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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

January 20, 2015

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, DC Council  
Bob Brown, Loudoun County  
Allison Davis, WMATA  
James Davenport, Prince William County DOT  
Monroe S. Dennis, City of College Park  
Marc Elrich, Montgomery County  
Dan Emerine, DC Office of Planning  
Gary Erenrich, Montgomery County DOT  
Lyn Erickson, MDOT  
Dennis Enslinger, City of Gaithersburg  
Jay Fisette, Arlington County  
Rene'e N. Hamilton, VDOT  
Konrad Herling, City of Greenbelt  
Cathy Hudgins, Fairfax County  
Sandra Jackson, FHWA  
John D. Jenkins, Prince William County  
Peter Kovar, City of Takoma Park  
Tim Lovain, City of Alexandria  
Dan Malouff, Arlington County  
Ron Meyer, Loudoun County  
Phil Mendelson, DC Council  
Martin Nohe, Prince William County  
Mark Rawlings, DC DOT  
Kelly Russell, City of Frederick  
Peter Schwartz, Fauquier County  
Elissa Silverman, DC Council  
Linda Smyth, Fairfax County Board of Supervisors  
Tammy Stidham, National Park Service  
Jonathan Way, City of Manassas  
Victor Weissberg, Prince George's County/DPW&T  
David Whitaker, VDOT  
Patrick Wojahn, City of College Park  
Sam Zimbabwe, DDOT

**MWCOG STAFF AND OTHERS PRESENT**

Robert Griffiths  
Andrew Meese  
Nick Ramfos  
Eric Randall  
Rich Roisman  
John Swanson  
Ron Milone  
Daivamani Sivasailam  
Wendy Klancher  
Dusan Vuksan

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Michael Farrell	
Andrew Austin	
Jane Posey	
Mark Moran	
Ben Hampton	
Bryan Hayes	
Sergio Ritacco	
Lamont Cobb	
Jon Schermann	
Charlene Howard	
William Bacon	
Brandon Franklin	
Lynn Winchell-Mendy	
Barbara Brennan	
Jinchul (JC) Park	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Stephen Walz	COG/DEP
Bill Orleans	Area resident
Stewart Schwartz	Coalition for Smarter Growth
Sree Nampooltrin	NVTA
Monica Backmon	NVTA
Kari Snyder	MDOT
Patrick Durany	Supervisor Jenkins' Office
Debbie Spielberg	Councilmember Marc Elrich
Nancy Abeles	TPB CAC
Todd Horsley	Virginia DRPT
Richard Price	Coalition for Smarter Growth
Robert Whitfield	Fairfax County Taxpayers Alliance
Ramond Robinson	Alexandria
Mike McGurk	Transurban

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## **1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**

Deanna Heier said that she was one of many Virginia homeowners that commented at the October 21, 2015 TPB meeting regarding VDOT's I-66 project, specifically the I-495/I-66 interchange. She stated that she wanted the Board to know that many of their concerns were still unaddressed. She said that the community's proposed "Do-No-Harm" alternative analysis was completed but not evaluated by VDOT. She described VDOT's existing design as costly, and she said the agency has not made progress in addressing community concerns since the October meeting. Ms. Heier asked that VDOT be required to document how the agency will address the public's concerns regarding environmental mitigation and noise throughout the project. She also mentioned that the Governor of Virginia and General Assembly are looking to modify the proposed tolling measures, and that Northern Virginia residents do not fully support tolling.

Julie Herka also stated she was present for public comment at the October 21, 2015 TPB meeting. Ms. Herka said she had concerns about the environmental impacts and costs of VDOT's I-66 proposal. She questioned how VDOT's proposed Orange Line Metrorail extension to Nutley would factor into the project's overall timeline and phasing, and how that differs from the extension to Centreville she discussed with U.S. Rep. Gerry Connolly in 2001. She asked the board to look at project costs, the proposed compensation for the private concessionaire, and plans to implement tolling. She asked the board examine the I-66 outside the Beltway proposal in contrast to that inside the Beltway.

Jim Dinegar, of the Greater Washington Board of Trade, mentioned that region's business community sees increasing competition for labor across all income groups. Traffic and congestion are concerns of new workers in the Washington area. He asked the board consider new strategies to relieve congestion, and cited falling oil prices as encouraging more people to drive. He said the TPB is critical to the success of the region; the Board of Trade remains a TPB partner and supporter.

Stewart Schwartz, of the Coalition for Smart Growth, said he agreed with Mr. Dinegar's comments. He noted that the TPB's CLRP update described increasing congestion, not enough work to reduce greenhouse gas emissions, and a worsening of the East/West divide. He stated that the region needs a new approach that looks more to land use and housing solutions to solve transportation problems. He remarked that COG's Economic Indicator's report was excellent, but the "Road Map" does not effectively get at transportation, land use or equity issues. He commented that DOTs are being asked to solve transportation problems, but the region needs to integrate planning in the three states toward land use and housing first approaches.

## **2. APPROVAL OF MINUTES OF DECEMBER 16 MEETING**

A motion was made to approve the minutes of the December 16, 2015 meeting. The motion was seconded and approved.

## **3. REPORT OF THE TECHNICAL COMMITTEE**

Tim Rosebloom reported that the committee met on Friday, January 8. The committee reviewed the following items:

An update on the PM2.5 maintenance plan; an update on the consensus recommendations from the policy working group of the multi-sector working group to reduce greenhouse gas emissions; an update on the unfunded capital needs working group and their draft work plan and basis for unfunded regional priorities; an update on the working group to evaluate CLRP projects based on regional priorities, with discussion on integrating this group with the unfunded capital needs group; an update on the 2015 solicitation for 5310 Enhanced Mobility grant funding to transportation providers; an update on the status of TIGER grant funded Priority Regional Bus projects; an update on the draft FY 2017 Unified Planning Work Program; and an update on the agreement between the TPB and Calvert County-St.

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Mary's MPO regarding their conformity analysis.

The committee also reviewed the following informational items: updates to the draft call for projects to the 2016 CLRP amendment: an update on the time-lapse photography sessions for congestion monitoring; an update to the policy statements of the regional Freight Plan, with committee providing technical feedback.

The committee also acknowledged the retirement of TPB staff member Eulalie Gower-Lucas, after 26 years of service.

#### **4. REPORT OF THE CITIZEN ADVISORY COMMITTEE**

Mr. Summersgill reported that the 2015 CAC had their final meeting on January 14, 2016. He gave highlights of the committee's accomplishments throughout the year, including a resolution to the board on setting a regional goal of zero traffic deaths, work with Metro to promote real-time traffic data across all the region's transit agencies, and audio livestream of TPB and CAC meetings. The group tried to use subcommittees focused on select topic areas, but Mr. Summersgill stated the groups did not have enough direction from the CAC.

#### **5. REPORT OF STEERING COMMITTEE**

Mr. Srikanth stated the Steering Committee met on January 8, and approved amendments to the FY 2015-2020 TIP. Those amendments include a request from MDOT's to add \$15 million in additional funding for the I-95/I-495 Suitland Rd bridge project and an additional \$18 million in funding for the MD-180 reconstruction. MDOT also requested to add \$8 million in Federal Transit Administration funds for urban transit systems capital programs and an additional \$800,000 in CMAQ funds for ridesharing programs. Another amendment, from DDOT, updates the funding information to most of its projects to match the department's actual funding obligations. The final amendment, requested by VDOT, added an additional \$5 million in planning funds for studies examining an extension of express lanes on I-395. The Steering Committee also reviewed and approved a transmittal letter to the Metropolitan Washington Air Quality Committee with estimates of PM2.5 and PM2.5 NOx emissions for MWAQC's revision of the PM2.5 maintenance plan.

Mr. Srikanth reviewed the letters sent and received by the board, including the following: a letter to VDOT Northern Virginia administration acknowledging that the TPB agrees that the design, concept and scope of VDOT's preferred alternative for the "outside the Beltway" I-66 project does not vary greatly from the previous alternative (2B) included in the 2015 CLRP Amendments. The preferred alternative will come before the TPB later this year for inclusion in the 2016 amendments to the CLRP; and, a letter to the Northern Virginia Transportation Authority thanking the authority for their participation in TPB planning and programming, including a presentation to the board.

Mr. Srikanth also referred to a memo from TPB staff member Eric Randall regarding recent activities of WMATA, COG and other entities following the January 12 L'Enfant plaza Metrorail smoke incident. The memo included information about related work with the region's fire chiefs and communications agencies. Mr. Srikanth noted a letter from WMATA CEO Paul Wiedefeld and Mr. Wiedefeld's January 13 presentation to the COG Board.

Mr. Allen said that recent reports about the lack of our three jurisdictions' ability to move forward creating our independent oversight Metro safety group in 2016 was disappointing. Noting the good conversation the Board has been having with WMATA the past couple of months and specially Ms. Tregoning speaking to the TPB using its voice in a way to help spur action for our respective jurisdictions. He asked about having staff draft a letter for TPB to send to our three respective jurisdictions encouraging that they try to move this forward in the 2016 calendar or explore every alternative to be able to do that, rather than wait until 2017.

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Mr. Mendelson said that he too was very concerned about how this has slipped in time and that he had mentioned this to the COG Board of Directors a few weeks ago, He said that some prodding from the TPB would be appropriate. Chairman Lovain noting the support for the letter from the Board directed Mr. Srikanth to work with the officers of the Board to develop and send such a letter.

Mr. Srikanth reviewed a letter to the region's congressional delegation and Congressional committee thanking them for the Reauthorization of federal transportation legislation, and a letter from the Northern Virginia Transportation Coalition with their project recommendations to focus regional funding on. He also reviewed a resolution from the Maryland's Citizens Association calling for joint Maryland/Virginia plan to improve the American Legion Bridge.

## **6. CHAIR'S REMARKS**

Mr. Lovain noted that Patrick Wojahn, former College Park Councilperson and now mayor, would be transitioning to the COG Board. He thanked Mr. Wojahn for his service to the TPB, and highlighted his 8 years on the board working with Access for All Advisory Committee and Human Services Transportation Coordination Task Force. He acknowledged new TPB members Marty Nohe of Prince William County, Mary McDaniel of Fauquier County and Peter Kovar from Takoma Park. He also recognized the new Technical Committee Chair, Tim Rosebloom, from the Virginia Department of Rail and Public Transportation, and Bob Summersgill, outgoing 2015 CAC Chair.

Mr. Lovain said that the region's transportation problems are getting larger and worse, and that the board should strengthen its role and leverage tools like the CLRP in a responsible way. He stated that the TPB should seek to make impact earlier in the development of transportation projects. He mentioned the ideas and functions of the CLRP working group should carry over to the unfunded capital needs working group. The TPB should have a more thorough understanding of local project processes and try to identify new metrics that reflect regional significance. He commented on the proposal to create a long-range plan, with lists of constrained and unconstrained projects. The TPB can use new metrics of regional significance to promote and emphasize projects on the unconstrained list.

Mr. Lovain noted that the TPB's goals for these projects should flow from the TPB Vision, the Regional Transportation Priorities Plan, COG's Region Forward, and other COG plans. He stated that land use is part of our region's transportation plans, and a common element in all of COG/TPB's plans is activity centers, and development around metro stations. The TPB should highlight those projects that serve activity centers.

Mr. Lovain highlighted two additional areas he wanted to focus on in 2016: incident response and support for WMATA. He noted nonrecurring incidents because 50 percent of all traffic congestion in metropolitan areas, and 15 percent of accidents are secondary to the first accident or caused by "rubbernecking" and associated behavior. He stated the TPB should consider hosting a regional forum on incident response. On WMATA, Mr. Lovain noted the agency is the only major transportation provider in the country with no dedicated source of local funding. He called on the TPB to put more support behind finding new revenue sources for WMATA.

## **ACTION ITEMS**

### **7. APPROVAL OF 2016 APPOINTMENTS TO THE TPB CITIZENS ADVISORY COMMITTEE**

Mr. Hayes presented the nominations for the 2016 Citizens Advisory Committee, referring board members to the related memo for more information and the full list of all nominees. He explained that the CAC is composed of 15 full members. He said that nine of the members up for appointment at today's meeting had been nominated by the 2016 TPB officers—three each from the region's three state-level jurisdictions. He said that the remaining six members—two each from the three jurisdictions—

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had been elected by the outgoing 2015 CAC. He noted that eight alternate members were also being nominated.

Chairman Lovain entertained a motion to approve the members for 2016. A motion was made and seconded. The board voted to approve the appointments as presented.

Chairman Lovain appointed CAC member Douglas Stewart, of Virginia, as chairman of the 2016 CAC.

**8. APPROVAL OF AN AGREEMENT BETWEEN THE TPB AND THE CALVERT-ST. MARY'S METROPOLITAN PLANNING ORGANIZATION (C-SMMPO) AND CALVERT COUNTY, MARYLAND**

Ms. Posey said that the board was being asked to approve a resolution formalizing the coordination between the TPB and the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO). She said that the TPB has included projects from Calvert County in the conformity analysis for years. She noted that Calvert County is now part of newly formed MPO, the Calvert St. Mary's MPO and the conformity analysis arrangement Calvert County has had with the TPB is now being formalized in the form of an MOU. She noted that a Draft of the document was shared with the Board last month and that the Maryland Federal Highway representative reviewing the draft agreement and asked that it include language that provides more detail about time frames and inputs. She said the agreement had been updated to reflect this request.

Ms. Erickson said that the Calvert-St. Mary's MPO met on January 7 and approved this agreement.

A motion was made and seconded to approve the resolution. The board voted to approve Resolution R6-2016 to formalize coordination between the TPB and the C-SMMPO to ensure that Calvert County's transportation plans, programs, and projects are analyzed for regional air quality conformity.

**9. APPROVAL OF FUNDING RECOMMENDATIONS FOR THE SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM AND AN AMENDMENT OF THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE THE PROJECTS**

Mr. Wojahn said that he chaired the selection committee to recommend projects for Section 5310 Enhanced Mobility funding. He said that the board was being asked to approve the funding recommendations and amend the TIP to include the projects. He said that the federal Enhanced Mobility program provides matching grants to nonprofits and local governments to provide transportation and expand mobility options for seniors and persons with disabilities. He said that the TPB approved an updated Human Services Transportation Plan in 2015 that includes selection criteria for projects. He said these criteria emphasize coordination between agencies and jurisdictions, as well as the institutional capacity of applicants to manage and administer grants.

Mr. Wojahn said this was a competitive year for Enhanced Mobility grants. He said that 24 projects applied for nearly \$14 million in funds. He said that the independent selection committee was geographically balanced and included people with expertise in disability, aging, transit, and human services transportation coordination. He thanked the people that served on the selection committee. He said that committee recommendations would fund 21 of the projects, with some of the projects receiving partial funding due to the competitive nature of the process. He said that the selected projects will address one or more priorities from the coordinated plan and will help reduce reliance on MetroAccess. He said that demand for all types of specialized transportation are on the rise, and that human services agencies are struggling to pay for service. He said that with this round of Enhanced Mobility grants, totaling in \$8 million (\$5 million federal and \$3 million matching), the TPB is helping to address some of the unmet transportation needs in the region. He said that the selected projects could affect the everyday lives of some of the most vulnerable population groups in the region.

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Ms. Klancher said that TPB staff provide outreach via pre-application processes and technical assistance so that organizations know about the grant opportunities. Referring to her presentation and memo, she said that the 21 project recommendations could be broken down into five categories: transportation voucher programs, volunteer driver programs, wheelchair accessible cabs, travel training, and vehicle acquisition. She said that projects not recommended would receive a letter explaining why they were not recommended and include recommendations for improving future applications.

Mr. Lovain asked if this was a record amount of funding for one year.

Ms. Klancher said that it was a record.

Mr. Wojahn made a motion to adopt the resolution. The motion was seconded.

The board unanimously approved Resolution R7-2016 to approve funding recommendations for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and to approve an amendment for the FY 2015-2020 Transportation Improvement Program (TIP) to include the projects.

#### **10. APPROVAL OF FUNDING AND TRANSMITTAL LETTER FOR TPB'S 2016 MEMBERSHIP IN THE ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS**

Mr. Srikanth briefed the board. He explained that the TPB has long been a member of AMPO, which provides policy and technical assistance for MPOs around the country, serves as a forum for sharing best practices, and coordinates outreach to elected officials and other important stakeholders on behalf of MPOs. He said that the TPB was a founding member of AMPO and that the dues for 2016 membership had been included in the TPB's Unified Planning Work Program, approved by the TPB last March.

Chairman Lovain entertained a motion to approve funding for the TPB's 2016 AMPO membership. A motion was made and seconded. The Board voted to approve the funding.

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## **INFORMATION ITEMS**

### **11. BRIEFING ON AN UPDATE TO THE PM2.5 MAINTENANCE PLAN USED TO MEET FEDERAL AIR QUALITY REQUIREMENTS RELATED TO PARTICULATE MATTER**

Ms. Posey briefed the Board. She explained that the Washington region is currently in the process of updating its maintenance plan for fine-particle pollutant—both direct PM2.5 emissions and precursor nitrogen oxides (NOx) emissions. She said that the update includes revisions to the regional limits on vehicle-related PM2.5 and precursor NOx emissions—known as “mobile emissions budgets.” She also explained that the TPB is proposing to incorporate a 20-percent “safety margin” in the maintenance plan’s budgets for vehicle-related emissions. She said that the safety margin is meant to account for future unexpected changes to computer models or other factors outside the TPB’s control that might lead to emissions that exceed the set limits. She said that if the region fails to demonstrate future compliance with the limits the flow of federal transportation dollars to the region could be halted. She noted that the safety margins previously existed but in two tiers and discussions were ongoing within MWAQC’s subcommittees about streamlining the mobile emissions budgets from two-tiers into a single tier.

Ms. Posey explained that MWAQC would be reviewing the proposed mobile emissions budgets at its February meeting and releasing them and the rest of the draft maintenance plan for public comment. She said that MWAQC is currently scheduled to approve the updated maintenance plan in May, at which point Maryland, Virginia, and the District of Columbia will submit the plan to EPA in June for final approval.

There were no comments or questions from Board members.

### **12. BRIEFING ON THE IMPLEMENTATION OF THE TPB REGIONAL PRIORITY BUS PROJECT UNDER THE TRANSPORTATION INVESTMENTS GENERATING ECONOMIC RECOVERY (TIGER) PROGRAM**

Mr. Randall refereed to his memorandum and provided background on the TPB's TIGER grants for priority bus improvements. He said that after five years of funding, there is only eight months left until the grant expires. He said that 64 percent of the funds have been spent, and that \$21 million remain. He said projects should be completed by the end of June so that paperwork can be processed in order to get the drawdown of funds from the Federal Transit Administration. He said that a request was made to reprogram \$1 million for some small bicycle projects. He said that the mailout packet included a letter that responds to a federal request to review the progress on outstanding TIGER grants. He said that TPB staff is working with implementing organizations to prepare a more formal response. He said that staff believes that the remaining funds will be spent but a meeting with the implementing agencies has been scheduled for the following Monday to conduct a line-by-line item review of the works that remains to be completed. He said that a number of projects have already been completed as part of this TIGER grant, and provided a status update on the remaining projects.

Ms. Hudgins asked about the implementation of signal priority and if they were integrated into the public safety.

Mr. Randall said that the project covered signal prioritization for transit service only.

### **13. UPDATE ON THE UNFUNDED CAPITAL NEEDS WORKING GROUP**

Referring to the mailout material, Mr. Swanson said that there has been considerable recent discussion about enhancing the TPB's long-range planning process. In response, he said, staff has proposed the development of a plan of unfunded priority projects that will have the potential to improve regional transportation system performance. He said this process would build upon previous planning and



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policies, emphasizing the TPB's past work and approved policies. He said that the goal is to integrate the process with projects and planning that has already occurred at the state and local levels.

Mr. Swanson said that last year TPB staff worked with jurisdiction and agency staff to pull together an inventory that includes most of the unfunded major projects in the region. He said that this list is based upon the approved plans of member jurisdictions. He said that TPB staff is proposing to use this inventory to conduct a range of planning activities that include analysis of system performance and outreach to stakeholders and the public. He said the three phases of this planning process would include 1) analysis of baseline scenarios ("no-build" and "all build"); 2) development of a Plan of Regional Unfunded Priority Projects, and 3) integration of these planning activities into the 2018 long-range transportation plan, which will include an unconstrained element as well as a constrained element.

Mr. Swanson said that the analysis work had already begun. He said that in spring staff would start development of the Plan of Unfunded Regional Priority Projects, which would include clarifying objectives and CLRP deficiencies, identifying criteria for project selection, and going through an iterative process to refine and improve the plan by summer 2017.

Mr. Lovain noted that in the process Mr. Swanson described, performance measures and metrics would be used to select high-priority projects at the regional level. He also noted that at the morning work session, participants had asked that such measures and metrics be provided to local and state project sponsors for their use in evaluating the projects that they want to bring ultimately to the CLRP.

Mr. Way encouraged board members to attend the working group meetings.

#### **14. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2017 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Mr. Griffiths referred to his presentation and described the three-month process for sharing the UPWP with the board. He said that the first step is sharing a preliminary outline. In February, the board will see a full draft, and in March, the board will be asked to approve that draft. He said that the total budget for FY 2017 is about the same as the budget for 2016. He said that this is a conservative estimate and does not include any anticipated increase in funding from the Fixing America's Surface Transportation (FAST) Act that was passed by Congress in 2015. He said that this budget does not include carryover funding from the current fiscal year at this time but would be identified by March.

Mr. Griffiths said that the funding total for the FY 2017 core work program would go up by \$183,000 to incorporate the unfunded capital needs project into the long-range planning effort, and to cover anticipated requirements around performance-based planning. To do this, he said, some money would be moved from the state's technical assistance accounts.

Mr. Griffiths that the new work program consolidated 30 line items from the FY 2016 UPWP into nine groupings that repackaged activities into larger groups. He added that staff have been asked to consider a two-year UPWP in the future.

#### **15. BRIEFING ON COG MULTI-SECTOR WORKING GROUP (MSWG) CONSENSUS RECOMMENDATIONS ON GREENHOUSE GAS EMISSIONS STRATEGIES**

Mr. Griffiths briefed the board. He explained that the MSWG in 2015 had identified and analyzed 22 broad regional strategies for reducing greenhouse gas emissions in the region. He said that the COG Board of Directors, upon being briefed in October 2015 about the findings of the analysis, established a policy-level working group of local elected officials to further examine the strategies and determine which could reasonably be incorporated into a regional action plan.

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Mr. Griffiths said that the policy group met on January 7. He said the group reviewed a set of “consensus recommendations,” developed by COG staff, as to the relative feasibility of each of the strategies. He said that staff had divided different elements of the 22 strategies into three categories: 1) those that could be implemented across the entire region; 2) those that some but not all jurisdictions could adopt; and 3) those that would have to be delayed to the future for further consideration. He said that the elected officials on the policy committee had some questions about how the strategies would be implemented and needed more input from their professional staff in their individual jurisdictions before they could commit to any of the actions.

Mr. Griffiths said that staff is currently developing a survey tool to gather input from local professional staff on how the strategies could be implemented, as well as to identify any other emissions reduction strategies that may not have been included on the list but that could be implemented. He said that staff hope to send the survey out to jurisdictions in February and have responses by early March, at which point the policy group would meet again to review the input.

Mr. Fisetto asked how the TPB plans to incorporate the findings of the MSWG into its decision-making, especially periodic updates to the region’s Constrained Long-Range Transportation Plan (CLRP). He also asked whether staff could provide legal analysis of whether or not there are any federal limitations on how the TPB considers greenhouse gases when updating and approving the CLRP.

Mr. Zimbabwe asked whether and how the findings could be incorporated into the TPB’s efforts to identify priority transportation projects with the greatest promise for improving the effectiveness of the region’s transportation system.

Mr. Srikanth said that greenhouse gas emissions have and will continue to be part of the annual Performance Analysis of the CLRP. He also explained that staff intends to include greenhouse gas emissions as one of the measures of the effectiveness of the transportation system. He also said that staff could provide the legal analysis regarding the consideration of greenhouse gases in updating and approving the CLRP.

## **OTHER ITEMS**

### **16. ADJOURN**

Chairman Lovain adjourned the meeting at 2:04 p.m.