<u>AB 617</u> Community Air Protection Program Steering Committee Meeting Notes
09/24/2019
6:00 p.m.-8:00 p.m.
Perkins Elementary School (1770 Main Street, San Diego, CA 92113)

Opening Remarks

- Jon Adams:
  - ✓ Agenda approved

    - ✓ Comments/corrections: Question on the latest Toxic Hot Spots Report.
  - ✓ Jon Adams: Every year we are required by the State to update our Air Pollution Control Board on the toxic emissions in the County. On August 15th, we had a public meeting where we gave the updated report. We will present the update to our APCB and submit to CARB.

- Question: Where are the hotspots located?
  - ✓ Jon Adams: Throughout the County of San Diego.
- ✓ Jim Swaney: This report shows what we have done under the state's air toxic hot spots program. If we find specific sources that have elevated risks to their surrounding neighborhood community, the APCD notifies the public in the affected neighborhoods. For larger risk determinations, the facility will have to do a risk reduction plan. There are currently 2 facilities needing a risk reduction plan.

- ✓ No public comments

- **District Update**
  - CARB will have a workshop in Spring 2020 in Davis, California, with Jonathon London. Five Steering Committee residents from Portside will be invited to the workshop. Workshop will ask how well meetings are going and the level of involvement among the Committee members.
  - The APCD presented to the Air Pollution Control Board on the use of ALPR software. The Air Pollution Control Board requested that the APCD report back with alternative methods in late November.

- **Engineering Update**
  Jim Swaney- Chief of Engineering

  - No change in the last month of the criteria in the Criteria and Toxic Reporting (CTR) rule. CARB still plans to go to their Board at the end of the year. Current rule requires emissions inventory for three types of facilities for AB 617. Workshops will be held later this year to expand the scope of facility types. The APCD notified facilities that will be affected. Emissions inventory work for 2019 emissions will begin in January 2020.

  - Question: Clarify who will you be doing emission inventory work? All permitted facilities?
    - ✓ Jim Swaney: Yes, every facility that has a permit with us in the Portside area and the 3 types of sources called out by AB 617: facilities subjected to the mandatory greenhouse gas reporting, facilities with emissions greater than 250 tons per year of criteria pollutant and facilities that are considered a high priority under the Air Toxics hot spots program. Under the 3 types of sources, we have a total of 75 facilities throughout the county.
  - Question: You are going to start with that before the ARB board hears that at the end of year?
    - ✓ Jim Swaney: We anticipate that CARB will take the rule to their Board this year and that it will go into effect as of January 1, 2020. We are therefore notifying them now.

  - Question: Is including the Portside facilities also a state requirement?
    - ✓ Jim Swaney: This will be an additional report, to understand the emissions in the Portside community better.

  - Question: Do you know anything about the Board of Supervisors lowering the emission requirements?
      - ✓ Jim Swaney: Last May, the Board directed the APCD to look at Risk Reduction threshold under our Hot Spots Program and see if we should be amending that level. Our first workshop was held on August 15th and comments were due by the end of this week. There will also be another workshop in November.

- **Compliance Department Update**
  Mahiany Luther- Chief of Compliance

  - Webpage has the latest updates on AB 617 program.
    The public can access reports of inspections for various sources in the Portside area.

- Seeking opportunities to further engage with communities on how we can serve them and inform public of the Compliance Department.
- For permitted facilities, the Business Assistance Program offers different training sessions for various topics, better understanding of regulations which helps permitted facilities to stay in compliance. You can contact Brittany Baugher (858) 586-2656.

✓ **Planning and Incentives Update:**
Kathy Keehan: Supervisor of Planning and Incentives

- Application period closed on Friday, September 20, 2019.
- 287 applications were received.
- 166 of these applications arrived Friday, September 20th.

- Types of application requests:
  Most applied for off-road equipment
  Marine repower projects
  Off-road repowers
  Infrastructure
  1 stationary piece of equipment
- At the next meeting we will talk about what is eligible for funding and discuss prioritization of the applications.

✓ No questions were asked at this time.

✓ **Monitoring Update**
Bill Brick- Chief of Monitoring and Technical Services

The APCD will be adding siting information reporting to the website in the near future. Here is a summary of where the APCD is on adding air monitoring sites in the Portside Communities. The following slide shows the color-coding used on following maps.

Legend for the Maps of Portside

- Green= site is ready or near ready
- Blue= All sides have agreed but more approvals/paperwork are needed
- Yellow= In discussions with the owners
- Orange= Identified as possible locations, but have not contacted the owners
- Black= Identified as a remote possibility, but have not contacted the owners

Note: sites labeled as "a or b" are two locations that can serve as one sampling platform. If "a" is viable, then "b" is not needed.

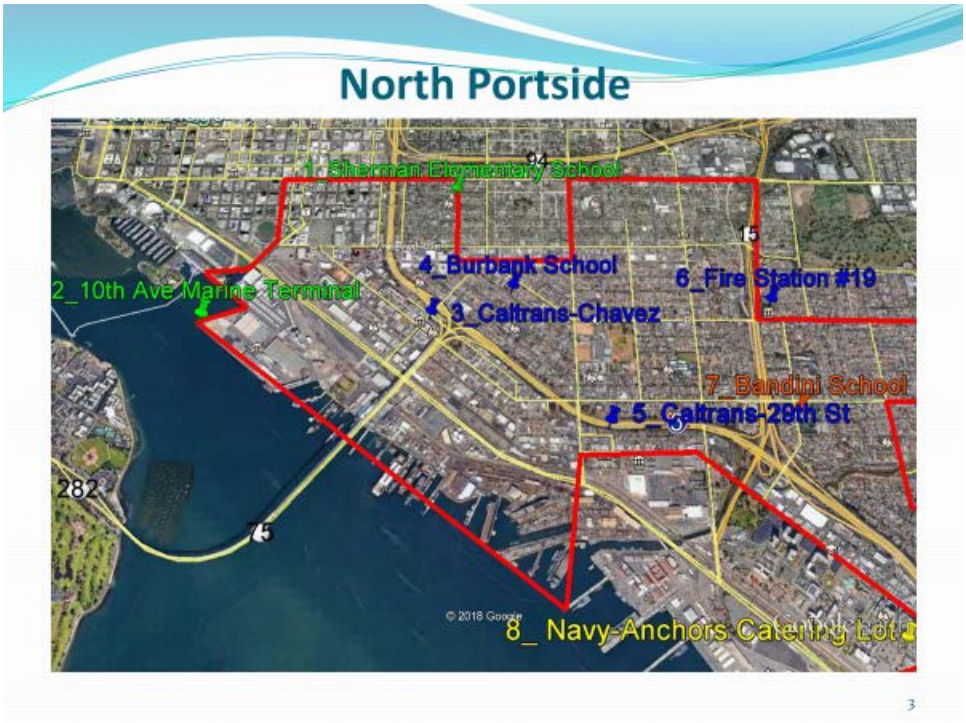
1

The following map shows the entire Portside Communities and air monitoring sites/status.

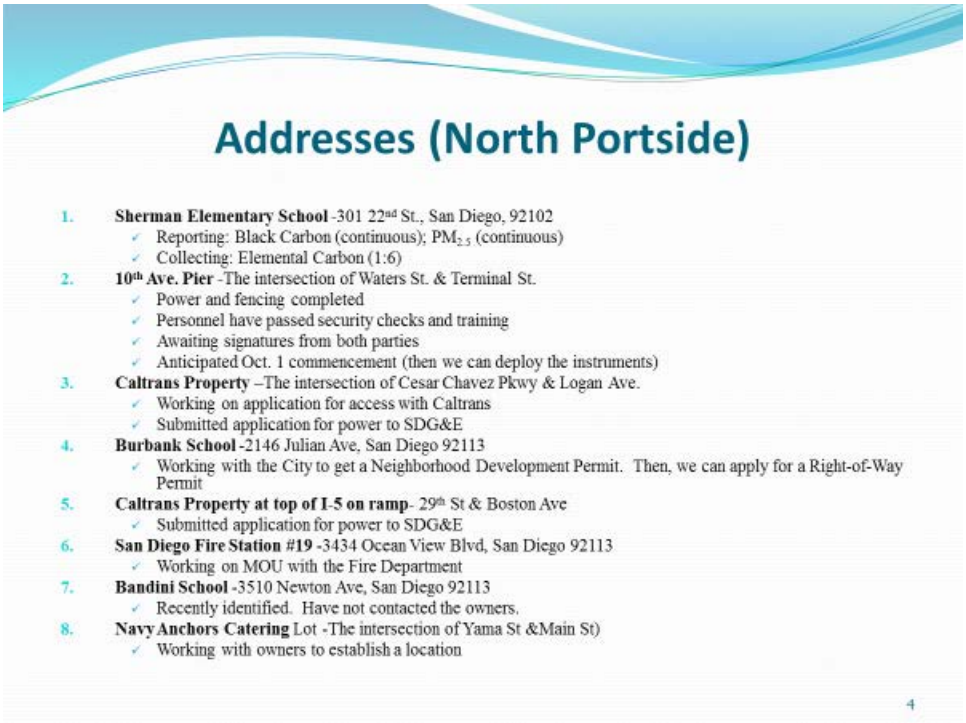
Overall Map of Sites in Portside

2

The next slide focuses in on the northern portion of the Portside Communities.



The site information and status of the North Portside sites are listed below.



The next slide focuses in on the southern portion of the Portside Communities.

South Portside

5

The site information and status of the Sorth Portside sites are listed below.

Addresses (South Portside)

9. a. **Kimball Park** -E 12th St, National City, 91950
   - ✓ Recently identified. Have not contacted owners.
   - ✓ There are County sponsored events at this park.

   b. **National City Middle School** -1701 D Ave, National City 91950
   - ✓ Working with the School District

10. **National City Train Depot** -922 W 23rd St, National City 91950.
   - ✓ MOU signed
   - ✓ Submitted an application for power to SDG&E (we need an address).
   - ✓ Working with County Purchasing to get a contractor

11. a. **Sweetwater High School** –2900 Highland Ave, National City 91950
   - ✓ Working with School District.

   b. **Swap Meet**
   - ✓ Recently identified. Have not contacted the owners.

12. **Paradise Creek Apartments** -2120 Hoover Ave, National City 91950
   - ✓ Recently identified. Have not contacted owners (appears to be only one location on the grounds with power and the location not impeded by structures)

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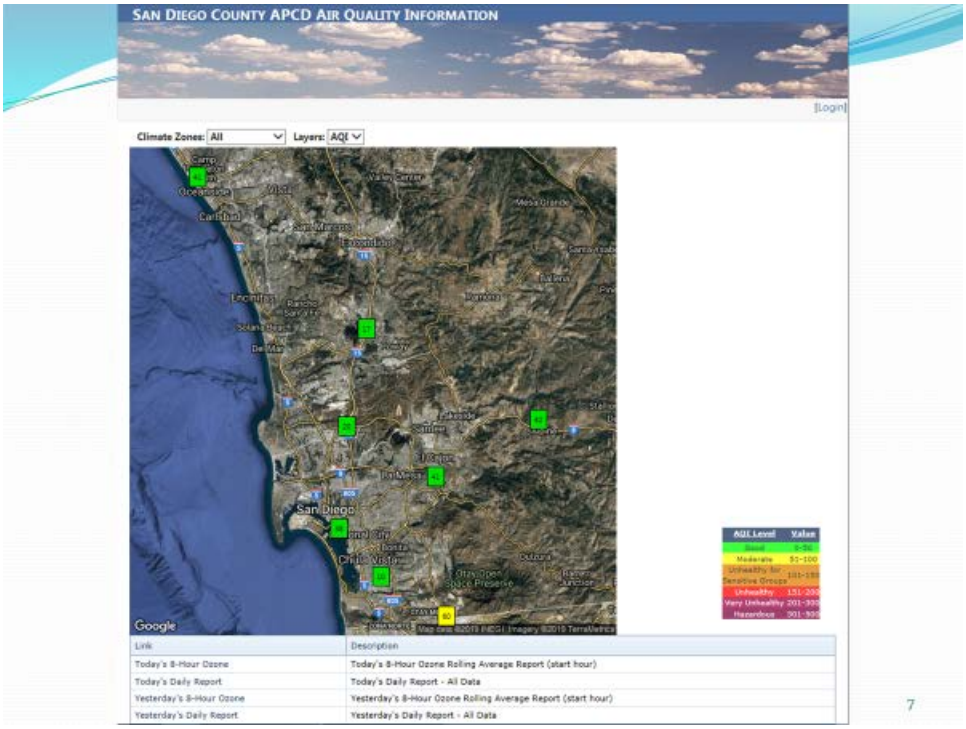
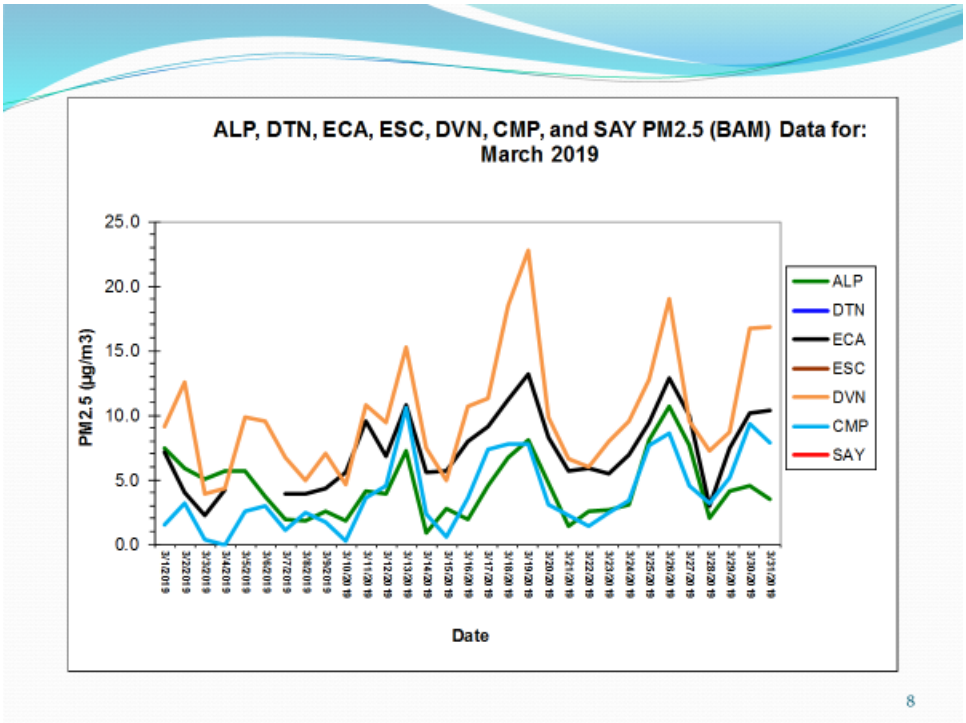
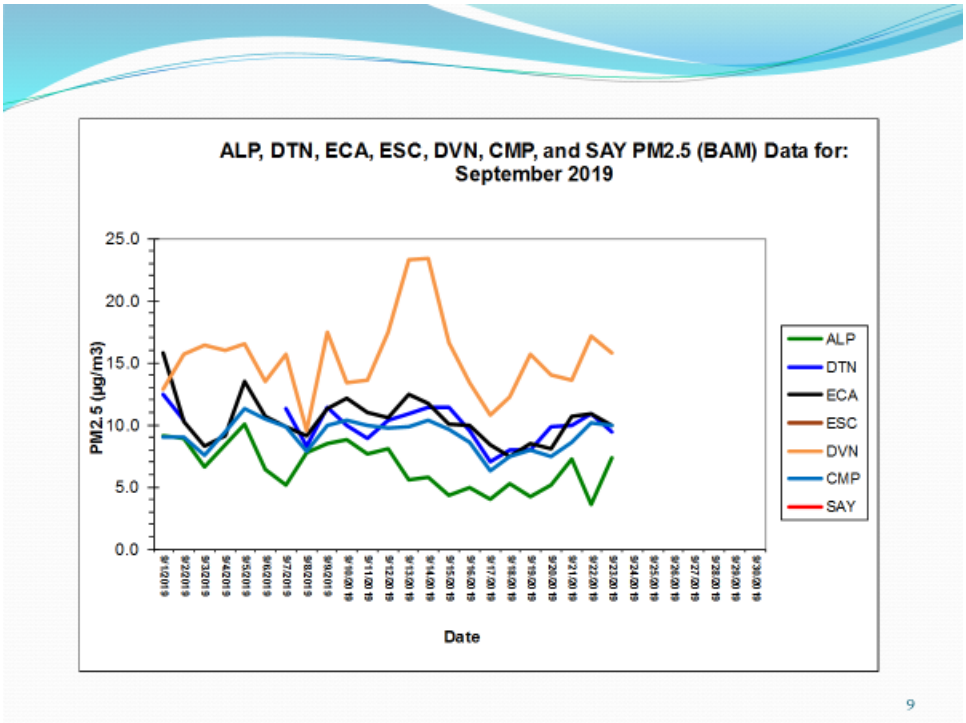
The next slide shows a map of the APCD's regional air monitoring sites and the color-coding for the current (as of this morning) Air Quality Index (AQI) for each site. There are consistent patterns in the air monitoring data, so there is no need to have air monitoring in each and every community.



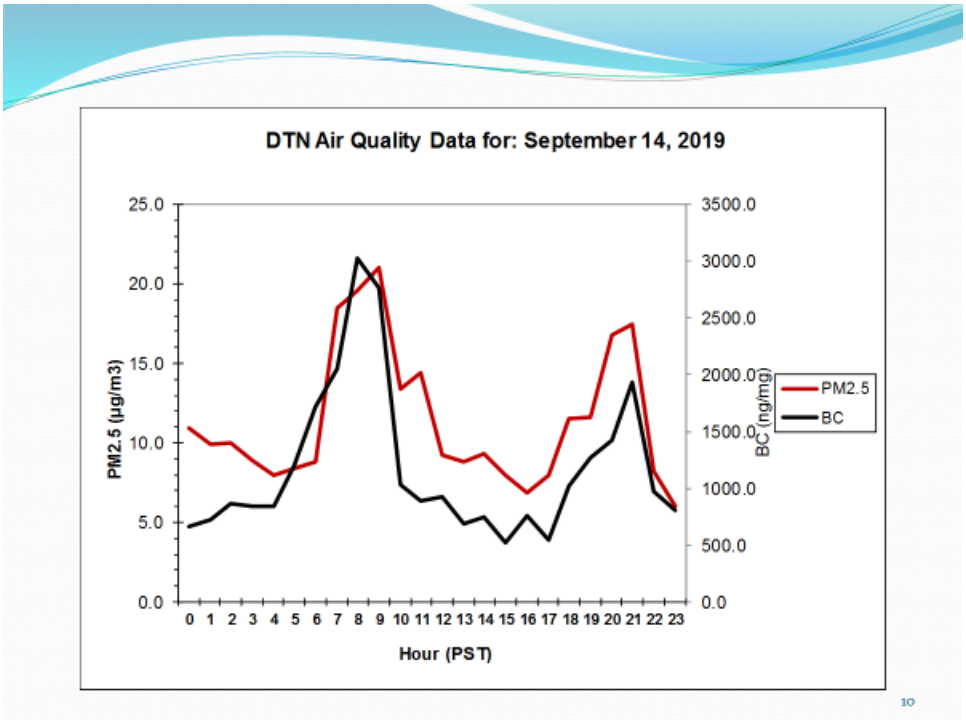
For example, PM2.5 concentations rise and fall throughout the county on the same days (although some sites have higher concentrations than others. For example, the Donovan (DVN) site near the border consistently has the highest PM2.5 concentrations). This is due to the meteorological conditions, which are the primary driver for air quality conditions.



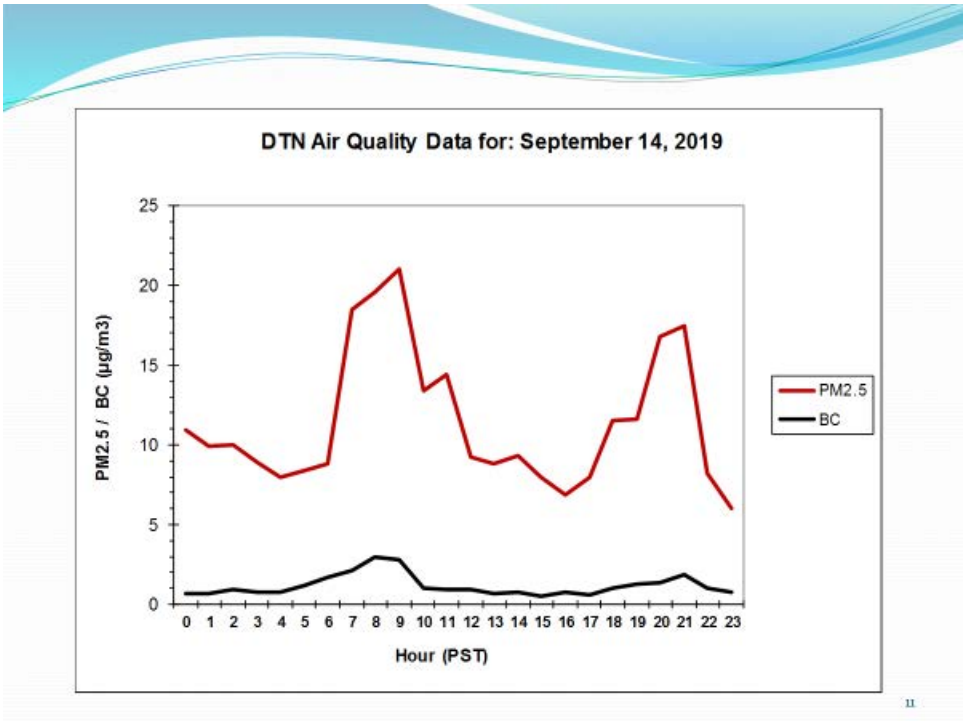
The APCD recently got the Sherman Elementary School (listed as DTN for downtown) site operational. PM2.5 concentrations from this site are shown in blue, and are consistent with other, non-border locations in the county. The Alpine (ALP) site has the lowest concentrations at this time of year due to the height of the inversion.



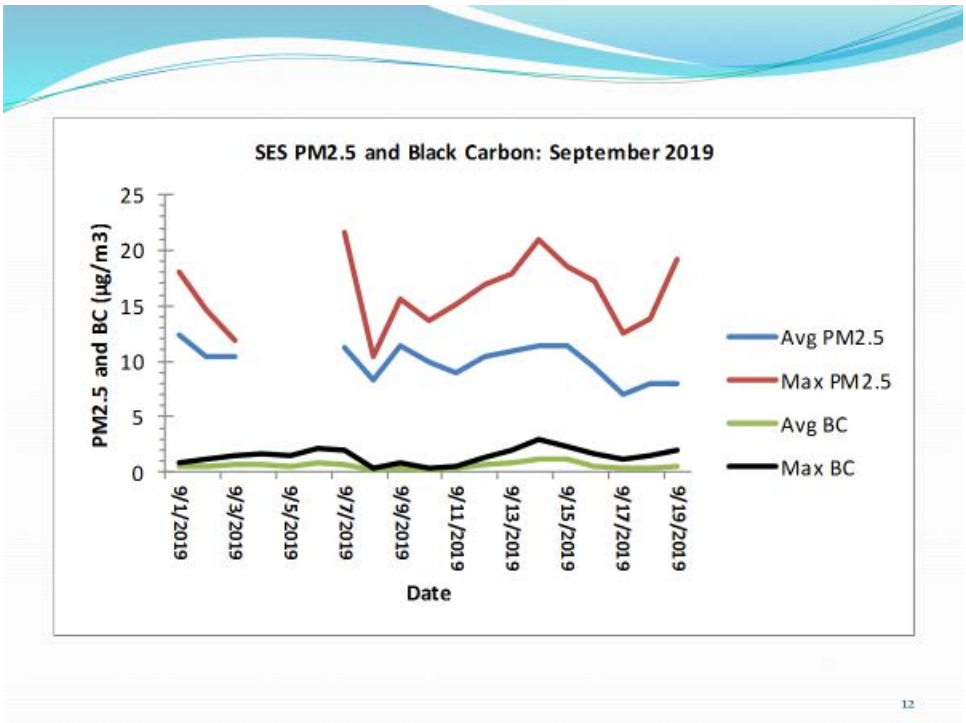
The APCD is now monitoring for black carbon (BC) at the Sherman Elementary School (SES) site as well. The graph below shows the data real-time PM2.5 and BC concentrations for September 14, 2019 (chosen since this was the day of the highest PM2.5 concentrations to date in September). The instruments measure PM2.5 and BC in different units (the units are defined by the manufacturer), but the diurnal patterns are consistent with morning and evening traffic patterns.



To bring the data in perspective, the graph below shows the PM2.5 and BC concentrations in consistent units (micrograms per cubic meter).



The graph below shows the daily average and daily maximum hourly concentrations for PM2.5 and BC in micrograms per cubic meter. The patterns are consistent, indicating that BC is a relative fraction of the total PM2.5 concentations.

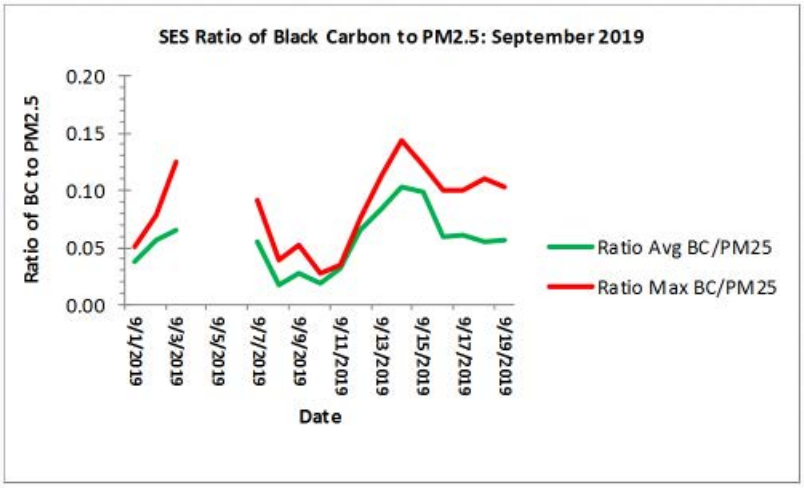


The table below shows the calculated ratios of BC to PM2.5. Average ratios are 6 to 9 percent, while the ratios for daily maximum values range from 10 to 14%. These ratios are based on a very limited set of values, and will be updated as more data becomes available.

SES PM2.5 / BC Data Ratios: September 2019

	Avg PM2.5	Max PM2.5	Avg BC	Max BC			Ratio Avg BC/PM25	Ratio Max BC/PM25
9/1/2019	12.4	18.0	0.5	0.9			0.04	0.05
9/2/2019	10.4	14.7	0.6	1.1			0.06	0.08
9/3/2019	10.5	11.9	0.7	1.5			0.07	0.13
9/4/2019			0.6	1.7				
9/5/2019			0.5	1.5				
9/6/2019			0.8	2.2				
9/7/2019	11.3	21.6	0.6	2.0			0.05	0.09
9/8/2019	8.3	10.4	0.1	0.4			0.02	0.04
9/9/2019	11.4	15.6	0.3	0.8			0.03	0.05
9/10/2019	10.0	13.7	0.2	0.4			0.02	0.03
9/11/2019	8.9	15.2	0.3	0.5			0.03	0.03
9/12/2019	10.4	16.9	0.7	1.3			0.07	0.08
9/13/2019	10.9	17.8	0.9	2.0			0.08	0.11
9/14/2019	11.4	21.0	1.2	3.0			0.10	0.14
9/15/2019	11.4	18.5	1.1	2.2			0.10	0.12
9/16/2019	9.5	17.3	0.6	1.7			0.06	0.10
9/17/2019	7.0	12.6	0.4	1.3			0.06	0.10
9/18/2019	8.0	13.8	0.4	1.5			0.06	0.11
9/19/2019	8.0	19.1	0.5	2.0			0.06	0.10
Avg:	10.0	16.1	0.6	1.5			0.06	0.09
Max:	12.4	21.6	1.2	3.0			0.10	0.14

These ratios are shown in the graph below.



Ratios of BC to PM2.5 were also calculated for selected areas using the data collected by Aclima. In the Portside Communities, these ratios ranged from 6.8 to 8.3% (calculated for area perimeters and block radius).

Aclima Data Ratios: SES and PES

Sherman Elementary School		
	Perimeter	~2 Block Radius
PM2.5 (μg/m³)	7.32	7.74
BC (μg/m³)	0.53	0.53
BC/PM2.5 (%)	7.2	6.8

Perkins Elementary School		
	Perimeter	~2 Block Radius
PM2.5 (μg/m³)	7.18	7.20
BC (μg/m³)	0.55	0.60
BC/PM2.5 (%)	7.7	8.3

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Ratios in the border region (shown for comparison) ranged from 4.6 to 7.6%.

Aclima Data Ratios: Border Area

Sunset Elementary School (San Ysidro)		
	Perimeter	~2 Block Radius
PM2.5 (μg/m³)	11.07	10.86
BC (μg/m³)	0.51	0.66
BC/PM2.5 (%)	4.6	6.1

Community Center (San Ysidro)		
	Perimeter	~2 Block Radius
PM2.5 (μg/m³)	10.81	10.84
BC (μg/m³)	0.57	0.54
BC/PM2.5 (%)	5.3	5.0

Border Crossing (Otay Mesa) (no perimeter—not applicable)		
	Perimeter	~2 Block Radius
PM2.5 (μg/m³)	--	12.83
BC (μg/m³)	--	0.98
BC/PM2.5 (%)	--	7.6

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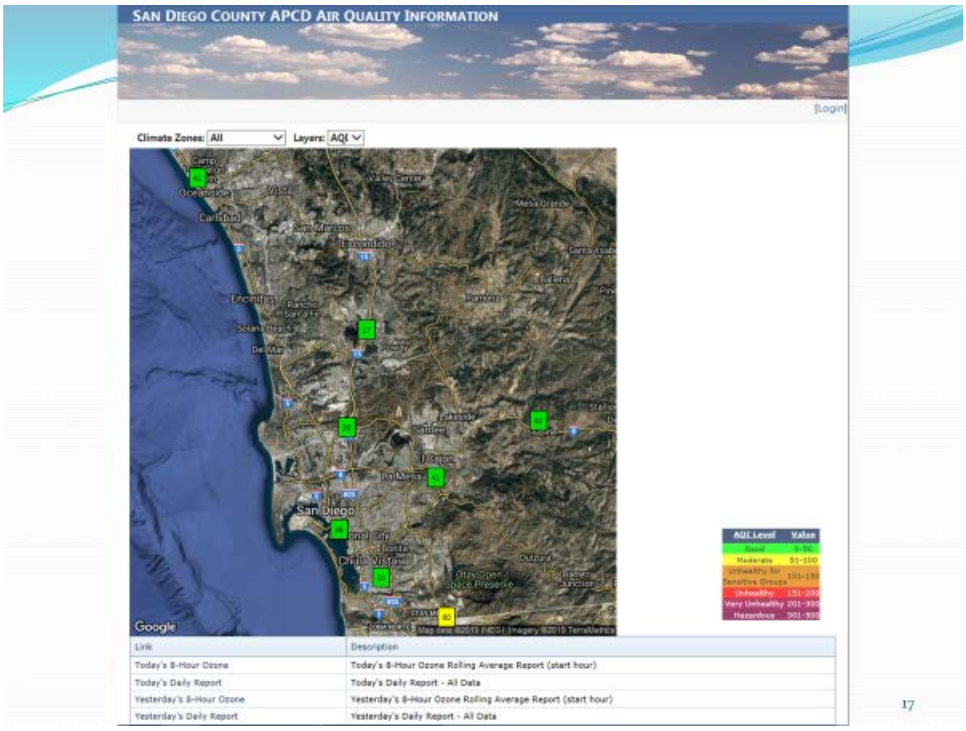
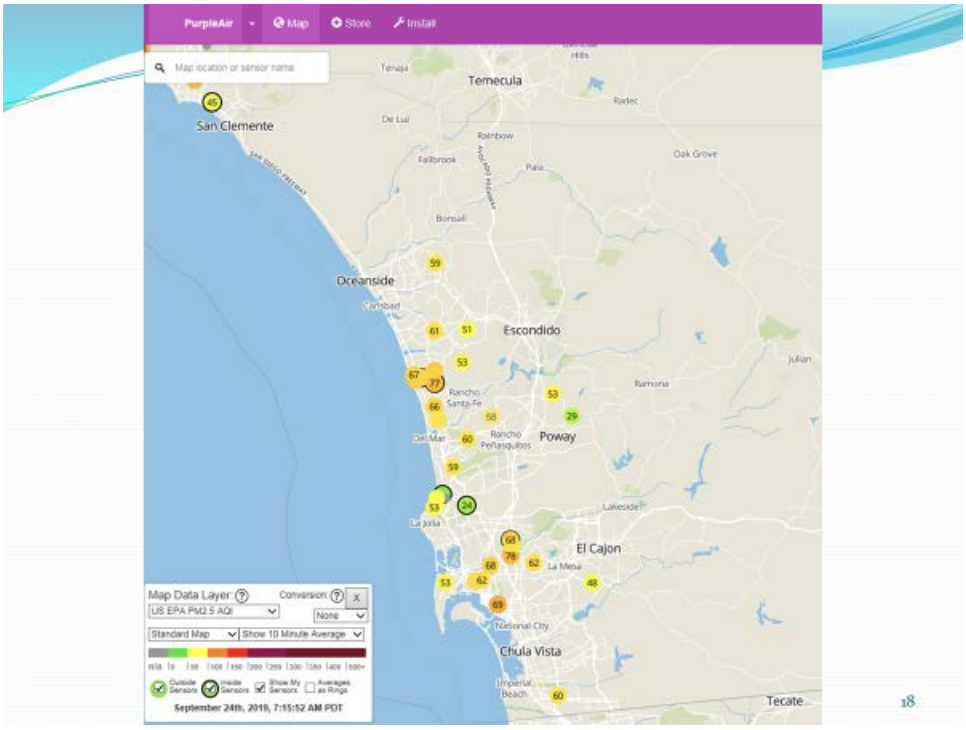
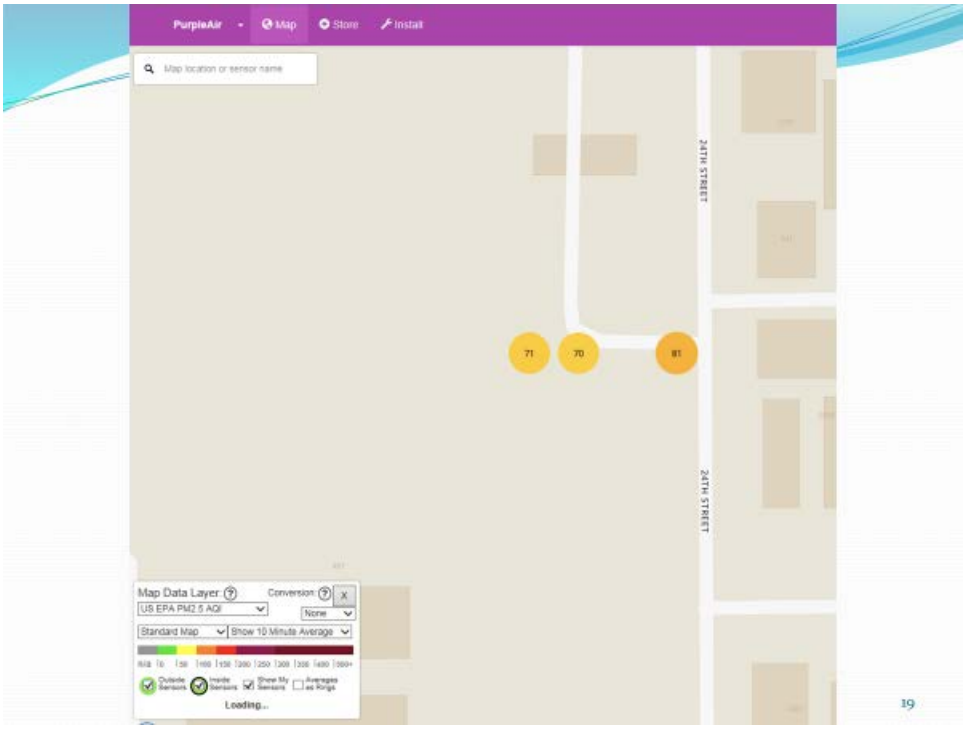
Back to our regional air monitoring stations. Obviously, we cannot be everywhere.



And there is a network of low-cost sensors out there (shown below). The color-coded values are for the same time period as the APCD map shown previously. As can be seen, the low-cost sensors are reading much higher that the APCD monitors. The APCD attributes most of this discrepancy to the low-cost sensors being adversely affected by humidity (the manufacturer has made no attempt to correct for temperature/humidity).



Zooming in on the Sherman Elementary School site you will find three low-cost sensors. Two of these are the APCD's, and the third is from the Environmental Health Coalition (EHC). As we collect more information, the APCD will attempt to find a temperature/humidity correction to bring the reported values from the low-cost sensors into a more realistic range.



- ✓ No questions were asked at this time.

Jon Adams adding to Kathy Keehan about next meeting:

- Starting next month, we will seek out Steering Committee input on where to spend funding: emission reductions, reductions in exposure, stationary, mobile, electric, clean diesel, natural gas, filtration, and cost effectiveness thresholds. We will report back to CARB on how the community wants funding to be allocated. We are under time crunch because by June 2020 grant recipients must be identified and by June 2021 the money needs to be dispersed.
- 2ND community monitor will be up and running at the Tenth Avenue Marine Terminal.
- The Steering Committee was asked if we should gather more Aclima data by revising the contract. We can obtain the data through March of 2020 which will give us a full year and all four seasons. We haven't been spending funding on lab work, so we have money available. If we have Aclima do this work, we still have enough funding to support labor charges and additional air monitoring sites.

  - Question: There was a question about whether or not the current data were representative of highest concentrations in the community.
    - ✓ In the winter you will see higher particulate levels.

- Question: Aclima has not done any updates since June. Will the data be more current as we move along?
  - ✓ JA: Yes, we only have through June because that is all we paid for. If we revise the contract, then we get three months immediately. The contract would just need to be revised.
- Joy Williams: The months they did, March through June, were valuable data but it seemed extremely unusual months weather wise. It would be good to have additional feedback. I am leaning towards yes.

✓ JA: To have Aclima data through March would cost half a million dollars and would leave us with 1.2 million dollars at the end of this fiscal year. That includes all the monitoring stations that were installed and would not affect the monitoring station we want to install at the community level because we have not yet spent money on the lab data.

- Kenneth Johansson: Are there any other innovative ways to collect data? Did you want to target specific areas that are "hotter" instead of monitoring everything?
- JA: You are saying, based on the 3-months of data we have so far, that if we see hot spot areas, we should conduct more monitoring in those areas?

- Kenneth Johansson: Yes, it is a suggestion to monitor these areas to make the most out of the money we have left to target sensitive receptors such as schools.

- Jose Chavez: Can we use the money in the budget on the implementation side?
  - ✓ JA: This is implementation funding. We have received 2.5 million dollars for implementation of AB 617 which covers the lab work, monitoring, and labor work. We received 19 million dollars for incentive reductions.
- Jose Chavez: Let me rephrase my question. Can we use that money for emission reductions?
  - ✓ JA: I will have to find out, but I am leaning towards no. To get to emission reductions you would need monitoring. If it didn't affect monitoring than I would be all for it.

- Ashley Rosia-Tremonti: You need monitoring for the whole year. What is the time frame in order to do the implementation?
  - ✓ JA: We will be collecting data for years. We want to get data as fast as possible so we can find the hot spots, prioritize what we do in emission reductions, and continue to monitor so we can see how well the emission reductions are working.

- Ashley Rosia-Tremonti: Does the work you are doing with Aclima satisfy that need? Is there a benefit to using Aclima as opposed to another process?
  - ✓ JA: It is beneficial to use Aclima because we have to install all the stationary monitors. As time goes on, we will have our stationary monitors for data collection and Aclima will no longer be needed.

- Ashley Rosia-Tremonti: So this is a "stop-gap" measure?
  - ✓ JA: Yes.

- Joy Williams: In looking at the data they have given us so far, the one thing that struck me that would be useful, is if there was a controlled community. For all we know the whole Portside is a hot spot area. We don't know how it looks being compared to what is considered a clean area. Would it be possible to change the study design?
  - ✓ JA: Can you go into detail on how that would occur?
- Joy Williams: I was hoping that APCD, with their knowledge with the region can point Aclima to what would be considered a clean urban area. Something that would make sense outside of a disadvantaged community.
  - ✓ JA: We can look into that. We would have to find another funding source as the state expects us to monitor the impacted communities.

- AC Dumual: Will there be money set aside to have statistical analysis of the data?

- ✓ JA: We will have that ability when the modeling takes place to identify how much pollution is coming from stationary, mobile and area sources. Which will be done with our data and Aclima data. We are doing additional sampling such as ion testing, having additional meteorology equipment set-up so a detailed analysis can take place.

- Jack Monger: What is Aclima doing now since their contract was up in June? Is that something you are not paying for?
  - ✓ JA: Yes, they are building a business. They were even sampling in the Portside before the current contract was signed.
- Jack Monger: We might have other community data to compare? With all the sampling sites operating, there is going to be a huge cost. In the expenditure plan, is there money set aside to cover all that lab work as opposed to spending it all on a year of Aclima testing?
  - ✓ JA: We did that analysis and if we have Aclima do this work we would still have funding available to install all the monitors, do the lab work, and still have money left over. There is another 50 million dollars statewide for implementation to lobby for as well. Stationary monitors will continue for years to come.

- Jack Monger: Aside from Aclima as a monitoring method, what other methods would the District consider that we have money for?
  - ✓ JA: It would be sensors. That would be in the future.
- Jack Monger: But nothing in the short term?
  - ✓ JA: Nothing in the short term.
- Philomena: I agree with Joy and paying for additional months of data.

✓ JA: Take a vote. Do we want to extend monitoring with Aclima for a full 12 months of data collection, and have the District look into other areas outside Portside Communities?
  - ✓ Unanimous vote.

- Jack Monger: Having data from outside of this area would only provide comparisons and doesn't really tell us if air quality is good or how bad it is. Do you have other measurements and other standards that would tell us if this data meets air quality standards or not?
  - ✓ JA: We are doing that. We look at the data to see if the community is complying with state and federal mandated air quality standards. If we find see hot spots above ambient air standards, we will work to get those emissions reduced. Aclima data is derived only from disadvantaged areas, but we can also take a look at other areas outside of the community to see how they compare. We want to find any elevated emissions and then work to get the risk reduced.

- Kenneth Johansson: Instead of the mobile monitoring everywhere, why not do more target monitoring?
  - ✓ JA: I would like to do the full year first to get a complete picture.

✓ Next item on the agenda is hiring a professional facilitator. We sent out a bid about 2 months ago and the selected bilingual expert took a job with the County. We then got two more bids. The facilitator with the lower cost has the expertise and works locally. Open it up to the Steering Committee for feedback.

- Ashley Rosia-Tremonti: What would be the specific tasks of the facilitators?
  - ✓ JA: They will lead the meetings, prepare the agenda, translate the notes in Spanish, meet with the District and stakeholders to find out what they would like to do for the next meetings, prepare presentation materials, and lead interactive sessions.

- Question: What was the name of the firm you are recommending?
  - ✓ JA: Estolano Advisors.

- Question: Can they come to the next meeting and do a demonstration?
  - ✓ JA: I will ask and see if they can come to the next meeting.

- Philomena Marino: Why are we replacing you Jon?
  - ✓ JA: I am more than happy to do this but there has been a request to have a professional facilitator. Facilitators are being used throughout the state with other communities.

- Joy Williams responding to Philomena: EHC has been requesting a facilitator from the start of these community meetings. We think a facilitator would help us figure out how to make the meetings more interactive. I do support going ahead with a facilitator.

- JA: I agree. We will ask them to come to the next meeting and have them present.

- Jack Monger: I agree to have a professional facilitator.

✓ JA: Take a vote and want to extend monitoring with Aclima for 12 months? And have the District look into other areas outside Portside.
  - ✓ Unanimous vote.

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- Ashley Rosia-Tremonti: What would be there specific task be as facilitators?
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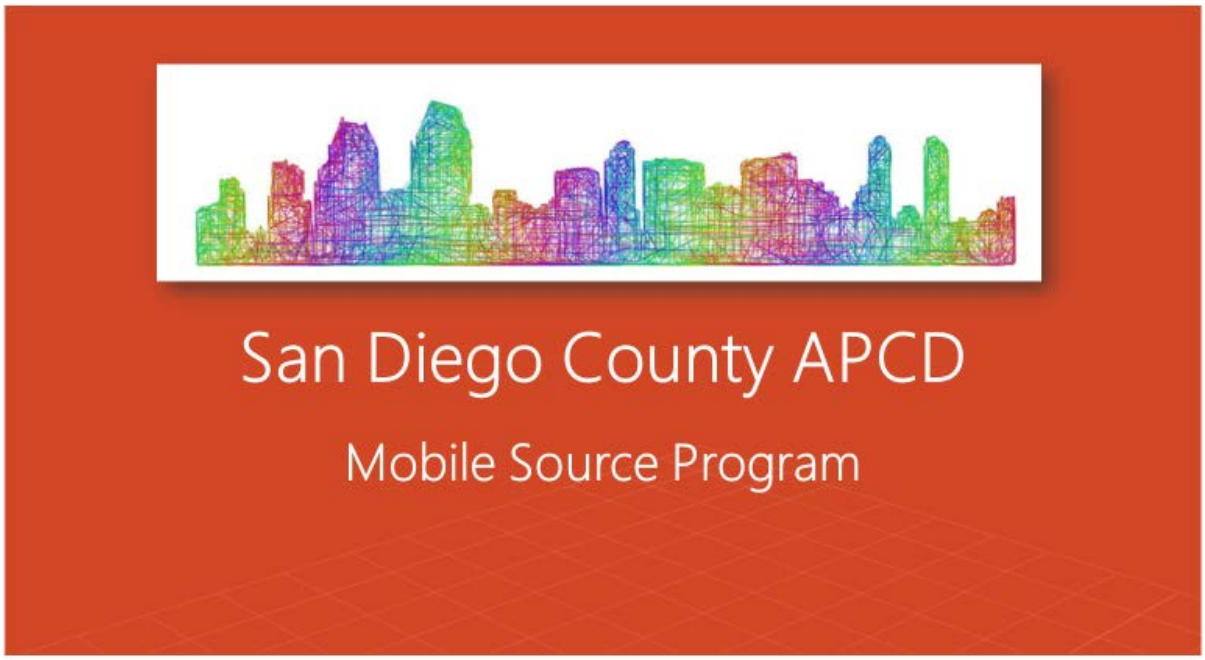
- **CAL-TRANS PRESENTATION**
  Jeff Morneau
  CALTRANS Senior Transportation Planner

This presentation was for the California Freight Mobility Plan which is required to create a freight plan every five years. The purpose of the Freight Plan is to show the State's goals, strategies and objectives in regard to freight and to show freight investments the State proposes to make within the 5-year time period. The presentation included some interactive polling with a smart phone app to see what the community felt about various issues.

- **Tim Wolff: Mobile Source Program**
  Introduced 2 Air Quality Inspectors:
  Nick Critti
  Cindel Carballo



Topics

Program Overview

Commercial Vehicle Idling Regulation

Reporting Complaints

Inspections / Enforcement Stats

Questions

Program Milestones

2014
- Memorandum of Understanding (MOU) with California Air Resources Board (CARB)

2016
- APCD Advisory
- Outreach
- CARB Training

2017
- Mobile Source Enforcement Group

2018
- Updated MOU
- Compliance School
- Smoke Opacity Meters

2019
- CHP MOU
- Increased Truck Inspections
- Smoke Opacity Limits Reduced
- Expanded Compliance School

Mobile Source Regulations

1. Off-Road Equipment	13CCR 2449
2. Commercial Vehicle Idling	13CCR 2485
3. School Bus Idling	13CCR 2480
4. Statewide Truck and Bus	13CCR 2025
5. Heavy-Duty Vehicle Inspection Program	13CCR 2182
6. Drayage Trucks	13CCR 2027
7. Transportation Refrigeration Units	13CCR 2477

Commercial Vehicle Idling Regulation

Heavy-duty diesel vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs. or heavier. Limited to 5 minutes for non-essential idling.

Exceptions:

- Stopped in traffic
- Necessary to inspect or service a vehicle
- Operating a power take-off device
- Cannot move due to adverse weather conditions or mechanical failure
- Bus with passengers on board and up to 10 minutes prior to passengers boarding
- Waiting in line. Must be beyond 100 feet from any restricted area
- Truck's engine meets the optional low-NOx idling emission standard (certified clean idle sticker). Must be beyond 100 feet from any restricted area

Restricted Areas

Restricted areas include housing units, schools, hotels, motels, hospitals, senior care facilities or childcare facilities.

When at a school:
School bus, transit bus, and commercial motor vehicle drivers are required to turn off the engine upon arriving at a school, and restart it no more than 30 seconds before departing.

Reporting Complaints

- Date and time you saw the violation
- Location (cross streets or address, and city)
- License plate number from the front of the truck, including state
- Company name and any identifying marks on the truck
- Details about the observed idling activity, i.e. duration, proximity to restricted area, etc.

How to report:
- Tell Us Now App
- Phone: (858) 586-2650
- Email: apcdcomp@sdcounty.ca.gov
  Air Quality Complaint Form

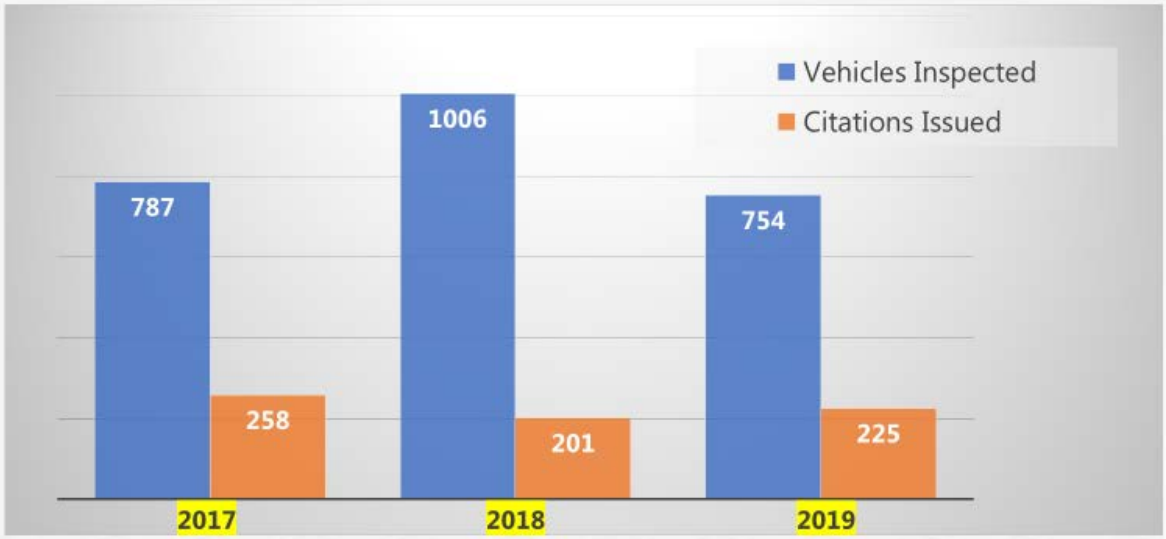
Inspection Routes in Portside Communities

Heavy Duty Truck Inspections

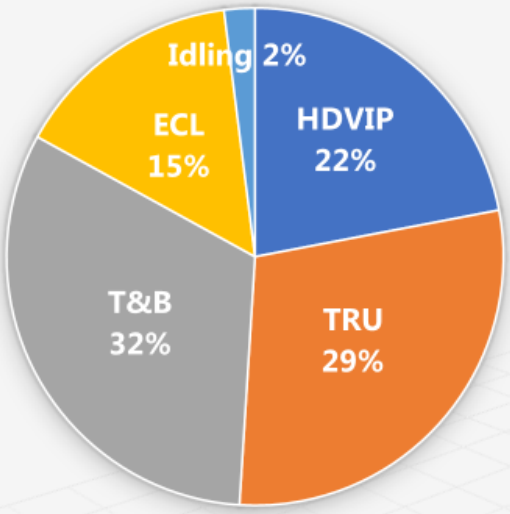
- CHP Inspection Facilities
- Construction Sites
- Ports
- Idling Complaints
- Cold Storage Facilities
- Truck Stops

Heavy Duty Truck Inspections

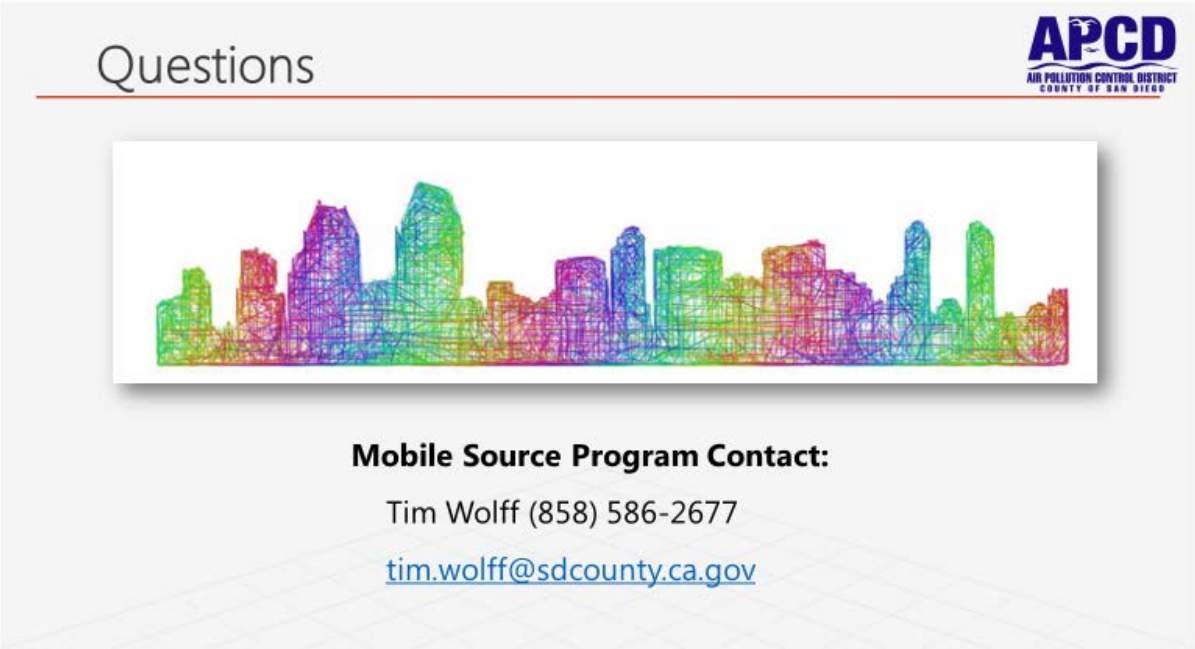
Enforcement Stats (Truck Inspections)



2019 Citation Types (Truck Inspections)



- Emission Control Label
- Heavy Duty Vehicle Inspection Program
  - Smoke *opacity violation or DPF failure alarm*
- Transportation Refrigeration Units
- State Truck and Bus



- Question: How many vehicles have low NOx engine?
  - ✓ Tim: Majority are clean-idle. Maybe 70%
- Larry Hofreiter: Clarify rule for trucks that have a sticker. Is there a problem with "black market" stickers?
  - ✓ Tim: There are means to verify.
- Question: What about the trolley tour buses? They park by Chicano Park, Northgate and by my residence.
  - ✓ Tim: Do they have passengers?
- Community member: No the driver gets out and leaves the bus idling. Happens on Saturday and Sunday.
- Mahiany: Please give Compliance a call with locations and an inspector can do surveillance.

- Question: What are your calling hours to report odors?
  - ✓ Tim: Our business hours are from 8AM to 5PM however you can still report after hours. The APCD as a contract with the County's Department of Environmental Health for after hour calls.
- Philomena: What if they are still moving but within 100 ft. Will that qualify?
  - ✓ Tim: If they are moving then we cannot enforce the idling limitations.
- Jack Monger: Do the complainants get feedback on their complaints?
  - ✓ Tim: Yes– an inspector should contact them soon after they submit a complaint to ask for additional details. The inspector will then investigate the complaint and let the complainant know the outcome of their investigation.

- Question: What is TRU?
  - ✓ Tim: Transport Refrigeration Unit.
- Question: How often do you conduct inspections?
  - ✓ Tim: : We conduct joint inspections with the CHP 5-6 days per month. During these inspections, we inspect between 15-20 vehicles (mostly older).
- Question: Are the inspections random and unannounced?
  - ✓ Tim: Yes
- Question: How much are the fines?
  - ✓ Tim: The fines are set and dependent on the citation.
- Question: Is there a minimum distance that needs to be traveled in CA or are there exemptions for International Trade?
  - ✓ Tim: No minimum distance and no exemption for trade.
- Question: Is there a sticker for TRU?
  - ✓ Tim: Yes– CA based TRUs are required to be registered and labeled with a TRU Identification Number.
- Question: What is the number 1 violation?
  - ✓ Tim: Truck and Bus violations.
- Question: What year did you target for inspections?
  - ✓ Tim: Anything older than 2007

Breakout Session:
Steering committee members and attendees identified areas within the Portside communities where idling is a problem. These areas were drawn on a map for District staff to follow up and inspect.

The next meeting will be held at Perkins Elementary School location on Tuesday, October 29th, from 6:00 pm to 8:00 pm.

Meeting adjourned.