

**SYNOPSIS OF THE MARCH 13, 2008 MEETING OF THE
NEW YORK METROPOLITAN TRANSPORTATION COUNCIL**

A. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order by Mr. Joel Ettinger, Executive Director of the New York Metropolitan Transportation Council. The members of the Council introduced themselves. It was declared that there was a quorum.

B. OPENING SESSION

1. NYMTC's Permanent Council Co-Chair, Commissioner Astrid Glynn

Commissioner Astrid Glynn of the New York State Department of Transportation and Co-Chair of the Council said that after considerable study, analysis and discussion among all the council members, an agreement on a vision for guiding and rationalizing growth in the region and increasing its sustainability, its ability to continue to maintain and improve economic vitality, environmental quality and quality of life had been made. Commissioner Glynn said it was a significant achievement for the members of the Council to reach a groundbreaking agreement on a vision for future growth that would serve as a foundation for NYMTC's regional transportation planning.

NYMTC's Co-Chair, County Executive Andrew J. Spano

County Executive Andrew J. Spano of Westchester County said that forecasts showed significant growth in population and employment over the next two to three decades in the region, which presented a huge challenge and if not accommodated properly, the growth could be damaging to the region. County Executive Spano said that the region must grow in order to maintain economic vitality but environmental quality and quality of life could not be sacrificed. County Executive Spano said the Council's consensus vision was the first step toward accommodating future growth more rationally and more sustainably.

NYMTC's Executive Director's Report

Mr. Joel Ettinger said that over the past twenty-five years, NYMTC had undergone a slow and steady evolution as a forum for regional planning and that evolution had reached a significant plateau as the Council members would announce an agreement that should serve as a foundation for our next Regional Transportation Plan (RTP) and for decisions on strategic transportation investments. Mr. Ettinger said that NYMTC staff had begun development of the next Regional Transportation Plan that would be adopted by October 1, 2009 and staff had begun the public involvement program for the RTP, in which community meetings will be scheduled in ten counties. Mr. Ettinger said that NYMTC entered into a formal Memorandum of Understanding (MOU) with four adjoining Metropolitan Planning Organization (MPOs): the North Jersey Transportation Planning Authority, the South Western Region Metropolitan Planning Organization, the Greater Bridgeport/Valley Metropolitan Planning Organization and the Housatonic Valley Council of Elected Officials. The MOU would help to formalize the coordination of regional planning process between the MPOs. Mr. Ettinger said that NYMTC partnered with the NYU Rudin Center and held two successful conferences, one on freight transportation and another on megaregional planning. He said a regional financing conference would be planned later in the year. He said that the reauthorization of the current Federal transportation legislation would expire on October 1, 2009 and a special Council meeting was held to hear from four national experts on the possible changes in the Federal transportation program.

2. **PRINCIPALS DISCUSSION: OUR VISION FOR A GROWING REGION**

OVERVIEW

Commissioner Glynn outlined the Council member's concept of the ten desired growth areas in the region that were considered where growth could occur more sustainably. Commissioner Glynn said that although growth would occur elsewhere, the Council members believed that growth could be encouraged in the ten desired growth areas more efficiently and with lower public costs when combined with strategic transportation investments. Commissioner Glynn said that the ten desired growth areas could accommodate up to one-quarter of commercial growth forecast for the region and nearly ten percent of the residential growth and the region's growth would be more sustainable. Commissioner Glynn said that NYMTC's increased involvement in better integrating land use and transportation planning began with pilot sustainable development studies and evolved into more regional initiatives. The Commissioner said that the Council, as a group, would continue to work on developing the strategic transportation initiatives needed to support the growth areas and to make these initiatives a key component of the Council's advocacy for future federal transportation funding.

PRESENTATION

With the help of a PowerPoint presentation, available on the NYMTC website at www.NYMTC.org, Mr. Joel Ettinger provided an overview of the vision of the NYMTC members to meet the challenges of growth in the NYMTC region. Mr. Ettinger said that the vision, built on New York City's PlaNYC, Nassau County's New Suburbia, Westchester 2025 and the New York State's Smart Growth Cabinet initiative added value to these and other similar efforts. He said that the desired growth areas formed a concept for guiding regional growth into areas best served by current and future transportation facilities and services. He talked about how growth and congestion on an already strained transportation system threatened the economic and environmental quality of the region as well as the overall quality of life. He said an increase in the movement of people and goods created more highway, freight and transit congestion and if nothing was done, congestion of today would be considered congestion of the good old days. He said the Council used their shared goals to develop a vision for the region focusing on ten desired growth areas which were unveiled as the lower Manhattan, the Hudson Yards, Long Island City, Jamaica, downtown Brooklyn, Brentwood/Hauppauge that included the Sagtikos Regional Development Zone in Suffolk County, the Nassau Centre in Nassau County, the I-84/Route 311 interchange in Putnam County, and the I-287 Corridor in Rockland and Westchester Counties. He said that future regional growth would occur most efficiently alongside strategic transportation investments and said that the vision of the ten areas was a concept for guiding development and not a development plan for the entire region. Mr. Ettinger said that the Council members recognized that optimizing growth in the ten areas through combined land use policies and strategic transportation investments would accommodate more sustainable overall growth, which would have significant influence on regional growth. He explained the member's agreement toward cooperative planning and strategic investment in five steps. (1) Continue their partnership; (2) reach out to new partners; (3) maintenance (state of good repair); (4) completion of foundation projects (MTA Long Island Rail Road's access to Grand Central Terminal, the extension of the MTA New York City Transit's #7 subway line, MTA New York City Transit's Second Avenue Subway, New Jersey Transit's Access to the Region's Core Project; and (5) invest for the future. The detailed presentation can be downloaded from the NYMTC website at www.NYMTC.org.

PRESENTATION FROM THE COUNCIL MEMBERS AND ROUNDTABLE DISCUSSION

Nassau County

Ms. Patricia Bourne, Executive Commissioner of the Nassau County Planning Commission spoke on behalf of Nassau County Executive Thomas Suozzi. Ms. Bourne said that County Executive Suozzi sent his regrets for not being able to attend the meeting. Ms. Bourne said that the Nassau Center or the Hub, the core area of Nassau County, provided the capacity for an economic engine capable of serving as a catalyst for sustainable economic growth during the next 50 years. Ms. Bourne said that the Nassau Center was a transit oriented

development combining transportation and land-use and said that economic development and tourism was important.

Suffolk County

Deputy County Executive Jim Morgo spoke on behalf of County Executive Steve Levy, who was not available to attend the meeting. Deputy County Executive Morgo said that transportation was key to any sustainable growth and that Suffolk County epitomized the importance of mass transit. He described Suffolk County as the largest urban, suburban and rural county. Deputy County Executive Morgo said that to maintain the county's open spaces, farms and parks, the County Executive came up with a plan of sustainable economic growth in the growth areas and their 72 downtowns. He said that the roadways needed to be improved in order for development to occur. He said the Hauppauge/Brentwood Sagtikos Redevelopment Zone was one of five high growth areas that represented significant development potential for the region.

Rockland County

County Executive C. Scott Vanderhoef said that the NYMTC vision presentation was a very good presentation for a rather complex process that had been underway for a number of years. He said that the Principals came together to discuss economic development, mobility, environment sustainable development, land-use and funding. He said the Principals would rather compete nationally for federal transportation funds than to compete locally against each other for those funds. County Executive Vanderhoef said that the I-287 corridor and the surrounding vicinity was the county's most critical transportation and business growth area and that the Tappan Zee Bridge/I-287 corridor project was the most vital transportation improvement project. He said the Tappan Zee Bridge needed to be replaced and mass transportation needed to be added to it. He said the I-287 corridor for both Westchester and Rockland was the key vision for the region driven by an economic reality. He said the I-287 corridor would undergo tremendous change depending on the amount of investment of the Tappan Zee Bridge replacement, the type of mass transportation that would be put there and how it would be connected to Westchester County. He said the Tappan Zee Bridge/I-287 Corridor was a significant area.

Westchester County

County Executive Andrew J. Spano said the NYMTC vision plan provided a comfort level in major operations for the Principals and the importance of the vision was recognized by all. County Executive Spano said his unique county valued their quality of life and didn't want any through traffic to damage that. He said that the county currently had three rail lines that travel to New York City and would like to have a mass transit facility that went through the I-287 corridor and connected up to the three lines, which would enable people from the North and South to move around more flexibly. He said growth centered on the transit-enhanced I-287 corridor would become part of a dynamic regional development plan, which would be strengthened as reliable mobility became available to Orange County and Stewart Airport, across Rockland and into some parts of Connecticut. County Executive Spano talked about the county's master-plan 2025, which was redesigned every decade and could be found at www.westchestergove.com/2025. County Executive Spano said that he did not wish to see Westchester County grow over one million people. He said that the county did not want sprawl; more roads brought on major problems such as more cars and reservoir contamination. He said a global warming prevention taskforce plan was in progress and talked about global warming awareness. County Executive Spano said dealing with transit would force people to be creative about it and the more roads that are built would increase traffic.

New York City Department of Transportation

Commissioner Janette Sadik-Khan congratulated the NYMTC team and said that the vision document was an extraordinary document which placed NYMTC leap years ahead to where it had been in the past. Ms. Sadik-Khan talked about Mayor Bloomberg's PlaNYC sustainability initiative which looked for reduction in vehicle-miles traveled. She said the PlaNYC program was the blueprint for infrastructure and environmental improvement that was needed to make future growth possible. She said the centerpiece to the PlaNYC initiative was called congestion pricing which was an important plan to cut traffic and to invest in critical transportation investments in this region. She said congestion pricing would create more efficient forms of

transportation, more busses, more bicycle lanes and more pedestrian plazas. Ms. Sadik-Khan said that it was a serious attempt to change the terms of transportation planning and put sustainability at the heart of the city policy. She said congestion pricing was one way to fund critical regional transportation investments and asked for everyone's support to get congestion pricing passed. Ms. Sadik-Khan said the region's future, future growth opportunities and challenges has been a focus area in the Bloomberg administration.; thanks to the good work of the New York City Department of City Planning Director, Amanda Burden, who had undertaken a thorough process of re-channeling growth where possible and where it was needed that included anywhere from the far Westside to Jamaica, Queens and parts of the Brooklyn waterfronts. Ms. Sadik-Khan said that New York City takes a regional perspective on transportation, land-use and environmental planning. She said the city and suburban economies were interwoven and that everyone in the region breathed the same air and had the same stake in addressing climate change. She said a vibrant, world class and sustainable urban center at the region's core, where mass transit networks converge, would ensure that the region's economy and environment continue to improve in tandem.

Metropolitan Transportation Authority

Mr. Chris Boylan and Mr. William Wheeler both spoke on the behalf of Chief Executive Officer, Elliot Sander of the Metropolitan Transportation Authority. Mr. Boylan talked about the three critical initiatives that would have a significant impact on how future growth in the region was addressed. The passing of congestion pricing, the release of the MTA's accelerated capital program, which addressed state of good repair and system expansion and the vision for the future which was based on the CEO Sander's state of the MTA address.

Mr. William Wheeler called the vision great timing and talked about the many years of sustained growth, where development occurred basically everywhere in the city, suburban, urban and areas not forgotten but not subject to development. He said the challenge was to accommodate this growth. Mr. Wheeler said that there were many ideas about projects, but with the one goal of recognizing that everyone had a growth need and accommodating those needs and doing it in a way where one could accommodate them all together was a great opportunity.

Port Authority of New York and New Jersey

Anthony Shorris, Executive Director, said that NYMTC meetings were where people thought about imports on a regional perspective and understood that the city's access to portable goods depended on its connections to ports in New Jersey and the whole freight network across the rest of the country. Mr. Shorris said that some prosperity in New Jersey and Connecticut was directly related to the economic engine of the city. He talked about the Port Authority's recent 10 year plan which included the regional major initiative of the New Jersey Transit to bring a tunnel under the Hudson River, the expansion of the path trains to bring commuters into the city and the increase of the Port Authority bus terminal. Mr. Shorris said to find creative and workable ways to put various differing agendas into a simple regional context so smart decisions could be made that reflect the regional reality of the 21st century was hard work. He said it was important to think regionally and the best policy could drive the best politics that made the work of the Council all the more vital.

New York State Department of Environmental Conservation

Mr. Jared Snyder spoke on behalf of Commissioner Alexander Grannis of the New York State Department of Environmental Conservation (NYSDEC). Mr. Snyder talked about some of the environmental issues that were affected by transportation programs and how a smart and sustainable transportation program could help achieve cleaner air and fight climate changes. He said that the NYSDEC was charged with complying with ambient air quality standards for a variety of pollutants brought on by humidity, such as ozone or urban smog, which mostly came from motor vehicles. He talked about pollutants contribution to particulate matter, air toxins, and greenhouse gas emissions that cause climate change. He said that emissions reductions from vehicles, fuels and vehicles miles traveled would have to be reduced in order to get the clean air needed. He then talked about NYSDEC's smart growth strategy. He said maintaining and expanding green areas kept communities cooler, reduced pollution levels and improved quality of life. He added making community's pedestrian friendly and amenable to bicycle transportation reduced congestion and provided residents with a

healthy alternative to driving.

C. PUBLIC PARTICIPATION

Mr. Murray Bodin, representing Concerned Grandparents said the Rockland County's Tappan Zee Bridge to include the development of a one seat commuter rail ride to Grand Central Terminal was a duplicate to MTA's Trans Hudson Tunnel link to Rockland County. Mr. Bodin suggested using temporary strike stadium under the Tappan Zee Bridge and connect it to a new bus station underneath the toll plaza. He said it was cheap, easy to do and a fast fix. He complained about the news stations utilizing helicopters for traffic reports which polluted the air and wasted gas and said that cameras should be used.

Mr. Roger Hertz, TIME, said that he was an advocate of congestion pricing since the mid 1960's and added his plea to seek approval as soon as possible.

Mr. Joseph M. Clift, representing the Regional Rail Working Group and past Director of Planning for the Long Island Rail Road questioned the NYMTC Memorandum of Understanding between NYMTC & NJTPA and compared it to C.E.O. Elliot Sander's state of the MTA address regarding inoperability and then questioned how the two connected. He said the Access to the Region's Core Project (ARC) also known as the Trans Hudson Tunnel changed tremendously from a regional perspective and asked if NYMTC should revisit their prior approval of a locally preferred alternative ARC and take a new vote on the "vastly" reduced plan and specifically force changes in the plan to obtain regional mobility again.

Mr. George Haikalis, representing the Institute for Rational Urban Mobility, Inc., submitted the attached statement, which talked about his opposition to building deep cavern terminals and advancing a comprehensive three state regional plan.

Harry Langer of H. L. Langer & Company submitted the attached statement, regarding funding the expansion and repair needs of the Metropolitan Transportation Authority and preserving the fares.

Brian Ketcham submitted the attached comment regarding an alternative to Mayor Bloomberg's congestion pricing called the Kheel Plan.

D. ACTION ITEMS

1. ACCEPT: SEPTEMBER 27, 2007 MEETING SYNOPSIS

Commissioner Glynn asked for a motion to accept the September 27, 2007 Council Meeting Synopsis. A motion was made by County Executive Andrew J. Spano of Westchester County, and seconded by Samuel Hornick representing Amanda Burden, Director of the New York City Department of City Planning. The meeting synopsis was accepted. There was no discussion.

2. ACCEPT: OCTOBER 29, 2007 MEETING SYNOPSIS

Commissioner Glynn asked for a motion to accept the October 29, 2007 Council Meeting Synopsis. A motion was made by Deputy County Executive Jim Morgo, representing County Executive Steve Levy of Suffolk County, and seconded by Christopher Boylan representing Elliot Sander, CEO of the Metropolitan Transportation Authority. The meeting synopsis was accepted. There was no discussion.

3. ADOPT: RESOLUTION #2008-1 – COUNCIL ADOPTION OF THE 2008-2009 UNIFIED PLANNING WORK PROGRAM

Commissioner Glynn said that the Unified Planning Work Program (UPWP) sets the Council's priorities and

work schedule for the fiscal year. She said that the Program, Finance, and Administration Committee (PFAC) endorsed the UPWP at its January 15, 2009 meeting. Commissioner Glynn then introduced Mr. Alan Borenstein to talk about the UPWP and to introduce the resolution for adoption.

Mr. Alan Borenstein said that the UPWP, the annual work program for the Council was prepared by staff and member agency staff entering their projects' budgets into an internet-based system called the UPWP Tool. He said peer review meetings were held and public input was sought. He said the budget for the next fiscal year would be \$48 million, which included \$20 million in new federal funds and \$5 million of new state and local funds. Mr. Borenstein said that the UPWP document and the Management Summary were both available on the NYMTC website at www.NYMTC.org.

A motion to adopt Resolution #2008-1, Council Adoption of the 2008-2009 Unified Planning Work Program was made by Commissioner Janette Sadik-Khan of the New York City Department of Transportation and seconded by Deputy County Executive John G. Tully, representing County Executive Robert Bondi of Putnam County. The resolution unanimously passed.

4. ADOPT: RESOLUTION #2008-2 – RECOGNITION OF SERVICE BY ANDREW J. SPANO, WESTCHESTER COUNTY EXECUTIVE

Commissioner Glynn and the Council adopted a resolution recognizing County Executive Andrew J. Spano for his service to the Council for the 2007 fiscal year.

A motion to adopt Resolution #2008-2, Recognition of Service by Andrew J. Spano, Westchester County Executive was made by the New York City Department of Transportation's Commissioner Janette Sadik-Khan and seconded by Chief Deputy County Executive Jim Morgo of Suffolk County representing County Executive Steve Levy. The resolution unanimously passed.

5. CONFIRM: NEW ROTATING CO-CHAIR

Commissioner Glynn confirmed Suffolk County Executive Steve Levy as the new Co-Chair to the New York Metropolitan Transportation Council effective March 14, 2008 through March, 2009. Chief Deputy County Executive Jim Morgo accepted on the behalf of County Executive Steve Levy.

E. ADJOURN

County Executive Spano adjourned the meeting.

ATTENDANCE

Voting Council Principals/Representatives

Commissioner Astrid C. Glynn, NYS Department of Transportation
County Executive Andrew J. Spano, Westchester County
Deputy County Executive John G. Tully representing County Executive Robert Bondi, Putnam County
Mr. Samuel Hornick for Ms. Amanda Burden, Director, NYC Department of City Planning
Deputy Chief County Executive Jim Morgo, representing County Executive Steve Levy, Suffolk County
Commissioner Janette Sadik-Khan, NYC Department of Transportation
Mr. Chris Boylan representing Executive Director and C.E.O. Elliot G. Sander, Metropolitan Transportation Authority
Ms. Patricia Bourne representing County Executive Thomas Suozzi, Nassau County
County Executive C. Scott Vanderhoef, Rockland County

Advisory (Non-Voting) Principals/Representatives

Division Administrator Jeffrey Kolb, Federal Highway Administration
Regional Administrator Brigid Hynes-Cherin, Federal Transit Administration Executive Director
Executive Director Mary K. Murphy, North Jersey Transportation Planning Authority, Inc.
Ms. Joanne Brennan-McKee representing Mr. Alan Steinberg, US Environmental Protection Agency
Richard Roberts representing Regional Administrator George Warrington, New Jersey Transit
Anthony Shorris, Port Authority of New York and New Jersey
Jared Snyder representing Commissioner Alexander B. Grannis, NYS Department of Environmental Conservation

NYMTC Staff

Wieslawa Amber	Joel Ettinger	Jaeki Min
Voncille Anderson	Emma Gaitan	Ali Mohseni
Juliette Bergman	Anthony Gawrych	Larisa Morozovskaya
Sangeeta Bhowmick	Leokadia Glogowski	Nancy O'Connell
Gerry Bogacz	Jan Khan	Munnesh Patel
Alan Borenstein	John Lopez	Mohammad Rashid
Kuo-Ann Chiao	Uchenna Madu	Tarrina Weaver
Lisa Daglian	Howard J. Mann	Chad Wilcomb
Robert Donohue	Larry McAuliffe	
Daniel Etkin	Andrea Miles-Cole	

OTHERS

David Aimen, Louis Berger Group	Michael Bradley, NYC Parks
Vincent Altieri, Rockland County	Dara Braitman, Louis Berger Group
Mary Ameen, NJTPA	Joann Brennan-McKee, USEPA
Richard Anderson, Building Congress	Robert Brickman, Nassau County Planning Comm
Bissera Antikorov, Associate AIA	Marius Brits, Edaw
J. Jeffrey Anzevino, Scenic Hudson	Michael Boyer, DVRPC
George Assad	Delores Buckenberger
Michele Bager, NYSDOT	Pam Burford, LIRR
Linda Bailey, NYCDOT	David Calore, Suffolk County Planning Comm
Monica Barrow, Systra Consulting Engineering	Marianne Carillo, Long Island Transportation mgmt
James Barry, NYC Transit	Patricia Chemka, Westchester County DOT
Russel Bartels	Howard Chinsky, HAKS Engineers
Fred Bartoli, Moynihan Station Development	Joe Cliff
Vern Bergelin, Parsons Brinkerhoff	Ann Marie Corbalis, Arch Street Communications
Lawrence Berger, Nassau County Planning Comm	Amy Covais, Pace law School
Seth Berman, NYCDOT	Marcia Cummings, Con Edison
Murray Bodin, Concerned Grandparents	Douglas Currey, NYSDOT

Paul Curtis, State Assembly
Bobby Cuza, NY1
Nancy Danzig, FTA
Abigail Davidson, Parsons Brinkerhoff
John Dillon, Long Island Transportation Mgmt
Johnathan Drapkin, Patter for Progress
Matthew Edelman, TRANSCOM
Phil Eng, NYSDOT
Brett Feeley, PB Consultant
Peter Feroe, NYU
Lawrence Fleischer, MTA
Randall Fleischer
John Fontillas
Bronson Fox, Partners for NYC
Matthew Frank, Lighthouse Development Group
John Galgano, Commuterlink
Patrick Gallaher
Patrick Gerdin, Rockland County
Reno Giodano, Parsons Brinkerhoff
Mark Goldfus, Merrill Lynch & Co.
Tatyana Golikova, NYSDOT
Beth Gordon, Phillips Priess Shapiro Associates
Robert Griffith, FHWA
William Guild, PCAC for MTA
Jean Gunsch, NYSDOT
George Haikalis, IRUM
Elizabeth Harper, Parsons Brinkerhoff
Rayan Harris, Nelson/Nygaard
James Hartwick, Sen. Morahan Office
Andrew Hayes, Fastransit Inc.
John Hayes, Morris County Division of Transp.
Minora Heaviland, NYC Parks
Christoff Heller
William Henderson, PCAC for MTA
Roger Herz, TIME
Ernest Hutton, Hutton Associates
Tom Isles, Suffolk County
Chris Jones, RPA
Michael Jones, Parsons Brinkerhoff
John Jordan, Construction News
Gwen Kagh, Harlem Children's Zone
Brian Ketcham, Community Consulting
Julia Kerson, PANYNJ
Young S. Kim, FHWA
Peter King, NYSDOT
Jeffrey Kolb, FHWA
Alice Labrie
Joseph Landau
Harry Langer
Milagros Lecuona
Hilda Lafebre, Transp & Envi Consulting
Benoit Lefeure, CTMTTPP

Adam Levine, NYSDOT
Michael Levine, North Hempstead Planning Dept
Frank Lipinski, ACPA-NYS
Doug Lucius, Louis Berger Group
Robert Mackowski, Real Estate Board of NY
Richard Maitino
James Manzolino, LKB, Inc.
Frank Marsalla, PANYBJ
Timothy Mathews, Transport Union Local 100
Joseph Mazzola, Transit Center
Patrick McCandless, Sen. Liz Krueger Office
Betsy McDonald NY/NJ Baykeeper
Kyle McGraw, LIRR
Gretchen Minneman, PANYNJ
Michael Moltzen, USEPA
Frank Nardelli, Suffolk County
Kevin O'Driscoll, PANYNJ
Jon Orcutt, NYCDOT
Munsum Park, Johnathan Rose Companies
Renee Peters-Smith, NYCDOT
John Pilner, Putnam County
Antoinette Quagliata, Brownfield Opportunity
Denise Ramirez, Nassau County Planning Comm
Naomi Reneck, MTA
Jose Reyes, FAS Mindy Rhindress, SRBI
Sarah Rios, MTA
Steve Ritea, Newsday
Paul G. Rogalle, Town of Brookhaven
Christopher Rohner, Egology & Environment Inc.
Brian Ross
William Rosser
Eric Rothman, HR&A Advisors
Joan Rothschild, Omen's City Club
Michael Salvato, MTA
Ed Sasportas, PANYNJ
Patrick Sbrano, MTA BT
Alan Schaeffer
Jack Schmidt, NYCDCP
Chrisato Shimado, The HOK Planning Group
Robert Shinnick, Suffolk County
Alexandria Sica, PANYNJ
Ruby Siegel, Systra Consulting Engineering
Kate Slevin, Tri-State Campaign
James Shep
Neal Smith
Gary Smoke
Vlada Smorgunov, NYCDEP
Gail Spano
Heather Sporn, NYSDOT
Christopher Stieno, Edaw
Neal Stone, North Hempstead Planning Dept
Robert Stout, Moynihan Station Development

Brian ten Siethoff, Cambridge Systematics
Jai Therattil, NYCDOT
Steve Toth, MTA
Wayne Ugolik, NYSDOT
Ken Valenti, The Journal News
Lou Venech, PANYNJ
Normand Vincent, Mt. Vernon Planning Dept
Donna Walcavage, Edaw
Alice Walkup, NYU
Ryan Walsh, Howard/Stein-Hudson Assoc.
Robert Wechsler, Transport Workers Union
Rachael Weinberger
Jan Wells, PCAC for MTA
William Wheeler, MTA

Cheryl Winter Levy, Westchester County DOT
Eoin Wrafter, PDCTC
Julia Zakin, UCP of NYC, Inc
Melanie Zeman, USEPA
Zui Zeurz, NYU
Rae Zimmerman, NYU
Jeff Zupan, RPA

The March 13, 2008 Council Meeting synopsis was unanimously accepted by all Council members at the March 19, 2009 Annual Meeting.

*Respectfully Submitted,
Andrea' Miles-Cole
Secretary 2*