

Presentation to the MWCOG Transportation Planning Board, December 15, 2010  
Independent Greens of Virginia, presented by Gail for Rail Parker

According to energy intelligence experts, by 2008 42 of the 50 largest oil producing countries had reached their peak oil production and begun a decline in production measured world-wide as a 9% decline for 2008, a decline rate which increases at an increasing rate. In 2008 demand was increasing at an estimated 20-30%. To replace just the decline, we would need to discover **three** (3) new countries with oil fields the size of Saudi Arabia's. <sup>1</sup>

The US had reached peak oil production and began a decline in the 1970's.

The authors of "The Impending World Energy Mess, What It Is and What It Means to YOU!" say "...we believe that the decline of world oil production will overshadow climate concerns and will become humankind's most urgent priority, because of the immediate human pain and misery that will ensue." And ... "We also urge you to demand that your governments seriously and explicitly consider these issues and implement intelligent, informed action."<sup>2</sup>

Author Robert Wendling, with 28-years experience in energy technology policy and incentives, has forecast that **within 2-5 years it will be necessary in the United States to ration gasoline.**

China is putting \$300billion a year into building high-speed rail. Germany is converting to renewable energy and is today at just under 20% renewable with government **approved** plans to be at 40% renewable energy sources within in 9 years. Greens there, who are largely responsible for the shift to renewable are advocating for 100% renewable by 2020. We agree.

We urge you to **immediately take action** to expand rail mass transit. The following are actions we believe are necessary:

- Remove bottlenecks to higher-speed rail.
- Leverage the rail industry as much as possible to build rail.
- Encourage massive use of renewable energy sources (wind, solar, geothermal, hydro)
- Place high-speed rail on express lanes.
- Where express lanes end, devote a traffic lane to high-speed rail.
- Eliminate legislative/tax incentives which favor single occupancy vehicles over rail transit.
- Build/expand commuter rail immediately
- Revise zoning immediately to allow/encourage mixed use-high density development in communities surrounding rail stations.
- Encourage R&D of maglev rail in the US or facilitate construction by maglev companies from overseas.

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<sup>1</sup> Colin Campbell, Ph.D., Association for the Study of Peak Oil; page 24 Confronting Collapse The Crisis of Energy and Money in a Post Peak Oil World, by Michael C. Ruppert, 2009 Chelsea Green Publishing, White River Junction, VT

<sup>2</sup> Page 237, The Impending World Energy Mess, What It Is And What It Means To YOU! by Robert L. Hirsch, Roger H. Bezdek and Robert M. Wendling, 2010 Apogee Prime/The Authors.

**WMATA Governance Report: Spot On  
Statement of Robert O. Chase  
To National Capital Region Transportation Planning Board  
December 15, 2010**

The report of the Greater Washington Board of Trade and Metropolitan Washington Council of Governments Joint WMATA Governance Task Force hits the mark.

The Task Force's composition was balanced, its methodology comprehensive, with input from area stakeholders, industry professionals, extensive literature searches and examination of best practices nationally and around the globe.

Establishment of a WMATA Governance Commission, appointment of a regionally-oriented Chairman, term limits, the ability to select the most professionally qualified and not necessarily politically qualified board members, limited veto power, greater day-to-day authority for the GM and other Task Force recommendations will go far in restoring system reliability and public confidence.

The Task Force also is a stellar example of a public-private partnership focused on a single objective – producing the best possible recommendations with regards to future operation of what once was considered a world-class transit system, America's system. (How 'bout them vaulted ceilings?)

Yet it's been years since Metro was world class, and absent implementation of many of the Task Force's recommendations, it may never be so again.

In this town and in this room, the more fire a proposal takes the more likely it is to be on the mark. While the current governance structure may provide comfort for some special interests, it is the public interest that must come first.

What the public most wants is not better political representation, but better transit service with elevators, escalators, trains, tracks, fare card machines and other elements that actually work day in and day out.

The current governance structure hasn't been able to provide such a system. The Joint Task Force's recommended structure can.

No one, including the Task Force, would say the recommendations could not be improved on, but they are far superior to anything produced in the past.