

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
December 17, 2003**

Members and Alternates Present

Peter Shapiro, Prince George's County Council
Kate Hanley, Fairfax County Board of Supervisors
Phil Mendelson, DC Council
Michelle Pourciau, DDOT
Chris Zimmerman, Arlington County Board
Marsha Kaiser, MDOT
Edgar Gonzalez, Montgomery County Executive Branch
Tom Farley, VDOT
Jim Burton, Loudoun County
Mike Knapp, Montgomery County Council
Peter J. King, City of College Park
Carol Petzold, Maryland House of Delegates
Cicero Salles, Prince George's DPW&T
Edward Thomas, WMATA
Catherine Hudgins, Fairfax County Board of Supervisors
Senator John Giannetti, Maryland Senate
Larry Marcus, City of Rockville
Kathy Porter, City of Takoma Park
Julia Koster, NCPC
Bruce Reeder, Frederick County Commissioners
David Snyder, City of Falls Church
Eric Olson, City of College Park

MWCOG Staff and Others Present

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| Ron Kirby | COG/DTP |
| Michael Clifford | COG/DTP |
| Jim Hogan | COG/DTP |
| Bob Griffiths | COG/DTP |
| Debbie Leigh | COG/DTP |
| John Swanson | COG/DTP |
| Andrew Meese | COG/DTP |
| Andrew Austin | COG/DTP |
| Wendy Klancher | COG/DTP |
| Jane Posey | COG/DTP |
| Deborah Etheridge | COG/DTP |
| Hailemariam Abai | COG/DTP |
| Daivamani Sivasailam | COG/DTP |
| Robert Snead | COG/DTP |
| Michael Farrell | COG/DTP |
| Lora Byala | WMATA |
| Grady Ketron | VDOT |
| Stuart Schwartz | Coalition for Smarter Growth |
| Randy Carroll | MDE |
| Rick Canizales | Prince William County |
| Tim Nutter | NVTA |
| Emelda Curry | American Cancer Society |
| Glen Burton | M-NCPPC Prince George's County |
| Stan Rosenblum | Edwards & Kelcey |
| Tim Nutter | NVTA |
| Arlee Reno | Cambridge Systematics |
| Tom Biesiadny | Fairfax County DOT |
| Patty Nicoson | Dulles Corridor Rail Association |
| Mark Moszak | Loudoun County |
| Deborah R. Burns | Federal Transit Administration |
| Krete Singer | WMATA |
| Jim Maslanka | Alexandria |
| Harriet Dietz | Arlington DPW |
| Betsy Massie | PRTC |
| Howard Chang | Tri-County Council |

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| Alex Verzosa | City of Fairfax, DPW |
| Harry Sanders | Action Committee for Transit |
| Art Smith | Loudoun County |
| Reena Matthews | Cambridge Systematics |
| Randy Carroll | MDE |
| John M. Krouse | City of College Park |
| Patrice Winter | City of Fairfax Council |
| Jim Wamsley | Fairfax Coalition for Smarter Growth |
| Kellie Gaver | MDOT |
| Ron Spalding | MDOT |
| Joseline Pena-Melnyk | City of College Park |

1. Public Comment

Bob Grow, director of Government Affairs for the Greater Washington Board of Trade, thanked the TPB, its staff and particularly Mr. Snyder from Falls Church for their work on implementing the traffic signal optimization program.

Bud Keith, member of the Access for All Advisory Committee, urged TPB members to go beyond minimal standards when they seek to address the concerns of people with disabilities. He emphasized that such enhancements will serve many audiences in the future who are not obvious at present, including people who will become disabled as they age. He said that paratransit service can no longer be viewed as something special. It has to be viewed as a significant part of the region's overall public transportation program. Warning against short-sighted efforts to cut MetroAccess, he said that the broader benefits and potentially wider audience of these services has often been underestimated.

Emelda Curry, a member of the Access for All Advisory Committee and a social worker at the American Cancer Society, spoke in support of the Access For All Advisory Committee's recommendations for improving transit services for people with disabilities. She spoke about the transportation needs of low-income people with cancer. She said it is very important that curb-to-curb paratransit services continue to be available for these patients and others like them. Copies of her remarks were distributed for the record.

Joseline Pena-Melnyk, newly elected councilmember for District 4 in College Park, asked the TPB to delete the University of Maryland Connector Study from the Constrained Long Range Plan (CLRP) and the Transportation Improvement Program (TIP). She said the study of a roadway was far beyond the transit study that the community originally agreed to. She said she had distributed 447 signatures of people from this community who were opposed to the study. She said the money for the study should be put into an examination of potential improvements on Route 1. Copies of her remarks were submitted for the

record.

Harry Sanders thanked Chairman Shapiro for his support for the “region undivided” scenario for the Regional Mobility and Accessibility Study. He said he was concerned that transit projects in Maryland were being given much lower priority than the Intercounty Connector. He spoke about the broad societal benefits of public transit. He listed two recently released national reports that documented these benefits. Copies of his remarks were submitted for the record.

Stewart Schwartz, executive director of the Coalition for Smarter Growth, thanked Vice Chairman Hanley for her service. He also thanked the Metro board for recently approving funding for better bus information, and the TPB for conducting the Regional Mobility and Accessibility Study. He said Arlington County is to be commended for its work regarding Columbia Pike and the Rosslyn-Ballston corridor. He said that the CLRP was too focused on projects and not on reducing vehicle miles of travel and improving land use patterns.

Tim Nutter, Northern Virginia Transportation Alliance, said the region’s air quality is improving, as reflected in the conformity determination on the TPB’s agenda. He said that previous problems on air quality were the result of exceedingly tight mobile emissions budgets. He said the TPB needs to find ways to advance new sources of revenues, as it promised to do in the Vision adopted in 1998. He also said the TPB needs to work to identify and address security-related transportation capacity deficiencies in the region. He asked the TPB to examine H.R. 3583, introduced recently by Maryland Congressman Roscoe Bartlett, directing the Department of Homeland Security to establish an independent panel to assess the homeland security needs of the National Capital region. Copies of his remarks were submitted for the record.

2. Approval of the Minutes of November 19, 2003

A motion was made by Vice Chairman Mendelson to approve the minutes. The motion was seconded by Mr. King and was passed unanimously.

3. Report of the Technical Committee

Referring to the mailout report, Ms. Byala said the Technical Committee met on December 5 and discussed TPB agenda items 9, 10 and 11, related to the air quality conformity analysis, the approval of the 2003 Constrained Long-Range Plan (CLRP) and the approval of the FY 2004-09 Transportation Improvement Program (TIP). The committee was also briefed on agenda item 12 regarding the near-term regional transportation funding needs study; agenda item 13 regarding the progress of the Regional Traffic Signal Optimization Program; and agenda item 16 regarding the proposed schedule and draft Solicitation Document for the 2004 CLRP and the FY 2005-2010 TIP and Air Quality Conforming Analysis.

The committee also discussed the following items not on the TPB agenda:

- The committee was briefed on activities related to the State Implementation Plans (SIP), which MWAQC approved on December 17.
- The committee was briefed on the status of the Bicycle and Pedestrian Subcommittee's recommended priorities for consideration in the 2004 CLRP and the FY 2005-2010 TIP.
- The committee was briefed on work activities for travel forecasting and travel model development.
- The committee was briefed on the status of the alternative land-use scenarios for the Regional Mobility and Accessibility Study.

Mr. Kirby thanked Ms. Byala on behalf of staff for her excellent work during the year as chair of the Technical Committee.

Chairman Shapiro also thanked Ms. Byala for her excellent work. He said that the chairmanship of the Technical Committee is a thankless job, but it is extremely important. He presented Ms. Byala with a plaque as a token of the TPB's appreciation.

4. Report of the Citizens Advisory Committee

Referring to the CAC's End-of-the-Year Report and report for the month of December, Ms. Pope-Onwukwe said that the CAC held its regular monthly meeting on December 11, which included a discussion on the Intercounty Connector with Sam Raker from the office of the Maryland Secretary of Transportation. The committee hosted a public outreach meeting on December 3 that looked at revitalization efforts on Columbia Pike. She thanked Mr. Zimmerman for moderating that meeting. She also noted that the CAC held a public meeting on November 18 on the topic of Beltway High Occupancy/Toll (HOT) lanes. She thanked Ms. Hudgins and Mr. Farley for their participation in that meeting.

Ms. Pope-Onwukwe described key points in the CAC's annual report, including the format that the committee has developed for its outreach meetings. She thanked Chairman Shapiro for being a champion for the CAC throughout the year. She emphasized the CAC's continued interest in the Regional Mobility and Accessibility Study and asked that TPB not lose momentum in pursuing this study.

Mr. Zimmerman thanked Ms. Pope-Onwukwe and the CAC for the opportunity to participate in the public meeting on December 3.

Mr. Kirby expressed staff's appreciation to Ms. Pope-Onwukwe for her excellent work.

Chairman Shapiro also thanked Ms. Pope-Onwukwe. He said she did an incredible job of carrying

important issues—especially issues related to the “region divided”— to forums across the region. He presented her with a plaque as a token of the TPB’s appreciation.

Chairman Shapiro also commended the CAC for its end-of-the -year report. He said it was full of good information for all TPB members to look at and consider for further action.

5. Report of the Program Committee

Referring to the mailout and handout material, Mr. Kirby reported that the Program Committee met on December 5, and passed a resolution to add funding for a study for a limited access plan for Route 7, from Route 9 into Leesburg.

Mr. Kirby said the letters packet included a letter from Mr. Mendelson, in his capacity as chair of the Metropolitan Washington Air Quality Committee (MWAQC), providing MWAQC’s support for the conformity determination that was on the TPB’s agenda. Mr. Kirby also called attention to a letter from Mr. Thomas from the Washington Metropolitan Area Transit Authority (WMATA) on the Regional Activity Center Demonstration Program that WMATA is setting up.

Referring to the “additional letters received” packet, Mr. Kirby called attention to a letter from Dick White of WMATA urging the TPB to look at studies on transit from the Free Congress Foundation.

Mr. Kirby also called attention to three letters from the U.S. Environmental Protection Agency (EPA) to Virginia, Maryland and the District of Columbia providing the adequacy finding for the mobile emissions budgets included in the submittals that were made in late August and early September of the interim State Implementation Plan (SIP). He said the handout packet also included the one-page announcement of EPA’s approval from the Federal Register. He said the adequacy findings were effective December 31, 2003, and therefore the resolutions that the TPB would act upon at the meeting would be effective December 31.

Mr. Kirby also said the packet included a letter from the Chesapeake Bay Foundation concerning modeling for the Intercounty Connector.

6. Chairman’s Remarks

Chairman Shapiro had no remarks.

7. Report of the Nominating Committee and Election of TPB Officers for the Year 2004

Ms. Porter, as chair of Nominating Committee, thanked Michele Pourciau and Patsy Ticer for being the

other members of the Nominating committee. She announced that committee was nominating Chris Zimmerman of the Arlington County Board for chair; Phil Mendelson from the District of Columbia Council for first vice chair; and Michael Knapp, Montgomery County Council for second vice chair. She moved that the body accept these nominations.

The motion was seconded and was approved unanimously.

Mr. Zimmerman thanked the committee and members of the TPB. He said it will be a great opportunity to work over the next year to try to get the region to face the transportation crisis that it is confronting. Mr. Zimmerman thanked Chairman Shapiro and Vice Chairman Hanley for their leadership and said he will miss working with them. Mr. Zimmerman presented a plaque to Chairman Shapiro in acknowledgement of his leadership. A plaque for Vice Chairman Hanley was presented prior to the beginning of the TPB meeting.

Chairman Shapiro said it has been a pleasure serving as chairman and as a member of the TPB for the past five years. He said he has learned a lot and has made a lot of friends, and those relationships should not be taken lightly because they are very important for ensuring regional cooperation. He thanked the TPB staff for its support and hard work.

Mr. Salles, on behalf of the Prince George's County Executive, thanked Chairman Shapiro for all his hard work.

8. Approval of Appointments to the TPB Citizens Advisory Committee

Referring to the handout memorandum, Mr. Kirby explained that this item would be deferred because of the schedule and timing of the election of the TPB officers. He said that staff suggested that the current CAC continue to serve for the committee meeting scheduled for January 15.

9. Approval of the Air Quality Conformity Determination for the 2003 Update to the Constrained Long-Range Plan (CLRP) and the Fiscal Year 2004-2009 Transportation Improvement Program (TIP)

Referring to the mailout material, Mr. Kirby said that this item was deferred from last month. He said that the same information had been distributed the previous month, with the notable new addition of EPA's adequacy finding on the mobile emissions budgets, which he referred to under Item 5. Mr. Kirby noted that the action under the resolution would be effective December 31, 2003, because that was the date the EPA adequacy finding was also effective.

A motion was made by Ms. Kaiser to approve Resolution R5-2004 to approve the air quality conformity

determination for the 2003 Update to the CLRP and the FY2004-2009 TIP. The motion was seconded by Vice Chairman Hanley and was approved unanimously.

10. Approval of the Update to the 2003 Constrained Long Range Plan (CLRP)

Referring to the mailout material, Mr. Kirby said this item was also deferred from the previous month. He noted that the TPB approved an interim CLRP and TIP in November. He said staff hoped the federal approval of the interim CLRP/TIP would be in place in January so there will not be a lapse. He said that the full CLRP could now be approved because the conformity determination was approved.

A motion was made to approve Resolution R6-2004 to approve the update to the 2003 Constrained Long Range Plan (CLRP).

Vice Chairman Hanley seconded the motion.

Mr. King moved an amendment for the purpose of deleting from the draft CLRP item 11 on the studies page, which is the study relating to the University of Maryland connector route. The motion was seconded by Vice Chairman Hanley.

Mr. Giannetti asked for a point of order. He asked if the chairman would be considering this motion as a motion for reconsideration.

Chairman Shapiro said that although the motion on the table was related to the same subject matter as a motion offered last month, this motion was related to a different item on the agenda; last month's motion was related to the Interim CLRP and the motion under consideration at present was related to consideration of the full CLRP.

Mr. Giannetti asked for an interpretation of the membership status on the TPB of Mr. King because he is no longer an elected member of the College Park City Council.

Mr. Kirby said the members of the Board are appointed by the governing bodies of the local jurisdictions by appointment letter, which is traditionally done the 1st of January of each year. Until the TPB receives a new letter, the existing member continues to be on the TPB's membership list. He said there is no explicit procedure regarding a member who is no longer an elected official.

Mr. Giannetti said that the bylaws of the TPB, Article 3, Membership and Terms, paragraph A, specifies that each member of this board must be an elected member of each local governing bodies.

Chairman Shapiro asked for comments regarding Mr. Giannetti's request.

Vice Chairman Hanley said that roughly half the representatives on the Board are not elected officials.

Mr. Kirby clarified that the bylaws do not require designated alternates to be elected officials.

Chairman Shapiro said this provision means that there is a designated alternate for College Park.

Mr. Zimmerman said that there are provisions in the bylaws for non-elected people to sit on the Board and vote. He said the designated representative of College Park is in place until the city sends someone else to represent it. To deny this representation would essentially disenfranchise the entire city.

Mr. King said that he believed the rules were developed to ensure that the representative in his position had to be an elected official at the time of his/her appointment. He noted that he would be stepping down and would be succeeded. He said the practice of their city council is that all committee seats remain in position until a successor has been nominated and has taken that seat. He said that would occur prior to the TPB's January meeting. He said he viewed with great disappointment an effort to silence the city of College Park. He said that Mr. Giannetti was only interested in silencing him on this issue, not in the status of his membership. He noted that Mr. Giannetti did not question Mr. King's membership on the TPB when he seconded approval of the minutes earlier in the meeting.

Mr. Giannetti said that the bylaws specifically state the voting members on the TPB must be elected officials. He said was not trying to silence College Park; he said the question could be settled by having the College Park alternate, Mr. Olson, who was present in the audience, sit in for Mr. King. He emphasized that he believed that Mr. King's motion had already been voted on by the TPB.

Chairman Shapiro said that there seemed to be enough vagueness in the rules for elected officials to continue to be associated with the TPB between elections, and there was ample evidence of this occurring. He said that Vice Chairman Hanley's presence that day was an example of that. He suggested that Mr. King determine whether he wanted to remain as the College Park representative for the meeting or if he wanted Mr. Olson, the alternate who is also an elected official, to take his place.

Mr. King suggested that he would speak to the motion, and then he would step down and allow his alternate to step in and do the voting.

Chairman Shapiro said the meeting would proceed according to Mr. King's suggestion.

Mr. King argued that the study for the University of Maryland Connector should be deleted from the CLRP because the city, the community and the Beltsville Agricultural Center (BARC) all originally agreed to the study only for mass transit. Now it was being pursued as a roadway study. He quoted from a letter

from the president of the University of Maryland that specified the university's interest in having a road built. Mr. King said that the package included letters from the city and the community in opposition to the roadway study. He said the 21st and 47th districts House of Delegates delegations have also publicly opposed the study, as well as county councilmembers from the areas where the road would be aligned.

Ms. Kaiser said this is purely a local project, and she did not believe that a regional body should be involved in this. She said it should be up to the city, the state, and the General Assembly on how this project goes forth and whether or not it gets deleted from the state's capital program. She said the project would be a little more than one mile. She said it would help facilitate traffic to the University of Maryland, which is the largest employer in Prince George's County, and it would also help traffic on Route 1.

Ms. Kaiser said the state has made a commitment to the county, to the city and to BARC, that it would agree on a scope of work for this study before the study would proceed. She said that until that scope is agreed to, the project will not move forward.

Mr. Giannetti said he has made extensive personal efforts on behalf of this project. He said congestion associated with the University requires the project. He said he was elected on a platform that included studying this roadway. He said he won precincts in College Park, and that the people of College Park support the roadway. He said that after attending one of Mr. King's community meetings, where he felt ambushed, he came to the conclusion that these residents would not even support a transit option for this corridor. He said that the study is needed to get necessary information about project cost. He noted that there are a number of supporters of the study, including the university, other state senators and local businesses. He said the project would not be in College Park, except for its last portion.

Ms. Porter said she disagreed with Ms. Kaiser's characterization that this is not an appropriate discussion for the TPB. She said that typically plans are passed without the Board discussing what is in them, and she thought it was good that the Board was now talking about what is in the plan. She said she supported Mr. King's motion because she believed the Board should support local self-determination. She also said the project appears to be an example of "mission creep" in which projects start out with a very limited scope and gradually turn into something very different. She also said that after talking with leaders in College Park, she believed Mr. King's motion was correct on its merits.

Mr. Salles said the study was needed to make an informed decision. He said that speaking from experience, he believed the state highway administrator is committed to listening to communities.

Mr. Gonzalez said the project is a State of Maryland project. He said that although the county executive had received phone calls from the mayor of College Park asking for support of Mr. King's motion, he would be voting against the motion, consistent with the past position of the county executive.

Chairman Shapiro asked Mr. Olson, who took Mr. King's seat on the Board, to remake the motion that Mr. King had offered.

Mr. Olson remade the motion.

Vice Chairman Hanley removed her second, which had been made for the motion when Mr. King offered it previously.

Ms. Porter seconded the motion.

Chairman Shapiro asked for a voice vote, which was inconclusive. He then asked for a rollcall vote.

Mr. Kirby read the rollcall.

The Board members from the jurisdictions and agencies voted as follows:

- District of Columbia Department of Transportation: no
- District of Columbia (Mendelson): yes
- District of Columbia (Ambrose): absent
- District of Columbia (Graham): absent
- District Office of Planning: absent
- Maryland Department of Transportation: no
- City of Bowie: absent
- Charles County: absent
- College Park: yes
- Frederick County: no
- Gaithersburg: absent
- Greenbelt: absent
- Montgomery County Executive: no
- Montgomery County Council: no
- Prince George's County Executive: no
- Prince George's County Council: yes
- City of Rockville: no
- City of Takoma Park: yes
- Maryland Senate: no
- Maryland House: no
- Virginia Department of Transportation: no
- City of Alexandria: absent
- Arlington County: yes

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- City of Fairfax: absent
 - Fairfax County (Hanley): no
 - Fairfax County (Hudgins): yes
 - City of Falls Church: abstain
 - Loudoun County: yes
 - City of Manassas: absent
 - Prince William County: absent
 - Virginia Senate: absent
 - Virginia House: absent
 - Washington Metropolitan Area Transit Authority: abstain

Mr. Kirby said that 7 voted yes, 11 voted no and two abstained.

Chairman Shapiro said the motion was defeated.

Chairman Shapiro called for a vote on the original motion to adopt Resolution R6-2004. The motion was passed with one “no” vote.

11. Approval of the Fiscal Year 2004-2009 Transportation Improvement Program (TIP)

Referring to the mailout item, Mr. Kirby said that this item was also identical to the Transportation Improvement Program (TIP) document that was deferred at the last TPB meeting. He said that copies of the document were available at today's meeting for anyone who was interested. The TIP was also on the COG/TPB webpage.

Vice Chairman Hanley moved adoption.

The motion was seconded.

The motion was passed unanimously.

12. Review of Study Results of Near Term Regional Transportation Funding Needs, Funding Availability, and Project/Program Priorities

Referring to the handout presentation, Mr. Reno of Cambridge Systematics briefed the Board on the status of the study. He said a lot of work has gone into developing the final tables, which were not yet fully complete. He said he hoped to have a draft of the study results ready for the next TPB meeting.

13. Progress Report on the Regional Traffic Signal Optimization Measures

Referring to the handout material, Mr. Snyder said that this progress report represented a success story. He said that the Regional Traffic Signal Optimization Program was approved by the TPB as a Transportation Emissions Reduction Measure (TERM) in 2002 after it had been recommended by members of the public, including the Board of Trade. He said that in the past year, nearly 600 traffic signals throughout the region have been optimized and brought up to a synchronized status. He said the benefits include reduced emissions, congestion mitigation, and improved pedestrian safety and transit access. He said these benefits were very cost-effective. He asked each jurisdiction to describe their efforts on the program.

Ms. Pourciau reported that in the District of Columbia, 400 signals had been optimized by September of this year, out of a total 1390 signals. She said D.C plans to optimize all its signals by the end of 2004.

Ms. Kaiser said that the Maryland Department of Transportation (MDOT) has optimized all signals in the Washington region under its control. MDOT is now working with the counties to optimize their signals.

Mr. Farley reported that according to current estimates, about 75 percent of Northern Virginia's 1641 traffic signals have been optimized. The signals under VDOT's control were all optimized prior to 2002. After the 272 local jurisdiction signals have been adjusted by 2005, 92 percent of the traffic signals in Northern Virginia will have been optimized.

Mr. Snyder thanked COG staff for their assistance and said that he hoped this program would be a harbinger of things to come and a model that can be used in the future.

Chairman Shapiro thanked Mr. Snyder for his good work, which he said was an excellent example of how regional cooperation can improve the quality of life for residents of the region.

14. Report on the TPB Access for All Advisory (AFA) Committee's Recommendations for Transit Services for People With Disabilities

Referring to the mailout material, Ms. Porter said that this item would be coming back next month for approval. She said that the Access for All (AFA) Advisory Committee has reviewed the mainstreaming study that WMATA developed, which looked at how to reach out and market to people with disabilities to increase the number of people using the bus and rail system. She introduced John Hudson, AFA member and director of Disability Services, Planning and Development for Fairfax County.

Referring to the mailout material, Mr. Hudson briefed the Board on the AFA's recommendations regarding transit services for people with disabilities. He began by giving an overview of the number of disabled people in the region and the types of obstacles they encounter. He described WMATA's

mainstreaming report. He then described the AFA's comments and recommendations regarding the report, which included the following points:

- Coordinate with other systems. Mainstreaming efforts at Metro should be coordinated with county and city transit systems throughout the region.
- Improve reliability. The committee supports recommendations in the WMATA main-streaming report to increase the reliability of train and bus systems. These specific recommendations include:
 - Ensure that elevators and escalators work routinely;
 - Increase lighting and signage;
 - Improve accessibility to bus stops;
 - Ensure that bus drivers call out stops and have working wheelchair lifts;
 - Improve transit information.
- Study MetroAccess. The committee asked for a study of Metro's curb-to-curb on-demand service, similar in cost and scope to the mainstreaming study.

Ms. Porter thanked Mr. Hudson for his leadership on these issues. She also thanked WMATA for working with the AFA committee.

Vice Chairman Hanley also thanked Mr. Hudson for his hard work.

15. Report on Recent Coordination Planning Activities for Regional Transportation Evacuation/Protective Actions

Referring to the handout material, Mr. Snyder briefly reviewed ongoing activities regarding emergency coordination and moving people throughout the region in the case of either natural or man-made disasters. He said this material would be included in a report that would be provided to the TPB early in 2004. In his presentation he emphasized work that is currently being done to review and improve the parts of the Regional Emergency Coordination Plan that relate to transportation and evacuation.

Chairman Shapiro thanked Mr. Snyder for this important work.

16. Review of the Draft Solicitation Document for the 2004 Constrained Long Range Plan (CLRP) and FY2005-2010 Transportation Improvement Program (TIP)

Referring to the handout material, Mr. Kirby said this document lays out the schedule for next year's CLRP and TIP cycle. He said the Board would be asked to approve the document at the January meeting.

17. Further Business

There being no further business, the meeting was adjourned at 2:09 p.m.