

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Forty-fourth meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, January 24, 2023, from 7:05 p.m. - 9:00 p.m.

Meeting held in-person and virtually via GoToWebinar

MEETING MINUTES approved on 4/4/23

Regular Participants

Roundtable Member	District/Organization	Attended	Roundtable Member	District/Organization	Attended
Debra MacDonald*	District 9	X	Marcus Parker, Sr	Alternate for Dan Klosterman, District 32	
Austin Holley, Vice Chair*	District 33		Debra Jung*	Howard County Council, District 4	X
Ellen Moss*	District 2 Anne Arundel County Council	X	Brent Girard	Office of Senator Chris Van Hollen	
Mary Reese*	District 30	X	Adam Spangler	Office of Congressman Anthony G. Brown	
Jesse Chancellor*	District 9	X	Sam Snead*	Office of Anne Arundel County Executive Steuart Pittman	
Howard Johnson*	District 12	X	Laila Jones	Office of Anne Arundel County Executive Steuart Pittman	
Drew Roth*	District 12	X	Bruce Gartner*	Office of Howard County Executive Calvin Ball	
Scott Phillips*	District 13	online	Mandy Rimmell*	Office of Baltimore County Executive Johnny Olszewski	
Paul Verchinski	Alternate District 13		Paul Shank, Chief Engineer	MDOT MAA	
Evan Reese*	District 30		Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	MDOT MAA	
Al Donaldson*	District 32		Greg Voos	Mid Atlantic Regional Representative, NBAA	
David Nibeck	Alternate for District 32	X	Kyle Evans	General Aviation Representative, CP Management LLC	
Daniel Woomer*	District 32	X	David Richardson	Southwest Airlines	
Dan Klosterman*	District 32	X	Steve Alterman	President, Air Cargo Association	

*Voting Member

ADDITIONAL PARTICIPANTS

Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA)

Karen Harrell, Noise Section

Federal Aviation Administration (FAA)

Veda Simmons (Online) – Community Engagement Officer

David Johnson (Online) – Eastern Region Performance Based Navigation (PBN) Co-lead

Contractor Support

Royce Bassarab, HNTB

Jordan Mueller, Assedo Consulting

MEETING MATERIALS

None

1. WELCOME AND INTRODUCTIONS

Introduction and Roll Call of Attendees

Mr. Royce Bassarab began the meeting at 7:05 p.m. and welcomed everyone in attendance. He stated that the meeting was being recorded and explained to those attending virtually that there is a question box where all comments and questions can be submitted. He went on to state that online attendees should log off and back on if they had experienced technical difficulties. He then indicated that any in-person attendee who wanted to speak should have signed up prior, and they would be called during the comment period.

Ms. Debra MacDonald thanked Mr. Bassarab and proceeded with roll call of voting members and alternates, as well as a few non-voting Roundtable members. A quorum was reached.

Approval of Agenda

Ms. MacDonald transitioned to approving the meeting agenda. Mr. Dan Woomer made a motion to approve the agenda. Mr. Jesse Chancellor seconded the motion. All were in favor, none opposed, and the motion was passed.

Review and Approval of December 13th Meeting Minutes

Ms. MacDonald moved on to approve the meeting minutes. Ms. MacDonald stated that the only prior change was in Mr. Paul Verchinski's attendance as he was previously listed as not in attendance. Mr. Woomer made a motion to approve the minutes and Ms. Mary Reese seconded. The motion passed.

2. ROUNDTABLE CHAIR COMMENTS

Ms. MacDonald explained that she had helped develop a Roundtable mailing list that was used to distribute the executive summary report that Mr. Chancellor has continued to work on. She went on to say that the mailing list of contacts, elected officials, and media has grown to nearly 350. She noted that the number of contacts on the list was previously at 100, and the list has been continually updated. Ms. MacDonald indicated she does still need to incorporate contacts in Anne Arundel. She also stated that

the contact list was shared with a few Roundtable members as a form of redundancy to ensure a few Roundtable members have access to it.

Ms. MacDonald informed the Roundtable that she was working on the annual report and that the Roundtable members should look for a draft in their emails for input and comment. She stated this was a sizeable amount of information to pull together, and she may request some contributions for it to make it more complete. Ms. MacDonald then stated that the night's meeting had been pushed toward the end of the month to give the legislature time to return to session, but also because the flight procedure changes were going into the Dot 41 process in the first few weeks of January. She stated that she had met with Ms. Veda Simmons about the Dot 41 process and learned that the FAA PBN Working Group had met the week of January 9, 2023. Ms. MacDonald reached out to Mr. Paul Shank and Mr. Ricky Smith and asked for an update regarding the meeting but was informed they could not give her an update as they were not aware that a meeting had taken place. Ms. Veda Simmons will provide an update instead.

Ms. Debra Jung then informed the Roundtable and audience that the MAA does a community report and asked if any Roundtable members were aware of the report. Mr. Chancellor indicated that he had only learned of the report recently. Ms. Jung then stated that the report does not mention the Roundtable. Ms. MacDonald questioned where the report is sent. Ms. Jung replied that it was a report that goes to the Department of Transportation. Ms. MacDonald thanked Ms. Jung for the information and stated that she was going to investigate it.

3. MDOT MAA UPDATE

Ms. MacDonald transitioned to the MAA update, asking Ms. Simmons to give an update on the Dot 41 process. Ms. Simmons stated that the noise screening for the Standard Instrument Departures (SIDS) was complete and that there was no reportable or significant impacts found. She indicated the changes to the Standard Terminal Arrivals (STARS) and Instrument Approach Procedures (IAPs) are currently going through the design phase to ensure any criteria changes were addressed. Ms. Simmons specified that criteria changes included software design, obstacles, wind issues, and end-user flyability. She went on to say that the changes to the SIDS and STARS are not dependent on each other, and if the Roundtable approves, the FAA can set a chart date for the SIDS. She stated that once the final designs are completed for the STARS and IAPs and all of the stakeholders agree on the viability of the designs, they will be submitted for environmental review, which can take 3–6 months. She then stated that if there are no reportable or significant impacts, that information will be reported to the Roundtable for approval. On behalf of the FAA, Ms. Simmons encouraged the Roundtable to move forward with the SIDS rather than wait for the results of the noise screen for the STARS and IAPs, as it can delay the benefits of the redesigned SIDS. Ms. Simmons reiterated that it is possible to move forward with the SIDS if the Roundtable chooses to do so.

Ms. Reese's concern was that the Dot 41 raised issues with the main stakeholder (Southwest) at BWI, and that the MAA was not in agreement with what the FAA had proposed because Southwest indicated that they could not fly the change. Ms. Reese went on to say that it was an independent portion of the package that was not related to the Roundtable's approved changes. She stated that it created a problem to mesh the issues together to have all the stakeholders agree. She stated that there was

needed clarity around where the issue was and who was having it, as the Roundtable has already voted on their portion of the package and the issue was independent of the Roundtable.

Ms. Simmons stated that in order to move forward with at least the SIDS (the portion everyone was in agreement with), the FAA would need confirmation from the Roundtable that the FAA can either proceed with the SIDS or wait for all the procedures (STARS and IAPs) to be completed. Ms. Simmons stated that the airport industry stakeholders still need to be contacted, but SIDS were ready to proceed. She indicated the noise screen was done on the SIDS on January 23, 2023, so that is what the FAA can work on now if the Roundtable agrees.

Ms. Reese requested that Ms. Simmons send all of this in writing. Mr. Drew Roth stated that he believed the Roundtable has approved everything that they need to approve, and the appropriate next action would be for Ms. MacDonald to send the FAA the meeting minutes where the Roundtable approved the proposal. Ms. Reese believes that the lack of communication and clarity from the MAA and FAA is independent of the Roundtable and the explanation that Ms. Simmons provided needs to be sent to the Roundtable in writing. She also stated that she believes the MAA has ridden the coattails of the Roundtable in this expedited process. Ms. MacDonald agreed with Ms. Reese and vocalized her confusion regarding why the Roundtable is voting on a subject the Roundtable does not have any power to control.

Ms. Simmons clarified that the FAA was not looking for approval for the SIDS design, only for approval on proceeding with the publication of the SIDS without waiting for the noise modeling results of the STARS and IAPs. Ms. Reese reiterated that the Roundtable needed Ms. Simmons statement in writing because the MAA had no knowledge of what was going on during the Dot 41 meeting on January 9. Ms. Reese then asked if the MAA and Southwest have already come to a consensus and agreement from the January 9 meeting.

Mr. David Johnson, the PBN Co-lead for the FAA, clarified that the FAA has the required design approvals for the departures. He went on to say that there are two processes that can happen: the FAA can have the environmental review done for SIDS with an earlier publication, or they can wait for one total project package with SIDS, STARS, and IAPs to be published at the same time. Mr. Johnson asked if the FAA could move forward with publishing SIDS before the STARS are complete. He reiterated the FAA is not waiting for any approvals.

Mr. Chancellor agreed and summarized the sentiments and understanding that the Roundtable has expressed, as well as the package contents the Roundtable has submitted and approved. The package contains changes to flight paths (some proposed by the FAA and some by the Roundtable) including departure changes from Runway 28 and additionally the second aspect that went through the PBN process for arrival changes to 33L and Runway 10. He then asked if the package the Roundtable submitted is being separated from the work that was brought to the FAA's attention by industry stakeholders and not the community.

Mr. Johnson indicated that Mr. Chancellor's summary was not correct in what the FAA was asking. Mr. Johnson reiterated that SIDS analysis is complete. He stated that the issue is that SIDS have been through the noise modeling process, and because there was no significant noise increase or impacts, it

gives the FAA the opportunity to move faster to publish SIDS, without waiting on the STARS. Mr. Johnson confirmed that the FAA would provide the Roundtable with the changes that industry and the MAA wanted to review to make sure it is still in agreement with what the Roundtable proposed and voted on. Mr. Johnson stated the FAA would then move forward with the noise modeling on STARS, which will take approximately six months. He then reiterated that the question at hand was whether the FAA could move forward with publishing the SIDS instead of waiting for STARS to complete the noise modeling process. He indicated the FAA has finalized their review of the STARS and plan to send the results to Industry and the Roundtable for verification that the changes that were requested had in fact been implemented. Mr. Johnson stated that the STARS will then move to the noise modeling process.

Many Roundtable members reiterated that the FAA decisions need to be sent in writing to the Roundtable. Mr. Roth then asked that the FAA define the difference between SIDS and STARS. Mr. Johnson stated that the SIDS are the departure procedures that were worked on by the technical committee, industry, and the Roundtable. He stated those changes are completed and designs agreed upon. He indicated there was no increase in noise based on modeling, which is good environmentally. If there was a change, the FAA would need to do more environmental processing on it, which would take longer. He clarified that STARS are the arrivals to all the runways coming in from north, south, east and west. Mr. Roth then stated that the Roundtable's package contained both SIDS and STARS. Mr. Johnson confirmed that to be true. Mr. Roth then asked if the FAA was stating that they could get the departures through the environmental process earlier than the arrivals. Mr. Johnson confirmed, stating that the FAA was not sure how the Roundtable prefers that SIDS and STARS are published (as a package, or separately).

Mr. Roth stated that the Roundtable's understanding was that the arrivals and departures were not separable regarding implementation. He then asked if departures complete the environmental review process, can they be implemented even with no change in arrival flight paths.

Mr. Woomer indicated he had similar thoughts and asked if the FAA was proposing segmentation. Mr. Johnson responded that the setup of the overall package, allows the FAA to complete part of the package earlier. Mr. Roth then asked if it changed the end date of implementation. Mr. Johnson stated that SIDS could be implemented earlier if the Roundtable agrees to it. Mr. Roth then asked why the FAA needs Roundtable input in this decision as it was a question of implementation. Mr. Johnson stated that the FAA doesn't want to proceed with anything the Roundtable was not comfortable with (implementing as one total package or as separate pieces).

Ms. Reese asked Mr. Johnson if the Dot 41 process was held because there were concerns raised by the MAA relating to the package the FAA brought to the MAA. Mr. Johnson confirmed that to be true and clarified that the Roundtable technical committee did not present issues for the FAA to work on. Mr. Johnson said they had received the same information from the Technical Committee and Mr. Gary McMullin. Ms. Reese then asked if the issues that were remedied through the Dot 41 process had been brought to the attention of the MAA. Mr. Johnson replied no, as they were waiting on a review from Potomac TRACON to ensure the information is correct. He went on to explain that after the review, it would be brought to industry, the Roundtable, and other stakeholders for a final review before proceeding with STARS. Ms. Reese asked if the FAA was going to present the information to the MAA, as

Mr. Johnson cited industry but not the MAA specifically. Mr. Johnson replied that the industry was all the airlines at BWI and the MAA. Mr. Johnson confirmed that the FAA would provide the package for all parties to review.

Mr. Chancellor then addressed the Roundtable members, stating that the Roundtable members had been told that the changes that the MAA had brought up had nothing to do with the Roundtable and their package. He expressed concerns that the changes to arrivals, that the industry has asked for and the Roundtable has already accepted, could potentially be altered. Mr. Chancellor further stated if industry asked for changes, beyond what the Roundtable has already discussed with the FAA, that affect the arrivals (not the departures) which primarily affect our counties, there will be changes to what the technical committee worked on, which were believed to have already been approved. Mr. Johnson stated that the changes that were worked on in January were just shortening the terminus fixes. It was shortened so the industry could adjust their fuel requirements and weight for arrivals. There were no changes to any routes.

Mr. Chancellor addressed the Roundtable members, stating that his previous concern of a surprise route design change had been addressed, though the Roundtable still needs to see everything in writing. Mr. Chancellor's other concern was centered around the acceptance of departures without arrivals. He went on to say that the Roundtable had to decide as they were presented with the opportunity to move forward with separate package pieces. Ms. Reese questioned what the difference in time would be between SIDS and STARS publication. Mr. Johnson stated that he could not speculate at that time as the FAA needed to wait for the noise modeling for STARS to be completed. He went on to say that if the environmental review comes back favorable as it did with SIDS, it would be 6-8 months between publication dates. However, if there is more noise in areas that were previously less impacted, then it could be up to 2 years depending on how long it would take to get the money for an environmental assessment (EA) and how long it would take to conduct the EA.

Mr. Woomer suggested that the decision to move forward with publication be tabled, and the Roundtable's technical committee review the changes the FAA and the Dot 41 process settled upon. Then the technical committee would report back to the Roundtable for confirmation. Ms. MacDonald agreed with Mr. Woomer's suggestion.

Mr. Roth stated the technical committee received communications between the MAA and FAA regarding concerns the MAA had. He went on to say the Roundtable's technical committee has reviewed those concerns and changes. Mr. Roth then asked Mr. Johnson if the changes that were proposed late last fall impact the arrivals the Roundtable has already proposed, reviewed, and accepted. Mr. Johnson responded that it does not change the arrivals, and the only facet that is changed is the location of a waypoint that is on the same flight path. Ms. Reese questioned which waypoint, but Mr. Johnson did not have that information on hand. Ms. Reese asked if it was SPLAT or GRAFF. Mr. Johnson confirmed it was not.

Ms. Jung encouraged the Roundtable to focus on the question at hand that the FAA has proposed: whether or not the FAA can move forward with SIDS on a slightly accelerated schedule. Ms. Jung stated that she believed that the Roundtable should take a vote on that issue. She also stated that she is from Anne Arundel County (Severna Park), knows the issues Anne Arundel is facing, and listened to the planes

overhead for many years. She expressed a desire to move ahead as soon as possible, and she hopes the Roundtable can do as good a job on arrivals as the departures.

Mr. Chancellor recollected a time when the FAA approached the Roundtable with changes to departures but not arrivals; the Roundtable responded by stating the Roundtable did not want to move forward without changes to both departures and arrivals. He recounted the Roundtable's solidarity and agreement to have both Howard County and Anne Arundel County's problems addressed at the same time and effectively. He went on to say that he felt as though there was a risk of "decoupling" of the two counties, where one county would benefit, and the other would not. He followed up by clarifying he was less concerned about it after receiving clarity from Mr. Johnson. He agreed that the Roundtable should provide as much relief as quickly as possible, agreeing with Ms. Jung on moving forward with SIDS.

Ms. MacDonald stated that the Roundtable needs the FAA's changes in writing. A conversation about the MAA ensued as members of the Roundtable voiced their frustrations about their lack of attendance.

Mr. Roth stated that the FAA came to the Roundtable with a proposal about departures, to which Mr. Chancellor agreed. Mr. Roth then recalled that the Roundtable provided a unified response to ensure both departures and arrivals are investigated equally.

Mr. David Nibeck asked about the downside of not moving forward with what the FAA has presented. Ms. Reese stated this was about the partners and the process the Roundtable has had to date. She said that it was strange that the FAA had attended the meeting without any word to the MAA about their proposal to proceed with the SIDS publication. Ms. Reese stated that Mr. Shank (MAA) was not in attendance, but he indicated via email that he had no idea that they had convened the Dot 41 meeting. She went on to say that the MAA needs to be present as does Southwest Airlines. Ms. Reese summarized that the Roundtable does not want to hold up the process of publication and implementation but is questioning why the Roundtable is being presented this question when other stakeholders were unaware of the Dot 41 process and why the Roundtable is being asked to comment on an implementation timeline when they have not been a part of that decision-making process in the past.

A short session of internal conversation and cross talk took place.

An unknown speaker stated that he agreed that it was appropriate to move forward with the implementation process, but that he did not want to do anything that would jeopardize the rest of the process regarding Howard County. He continued to state that he would be interested in the noise modeling aspect of the process.

Ms. MacDonald reiterated that the Roundtable needs something in writing pertaining to what the FAA is asking of the Roundtable. Ms. Reese clarified that she was uncomfortable commenting on the FAA's request without the presence of the MAA. Mr. Johnson clarified that the FAA intends to talk with the MAA as it pertained to moving forward with SIDS. He went on to say that the FAA fully intends to discuss potentially moving forward with SIDS early with industry as well, to ensure that impacted parties are onboard.

Mr. Roth then suggested the Roundtable make a statement on general principles as opposed to a direct comment on the FAA's request. Questions were raised by Roundtable members as to whether the implementation of the SIDS will delay the process regarding the implementation of STARS. Ms. Reese then asked about the possibility of MAA opposing recent FAA changes. Mr. Johnson said he would be very surprised if the MAA opposed the FAA's recent changes, as the changes should be transparent as far as the Roundtable is concerned.

A short session of internal conversation and cross talk took place.

Mr. Roth made a motion for a resolution, stating:

"I move that the Roundtable adopt the general principle that we oppose any delay to implementation of flight path changes that provide benefit to our communities, and that we support any acceleration of schedule to implement changes so long as that does not result in additional delay to other parts of the changes we have proposed."

Mr. Johnson said the resolution was acceptable as it pertains to the FAA as there may be issues with STARS that says the procedure may need longer environmental processing. Mr. Chancellor seconded the motion. None opposed and the motion passed unanimously.

4. ROUNDTABLE COMMITTEE REPORTS

Technical Committee

Mr. Chancellor stated that the monthly report and executive summary for November 2022 was emailed out to over 300 people. Mr. Chancellor gave a brief overview of the six-page executive summary, highlighting the key points of information the reports cover. It was his belief that the regional maps of BWI Marshall noise pollution were the most compelling section, as it maps the entire region of noise pollution. He believes it is a good representation of what residents are experiencing. He stated that the 50 DNL contour stretches boundaries of Columbia/Clarksville, eastward to Smallwood/ Lake Shore/Annapolis and south to Crownsville/Millersville/Fort Meade. He went on to say that the World Health Organization (WHO) identified adverse health effects at that noise level, and it was in his opinion that it should be a public policy reaction to these health impacts. He then stated that the December data will be out in January, and it will take at least 2 weeks to produce the December report. Mr. Chancellor stated that the committee is continuing to build their contact lists, and this was also important because public officials really need to understand what is going on.

Legislative Committee

Ms. Reese stated that this legislative session has a House and Senate Bill which can be found by searching for SB 162 on the Maryland General Assembly website. Ms. Reese briefly explained why the bill is significant stating that the bill will change the legislation that formed the Maryland Aviation Commission which votes on matters pertaining to BWI infrastructure. It would also add seats for community members. She stated that the bill was different from the bill proposed last year, as the previous bill would create a separate commission with a budget that could pursue study that would help all bodies of government to make informed decisions and recommendations.

Referring to page 2, lines 6-9, Ms. Reese pointed out significant aspects of the bill. She stated that it highlights the importance of the commission as it looks at the negative impacts of the local aviation and airport industries by looking at accepted scientific research to inform and make decisions regarding healthy/livable communities. She then discussed lines 26 and 27, which state who the commission must take advice from including citizen advisory groups, local governments, and citizens from communities near airports. She also discussed page 3, lines 3–5 where she explained a provision in the bill that would allow the Roundtable to provide at least four candidates to be seated at the commission.

Mr. Chancellor clarified according to the proposed bill, the Roundtable would act in a vetting and recommendation role for the commission, not that four people that are necessarily seated Roundtable members. Ms. Reese confirmed.

Ms. Reese continued to page 4, lines 16–24, stating that the new commission members would be briefed on the responsibility to look at community and health impacts from the available science. Mr. Chancellor asked if the new four members identified by the commission would get briefed on the characteristics and standards that it takes to run a major airport. Ms. Reese stated that, historically, people appointed to the commission are from the industry, so candidates are usually subject matter experts. She continued that they are not required by law to get briefed on subjects like economic models and business practices. She reiterated that candidates are historically well-informed to begin with.

Ms. Reese went on to say that the commission will be required to write an annual report including all the initiatives the commission is supporting that enhance healthy, livable communities as well as any initiatives that mitigate the adverse health impacts to said communities.

Mr. Chancellor added that Bruce Gartner brought to his attention that the Commission already has the responsibility to deliver an annual report. This new requirement will be folded into that existing requirement.

Ms. Reese then pointed out that all the feedback that was received last year had been incorporated into the new bill and showcased a few examples within the bill (page 3). Mr. Chancellor pointed out that the Commission is for all of Maryland, and the Commission would have to consider impacts around Martin State Airport also. Ms. Reese also described that the Commission members would serve staggered term lengths. Mr. Chancellor asked if the Roundtable is still seeking sponsors for this. Ms. Jung then suggested that the Roundtable vote to support a resolution. Mr. Roth recalled voting to pass a resolution and requiring the Chair to vocalize the support in front of the delegates. Ms. MacDonald stated that she sent the last letter of support online. Ms. Reese stated that written letters of support are also important in this process and encouraged Roundtable members and community members to send their support online. She stated the vice chair of the committee is a sponsor, so the bill should get to the floor for a vote.

Mr. Woomer stated that the hearing would be hybrid and comments of support can be written via Zoom or in person. Ms. MacDonald asked when comments could be submitted. Ms. Reese said the hearing was on February 1, and Mr. Woomer stated that comments could be submitted one day before.

Ms. Jung stated that this year's sponsors include Terri Hill, Columbia, Howard County; Jessica Feldmark Columbia, District 12, Howard County; Jen Terassa, Columbia, District 13; and Natalie Ziegler, Howard County.

Ms. Reese proposed the first resolution stating that "The Roundtable supports SB 162 and HB 204 and accepts the responsibilities that it entails." Mr. Roth seconded the motion. All were in favor. None opposed and the motion passed.

Mr. Roth made a motion that the chair of the Roundtable be authorized to testify on behalf the Roundtable for support of SB 162 and HB 204. All were in favor and none opposed.

Mr. Woomer reiterated that everyone can submit written support as well.

Communication Committee

Ms. MacDonald stated that there is not an official communication committee but that there are important pieces being sent out.

6. PUBLIC COMMENT

Mr. Jimmy Pleasant indicated that he had been trying to communicate with the sponsors of the SB 162/ HB 204 bill for a year with no response. He then stated that the noise reports were inaccurate, especially during this time of year because it is colder and the sound is louder. He states that the ANZ report averages the weather and is not accurately capturing the noise. He stated that he had been asking for a full environmental assessment and called Senator Sarbanes office and was told they would get back to him.

Ms. Laura Donovan had a few questions that she needed clarified. Her first question was about the legislation bill and whether community members should email their comments instead of attend in person. Ms. Reese stated that people can "absolutely" testify in person if they so choose. Ms. Donovan then asked if there was a limit to how many people could attend in person. Mr. Woomer responded that it was limited to the capacity of the room. Mr. Chancellor encouraged people to arrive early. Ms. Reese recommended that Ms. Donovan testify to the House bill as she [Ms. Donovan] testified to the Senate bill last year. Ms. Reese informed Ms. Donovan that she would let her know the details when she had them, and Ms. Donovan thanked her.

Ms. Donovan then asked for clarification on the SIDS and STARS decision made earlier, and Ms. Reese helped to clarify the resolution and path forward. Ms. Donovan also wanted clarification of where the monthly summaries are located. Mr. Bassarab will show her where they are located on MAA website.

7. PLANNING FOR NEXT MEETING

Ms. MacDonald proposed moving the meeting date to the second Tuesday of the month again and asked if anyone was opposed to that idea. None were opposed. She then proposed skipping the February meeting to attend the hearing for the proposed legislation and suggested meeting in March. The next meeting was scheduled for March 7, the first Tuesday of the month.

8. ADJOURN

Mr. Chancellor motioned to adjourn the meeting. Mr. Dan Klosterman seconded. All were in favor, and none opposed. The meeting adjourned at 9:00 p.m.