

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

777 North Capitol Street, NE  
Washington, D.C. 20002-4226  
(202) 962-3200

**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
November 19, 2008**

Members and Alternates Present

Monica Backmon, Prince William County  
Andrew Beacher, Loudoun County  
Nat Bottigheimer, WMATA  
Robert Catlin, City of College Park  
Marc Elrich, Montgomery County  
Gary Erenrich, Montgomery County, DOT  
Brian A. Glenn, FTA  
Don Halligan, MDOT  
Catherine Hudgins, Fairfax County Board of Supervisors  
Charles Jenkins, Frederick County  
Michael Knapp, Montgomery County Council  
Timothy Lovain, Alexandria City Council  
Michael May, Prince William County  
Phil Mendelson, DC Council  
Mark Rawlings, DDOT  
Rick Rybeck, DDOT  
C. Paul Smith, City of Frederick  
Linda Smyth, Fairfax County Board of Supervisors  
Reuben Snipper, City of Takoma Park  
David Snyder, City of Falls Church  
JoAnne Sorenson, VDOT  
Patsy Ticer, Virginia Senate  
Harriet Tregoning, DC Office of Planning  
Todd Turner, City of Bowie  
Jonathan Way, City of Manassas  
Victor Weissberg, Prince George's County  
Robert Werth, Private Providers Task Force  
Bill Wren, City of Manassas Park  
Christopher Zimmerman, Arlington County

---

MWCOG Staff and Others Present

Ron Kirby	
Michael Clifford	
Jim Hogan	
Andrew Meese	
Michael Farrell	
Debbie Leigh	
Deborah Etheridge	
Andrew Austin	
Michael Eichler	
Monica Bansal	
Darren Smith	
Rex Hodgson	
Tim Canan	
Sunil Kumar	COG/DEP
Bill Orleans	PG ACT
Bob Owolabi	Fairfax County DOT
Tom Biesiadny	Fairfax County DOT
Jim Maslanka	Alexandria
Alex Verzosa	City of Fairfax
Kiman Choi	MDOT
Angelica Betts	PWC/BOCS Aide
Michael W. Nixon	Maryland DOT
Buddy Ey	MATOC
Matt Moskitis	NVTA
Fred Shaffer	M-NCPPC
Ann Pimley	Metro Access Rider
Randy Carroll	MDE
Kiana Petty	WAMU
Mark Miller	WMATA
Denis Jackson	MV Transportation
Omari June	WMATA
Selene Faer Dalton-Kumins	WMATA
Kael Anderson	NCPC
Shirley C. Williams	FEMA
Betsy Massie	PRTC

**1. Public Comment on TPB Procedures and Activities**

Dr. Harold Snider, Montgomery County Commission on People With Disabilities, described continuing problems with MetroAccess. He said the report that would be presented later in the

---

agenda regarding MetroAccess should serve as a wake-up call to the TPB and to the WMATA Board. He called upon the TPB to continue its oversight responsibilities to ensure improvements in MetroAccess.

Mr. Bobby Coward, DIRECT Action and Capitol Area ADAPT, made recommendations regarding priorities for MetroAccess, including the need to hire an eligibility manager, the need to retain the MetroAccess workforce and the need to identify dedicated funding for MetroAccess.

Ms. Cheryl Cort, Coalition for Smarter Growth, expressed her organization's support for the strong goals included in the COG Climate Change Report and for the TPB's current work in developing scenarios that are more robust than those analyzed in the past. In view of the urgency of climate change and energy, and the findings from the COG Climate Change Report, she said it was time for a fundamental re-evaluation of the CLRP in which all projects would be on the table for review.

Ms. Darnise Henry Bush, representing the District of Columbia Statewide Independent Living Council and the Department on Disability Services, Rehabilitation Services Administration, thanked TPB for its study of MetroAccess services. She said the TPB should continue this oversight. She made recommendations for MetroAccess improvements, including a need to re-examine the adequacy of door-to-door service, a suggestion to prioritize people with medical appointments, more consistency in scheduling, and the need for more consumer input, not just from WMATA's elderly and disabled advisory committees.

Ms. LaVonne Chambers, MetroAccess rider, spoke of a need to treat MetroAccess riders with more respect and dignity. For example, she said she considered the use of the term "client" to describe MetroAccess riders was derogatory. She said MetroAccess employees should be trained to have a new mindset.

Ms. Ann Pimley, MetroAccess rider and chair of the Fairfax Area Disability Services Board, thanked the TPB for the study of MetroAccess, which she said was greatly needed. She said that MetroAccess had many good features, but it was in need of improvement. She said she believed the call center had made improvements. She described various concerns regarding the effectiveness of seatbelts and the limited width of MetroAccess vehicles.

Mr. Bottigheimer said the WMATA Assistant General Manager for MetroAccess would be available to speak after Ms. Klancher's presentation under Item 13.

## **2. Approval of the Minutes of the October 15 Meeting**

Mr. Zimmerman moved to approve the minutes, and Ms. Smyth seconded the motion. The motion was approved unanimously.

---

### **3. Report of the Technical Committee**

Referring to the handout summary, Mr. Rawlings said the Technical Committee met on November 7 and reviewed the following items that were included on the TPB agenda:

- Under TPB Agenda Items 10, 11, and 12, the committee received updates regarding the draft 2008 Constrained Long-Range Plan (CLRP), the FY 2009-2014 Transportation Improvement Program (TIP) as amended, and the draft conformity assessment associated with the CLRP and TIP.
- Under TPB Agenda Item 13, the committee was briefed on the major findings and recommendations from the report: “Independent Review of the Washington Metropolitan Area Transit Authority's MetroAccess Service.”
- Under TPB Agenda Item 14, the committee was briefed on recent actions to implement the Washington Metropolitan Area Transportation Operations Coordination Program (MATOC).
- Under TPB Agenda Item 16, staff briefed the committee on the California measure, SB375, which would require that transportation plans developed by metropolitan planning organizations in California include strategies designed to achieve certain targets for the reduction of greenhouse gas emissions from automobiles and light trucks.

The Technical Committee also discussed five items not on the TPB agenda:

- An update on the TPB's Scenario Study;
- The grant proposal that was submitted by VDOT on behalf of the TPB to the Federal Highway Administration's Value Pricing Pilot program;
- The schedule and work activities with consultant support for the financial analysis of a major update of the 2010 CLRP, which is scheduled for completion in the summer of 2009.
- The Mobile Source Greenhouse Gas Emissions Work Program and Analysis of Emissions Reduction Measures, reviewed and discussed by the Travel Management Subcommittee at its October meeting;
- Proposed activities to improve the visibility of freight in the 2010 Update of the CLRP and to engage stakeholders in the region through the TPB Freight Subcommittee; and
- The preliminary Round 7.2 COG Cooperative Forecasts as they relate to the TPB modeled area, along with key changes from the Round 7.1 forecast.

### **4. Report of the Citizens Advisory Committee**

Emmett Tydings, former CAC chair, spoke on behalf of the Citizens Advisory Committee. He said the committee met the previous Thursday and discussed the scenario study, the Transportation/Land-Use Connections (TLC) Program and the Regional Bus Subcommittee. Regarding the scenario study, he said the committee is pleased that its recommendations are

---

being taken into account. He said that Monica Bansal of the TPB staff briefed the committee on the study. Mr. Kirby briefed the committee on the California legislation SB375.

Mr. Tydings also said the committee was pleased with developments regarding the TLC Program. He said the committee is particularly interested in the regional significance of the projects selected for that program and the program's connection with TPB goals, especially those in the TPB Vision.

Mr. Tydings noted that the committee in recent months has been discussing whether to hold meetings outside the COG offices. He said the committee at its November meeting resolved this issue by deciding to continue to have most of its meetings at COG, but also having at least two meetings per year in the outer jurisdictions. The committee will also seek to include the option for teleconferencing into meetings.

## **5. Report of the Steering Committee**

Referring to the handout and the mailout material, Mr. Kirby said the Steering Committee met on November 7. In addition to reviewing the TPB agenda, the committee approved one amendment to the FY2009-2014 Transportation Improvement Program for a park and ride lot at Route 234 and I-66 in Prince William County, as requested by VDOT.

Mr. Kirby noted that the mailout material included a copy of the grant proposal that the TPB submitted to the Federal Highway Administration to study the value-pricing 2020 Bus Rapid Transit (BRT) network. He noted that this grant was discussed at the TPB meeting in October. He said the TPB received a commitment from the COG Board of Directors to provide the matching money for this application. He said that staff worked very closely with VDOT, which submitted the application on behalf of the TPB. He expressed appreciation to VDOT staff, especially Jo Anne Sorenson and Kanti Srikanth, for their assistance.

Mr. Kirby noted two additional letters received: 1) a letter from Frederick County, advising the TPB that the County will not be contributing to the Street Smart Program, and 2) a letter from Manassas asking that a staff representative be appointed to the TPB as an alternate member, which he said would be done.

## **6. Chairman's Remarks**

Chairman Mendelson welcomed Donald Halligan, Director of the Office of Planning and Capital Programming at Maryland DOT, to the TPB.

---

## **ACTION ITEMS**

### **7. Appointment of Nominating Committee for the Year 2009 TPB Officers**

Chairman Mendelson announced that he was appointing Michael Knapp to be chair of the Nominating Committee. The other committee members would be Cathy Hudgins from Virginia and Rick Rybeck from the District of Columbia. The Nominating Committee will be asked to present a slate of 2009 officers for action at the next TPB meeting on December 17.

### **8. Approval of Funding and Transmittal Letter for the TPB's 2009 Membership in the Association of Metropolitan Planning Organizations (AMPO)**

Chairman Mendelson noted that the overwhelming majority of MPOs in the country are members of AMPO. He informed the Board that he will be AMPO president next year. He noted that the yearly AMPO dues for the TPB are \$22,000.

A motion was made to approve funding from the FY 2009 UPWP along with an associated transmittal letter for the TPB's 2009 membership in AMPO. The motion was seconded and was approved unanimously.

### **9. Review of Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Assessment for the 2008 CLRP and the FY 2009-2014 TIP, As Amended**

Mr. Kirby said the TPB did not receive any comments on this item. He noted that a comment from the Metropolitan Washington Air Quality Committee (MWAQC) on the conformity determination would be covered under Item 10.

### **10. Approval of the Air Quality Conformity Determination for the 2008 CLRP and the FY 2009-2014 TIP As Amended**

Referring to the mailout material, Mr. Clifford said that this was the second version of the 2008 CLRP and FY 2009-2014 TIP that the TPB has been asked to approve. On July 16, the Board approved a 2008 CLRP and an FY 2009-2014 TIP which excluded project submissions, which were approved by the TPB in February, that were either dependent on funding from the Northern Virginia Transportation Authority (NVTA) or required a new air quality conformity determination.

Mr. Clifford said a new air quality conformity analysis has been conducted for the 2008 CLRP and the amended FY 2009-2014 TIP with the NVTA funded projects delayed or removed, but

---

with all other projects approved by the TPB in February included. He said the results were released for public comment in October.

Mr. Clifford said the results were very similar to those released earlier in the summer. He said all the air quality conformity criteria have been met, including adherence to all emissions budgets. He called attention to a letter in the mailout packet from the Metropolitan Washington Air Quality Committee (MWAQC) noting that the CRLP and the TIP meet all of the emissions tests. MWAQC also urged state and local governments to maintain their commitments to Transportation Emissions Reduction Measures (TERMs).

Mr. Rybeck moved to adopt Resolution R7-2009 finding that the 2008 CLRP and FY 2009-2014 TIP, as amended, conform with the requirements of the Clean Air Act Amendments of 1990. Ms. Ticer seconded the motion. The motion passed unanimously.

## **11. Approval of the 2008 Constrained Long Range Plan (CLRP)**

Referring to the mailout material, Mr. Kirby described the significant changes to the CLRP relative to the currently adopted plan.

Chairman Mendelson asked for a confirmation that the reference to Klingle Road reconstruction on page C7 for DDOT was consistent with the CLRP language adopted earlier in the year.

Mr. Kirby confirmed that the project description in the CLRP and TIP was the same as the language that Chairman Mendelson moved in an amendment in June.

Mr. Snyder said he wanted to recognize the leadership in Arlington County and Fairfax County that brought about the Columbia Pike Streetcar project. He said it is a very exciting project and he hoped it someday might be expanded to link Skyline to Tysons Corner through the City of Falls Church.

Mr. Lovain expressed support for Mr. Snyder's comments and said he would like to see the new streetcar network extended into Alexandria as well.

Mr. Zimmerman moved to adopt Resolution R8-2009 approving the 2008 CLRP, and Ms. Ticer seconded the motion. The motion was approved unanimously.

## **12. Approval of the FY 2009-2014 Transportation Improvement Program (TIP) As Amended**

Referring to the mailout material, Mr. Kirby said that as explained during the previous items, the TIP adopted in June did not include any of the projects that were to have been funded through

---

the Northern Virginia Transportation Authority (NVTA). He said that at this point, adjustments have been made to reflect other funding sources for some of those projects, and the TIP, as amended, is ready for approval. He called attention to the pages in the mailout material describing changes to the existing TIP.

Mr. Knapp moved to adopt Resolution R9-2009 approving the FY 2009-2014 TIP as amended, and Mr. Lovain seconded the motion. The motion was approved unanimously.

### **13. Briefing on the Report, "Independent Review of the Washington Metropolitan Area Transit Authority's MetroAccess Service" and Transmittal of the Report to WMATA.**

Chairman Mendelson explained that in 2006, the TPB transmitted to WMATA a report, "Improving Demand Responsive Services for People With Disabilities in the Washington Region," which recommended an independent review of MetroAccess service quality, performance monitoring, rider input, and the eligibility determination process. This review was conducted by a consultant, TranSystems, between May and September 2008, and was guided by the TPB Access for All Advisory Committee and the Human Services Transportation Coordination Task Force. He noted that this was an action item in which the Board would be asked to approve a resolution to transmit the report to WMATA.

Ms. Hudgins, as chair of the TPB Access for All Advisory Committee, further explained the origins of this report. She thanked the WMATA staff for their participation in the review, which identifies many of the improvements that have been made since 2006, and also identifies some ways to improve the contract with the current service provided by MV Transportation. She said that the Access for All Committee actively participated in this independent review, including developing some of the criteria on which the study was based.

Tim Lovain, chair of the Human Services Transportation Coordinating Committee, said the independent review was overseen by two committees, the Human Services Transportation Coordination Task Force and the Access for All Advisory Committee. He said that both committees were very active in the review. He said the scope of work for the review focused on four areas: the service quality and performance monitoring, rider input and customer service, policy and planning issues, and eligibility determinations. He noted that TranSystems, the consultant that conducted the review, interviewed riders and then conducted a two-day on-site review of MetroAccess. He emphasized one particular finding of the review, which was that the structure of the contract for MetroAccess is unusual when compared to other large metropolitan areas. He said that most large cities divide tasks among several different companies, rather than concentrating so much of their work with one company, as Metro has done with MV Transportation.

Referring to the mailout report, Ms. Klancher, TPB staff, gave a brief overview of the report. She said the review identified a number of improvements in MetroAccess that have been

---

implemented since 2006, and she briefly described these improvements. She also described challenges facing MetroAccess that were identified in the report. Finally, she described recommendations from the report. She said the two committees overseeing the review met and prioritized the over 15 recommendations from the report, recognizing that these recommendations do have cost implications.

Christian Kent, WMATA's Assistant General Manager for MetroAccess, thanked Mr. Lovain and Ms. Hudgins for their leadership on this independent review. He especially thanked Ms. Klancher for her outstanding coordination on the study and the facilitation of meaningful feedback that made the study so informative. He said that Metro's assessment of the study was that it was very fair and balanced. He noted that MetroAccess service has tried to make a number of changes in the past two years, and he gave credit to the Metro board for their support for these improvements. He said he wanted to bring to the TPB's attention some issues that WMATA believed should be addressed collectively. First, he noted that ridership on MetroAccess is growing rapidly, and according to an actuarial analysis, it could be expected to grow 50 to 100 percent over the next five years. He said that growth at that level would have implications for the fleet and the annual subsidy, which could easily exceed \$100 million.

Mr. Kent said he had two examples of activities with which WMATA would need assistance. First, he called attention to the need for travel training to show people with disabilities how to effectively use fixed-route bus and rail services. He said that WMATA is currently providing some training and it will pursue FTA grant funding through the TPB's Job Access and Reverse Commute (JARC) and New Freedom programs. Second, he noted that although bus stops owned by WMATA are compliant with the ADA, many bus stops that are owned by other jurisdictions are not ADA-compliant. He said it was important for the region to collectively work on making infrastructure accessible so that people with disabilities can get to fixed-route transit services. He thanked the TPB for the opportunity to address it and said he would be happy to return for further discussion.

A motion was made to approve to move TPB Resolution R10-2009. The motion was seconded.

Mr. Zimmerman asked which bus stops are owned by WMATA.

Mr. Kent said that only the bus stops at Metrorail stations are owned by WMATA.

Mr. Zimmerman said it was important to note that in excess of 90 percent of bus stops are not actually owned by WMATA.

Vice Chairman Jenkins asked roughly how many customers are served by MetroAccess.

Mr. Kent said there are more than 20,000 customers who are registered as eligible for the service.

---

Vice Chairman Jenkins asked how many of those registered are active.

Mr. Kent said that most are active. He said the average weekday use of the system has increased to almost 8,000 scheduled trips, which he said is a volume comparable to that seen in Los Angeles. He said this usage has increased from about 6,000 only two years ago.

Mr. Snyder asked how the efficiency of MetroAccess compares to other paratransit systems.

Mr. Kent said that MetroAccess is comparable in terms of productivity to the major systems in New York and L.A. In terms of cost-effectiveness, the price per trip is comparable to other large systems. The average cost per trip for MetroAccess is \$38 or \$39 dollars per trip. He said the high end, industry-wide, is in the low to mid \$40 range.

Mr. Snyder noted that a speaker during the public comment period had raised concerns about the effectiveness of safety belts in MetroAccess vehicles. He said this seemed like an important safety concern.

Mr. Kent said he would investigate this concern with staff.

Mr. Snyder noted that the Northern Virginia Transportation Commission had done some work on travel training, which would be worth reviewing.

Mr. Snyder further noted that the region needs to quickly address inconsistencies in bus stops. He said inadequate bus stops were a real weakness in the system and an embarrassment. He asked staff to further investigate whether something could be done at a regional level to address this problem. He closed by thanking the TPB members for their work on the report.

Mr. Bottigheimer said he wanted to emphasize the growing cost of the MetroAccess subsidy. He said that currently, the subsidy that the region provides to operate the Metrorail system is about \$128 million a year; currently the MetroAccess subsidy is about \$60 million. He noted that Mr. Kent has said that the annual costs of MetroAccess could within five years approach \$100 million, which would be approximately the same as the cost of the rail system itself.

Mr. Erenrich said it was important to consider the economic benefits that are derived from getting people with disabilities to work. He asked if those benefits have been analyzed.

Mr. Kent said that he did not have data on the benefits, but he did say that the unemployment rate of people with disabilities is approximately 70 percent.

Ms. Klancher noted that this question has been studied by Easter Seal's Project Action, which identified a range of economic benefits from paratransit, although they did not quantify the benefits.

---

Mr. Zimmerman noted that MetroAccess is going beyond the requirements of ADA in a number of respects. He said that as Mr. Erenrich suggested, it is true that paratransit does provide tremendous economic benefits. However, he said that WMATA, the agency providing the service, has no way to capture the value of those benefits. He said that with the service facing tremendous cost increases, it was important to recognize that it would need additional support in the future.

Ms. Hudgins said the report addressed issues that appropriately had been pushed by the TPB and the Access for All Committee. She said the WMATA board has been supportive. She recommended approval of the resolution.

The motion was approved unanimously.

## **INFORMATION ITEMS**

### **14. Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program**

Mr. Richard Steeg, of the Virginia Department of Transportation (VDOT), Chairman of the MATOC Steering Committee, introduced Buddy Ey, the new MATOC facilitator. Referring to a PowerPoint presentation and the mailout material, he briefed the Board on implementation steps for MATOC. He said that full deployment of MATOC was anticipated to begin in July of 2009. A trial phase would begin in December of 2008. He explained that the purpose of MATOC is to maintain regional situational awareness of transportation incidents; ensure that traffic management actions are coordinated among the agencies; and communicate that information in a timely, consistent, reliable manner to a variety of stakeholders. He described the anticipated benefits of the program and the activities required to implement the trial phase. He noted that MATOC will be operating during the period of Inauguration Day, which will provide an opportunity to test its preliminary implementation. He said that considerable evaluation and analysis will occur during the trial phase. He said that a public relations group has been contracted to advise MATOC on effective ways to communicate with travelers and the public. He noted the importance of understanding specific stakeholder information needs, and said a stakeholder focus group has been established. He said that during the trial phase, technical enhancements will be made. Also during the trial phase, MATOC staffing and equipment needs will be finalized. He said the program should be ready for full implementation on or before July 1, 2009.

Mr. Snyder thanked Mr. Steeg for his leadership. Noting that MATOC was intended to be a virtual organization, he asked whether there would be specific personnel designated to make sure the necessary coordination occurs.

---

Mr. Steeg said would have full “24/7/365” coverage on a regional basis. He said various options for staffing, location and scheduling would be examined during the trial period.

Mr. Snyder stressed the importance of making sure there would be people accountable for this program, and that staff would not simply be doing it on a part-time basis within their agencies.

Mr. Steeg agreed, saying there needs to be a sense of independence for the program, which is a point that has been discussed at length among the member agencies and with the MATOC facilitator.

Mr. Snyder requested that the TPB have an after-action report at the February meeting.

Mr. Steeg said that it is the steering committee's expectation that the MATOC facilitator be fully engaged in Inauguration activities, including an after-action report.

Chairman Mendelson said that the February meeting would be the right time for this debriefing.

Mr. Rybeck noted that the Inauguration activities would include both preparatory work and coordination activities on the day of the event. He asked if MATOC would be involved in both dimensions.

Mr. Steeg said MATOC would certainly be involved in the day of the event, and he anticipated it would be involved in preparatory work as well. He said he would look into getting the facilitator involved in preparatory activities at the DOT level.

Chairman Mendelson noted that the Inauguration was a planned event. He said that MATOC's strength for the region will be in handling unplanned events.

Mr. Steeg agreed.

Chairman Mendelson said he was a bit disappointed that the performance measures had not been further refined. He noted that the purpose of MATOC is to mitigate the impact of regional transportation incidents, but he said he did not see that mission clearly reflected in the performance measures described in the material.

Mr. Steeg said that a variety of performance measures had been developed. He said he could bring those back to the TPB.

As an example, Chairman Mendelson said a key goal for Inauguration Day would be to minimize traffic congestion and one way to do that would be to provide travelers with information about congestion points and alternatives. He said he assumed the goal would be similar for an unplanned event.

---

Mr. Steeg replied that specific personnel would be designated under MATOC to focus on coordination, and that he anticipated that a number of lessons will be learned during the trial phase.

Chairman Mendelson noted that there would be a presentation at the February TPB meeting. He asked that the performance measures also be reviewed at that point.

## **15. Review of Priority Regional Bicycle and Pedestrian Projects**

Mr. Fred Shaffer, Park and Planning Commission, Prince George's County Planning Department, represented the Bicycle and Pedestrian Subcommittee. Referring to the handout and mailout material, he said the subcommittee has put together a list of priority projects almost every year since 1995. He said the most recent list was approved by the subcommittee on September 16. He described the criteria that underlie the development of the list, and briefly described projects on the list. He said the cost of the projects is modest-- in FY 2010, the cost would be less than one percent of the highway project funding for that year. He said the priority list is proposed for consideration by the member agencies, and for inclusion in the current and future TIPs.

Mr. Turner asked how the list is compiled.

Mr. Shaffer said the list draws upon project priorities developed in each jurisdiction. He said a number of meetings at the local level go into this identification process. The subcommittee looks at approved local plans and considers regional significance to identify the most important projects that need to be completed.

Mr. Snipper thanked the Bicycle and Pedestrian Subcommittee for this work. He commented that sidewalks and other bicycle and pedestrian improvements also improve the appearance of locations, which is a benefit for everyone.

Chairman Mendelson noted that in addition to being a briefing, this item is designed to inform the formulation of the TIP and any amendments to the CLRP. He said it was helpful that this is done each year.

## **16. Briefing on California Measure SB375, Linking Greenhouse Gas Emissions Reductions to Metropolitan Transportation Planning**

Mr. Kirby said that the complete bill, SB375, is in the mailout packet. Referring to a handout and the mailout material, Mr. Kirby said he highlighted sections of the bill that he believed were particularly relevant to the Washington region. He described SB375, including the origin and key

---

provisions and structure of the bill, and its potential applicability to the Washington region and other regions in the country.

Mr. Kirby noted that the previous Wednesday, the COG Board of Directors approved the National Capital Region Climate Change Report, which set significant greenhouse gas reduction goals for the region. He said that the Climate Change Report identified two options that COG and the TPB might further investigate for the reduction of mobile-source greenhouse gas emissions: 1) evaluate how a regional process modeled after the current regional conformity process for air quality planning might be adapted to address greenhouse gas emissions, and 2) consult with other regions around the country to evaluate other approaches, including California SB 375, for reducing greenhouse gas emissions. He said he has consulted with staff at some major California MPOs to see if they perceived any drawbacks to SB 375, and they did not identify any at this time. He said that based upon his preliminary analysis, the California approach appears to be an appropriate way to respond to the recommendations of the COG Climate Change Committee and also potentially for incorporation into the Federal Surface Transportation Authorization next year.

Mr. Snyder asked if staff could provide information on other options for addressing the recommendations of the COG Climate Change Committee, in addition to the SB 375 approach.

Chairman Mendelson asked if that would be feasible for the December 17 TPB meeting.

Mr. Kirby said he could come back to the Board in December with more information. He noted that the TPB, in a September 17, 2008, letter to the COG Board of Directors, commented that it did not support pursuing a regional conformity process for greenhouse gas emissions at this time, but that this issue would be the subject of further discussion as more information becomes available about the applicability of Clean Air Act provisions for greenhouse gas regulation.

Mr. Knapp asked whether the TPB should consider this issue as it relates to the state level, and potentially draft some model legislation. He said it seemed as though it will be important to get the buy-in of the states at some point, especially given the way the Washington region is uniquely configured.

Mr. Kirby noted that because the federal government has been slow to address greenhouse gas reductions, the substantive initiatives related to greenhouse gas reductions to date have come from the states. He noted, however, that greenhouse gases are a global and national challenge that cannot effectively be addressed state by state. He said that federal legislation needs to guide the states in a national approach.

Mr. Knapp explained it might be efficient to work with the states to develop a regional model so that when the federal government finally does move forward with national policy, the Washington region will have already developed a regional model and will be ready to move forward.

---

Mr. Kirby said the TPB can definitely be pro-active in that regard.

Mr. Halligan said that Maryland is well-positioned to respond to climate change. He said that a climate change commission, created last year by executive order, reported out in August. He said the recommendations are very complementary with COG's.

Ms. Tregoning said the COG climate change recommendations, combined with efforts at the level of the states, have well prepared the Washington region to move forward on this issue. However, she said that a bit of an Achilles heel in the Washington region is the lack of fine grain in the TPB's modeling, which means that pedestrian trips are not adequately addressed.

Ms. Sorenson said the Virginia climate change report will be released in December.

Ms. Ticer said the report would actually be going to the governor on December 4. She said it will provide a number of recommendations, and she expressed some concerns about how it will move forward.

Chairman Mendelson asked if Mr. Kirby would be presenting recommendations in December.

Mr. Kirby said among other things, he hoped to be able in December to provide information on the TPB's "What Would It Take?" scenario, which is addressing the question of greenhouse gas emissions in the transportation sector.

Ms. Sorenson said that rather than recommendations, she hoped to learn about the options for achieving greenhouse gas reductions.

Chairman Mendelson said that was what he understood would be presented.

Mr. Turner asked if staff in December could also provide information on the potential stimulus package that Congress may enact, and whether it will include transportation funding.

## **17. Other Business**

There was no other business.

## **18. Adjourn**

Chair Mendelson adjourned the meeting at 2:07 p.m.