing. Ms. Fulop stated that it was about \$300,000.00, that \$275,000.00 was the Federal portion, and that there is a \$30,000.00 local match from the General Fund. Ms. Fulop explained that this grant is for a safety issue that will allow MedEvac to continue to operate at the airport without burdening the county, the Commissioners and the airport with a liability factor. Currently there is asphalt that is deteriorating, this grant allows the removal of the asphalt and have it be replaced with concrete, which doesn't have the same chipping effect as the asphalt. Currently when the helicopter starts up, the rotor wash is picking up all the loose pieces and sending them flying; this concrete improvement will reduce the liability from all of us. Mr. Claypool expressed that he would like to do a cost analysis on the airport, breaking down the cost per flight, and find ways of getting more of a return on investment, finding ways to improve the airport or in reality make a different choice. Ms. Fulop explained that an Act of Congress created the bundle of funds that are divided between the General Aviation Airports with the concept that they would not be feeder or commercial airports and would never have those capabilities. The airport will never be able to go commercial because they are situated between two roads, State Route 608 and 528, and because of that, the runway cannot go beyond 4,500 feet even if it is extended. Most jets will not be allowed to use our airport as their home base due to insurance requirements of a minimum length of 5,000 feet. That same of Act of Congress is the only way those funds can be taken away, and if those funds are not used here in Geauga they will be used elsewhere. Ms. Fulop noted that she is a taxpayer and that often Geauga County is labeled as a wealthy county because they are able to balance their tax budget and not receive assistance for their schools, churches and communities the way that downtown Cleveland does or the inner city schools do, so those federal dollars are going elsewhere. This is an opportunity for Geauga County to get some of their tax dollars back to Geauga. Mr. Claypool noted his debt clock. Ms. Fulop stated that the debt clock is not affected by this grant, that neither the management of the airport, the airport authority board, nor the Commissioners could make changes to the money coming out of that deficit. Mr. Claypool discussed the long term health of the nation, the security and having to get back to the roots of what the purpose of government is, discussing travel by airplane, and that the \$16 Trillion is debt based and nonsense thinking. Ms. Fulop noted that the airport does almost pay for itself in most areas; the major construction projects were set up by the FAA because they realized that the General Aviation Airports would never be able to do them without assistance, so these funds have been part of a previously balanced budget, that \$150,000.00 is allotted to them every year, and they are able to bank the funds until they have enough to take on a project.*

*Discussion took place regarding an airport study that was started in 2004 when Craig Albert was a Commissioner, that looked into the value of the airport, that ten to fifteen years ago the airport budget was subsidized, and they looked for ways to get the airport to operate within its own funds. Mr. Jemison spoke about the MedEvac helicopter being brought in under contract, with increases, an operating agreement was put into place, the selling of fuel was reviewed to ensure that a profit was maintained on this activity, and the addition of hangars was planned but never implemented due to a slowdown in the economy.*

*Ms. Fulop noted that they had just finished their audit from the Auditor of State, and it was clean with no exceptions, noting that she had been there for the last eight audits with no issues. The Board briefly discussed the current President, George Davis being the previous Maintenance Director for the County and that his knowledge has helped immensely with the airport. Ms. Fulop noted that they were having an event on Saturday, the 15<sup>th</sup> that includes a Pancake Breakfast, free flights for young eagles and that they will be part of a Poker Run that will end in Akron with a dinner. Local resident Chris Hippely noted that they had previously lived in Munson and now live in Middlefield but enjoys listening to the Glider tow planes and then would listen for the change in sound when the glider was released and look for the glider, to her it's the aesthetics of the airport.*

*Motion: by Commissioner Claypool, seconded by Commissioner Jemison to approve and authorize the President of the Board to execute the U.S. Department of Transportation Federal Aviation Administration Terms and Conditions of Accepting Airport Improvement Program Grants.*

<i>Roll Call Vote:</i>	<i>Commissioner Claypool</i>	<i>Aye</i>
	<i>Commissioner Jemison</i>	<i>Aye</i>
	<i>Commissioner Samide</i>	<i>Aye</i>

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*Motion: by Commissioner Claypool, seconded by Commissioner Jemison to approve and authorize the President of the Board to execute the U.S. Department of Transportation Federal Aviation Administration Grant Agreement to Rehabilitate Terminal Apron (Concrete – Phase 2) and Improve Airport Drainage in the amount of \$275,316.00.00.*

<i>Roll Call Vote:</i>	<i>Commissioner Claypool</i>	<i>Aye</i>
	<i>Commissioner Jemison</i>	<i>Aye</i>
	<i>Commissioner Samide</i>	<i>Aye</i>

**COUNTY ENGINEER'S OFFICE – RESOLUTION TO ORDER THE UPGRADE OF ROADWAYS SIGNAGE ALONG VARIOUS SECTIONS COUNTY OR TOWNSHIP ROADS**

*Chief Deputy Engineer Joe Cattell explained that they were requesting the resolution to order the upgrade of roadways' signage, to execute the title sheet and permission to advertise for bids. Mr. Cattell stated that this does include a grant from OPWC for \$120,000.00. This project helps the townships out, noting that Bainbridge and Newbury had chosen not to participate. Mr. Cattell explained that this was for high intensity, prismatic, more reflective signs bringing them up to meet the new standards adopted by the State and Federal Government. Mr. Cattell noted that some of those standards have been relaxed, noting that originally they had to be done by 2017, now when they need to be replaced, they are to be upgraded and brought to standard. Mr. Cattell noted that a lot of the township signs don't meet current standards. Mr. Jemison inquired about when the standards had been put into place and if the county would be making the signs. Mr. Cattell noted that the standards have been in place for a long time and that the county has the capability to make them but when buying the mass quantity that it is much cheaper to buy them, adding that this is for roughly 1,400 signs to be purchased and installed. Mr. Jemison inquired about what the total estimate was and what the percentage of signs in the county that would be replaced. Mr. Cattell explained that they believe the cost to be somewhere around \$250,000.00, that this is not a normal project for them, as they usually replace the signs on an individual basis as needed, adding that all of the county road signs have been done, that this was to do township roads for regulatory and warning, like speed limit, stop ahead, stop and curve ahead, that there is not enough to do street names and are not needed to be done for safety. A brief discussion took place regarding the flashing stop signs and the one located at State Route 608 and Burton Windsor, noting the sight distance, the high speeds and the hill as factors for accidents at that intersection.*

*Mr. Claypool expressed concern for two areas, why the County was paying for township signs when townships, like Chester where he is from that have the funds are not paying for their own; and why the County is not waiting till the signs need to be replaced to replace them, and to not go out for a wholesale cost and replace them all. Mr. Cattell explained that the County does replace them, but that in this case all the county road signs have been replaced to the new standard and then the Federal Government relaxed the standard, some of the county signs were current and would have been fine, but unfortunately the County listened and did what they were supposed to; in the case of the townships, the vast majority do not meet standards now and the reason we are not waiting is because they need to be done, regardless of the Federal standard. Mr. Claypool questioned the need for them to be done, is there a crisis, are we seeing more instances at a stop sign, that if there is not an indication, a change of standard as a logical standpoint is not a reason to change signs. Mr. Cattell stated that there are two phases – does the problem exist? There are always accidents – how can you attribute an accident to a sign? Information is only as good as what is given to us. Mr. Cattell stated that in studies they know that if a sign is visible from a distance out there is more warning, adding that every intersection has an accident rate. Often they receive calls from people stating that they had a near miss at this intersection and ask why they don't do something. Mr. Cattell noted that there is only so much money, these upgrades are needed, there might not be a problem here, but let's avoid the problem. Mr. Claypool expressed that he was trying to hear the rationale of why they need to do this, referencing the new iPhone 5 that is coming out, that the standard changed, so he needed to go upgrade to the new standard, even though his current phone still worked, he was able to make calls, receive text messages, etc. Mr. Claypool noted that as he drives through the county he can see stop signs and speed limit signs, they may not be reflective but he can see them, stating that new technology is a company pushing it, that it is up to the Board to do what makes sense. Mr. Jemison stated that what he was getting from Mr. Cattell was that this is a safety factor, that our roads will be safer because of the new signs. Mr. Claypool asked for the statistics, asking to be shown the increase in accidents that can be attributed directly to signs, not someone who was drunk, or texting. Mr. Cattell stated that their engineering judgment*

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*dictates this first and foremost, that they try to save lives. Mr. Cattell stated that what Mr. Claypool was proposing is to let the accidents happen and allow injuries and death occur and then when the statistics show that we have a need, then we will go and do something. As a professional who knows what he is doing, Mr. Cattell would rather save a life before it gets killed, instead of saving the one after. Mr. Cattell stated that they were not talking about wasting money, that this is about signs that are not to standard now, adding that if Mr. Claypool is able to see a sign that's great, but that the guy who can't can still kill him. Mr. Jemison inquired about assuming liability if the signs are substandard. Mr. Cattell replied that there is absolutely liability, and that they always go after the deepest pockets and that is government and in this case it's the townships. The County Engineer is the townships' Engineer and is advising that this needs to be done. Ms. Samide expressed that in the seventeen years as a Trustee and a Commissioner that she has trusted the knowledge of the Engineers, as they know what is best, that they spend their lives looking at fatalities on roads, the needs of the roads, and what makes good sense, and she would never begin to second guess them.*

*Mr. Claypool expressed that the only valid rationale was the legal one, discussing that when he was a manager in business that professionals would tell them about the latest and greatest, and employees would come and say we need to do this, we need this tape drive, etc. Mr. Claypool would ask them how much it cost and for them to show him the case for the purchase. Mr. Claypool stated that as County Commissioner spending tax dollars he was asking to be shown the case, that if they couldn't create a good case, that is was nothing personal, that it was just business. Mr. Cattell stated that he would do the study for Mr. Claypool, but ask him what one life was worth to him, that he had to have that number in order to go forward with the study. Mr. Claypool stated that life is, well going to be stuff that happens that you cannot attribute a reflective sign either way to it if life was lost. Mr. Cattell replied that Mr. Claypool had just asked him to do that. Ms. Samide expressed concern over comparing a tape drive to a stop sign, that a stop sign saves lives. Mr. Claypool expressed his feeling over the decision process, that as an obligation to the taxpayers, they have to ensure a solid cause, asking if this was reasonable, if it was rational. County Engineer R. L. Phillips explained that for years the majority of traffic engineering was reactive, that there had to be accident history before you could make changes, but in the last ten years or so, there has been a more proactive position, part of that is based on the aging population of baby boomers who are turning sixty-five and have less ability to see at night. Mr. Phillips stated that in a situation where you can be proactive, it makes good sense. The idea of waiting for an accident to happen used to be the standard, that is moving to be more proactive, and has driven some of the reflective issues and the sizes of signs being larger. Mr. Phillips added that you cannot attribute that single sign to any accident in most cases. Accidents are expensive, even minor ones and if you add up the cost, these signs are minimal compared to that. Mr. Claypool noted that he was voting to approve this based on the legal argument, adding that he was still not convinced that there are critical incidents that can back it up. Accidents happen for a variety of reasons, and that he feels that we are spending money to be proactive, but will we ever know? Mr. Jemison referred back to Mr. Claypool's first question about why the county is doing this for the townships. Mr. Cattell stated that they are the Engineers for the townships, that the townships have no experts on staff, and that per the O.R.C. they are charged to do that for them. Townships understand that these need to be done and that they do not have the resources to do so, so the county has been taking an active role in getting this done for the townships, noting that as part of the match they are using County Engineer's funding, which per the O.R.C. they are able to do if the need exists. Mr. Cattell noted that instead of doing individual projects with each township, that it is more cost effective to do it all at once. Further discussion took place about the townships doing the signs themselves, and that Mr. Claypool was advocating a welfare state of the townships by wanting some townships to pay for it if they can while allowing those that couldn't to be able to receive help. Mr. Cattell stated that this is the townships' tax dollars too and they also paid for this.*

**Motion:** *by Commissioner Claypool, seconded by Commissioner Jemison to approve and execute Resolution #12-162 to Order the Upgrade of Roadway Signage Along Various Sections of County or Township Roads.*

*This resolution also requests the Board approve and execute the Title Sheet for the Plans for the same.*

*Further, this resolution sets a bid opening on Wednesday, October 10, 2012 at 2:00 p.m. Notice of this bid opening will be advertised on September 20, 2012 and on the county website.*

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*Board of County Commissioners, Geauga County, Ohio*

*Date: September 13, 2012*

*Resolution: 12-162*

**RESOLUTION TO ORDER THE UPGRADE OF ROADWAY SIGNAGE  
ALONG VARIOUS SECTIONS OF COUNTY OR TOWNSHIP ROADS**

*WHEREAS, the Geauga County Board of Commissioners has determined by Resolution #11-152 that the public convenience and welfare require safety improvements on various county or township roads in accordance with Section 5555.022 of the Ohio Revised Code; and*

*WHEREAS, no lands are needed relative to the replacement and upgrade to various signage along county and township roadways; and*

*WHEREAS, the cost of such improvement will not be excessive in view of the public utility thereof and no special assessments shall be collected to fund this improvement; and*

*WHEREAS, the Geauga County Board of Commissioners, after reviewing the plans with the County Engineer in public session for the improvement to roadway signs along various county and township roads, is satisfied that the public convenience and welfare require that said improvement be made.*

*NOW THEREFORE, BE IT RESOLVED that the Board of County Commissioners in accordance with Section 5555.13 of the Ohio Revised Code hereby orders that such improvement proceed.*

*BE IT FURTHER RESOLVED that the Board of County Commissioners in accordance with Section 5555.022 of the Ohio Revised Code hereby approves the surveys, plans, profiles, cross sections, estimates, and specifications for such improvement, the costs of which shall be paid from an Ohio Public Works Commission grant matched by local funding sources in accordance with Section 5555.43 of the Ohio Revised Code.*

*BE IT FURTHER RESOLVED that the Clerk of the Board of County Commissioners is hereby ordered to let this project for bids in accordance with Section 5555.61 of the Revised Code. The bids shall be let upon a unit price basis. Bids shall be received until 1:45 P.M. and opened and read aloud at 2:00 P.M. on Wednesday, October 10, 2012.*

*BE IT FURTHER RESOLVED, that the Clerk of Geauga County Board of Commissioners is hereby instructed to transmit a certified copy of this resolution to the Geauga County Engineer.*

<i>Roll Call Vote:</i>	<i>Commissioner Claypool</i>	<i>Aye</i>
	<i>Commissioner Jemison</i>	<i>Aye</i>
	<i>Commissioner Samide</i>	<i>Aye</i>

**JOB AND FAMILY SERVICES – RE-APPOINT SALLY BELL AND JONI STUSEK –  
COMMUNITY ACTION BOARD**

*Mr. Claypool inquired what the Community Action Board was; Commissioners Clerk Christine Blair stated that the Board Code of Ethics stated that the Community Action Board Members dedicate their efforts to addressing poverty, hunger, education, health, shelter, employment and other needs of Geauga's low to moderate income residents. They commit themselves to the core values and ethical principles of this Board as follows: To be compassionate and responsive, to value our partners in service, to be committed to the public good and accountable to that public, to demonstrate transparency, integrity, and honesty in all their interactions, to be responsible stewards of resource, committed to excellence and maintaining the public trust, to provide accessible services that address a continuum of needs, to insure dignity, respect, diversity, inclusion and cultural competency, to avoid conflicts of interest or the appearance thereof, to accept as a personal duty the responsibility to keep up to date on emerging issues and to conduct themselves with professional competence, fairness, impartiality, efficiency and effectiveness, and to educate the community about issues affecting Geauga's low to moderate income residents and to facilitate communications between the Board, constituents, public officials, county residents and employers.*

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*Motion:* by Commissioner Claypool, seconded by Commissioner Jemison to re-appoint Sally Bell and Joni Stusek to serve on the Geauga Community Action, Incorporated Board for a three year term, October 1, 2012 through September 30, 2015.

<i>Roll Call Vote:</i>	<i>Commissioner Claypool</i>	<i>Aye</i>
	<i>Commissioner Jemison</i>	<i>Aye</i>
	<i>Commissioner Samide</i>	<i>Aye</i>

**DEPARTMENT OF WATER RESOURCES – HIRE MICHAEL SIEBERT – ELECTRICIAN (#2314)**

*Director Doug Bowen explained that they had posted for the position of Electrician and the Mr. Siebert had retired after thirty years with Solon, had been off a year and decided that he wanted to go back to work, and work for another ten years. Mr. Siebert was the most qualified, having worked at all the treatment plants doing all the electrical work. Mr. Claypool inquired about a call he had received from a citizen regarding the ‘double dipper’ and asked if a younger person would be better for the position. Mr. Bowen explained that they had done six interviews and two internal interviews for the position and Mr. Siebert was the most qualified. Mr. Claypool asked if the pay rate was impacted, to which Mr. Bowen stated that it is set, and would be the same for anyone who had applied.*

*Motion:* by Commissioner Claypool, seconded by Commissioner Jemison to approve the hiring of Michael Siebert to the position of Electrician (#2314) at the Merritt Road Garage Facility to be effective September 17, 2012 at a rate of \$17.24 per hour with a 120 day probationary period.

<i>Roll Call Vote:</i>	<i>Commissioner Claypool</i>	<i>Aye</i>
	<i>Commissioner Jemison</i>	<i>Aye</i>
	<i>Commissioner Samide</i>	<i>Aye</i>

**DEPARTMENT OF WATER RESOURCES – RESIGNATIONS – DAMIEN FIELD, MAINTENANCE WORKER #2330 AND ERIC PECK, OPERATOR I (#2326)**

*Mr. Bowen stated that they had received two resignations, Mr. Field who had been here for two years, was leaving to go to Ashtabula and Mr. Peck who had been here for four years, was leaving to go to Lake County for \$3.00 more per hour. Mr. Bowen asked the Board to accept the resignations and grant permission to advertise for the two now open positions.*

*Motion:* by Commissioner Claypool, seconded by Commissioner Jemison to accept the Resignation of Damien Field, Maintenance Worker (#2330) to be effective September 21, 2012.

<i>Roll Call Vote:</i>	<i>Commissioner Claypool</i>	<i>Aye</i>
	<i>Commissioner Jemison</i>	<i>Aye</i>
	<i>Commissioner Samide</i>	<i>Aye</i>

*Motion:* by Commissioner Claypool, seconded by Commissioner Jemison to accept the Resignation of Eric Peck, Operator I (#2326) to be effective September 21, 2012.

<i>Roll Call Vote:</i>	<i>Commissioner Claypool</i>	<i>Aye</i>
	<i>Commissioner Jemison</i>	<i>Aye</i>
	<i>Commissioner Samide</i>	<i>Aye</i>

**DEPARTMENT OF WATER RESOURCES – ADVERTISE FOR THE POSITION OF MAINTENANCE WORKER (#2330) AND WATER / WASTEWATER OPERATOR I (#2326)**

*Motion:* by Commissioner Claypool, seconded by Commissioner Jemison to grant permission to advertise for the position of Maintenance Worker (#2330) at the Merritt Road Garage Facility; this position will remain posted until filled.

<i>Roll Call Vote:</i>	<i>Commissioner Claypool</i>	<i>Aye</i>
	<i>Commissioner Jemison</i>	<i>Aye</i>
	<i>Commissioner Samide</i>	<i>Aye</i>

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*Motion: by Commissioner Claypool, seconded by Commissioner Jemison to grant permission to advertise for the position of Water / Wastewater Operator I (#2326) at the Merritt Road Garage Facility both internally for a period of ten days per the union contract, and externally until the position is filled.*

<i>Roll Call Vote:</i>	<i>Commissioner Claypool</i>	<i>Aye</i>
	<i>Commissioner Jemison</i>	<i>Aye</i>
	<i>Commissioner Samide</i>	<i>Aye</i>

**ACKNOWLEDGEMENTS**

- a) A monthly report filed by the Geauga County Sheriff's Office of an account of expenses for the inmate meals for the month ending August, 2012.*
- b) The Monthly Inventory Report, Consolidated Investment Portfolio and Obligations and Securities monthly reports filed by the Treasurer's Office for Geauga County for the Month of August 2012, pursuant to ORC 135.35(L).*

**OTHER**

*The Board reviewed upcoming events.*

**MEETINGS**

*Thu., 9/13 Budget Hearings beginning at 1:00 p.m.*

*Fri., 9/14 NOACA meeting, 10:00 a.m.*

*Mon., 9/17 Family First Council, 2:00 p.m. at Job and Family Services*

*Tues., 9/18 The Commissioners will hold regular session*

*Tues., 9/18 Investment Advisory Committee meeting, following session, Chambers*

*Tues., 9/18 Budget Hearings beginning at 1:00 p.m.*

*Tues., 9/18 Chagrin River Watershed Partners Board of Trustees meeting, 4:00 p.m. Gates Mills Community House*

*Wed., 9/19 The Commissioners will attend the Department on Aging Annual meeting, 12:00 p.m. at the Multi-purpose Senior Center, Chardon*

*Thu., 9/20 The Commissioners will hold regular session*

*Thu., 9/20 Budget Hearings beginning at 1:00 p.m.*

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***BEING NO FURTHER BUSINESS TO COME BEFORE THE BOARD, COMMISSIONER CLAYPOOL ADJOURNED THE MEETING AT 11:07 A.M.***

*Geauga County Board of Commissioners*

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*Mary E. Samide*

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*Tracy A. Jemison*

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*Walter M. Claypool*

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*Christine Blair, Commissioners' Clerk*