

**TRANSPORTATION PLANNING BOARD**

**Technical Committee Minutes**  
*for meeting of*  
**July 8, 2011**

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE - July 8, 2011**

**DISTRICT OF COLUMBIA**

DDOT                    Mark Rawlings  
DCOP                    Colleen Mitchell

**MARYLAND**

Charles County        -----  
Frederick Co.         -----  
City of Frederick     Tim Davis  
Gaithersburg         -----  
Montgomery Co.       Gary Erenrich  
Prince George's Co.   Vic Weissberg  
Rockville             -----  
M-NCPPC  
  Montgomery Co.     -----  
  Prince George's Co. Harold Foster  
MDOT                  Mike Nixon  
MTA                    -----  
Takoma Park          -----

**VIRGINIA**

Alexandria            Pierre Holloman  
Arlington Co.         Jennifer Fioretti  
City of Fairfax        Alexis Verzosa  
Fairfax Co.            Mike Lake  
Falls Church          -----  
Loudoun Co.            -----  
Manassas              -----  
Prince William Co.    Monica Backmon  
NVTC                    Greg McFarland  
PRTC                    Nick Alexandrow  
VRE                     Christine Hoeffner  
VDOT                    Kanathur Srikanth  
VDRPT                  Anthony Foster  
NVPDC                  -----  
VDOA                    -----

**WMATA**

WMATA                  Mark Kellogg

**FEDERAL/OTHER**

FHWA-DC              -----  
FHWA-VA              -----  
FTA                     -----  
NCPC                    -----  
NPS                     -----  
MWAQC                -----

**COG Staff**

Ronald Kirby, DTP  
Gerald Miller, DTP  
Mark Pfoutz, DTP  
Nicholas Ramfos, DTP  
Jane Posey, DTP  
Michael Farrell, DTP  
Andy Meese, DTP  
John Swanson, DTP  
Sarah Crawford, DTP  
Elena Constantine, DTP  
Eric Randall, DTP  
John Mataya, DCPS  
Jeff King, DEP

**Other Attendees**

Randy Carroll, MDE  
Peter Haas, CNT  
Art Rodgers, DC Office of Planning  
Bill Orleans

# TRANSPORTATION PLANNING BOARD

July 8, 2011

## Technical Committee Minutes

---

### 1. Welcome and Approval of Minutes from June 3 Technical Committee Meeting

Minutes were approved as written.

### 2. Briefing on Regional Car Free Day 2011

Mr. Ramfos used a PowerPoint presentation to brief the Committee on Car Free Day which will be held on September 22<sup>nd</sup>. Mr. Ramfos gave background information on the world wide event that was initially rolled out in the District in 2007. The event began in Europe in 1995 and went global in 2000. Cities set aside an area for pedestrians, bicyclists and public transit that is usually used by cars. This all occurs during mobility week. Car Free Day is celebrated in 1,500 cities in 40 countries.

Mr. Ramfos stated that Car Free Day was rolled out regionally in 2008 with TPB support. The event is coordinated through the Commuter Connections network and COG/TPB staff supports local jurisdictions and organizations looking to promote the event. The purpose of the program is to invite citizens in the region to try alternative forms of transportation such as transit, bicycling and walking for any trip they make that day. The event is also geared towards a "car-lite" theme whereby event participants can pledge to use carpools, vanpools, transit or telework. Mr. Ramfos then covered various events held in different parts of the world on Car Free Day as well as media coverage received for the Washington DC region's event held in 2010.

The web site developed for the event can be accessed at [www.carfreemetrodc.com](http://www.carfreemetrodc.com). Web site visitors will be able to pledge to go car free and Mr. Ramfos explained that the primary target market for the event are individuals who ordinarily drive alone by car for work, errands and classes. Secondary groups include those already in car free travel modes. There were 7,000 pledges received in 2010, an 11.5% increase over 2009.

Mr. Ramfos then reviewed the web site and the pledge form for Car Free Day. He also described the marketing and advertising materials that would be used for the 2011 event. He showed some of the transit signage in which space was donated from the local transit agencies. COG/TPB paid for the design and printing of the exterior transit vehicle signage. Mr. Ramfos then discussed the social media strategy for the event through the use of FaceBook and Twitter.

The goal for 2010 is to obtain 10,000 pledges. A proclamation will be presented to the TPB for review and signature this month and members will be asked to pledge and provide information on their activities for the event through a COG Podcast and social media outlets.

There was a question regarding concern with the transit system being overwhelmed that day. Mr. Ramfos responded that it has not been an issue to date given the fairly low amount of pledges that have been received compared to the daily commuting population in the region.

There was also discussion of promoting bicycling more and to encourage motorists not to buy gasoline. Mr. Ramfos stated that the region does hold a Bike To Work Day and

the focus is on bicycles. The goal for Car Free Day is to encourage individuals to try something different for any trip they make by either going car free or “car-lite.”

**3. Update on the Draft Air Quality Conformity Analysis, the Amendment to the 2010 CLRP to Modify the I-95/395 HOV/HOT Lanes Project, Widen I-66 Between US 29 and Route 15, and Add a Ramp from the HOV Lanes of I-395 to Seminary Road, and an Amendment to the FY 2011-2016 TIP to Include FY 2011 Funding for the I-66 Project.**

Ms. Posey mentioned that the conformity report and the PowerPoint that went to TPB in June were included in the mailout. She reviewed three letters. The first was a letter from VDOT to the TPB, requesting a TIP amendment for the I-66 project. The letter provided funding information for the project. The second letter was a comment letter from MWAQC to the TPB. The letter was supportive of the conformity analysis results, and urged the TPB to maintain its commitments to TERMS. The third letter was from the Virginia Secretary of Transportation to the TPB, and was sent in response to a TPB request for commitments to transit service in the I-95/I-395 corridor.

Mr. Srikanth noted that the Secretary’s letter contained three main points: 1) the scaled-back project no longer contains a concession payment to fund transit, so the transit service associated with the project was removed from the CLRP; 2) VDOT is advancing the Seminary Road ramp project, which will connect the growing Mark Center site to the expanded regional transit and HOV network; and 3) there are several park-and-ride projects in the CTB Six-Year Improvement Program that will expand capacity in the corridor.

One Committee member expressed an interest in specific details about park-and-ride lots and their funding sources.

Mr. Srikanth noted that the park-and-ride lots were listed in the letter, but if more detailed information is desired, that anyone may contact VDOT and will be given the page numbers in the 6-year program where detailed information is provided.

**4. Briefing on Proposed Recipients Under the FY 2012 Transportation/Land Use Connection (TLC) Program**

Ms. Crawford provided a PowerPoint presentation that summarized the eight technical assistance projects recommended for funding under the FY 2012 Transportation/Land-Use Connections (TLC) Program. She reviewed the background of the TLC Program and TLC technical assistance, noting that the program has funded \$1,350,000 in technical assistance since FY 2007. She reviewed the schedule of the FY 2012 round of TLC technical assistance and said that there is \$350,000 in funding available for FY 2012: \$220,000 from the UPWP and \$130,000 from the MDOT technical assistance account. She said that the TLC Selection Panel met on June 30 and

recommended eight projects for TPB approval on July 20. She said TPB staff will start a new TLC endeavor in FY 2012 – the TLC Regional Peer Exchange Network. She said the purpose of the network is to share information about past TLC projects and provide for a forum to discuss TLC topics. She said the kickoff event would be held later in the summer or early in the fall.

Ms. Backmon said that jurisdictions were contacted a while ago to provide feedback on the TLC Program and the technical assistance experience. She asked what became of that information.

Ms. Crawford said the consultant, Reconnecting America, compiled the feedback into an overarching assessment of the TLC Program, which contained a number of recommendations expanding the Program, both in terms of subject matter and funding. She said one of the recommendations led TPB staff to develop the TLC Regional Peer Exchange Network.

Mr. Swanson added that another recommendation was that future rounds of technical assistance could be focused on special topics or areas of the region.

Ms. Backmon asked if any of the recommendations from the assessment provided insight on implementation of TLC planning studies.

Ms. Crawford said TPB staff has been tracking the completed TLC projects to see if the jurisdictions have been able to implement any of the recommendations and noted that lack of funding is often a barrier to implementation. She said some of the jurisdictions have been able to secure funding through a variety of sources, and added that federal grants may provide an opportunity to fund implementation.

Mr. Foster said he thought the multi-jurisdictional project looked very interesting. He said Prince George's County is grateful that its application has been recommended for funding and that the County will do its part to ensure that the study is implemented.

Mr. Weissberg added that the Prince George's County TLC project will also look beyond County borders to see how regional transit systems align along corridors.

## **5. Update on the Scope and Process to Develop a TPB Regional Transportation Priorities Plan**

Mr. Kirby described the revised scope for the priorities plan, which responded to concerns expressed at the June TPB meeting. He said that some TPB members were concerned that it appeared that no interim products would be developed during the planning process prior to its completion in two years. He said that the scope had been enhanced to indicate that two interim reports would be developed. He also said that he had revised the scope to clarify the distinction between near-term and long-term

strategies. He said that long-term strategies would need to be modeled, which is time intensive.

Ms. Mitchell said the D.C. Office of Planning believed the scope was still missing the mark. She said they did not believe that more detail was needed, but rather that the scope's approach needed to be simplified. She noted that Ms. Tregoning, the Director of the Office of Planning, had written a letter to Mr. Turner to this effect. She said they would like that letter to be included in the packet to the TPB.

Mr. Kirby said he had discussed the letter with Mr. Turner and would get back to Ms. Tregoning.

Mr. Srikanth said that VDOT is comfortable with the changes that Mr. Kirby had made. He said he was pleased that there will be interim products. He said he liked the near-term and long-term breakdown. He asked that the scope document be clarified to indicate that we are already in FY 2012. He also said that while he understands the need to be competitive with grant proposals, the region has a successful track record in its grant applications. He said the primary goal of the priorities plan should be the development of a long-term approach, not a short-term list.

Mr. Kirby said the scope, as currently written, offers a lot of flexibility. He said it is critical that the TPB gets started on these tasks.

Mr. Weissberg said he was optimistic about the priorities plan process. He said the long-term objective of this exercise should be to reverse region's paradigms and he thought the scope could achieve that. He said the region should learn from the CLRP Aspirations Scenario and move toward a TOD approach.

## **6. Briefing on the "TIGER III" Grant Program, and Discussion of Projects Under Development for Applications under Four FTA Competitive Grant Programs**

Mr. Kirby introduced this item by having Mr. Randall give a quick overview of the FY 2011 TIGER Grant Notice of Funding Availability (NOFA) and of four FTA competitive grants recently announced. It was noted that the applications for these grants generally require letters of endorsement from the Metropolitan Planning Organization; if the TPB is to endorse applications due in July or August then the letters must be received in time for the July meeting of the TPB.

Mr. Kirby expounded upon the TIGER grant process and previous application results. He then discussed a memo which laid out staff's recommendations for the basics of an FY11 TIGER Grant application, centered around several criteria for improving accessibility infrastructure at utilized rail stations, both subway and commuter rail. Making such

stations more accessible should encourage reverse-commute and balanced-commute ridership, which would have regional significance. Based on previous work by TPB staff and WMATA, the memo offered a number of recommended locations that could be included in the application. Mr. Kirby then asked members to consider whether local matching funds would be available, whether private contributions could be leveraged, or if they could come up with alternate suggestions that would meet the same principles but offer greater potential. The end result would be an application for 3 to 6 locations, ideally two in each major jurisdiction, totaling some \$15 to \$18 million.

Mr. Srikanth asked if the six criteria in the memo were taken from the TIGER NOFA. Mr. Kirby responded that the NOFA offered other criteria, but that these criteria were developed by TPB staff as the most likely to lead to a regionally significant, competitive proposal. Of course, other organizations are welcome to submit their own applications, which the TPB can endorse as appropriate.

Mr. Erenrich complimented Mr. Kirby on the criteria developed. He stated that the two concerns he has are whether the proposed projects are 1) "shovel ready", and 2) would have local match available. He noted that WMATA has no funding to provide the match and that though local jurisdictions have traditionally funded station access improvements, that all of them are short of funds as well. There may be cases where private developers could provide some funds, and the WMATA business development office and those of other jurisdictions need to be contacted in further developing this concept for a TIGER application. He commented that it would be nice to have a project of greater priority for the region for which an application could be made.

Mr. Erenrich then turned to the other grants and noted that Montgomery County plans to submit applications for the State of Good Repair and for the Clean Fuels grants, but that consideration of TIGER was still indefinite. Mr. Kirby in turn emphasized that TIGER applications must have local match, must be integrated with land use, and must be obligated by September of 2013.

Ms. Hoeffner asked if applications need to be cleared through NEPA or if funding would be available for completion of this process within any TIGER grant. Mr. Kirby responded that some final design could be funded as leading directly to construction, but that generally any application should be for projects that either do not require or should be very close to completing NEPA certification.

Mr. Erenrich asked for clarification on the deadline for endorsement letters from TPB, and was given the date of next Wednesday, July 13.

Mr. Srikanth recapitulated that TPB wants jurisdictions to provide specific comments on the memo's proposed project locations and the feasibility of local match support. Mr. Kirby responded that this was correct, noting that many of these projects had been worked on for some time in the planning and design stages, though some additional financial analysis will likely be required. He repeated that local jurisdictions are welcome to suggest alternate projects and that if they meet TPB's criteria than the proposed project list could be modified.

**7. Briefing on the Submission by COG of a Grant Application to the Department of Housing and Urban Development (HUD) Sustainable Communities Planning Grant Program**

Mr. Mataya gave a briefing on current plans to submit an application to the Federal Department of Housing and Urban Development (HUD) for a grant under the Sustainable Communities Regional Planning Grant Program. Under the grant, COG would develop a Regional Plan for Sustainable Development that would help integrate planning for housing, transportation, environmental and economic development and advance goals in Region Forward. He said the grant proposal was due on September 26th. He said the COG board would be asked to approve the application in concept on July 13<sup>th</sup> and the TPB would be asked approve the same concept on July 20. The region's proposal is focusing on themes of equity around the region's new and existing transit stations.

Mr. Mataya emphasized that award winning grants from last year included diverse multi-sector partnerships that focused on reducing housing and transportation costs through better transit connections and transit-oriented development. Additionally, many regional agencies provided proposals that would offer guidance on how to change local and regional policies, programs and decision-making procedures to support the plan. There were no questions from the Committee.

**8. Briefing on Amendments to the FY 2012 Unified Planning Work Program (UPWP) to Revise the Budget and to Respond to the Federal Transportation Planning Certification Review**

Mr. Kirby explained that since the FY 2012 UPWP was approved in March, the funding allocations provided by DDOT, MDOT and VDOT have been revised to reflect changes in new FY 2012 funding and adjustments in the unobligated FY 2010 funding. He reviewed the budget changes shown in bold in Table 1 in the memorandum in the mailout. He pointed out that the net result is only a small increase in the total budget.

Mr. Kirby said that at its May 18 meeting, the TPB was briefed on the FTA and FHWA certification review of the transportation planning process for the Washington DC-VA-MD Transportation Management Area. He provided the Committee an overview of the proposed amendments to the FY 2012 UPWP to implement the recommendations and corrective actions included in the federal certification report. He highlighted the proposed responses related to the TIP and financial planning recommendations. For the outreach/public participation recommendations, he said that it is proposed that \$100,000 be moved from the Regional Studies activity to support implementation of enhanced outreach activities for the regional transportation priorities plan. He said that by June 30, 2012, TPB staff will produce a report documenting the TPB and FAMPO implementation of the recommendations and corrective actions. He said that the TPB



will be briefed on these amendments to the FY 2012 UPWP on July 20 and asked to approve these amendments at its meeting on September 21.

Mr. Erenrich said that WMATA and some local jurisdictions broadcast their meetings on the internet and asked if TPB had considered this. Mr. Kirby said that it had been discussed and will be considered.

Mr. Foster asked about the corrective actions. Mr. Kirby explained that FAMPO is included in the recent federal transportation planning certification review because a small portion of the Washington DC-VA-MD TMA extends into a portion of Stafford County which is in the FAMPO area. He said that one of the 4 corrective actions that FAMPO must address requires that FAMPO and the CTB submit a joint letter to FTA and FHWA confirming the FAMPO project selection process for RSTP and CMAQ projects. He said that the status of this letter would be addressed under item 13 on the agenda. He explained that the other three FAMPO corrective actions involve Title VI requirements and that FAMPO staff are actively working to implement them, and that TPB staff are providing advice to help them to address these requirements.

## **9. Update on COG's Regional Major Incident Response Action Plan**

Mr. Meese reported. At its March 9 meeting, the COG Board had formed a Major Incident Management and Response (IMR) Steering Committee in response to the January 26 snowstorm, chaired by Councilmember Andrews of Montgomery County. It had been agreed to provide periodic update briefings on the IMR activities to both the COG Board and the TPB; Chairman Andrews was scheduled to brief the TPB at the July 20 meeting.

The IMR Steering Committee had met twice, first on April 28 and most recently on June 29. Current activities focused on fact-finding, both on events of January 26 as well as how agencies approach such events in general.

Staff was working on a preliminary draft report that had not yet been released for comment. The report was looking at the four focus areas defined by the COG Board on March 9: 1) Improve real-time information or situational awareness among local, state, and federal government agencies with operational authority or responsibilities; 2) Improve real-time information to the media and the public; 3) Improve regional coordination; and 4) Strengthen and focus decision-making. This effort was to be completed before the next snow season.

On June 29, the IMR Steering Committee received a number of presentations. The chairman of the COG Attorneys Committee and a consultant presented on the governance context of regional decision-making, noting that changes to laws addressing regional authority would be difficult to achieve, but there were many opportunities to strengthen regional coordination within existing laws.

A second panel presented on activities of the Metropolitan Area Transportation Operations Coordination (MATOC) Program and the comparison of MATOC activities with those of the New York City metropolitan area's TRANSCOM organization; a site visit and other research found mostly similarities

A third panel presented the storm mobilization and operational actions of public agencies and the logistics of a personnel early dismissal, including VDOT, WMATA, and the chairman of the COG Emergency Management Agencies (EMA) Committee on behalf of the region's EMAs. Also, a representative of the federal Office of Personnel Management (OPM) presented on their storm decision-making process, noting that, though they participate in the COG snow calls, their decisions (e.g., early dismissal) are made internally subsequent to those COG snow calls. Finally, the IMR Steering Committee heard from the chairman of the COG Public Information Officers Committee on their related work.

The next IMR Steering Committee meeting was scheduled to take place on August 4; it was anticipated that they would discuss the first draft of an IMR report at that meeting, and get into the heart of the debate on what actions to recommend.

Additionally, Mr. Meese noted the funding status of MATOC, which has been of interest to the TPB. Since the last briefings, paperwork had now been signed by both DDOT and VDOT committing funding to the MATOC Program for FY2011 and/or FY2012. MDOT funding and other special grants had previously been committed, bringing MATOC to the full anticipated funding level for FY2012.

In response to a question from Mr. Foster, Mr. Meese stated that VDOT had committed \$150,000 in FY2011 funding to the MATOC Program, eligible to be used between now and December 31, as well as an additional \$300,000 in FY2012 funding, eligible to be used by June 30, 2012, totaling \$450,000. This funding will be provided through COG to the University of Maryland Center for Advanced Transportation Technology which undertakes MATOC activities on the region's behalf.

#### **10. Briefing on the Housing and Transportation Cost Study for the Washington Metropolitan Area**

Mr. Haas of the Center for Neighborhood Technology (CNT) gave a comprehensive 30 slide PowerPoint presentation on the methodology and results of the Housing and Transportation Cost Study for the Washington Metropolitan Area prepared by the DC Office of Planning and CNT. Copies of the full report were available and on the web. He said that CNT has customized its planning tool to estimate a housing plus transportation (H+T) affordability index at the neighborhood block level with updated local data for the Washington region. He explained that this index provides a more complete picture of affordability for planning purposes. He reviewed the 6 neighborhood and 3 household

variables used to estimate car ownership, car usage and transit usage which results in total transportation costs. He said that the analysis shows that, to have a more complete understanding of their cost of living, households must understand their transportation costs, and how these costs are connected to location.

Mr. Erenrich inquired if the data tables for local jurisdictions are available. Mr. Rodgers said that the DC Office of Planning can share the planning tool and data with other jurisdictions.

Mr. Kirby said that this study was not on the July TPB agenda and it would come back to the Technical Committee in September and then be presented to the TPB.

#### **11. Briefing on the I-95 Corridor Coalition's Green Corridors Eco-Driving Campaign**

Mr. Ramfos used a PowerPoint presentation to brief the Committee on the Eco-Driving Campaign recently introduced through COG/TPB. He first discussed the background and origins of the Eco Driving campaign based on the results from the TPB's What Would it Take (WWIT) scenario study. He also explained that the results were presented to COG's Climate, Energy and Environment Policy Committee last May. Eco-Driving was found to be cost effective and a highly effective measure when it came to reducing CO<sub>2</sub>. It is also a measure that can be implemented in a short-term time frame that can educate the public with messaging on auto maintenance, fuel conserving driving behavior, and other Eco-Driving practices.

Next, Mr. Ramfos showed two charts from the WWIT study that outlined the effectiveness of the Eco-Driving measure for both cost and CO<sub>2</sub> reductions.

Mr. Ramfos then explained that COG/TPB staff developed an Eco-Driving work plan that included the development of a web site, training for public fleet operators, student driver education programs, and public service announcements. Funding for the initiative was being sought and a conversation then occurred with the I-95 Corridor Coalition with regard to their Green Corridors Eco-Driving Initiative.

Mr. Ramfos gave background information on the I-95 Corridor Coalition and then discussed the launch of the Coalition's Eco-Driving pilot campaign just prior to Memorial Day weekend. The purpose of the campaign is to educate drivers on easy changes they can make to reduce fuel consumption and wear and tear on their vehicles. The Coalition was interested in launching a 2<sup>nd</sup> campaign with additional agencies such as MPO's prior to the 4<sup>th</sup> of July holiday. The 2<sup>nd</sup> launch would include tourists and the use of multi-modal options.

The I-95 Coalition's Green Corridor's Initiative is based off of North Carolina DOT's successful "Drive Green. Save Green" campaign. The campaign appeals to long distance travelers as well as the use of multi-modal options. The initial pilot launch included the DOT's from Maryland (SHA), NC, NY and DE. The re-launch of the campaign prior to the 4<sup>th</sup> of July included COG/TPB and several other MPO's on the east coast as well as PennDOT.

As part of the campaign, COG/TPB issued an Eco Driving press release and developed and deployed Eco-Driving web pages that highlight tips on driving more efficiently, vehicle maintenance, and driving less. Mr. Ramfos also stated that AAA Mid-Atlantic incorporated the information from the press release into their local travel forecast and posted it to their web site for the benefit of their membership. He reported that Eco Driving information will be available in the Transportation section of the COG website at [www.mwco.org](http://www.mwco.org) and that Eco-Driving posters are also available to download, although a limited quantity of the posters were also printed.

Finally, Mr. Ramfos covered next steps on the region's Eco-Driving education campaign that included a continued collaboration with the I-95 Corridor Coalition, the issuance of public service announcements at appropriate times through the year, to direct traffic to the web site, and the continuation of investigating opportunities to fund training for public fleet operators and student driver education programs.

**12. Briefing on Response to the TPB Citizens Advisory Committee's (CAC) Recommendation on a Regional Policy on Complete Streets**

Mr. Farrell spoke to a PowerPoint on the Citizens Advisory Committee recommendation for a regional Complete Streets policy, covering the reasons for the program and proposed actions.

Mr. Rawlings suggested that we should consult with the Citizens Advisory Committee. Mr. Farrell agreed.

**13. Update on a Joint Letter from the Virginia Commonwealth Transportation Board (CTB) and the Fredericksburg Area Metropolitan Planning Organization (FAMPO) Regarding its TIP Project Section Process**

Mr. Srikanth explained that VDOT Division staff and FAMPO staff had prepared draft paragraphs on the selection process for review by FHWA staff for inclusion in the joint letter. He distributed a copy of the draft paragraphs. He said that the both CTB and FAMPO board were scheduled to approve the letter for signatures by early August.

**14. Briefing on COG's Efforts to Develop a Regional Climate Adaptation Plan**

Mr. King briefed the Committee. The Metropolitan Washington region is facing the challenge of integrating mitigation, adaptation, and smart growth policies to respond to climate change. The EPA Office of Sustainable Communities has awarded COG a Technical Assistance Grant to develop a regional adaptation guidebook. The objective of this project is to increase understanding of the implications of climate change among planners, policymakers and officials in the Washington region, and to provide them with tools to implement smart growth principles to improve regional resilience to climate change impacts in the following sectors: transportation, land use, buildings and water.

Sector-based stakeholder meetings will be held in September 2011 to elicit information on how and to what extent projected climate changes may impact each sector and discuss sector strategies to be included in the adaptation guidebook. Potential dates for the transportation sector stakeholder meeting include September 7, 14 or 19. Mr. King asked for input on which day would be most convenient and to please send responses to Ms. Altavilla ([jaltavilla@mwkog.org](mailto:jaltavilla@mwkog.org)) by Wednesday, July 13, 2011.

15. Other Business  
None
16. Adjourn