

## DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Fiftieth Meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, June 25<sup>th</sup>, 2024, from 7:06 p.m. – 8:36 p.m.

Meeting held virtually via GoToWebinar

### MEETING MINUTES

#### Regular Participants:

Roundtable Member	District/Organization	Attended	Roundtable Member	District/Organization	Attended
Suzzie Schuyler*	District 1 Anne Arundel County Council	<b>X ONLINE</b>	Sam Snead*	Office of Anne Arundel County Executive Pete Smith	
Debra Jung*	District 4, Howard County Council	<b>X ONLINE</b>	VACANT	Office of Howard County Executive Calvin Ball	
Debbie Macdonald*	District 9	<b>X ONLINE</b>	Mandy Rimmell*	Office of Baltimore County Executive Johnny Olszewski	
Jesse Chancellor*	District 9	<b>X ONLINE</b>	Brent Girard	Office of Senator Chris Van Hollen	<b>X ONLINE</b>
Howard Johnson* Chair*	District 12	<b>X ONLINE</b>	Stephen Jones	FAA Regional Deputy Administrator	<b>X ONLINE</b>
Drew Roth*	District 12	<b>X ONLINE</b>	Paul Shank, Chief Engineer	MAA	
Scott Phillips*	District 13		Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	MAA	<b>X ONLINE</b>
Paul Verchinski*	Alternate District 13	<b>X ONLINE</b>	Bruce Rineer	MAA	<b>X ONLINE</b>
Evan Reese*	District 30	<b>X ONLINE</b>	Karen Harrell	MAA	<b>X ONLINE</b>
Will Pierson*	District 32	<b>X ONLINE</b>	Kevin Clark	MAA	
Daniel Woomeer* Vice-Chair*	District 32	<b>X ONLINE</b>	Greg Voos	Mid Atlantic Regional Representative, NBAA	
Dan Klosterman*	District 32	<b>X ONLINE</b>	Kyle Evans	General Aviation Representative, CP Management LLC	
David Nibeck	Alternate – District 32		David Richardson	Southwest Airlines	
Marcus Parker, Sr	Alternate – District 32		Steve Alterman	President, Air Cargo Association	
Kimberly Franklin	District 33	<b>X ONLINE</b>	Trey Turner	Commercial Carriers Rep.	

Roundtable Member	District/Organization	Attended	Roundtable Member	District/Organization	Attended
Libby Lewandowski*	District 33	X ONLINE	Ben Thielen	FAA Community Engagement Specialist	X ONLINE
			Curby Fowler	FAA ATO Rep.	X ONLINE

\*Voting Member

Other Named Attendees:

Councilman Pete Smith, Anne Arundel County Council  
 Royce Bassarab, HNTB  
 Brett Healy, ADCI (Meeting Minute Taker)  
 Gary McMullin, HMMH Subconsultant  
 Jason Stoddard, HMMH

**1. INTRODUCTION AND ROLL CALL**

Introduction and Roll Call

The meeting commenced at 7:06 p.m. with Roundtable Chair Mr. Howard Johnson thanking everyone for attending. He conducted roll call and quorum was met.

Mr. Bruce Rineer from the MAA delivered a general briefing, reminding attendees that the meeting was being recorded. He stated the meeting was conducted virtually and requested that participants ask questions by typing them into the chat box. Any attendees experiencing sign-in issues were advised to log out and log in again to try and fix the issue.

Approve Agenda

Mr. Johnson requested a motion to approve the meeting agenda. Mr. Daniel Woomer motioned to approve the meeting agenda; Ms. Suzzie Schuyler seconded.

Review and Approve May 7<sup>th</sup> Meeting Minutes

Mr. Johnson requested a motion to approve the May 7, 2024 meeting minutes. Mr. Woomer motioned to approve; Ms. Schuyler seconded. Ms. Debra Jung prompted Mr. Johnson to call for a vote to approve the minutes. All voted in favor and the motion passed.

**2. MAA UPDATE**

Mr. Johnson stated that earlier in the month, a question regarding a planned revision to the ANTHM (RNAV) Standard Terminal Arrival (STAR) at BWI had been raised. He said that the procedure was listed as under development and asked for an update regarding the change. Mr. Rineer responded that the MAA had planned to defer the explanation to the FAA as they too had not been aware of the procedure change.

Mr. Jason Stoddard from HMMH explained that the ANTHM 3 procedure is the currently published procedure, ANTHM 4 is due to be published in September, and ANTHM 5 is scheduled for publication in December of 2024. Mr. Rineer acknowledged that Mr. Stoddard and Mr. Gary McMullin

were able to discuss the procedure but reiterated that the MAA would defer the explanation to the FAA. Mr. Curby Fowler of the FAA explained that the proposed revision was due to erroneous altitude and speed restrictions, but that the procedure itself is not changing. He said that error would be fixed by amending the procedure rather than restarting the publication process entirely.

Mr. Jesse Chancellor asked Mr. Fowler to clarify why the errors do not impact the procedure, saying he does not understand how changing these restrictions would not have an impact. Mr. Fowler shared the ANTHM 4 procedure on his screen. He stated that an unnecessary altitude restriction at 4,000 feet was included at the ASHOR waypoint. The ASHOR waypoint is located between FINNZ, which has a restriction at 5,000 feet, and GRAMZ, which has a restriction at 4,000 feet. Since aircraft flying this procedure would already be descending to 4,000 feet at GRAMZ, removing the altitude restriction at ASHOR would not impact the procedure. Mr. Chancellor thanked Mr. Fowler for his explanation. Mr. Johnson requested confirmation of the publication dates; Mr. Fowler said that the Standard Instrument Departures (SIDs) were scheduled for July 11, 2024, and the STARs in September 2024, as well as the ANTHM 5 amendment in December 2024.

Mr. Chancellor asked if the MAA or the FAA has done any community outreach to make people aware that flight paths will be changing. Mr. Fowler said he would get back to the group with the FAA's response. Mr. Johnson commented that one of the meeting agenda items addressed when the procedures would go into effect and what the public can expect from the MAA. Mr. Rineer stated that the MAA has not formalized any community outreach plans yet. Ms. Jung pointed out that the publication date is two weeks away, saying that the MAA might want to have some form of announcement or outreach. She suggested that the MAA could provide something to the Roundtable members to send to their community members, saying that Roundtable members could create their own announcements, but asserted that the messaging should be consistent. Mr. Woomer agreed.

Ms. Jung asked if the MAA would be able to provide some information that the Roundtable could send to their communities before July 11, 2024. Mr. Rineer responded that he would bring the issue up at the executive level and would coordinate with Mr. Johnson. Mr. Woomer said that the Roundtable would prefer to work with the MAA to present a unified message to the public. He emphasized that this project has been seven years in the making and represents a lot of dedication from many volunteers, saying that it would be extremely beneficial to the MAA to put out a message and put them in good standing with the communities. Mr. Johnson asked for a follow-up from the MAA on Tuesday, July 2; Mr. Rineer said he would reach out to Mr. Johnson.

### **3. COMMITTEE UPDATES**

Mr. Johnson moved on to the Technical Committee update. He said that earlier in the month, Mr. Chancellor presented a report from the Aviation-Impacted Communities Alliance (AICA) involving a Federal Docket response to a NASA sound study that was due before this meeting. He stated that the Technical Committee met to discuss the AICA report and decided to submit a response to the federal docket and that Mr. Chancellor had a presentation on the AICA and the sound study.

Mr. Chancellor gave an overview of the AICA and its report, saying that the AICA represents 70 community organizations around the country and actively contributes to legislative efforts and technical issues associated with NextGen noise and other concerns of the aviation industry. He said the

Roundtable is not a member, but the Quiet Skies group in Montgomery County is. Mr. Chancellor stated that when he receives information from the AICA, he forwards the information to the Roundtable Chair and Vice Chair as he deems appropriate. He further noted that the AICA is more aware of federal requests for comment than the Roundtable is. Mr. Chancellor said that the Roundtable, as a community organization with voting members from two counties, often has difficulty taking a position on certain issues, but that the Technical Committee thought that the issues in the AICA report were important enough for the Roundtable to express its conditional support ahead of discussing with the entire Roundtable.

Ms. Jung expressed her gratitude to Mr. Chancellor, Mr. Johnson, and Mr. Woomer for leading this response, saying that she thought it was important for the Roundtable to support the AICA. Mr. Roth stated that the AICA's report was very well done; Mr. Woomer and Ms. Schuyler agreed. Mr. Chancellor thanked them for their appreciation, saying that creating the response was a team effort.

Mr. Chancellor proceeded with his presentation on the AICA's response to the NASA study, stating that it is important for the presentation to be available on the Roundtable's section of the MAA's website so the information is on the record and available to the public. Mr. Chancellor stated that the NASA study is on Advanced Air Mobility (AAM) and Urban Air Mobility (UAM) aircraft, noting that these aircraft will move people and cargo around urban areas at low altitudes not currently used by commercial aircraft. He commented that the FAA's Noise Policy Review included questions related to these vehicles, saying that the Roundtable's response was that the FAA should follow scientific recommendations and should provide better integration and information than was provided for the NextGen procedures.

Mr. Chancellor said that NASA seeks to evaluate human response to these types of vehicles, noting that eventually the vehicles may be electrically powered but that the AICA believes they will initially be traditionally powered rotary craft. He stated that as the Roundtable recommends changes to BWI procedures and monitors operational changes at the airport, they should consider UAM/AAM aircraft and their proposed operations to ensure that operational numbers do not "explode", and that the addition of these vehicles does not take the community by surprise. Mr. Chancellor stated that the Roundtable will need to eventually engage on this topic, although he expects the initial markets will be in cities such as New York City, Los Angeles, and Dallas.

Mr. Chancellor stated that since the markets will expand beyond those areas, NASA wants to refine the study's approach. He said that test subjects will listen to noise samples from UAM/AAM vehicles on their own computers and devices and will respond to those samples. He emphasized that subjects would not be exposed to the vehicles directly, saying that the study will be conducted remotely, and noted that he thought this was one of the most interesting parts of the study design. Mr. Chancellor then identified the areas for which NASA requested comments, including whether collecting such information is necessary; how to improve the quality, utility, and clarity of the information; and how to reduce the burden of collection on test subjects. He said that AICA addressed these and also reached out to other communities about potential issues that could occur if NASA did not address this investigation correctly.

Mr. Chancellor then reviewed the comments provided by AICA, Studio City for Quiet Skies, and Uproar LA. These comments included that the study could be very useful if its design and execution

correctly incorporate the real-world experiences of the communities affected by noise; the groups felt that modeling and metrics would not capture real-world experiences correctly. He highlighted that the comments called out DNL as being useful close to airports but that it is not the correct metric to use for the overflight communities; instead, the AICA recommended the noise level above ambient (NAA) for all planning uses, especially those away from airports. Mr. Chancellor explained, saying that some communities experience little to no ambient noise aside from aviation noise and that the noise impacts for these quiet, semi-rural communities are different than those in a densely packed, urban or suburban environment. He said that ambient noise is therefore a key part in determining the lived experience of those in the impacted communities. Mr. Chancellor noted that the AICA stated that defining ambient noise as high, medium, or low does not adequately capture this lived experience and said that the AICA is emphasizing the need for a more technical approach to looking at ambient noise as well as determining the aviation noise level above the ambient noise level of an area.

Mr. Chancellor then covered the AICA's discussion of the FAA's Neighborhood Environmental Survey (NES), saying the Schultz curve showed that 12.3% of the population reports annoyance at 65 decibels (dB) DNL, which corresponds to the same 12.3% being annoyed at 46 dB DNL on the new NES curve. He stated that the AICA is pushing for noise policy to be updated to reflect this new information. Mr. Chancellor noted that, according to those who developed them, the Schultz curve and DNL were temporary measures, and said that the addition of UAM/AAM vehicles into an aviation environment that uses DNL as the sole metric does not accurately capture true levels of annoyance. He stated that the AICA recommends the use of the NES findings and the NAA metric, as well as accounting for the impacts of NextGen on the national airspace, to adequately capture the impacts on affected overflight communities.

Mr. Chancellor concluded by summarizing the AICA's suggestions that NASA "ensure scientific and ethical integrity," saying that these recommendations came from the failure of the NextGen rollout. These recommendations included making raw data publicly available and open source; providing transparency regarding funding, design, and execution; and disclosure of aircraft types, altitudes, aircraft mix, noise levels, and other experimental values. He stated that AICA says that the aviation environment is complex and that no event is truly experienced as an isolated event. Mr. Chancellor reiterated that the total environment is the most important thing, saying that UAM/AAM vehicles will enter a complex environment and that all impacts should be modeled as well measured, with explicit follow-up efforts regarding real-world outcomes.

Mr. Johnson informed the Roundtable that the Roundtable sent a response to NASA's Federal Docket entry and that the information was provided to the members earlier in the day. The response is available at [https://aviationimpactedcommunities.org/wp-content/uploads/2024/04/NASA\\_Comment\\_Aviation\\_impacted\\_Communities\\_Alliance\\_Studio\\_City\\_for\\_Quiet\\_Skies\\_and\\_UproarLA.pdf](https://aviationimpactedcommunities.org/wp-content/uploads/2024/04/NASA_Comment_Aviation_impacted_Communities_Alliance_Studio_City_for_Quiet_Skies_and_UproarLA.pdf).

Mr. Johnson brought up a letter of support for the AICA's report that Mr. Chancellor provided, saying it accompanies a table sent by the AICA in support of the report. Mr. Johnson requested a vote on the support and publication of the letter. Ms. Schuyler motioned to vote to support and publish the letter. Mr. Woome seconded. All voted in favor and the motion passed. Mr. Johnson thanked Mr. Woome, Ms. Jung, and Mr. Chancellor for their help and leadership.

Mr. Johnson then showed the table sent by the AICA, which detailed its concerns with the 2024 FAA Reauthorization Bill. He focused specifically on the table regarding the Community Perspective section, saying that he thought this table provides some action items for the Roundtable's Communications and Legislative Committees. He said that he would welcome members' suggestions on topics that the Roundtable should investigate further, citing the Roundtable's work on particulates as an example. He also suggested that the Roundtable could provide ideas to the AICA for their investigation and input.

Mr. Johnson asserted that the AICA's table is a great resource for identifying areas of research. He pointed out Article 793, Community Collaboration Program, in the table, saying it is important for the state representatives to understand the importance of funding groups like the Roundtable and for these groups to continue to engage with the FAA and other stakeholders.

Ms. Jung asked for examples of action items that Roundtable members could provide to their state representatives. Mr. Johnson responded that he expected that funding for research would likely happen at the state level rather than federally but noted that the MAA may not be the correct agency to do so. Mr. Woomer concurred. He stated that Mr. Chancellor's and Mr. Roth's work could be used to identify areas with excessive noise and pollution, noting that particulate levels track with noise, and then follow up with research targeted to the impact of particulate levels and pollution. Mr. Woomer continued, saying he agreed that funding will need to come at the state level and that an alliance between Anne Arundel and Howard counties could be created to press the legislature and the state health department to collect data related to the health impacts of aviation pollution, which could then be used to inform land management and zoning planning.

Mr. Roth agreed with Mr. Woomer and said that Vianair's models are quite sophisticated in how they use characteristics of an aircraft's flight path to estimate the aircraft's noise levels. He suggested that the Roundtable ask if Vianair has similar information on particulate levels based on an aircraft's flight path and speculated that particulate levels are higher when engines are at higher thrust settings but noted that this would need to be validated. Mr. Chancellor said that based on Mr. Roth's comments, he thought that the Technical and Legislative Committees should have a joint meeting to discuss these ideas and how to pursue them at a state level. He asked Mr. Evan Reese, the Chair of the Technical Committee, for his input. Ms. Jung agreed with the idea, saying that a discussion about the intersection of the technical and legislative aspects is a good way to approach the topic. She asked Mr. Brent Girard if he thought anything could be done at the federal level.

Mr. Woomer said that he would be concerned about unintended consequences resulting from actions at the federal level. He said that receiving support at the federal level would likely result in demand for similar actions across the country; instead, he suggested conducting the studies at a state level to see what the data show and then ask "our good doctor" to analyze it and develop a health report on noise and particulates and their consequences. Mr. Woomer said that those actions would then provide a footing for moving to a federal level. He continued, saying that thanks to Mr. Chancellor's and Mr. Roth's work with Vianair and the monthly reports, the noise profile for the BWI area has largely been validated, and that if similar validation could occur for particulate data, the evidence would be such that they could bring the findings to the state level and later the federal level.

Mr. Reese said that action on this needs to come from a federal level, likening this issue to “big tobacco” and saying that many variables relating to engine operations affect particulates expelled from aircraft. He asserted that engine manufacturers own this data and publishing it would directly conflict with the interests of their stockholders. He said that collecting that data would require engine testing, which would be financially out of reach for the state of Maryland, so such a study would need to be funded at a federal level. Mr. Woomer acknowledged Mr. Reese’s point, saying that perhaps this effort needs to be a two-step process: first, attempt to obtain the information through assistance from federal representatives; and if that is not feasible, do the data collection. Mr. Reese agreed, adding that if the manufacturers’ data are available, modeling would not be necessary. He stated that the group needs to strategize, saying that something could potentially be done at a state level to help force federal action to release the engine data, but he expects the manufacturers would fight “tooth and nail” to not release it.

Mr. Chancellor said that he has read studies and been on panels with scientists doing environmental sampling of particulates, saying that such sampling has been done at LAX and Seattle. He stated the scientists take samples along the flight paths and model what particulates are in the atmosphere rather than requesting data from manufacturers. He commented that he could provide information in this vein at a meeting between the two committees and the group could use that information to strategize how to obtain engine data. Mr. Reese agreed, saying they could use it as a catalyst to force manufacturers to release the data.

Mr. Girard said that Senator Chris Van Hollen has written many letters to the EPA and FAA about particulate matter, saying there seems to be a lot of finger pointing between the two agencies. He stated that the EPA said that as a regulatory body, they set standards, but the FAA enforces the standards. When Senator Van Hollen’s office asked the FAA to specifically study emissions under flight paths, Mr. Girard said they have been very reluctant to give a detailed response and redirected the questions to the EPA and the Maryland Department of the Environment (MDE), and that the MDE states that these matters are under the FAA’s purview. Mr. Girard mentioned that the MDE provided him with two links, which he provided to the Roundtable. He summarized the content, saying one link was for a grant for health studies and the other was for a loan program for particulate monitors. Mr. Girard concluded by saying that the Senator’s office continues to try to get the FAA and EPA to work together and will continue to follow up with them on the particulate matter issues, and that he would be in touch with the Roundtable and the Technical Committee. Ms. Debbie MacDonald thanked Mr. Girard and said she has noted those links for later use by the Communications Committee.

Mr. Chancellor stated that Dr. Zafar Zafari’s study has been peer reviewed and published, saying that the study is no longer speculative.

Mr. Ben Thielen from the FAA mentioned two FAA initiatives related to particulate matter, the Eagle Initiative and the Sustainable Aviation Fuel Initiative. He said the Eagle Initiative aims to replace leaded aviation fuels for general aviation operations, and the Sustainable Aviation Fuel Initiative aims to produce 3 billion gallons of sustainable aviation fuel by 2030, which, if widely adopted, would reduce particulate matter. Mr. Johnson asked if any targets for particulate emissions were specified in the Eagle Initiative. Mr. Thielen said he thought the focus was more broadly on replacing leaded fuel, saying that the FAA Technical Center was very active on this and working with industry partners on this. Mr.

Chancellor commented that he had heard that airframes themselves were a source of particulate matter, saying he thinks that is a bigger contributor than one might expect.

Mr. Johnson asked for a motion for the Technical and Legislative Committees to meet to discuss this further. Mr. Woomeer made the motion and Mr. Chancellor seconded. All voted in favor and the motion passed. Mr. Johnson reiterated his request that the Roundtable members review the AICA's table for items that the Roundtable could address. He added that he would like to discuss reciprocal exchanges with the AICA as an agenda item for the next meeting. Mr. Johnson said that Mr. Chancellor has been asked by the AICA why the Roundtable is not an AICA member, saying that the Roundtable should discuss this further and that the Roundtable, being tied to public meetings, has a different structure than other community groups.

Mr. Chancellor encouraged the members to look at the AICA website to understand their members and actions. He said he would reach out to Montgomery County about their experience with AICA. Mr. Chancellor stated that AICA is an advocacy group and has a shorter timeline for legislative actions and comment requests than the Roundtable does, which is probably the biggest difference between the two groups.

Mr. Johnson noted that Mr. Verchinski had planned to set up a meeting with the Oakland Mills group regarding the Vianair reports and asked for an update. Mr. Verchinski said he has a meeting scheduled for August 13, 2024 and will be discussing the Vianair reports and Mr. Chancellor's presentation for Howard County Council. He said he would ask Mr. Chancellor to help him develop a summarized presentation for this meeting. Mr. Johnson said that he would be curious how the public receives the presentation, since the Roundtable members usually present to representatives with a background on these issues.

Ms. Schuyler commented that Anne Arundel Councilman Pete Smith had asked her if a presentation like the one Mr. Chancellor gave to the Howard County Council could be made available for Anne Arundel County. Mr. Chancellor said that he could create one for Anne Arundel County that incorporates some lessons learned from the presentation to Howard County. Mr. Woomeer said that he reviewed the Howard County presentation, saying he saw two slides that could be modified to focus on Anne Arundel County. He stated that it would be very beneficial to present that information to Anne Arundel County and requested that Mr. Chancellor and Mr. Roth present the information, since they are the ones with the most extensive knowledge of these efforts. Ms. Schuyler agreed.

Mr. Johnson asked Ms. Schuyler and Rep. Smith for a timeline for the presentation. Ms. Schuyler said she would contact Rep. Smith and would follow up with Mr. Johnson.

Mr. Johnson recapped the action items from the meeting. He said he would follow up with Mr. Rineer about an MAA response to the procedure changes during the week of July 1, 2024. He also said that the Technical and Legislative Committees would meet to discuss expanding the Vianair reports to include particulate research and to review the current findings of the FAA Reauthorization Act, saying there was no timeframe for this yet. Mr. Johnson noted that Mr. Chancellor and Mr. Roth would create a presentation for Anne Arundel County and asked Ms. MacDonald, the Chair of the Communications Committee, to communicate the Roundtable's decision to support the AICA's statement on the NASA docket item and publish the letter supporting the AICA's review of the FAA Reauthorization. Ms.

MacDonald added that they should distribute the link to the annual noise report on the Roundtable's website. She said she would send the noise report as its own email and the other messages in a digest-style email.

Mr. Johnson pointed out that Ms. Jung is the only member of the Legislative Committee and Ms. Macdonald is the only member of the Communication Committee and asked that members consider volunteering for these committees. Ms. MacDonald said that Ms. Libby Lewandowski had offered to help; Ms. Lewandowski said she was still interested. Ms. Jung thanked Mr. Johnson for this request, saying she could use the support, and gave a quick explanation of the responsibilities of the Legislative Committee. She said that the bulk of the work happens in late summer, since this is when the legislators need to get involved in co-sponsoring bills. She said that she would welcome some coordination between Anne Arundel and Howard County representatives on these issues.

#### **4. PUBLIC COMMENT**

Mr. Rineer moved to the public comment period. Ms. Arielle Gabballa asked about BWI's runway expansion plans. Mr. Rineer responded that the MAA's planning department intends to update the airport layout plan and any plans for extending a runway or expanding the property would be detailed there, but he does not know the timeline for those updates. Ms. Gabballa thanked Mr. Rineer and said that she represents a community with several properties within the BWI Airport Noise Zone. She asked how she could follow the master plan updates; Mr. Rineer said that his email is available on the meeting notice and that he could put her in touch with the relevant staff. Mr. Chancellor stated that he is a member of the Maryland Aviation Commission (MAC), saying that these plans and the planning processes were discussed extensively at their last meeting. He recommended that Ms. Gabballa visit the MAC section of the MAA's website and watch the video for the MAC's most recent meeting for the discussion on the update of the master plan, including timing and funding. He stated that the airport is currently not operating on the master plan, which community members are concerned about since it is important to have a publicly approved plan for major activities at the airport. Mr. Chancellor concluded by saying that Mr. Rineer could provide the location of the videos.

#### **5. PLANNING FOR NEXT MEETING**

Mr. Woomer suggested July 30, 2024 for the next meeting. Ms. Jung said that the Roundtable had been meeting every other month, saying that a meeting in August would allow more time for the group to review the Vianair report for the first month of the new procedures. She suggested a meeting on August 6, 2024. Mr. Rineer confirmed that the meeting could be held in person at the MAA headquarters. Several members expressed potential conflicts, so the meeting was set for August 6, 2024, with the possibility of rescheduling if necessary.

#### **6. MEETING CLOSEOUT**

Mr. Woomer made a motion to adjourn the Roundtable meeting. Ms. Jung seconded. All were in favor and the motion passed. The meeting was adjourned at 8:36 p.m.