

**Synopsis of the January 7, 1998 Special Meeting of the  
Program, Finance and Administration Committee (PFAC)**

**1. CALL TO ORDER, INTRODUCTIONS, CHAIRPERSON'S REMARKS**

The meeting was called to order at 1:20 p.m. by *Mr. James Harris*, Secretary of the Program, Finance and Administration Committee. Mr. Harris remarked at the large turnout, and thanked everyone for their presence. Attendees introduced themselves. A list of attendees is attached.

- a. Staff Director's Report** - *Mr. Harris* thanked Ms. Kate Quinn of FHWA for arranging for Mr. Daniel King of the Surface Transportation Board to give his presentation. Mr. Harris introduced Mr. King, and also said that there were representatives from the two carriers.

**2. REGIONAL ISSUE**

**Presentation: Surface Transportation Board (STB)**

*Mr. Daniel King*, Director of the Office of Congressional and Public Services said that these types of meetings were being held around the north east, and that it was important and helpful for the different organization to understand how the STB made its decisions. He said that his office was staffed with attorneys who were not in the decisionmaking process, and were therefore able to talk to people about the process. The STB would not render its final decision on the Conrail acquisition until July 23, 1998. Mr. King spoke about the statutes governing the Board and how the Board made its decisions. He said that the Board was established in 1996, by an Act of Congress known as the ICC Termination Act of 1995. The Act terminated the Interstate Commerce Commission on December 31, 1995. The duties that were given to the Board included dealing with all rail merger, consolidation and line abandonments. He described the make-up of the Board. He also said that when the Board reviews a proposed railroad consolidation it is required to consider the following: a) the effect of transaction on adequacy of transportation to the public, b) the effect on the public of including or failing to include other carriers in the region, c) the total fixed charges that result from the proposed transaction, and d) whether proposed transaction would have an adverse effect on competition among rail carriers. Mr. King said that the Board may, where warranted to alleviate anti-competitive effects, impose conditions upon its approval such as: a) ordering divestiture of parallel tracks, b) requiring grants of trackage rights, or c) granting a carrier access to other facilities. These conditions must provide for operating terms and compensation levels to make them meaningful so that the anti-competitive effects will be alleviated.

*Mr. King* said that the Board may also require the inclusion of other carriers in the area if those carriers asked to be included, or if it appeared to be consistent with the public interest. He gave examples of the different types of mergers. He said that one of the reasons for merger applications being successful before the Board was that all parties involved were willing to work together.

*Mr. King* said that there was a 395 day period from the date the application was filed to the written decision on July 23, 1998. There was a 30-day period after that written decision for parties to file appeals. If the parties accept the conditions of the consolidation, a confirmation was expected in the fall of 1999. He stated that the issues surrounding the consolidation were drawing a lot of attention. The Federal government had never seen this type of interest in previous mergers, because never before have there been so many commuter services that had the potential to be affected by the type of changes that would occur with the consolidation. He added that he was certain that the carriers were aware of the very important issues being raised to the Board and in the political arena, and that the carriers were trying to deal with the various parties and resolve any differences.

*Mr. King* spoke about the operating plans and the fact that the Board could ask the involved parties to expand on any item from their original submission. He mentioned the Environmental process and gave the hotline number as 1-888-869-1997. He said that the only remaining item to be filed by the parties were the rebuttals in support of responsive applications due January 14, 1998. All briefs would be filed by February 23 1998. He asked if there were any questions.

### **3. QUESTIONS AND ANSWERS**

*Mr. Harris* asked if there were questions from members. There were none. There were numerous questions from the public. All questions were answered by *Mr. King* or by the representatives from CSX, and Norfolk-Southern. *Mr. Jordan* of Norfolk Southern commented on the Union Pacific situation in the West and remarked that it was a very different situation from the East especially from a management standpoint. He added that there was not a very strong analogy between the two situations. He said that the New York City situation was a very complex problem. In attending meetings it was made clear that the neighborhood groups did not want freight service. He said that NYC infrastructure was decimated, that the highway and rail were inadequate. He added that the problem could not be solved with the merger because it was not a part of the deal.

*Mr. King* said that under the statute, a mandate was to make sure that a situation was not worse than it was prior to the consolidation, it was not to change the situation. He stated that there are limitations as to what the Board could do.

### **4. INTRODUCTION TO DRAFT RESOLUTION- Necessity of Competitive Rail Freight Service East of the Hudson River**

*Mr. Harris* said that PFAC adopted a set of principles regarding the acquisition of Conrail by CSX and Norfolk Southern which was forwarded to the STB. One of the principles called for competitive rail service both east and west of the Hudson River. He said that a recent submission by the two railroads to the STB indicated that they would not provide for more than one carrier on the Hudson line. The draft resolution was prepared for PFAC's approval with public input. The final resolution would be sent to alert STB to NYMTC's concerns.

There were questions about the resolution.

Mr. *Harris* said that the draft was being distributed so that a vote could be taken at the next PFAC meeting on January 22.

**5. CONFIRMATION OF NEXT MEETING**

The next **PFAC meeting** is tentatively scheduled for **Thursday, January 22, 1998, at 1:15 p.m. One World Trade Center, New York City.**

**6. ADJOURNMENT**

The meeting was adjourned at 3:25 p.m.

## **Voting Members/Alternates**

Gerald V. Cronin, Nassau-Suffolk TCC  
Floyd Lapp, New York City TCC  
Richard A. Maitino, Chairperson, NYSDOT-Region 11  
Joseph Petrocelli, Mid-Hudson South TCC  
John Pilner, Mid-Hudson South TCC  
William Wheeler, MTA  
James J. Yarmus, Mid-Hudson South TCC

## **ADVISORY (NON-VOTING) MEMBERS**

Thomas Ryan/Anthony Carr, FTA  
Lou Venech, PANY&NJ  
Tom Waters/Jonathan McDade, FHWA

## **NYMTC CENTRAL STAFF**

Juliette E. Bergman  
Alan Borenstein  
Kuo-Ann Chiao  
Anthony Gawrych  
Michael Harmel  
James W. Harris (Secretary)  
Stephen Hausch  
Charles S. Henry  
Norma Hessic  
John Lopez  
Howard J. Mann  
Valli Gadsden-Smith

## **TCC STAFF**

Larry Malsam, NYC  
Sarah Rios, Mid-Hudson South

## **OTHERS**

George Armet, ESPA  
Evangeline Binder, NYC Partnership  
Steve Bobford, NYSDEC  
Gerry Bogacz, Westchester DOT  
George Bulow, I-3  
Michael Canavan, NYCEDC  
Thomas J. Cassano, TWU  
Kevin Costa, NYCDOT  
Rick Crawford, Norfolk/Southern

Denny Escapeta, NYSDEC  
William Fahey, Liberty Lines  
Larry Fleischer, MTA  
Peter Fleischer, NYCDOT  
Angelina Foster, NYCTCC  
Debra Frank, NYC Mayor's Office on Transp.  
Zee Frank, Landmark Studios  
Arthur Goldberg, Coalition MTA Employee Unions  
William Guild, AFNY  
George Haikalis, Auto-Free NY  
Chris Hardej, NYCTCC  
Alex Jordan, Norfolk/Southern  
John Keith, IPA  
Carolyn Konheim, Konheim & Ketcham  
Joe LoBello, Senator Levy's Office  
Frank Marsella, PANY&NJ  
Jonathan Mead  
Karin Muller, UTRC  
Mark Nachbar, Sen. Levy's Office  
Fred Nangle, Parsons Brinckerhoff  
Arthur O'Conner, FHWA  
Greg Oliver, NYSDOT  
Maurice Paprin, BLCC  
Richard Peters, NYSDOT, Reg. 8  
Brian D. Puroy  
Andrew Puzio, Zetlin Comm.  
Kate Quinn, FHWA  
J. E. Ralston, NYSDEC  
Frank Ronnenberg, Westchester TMO  
Michael Rossmly, Brooklyn Borough President's Office  
Ted St. Germain, NYSDOT  
Jack Schmidt, DCP  
Robert Sheen, CSX  
Jonathan Sigal, MTA-PCAC  
Sarah Stanley, MBPO  
Jim Stuch, CP/D&H RR  
Roseanne Sullivan, NJDOT  
Wayne Ugolik, NYSDOT  
S. Yamuder, Goodkind & Dea  
John Zamurs NYSDOT, Albany  
Jeffrey Zupan, RPA

**SYNOPSIS OF THE COUNCIL MEETING  
MARCH 19, 1998**

**A. CALL TO ORDER**

**1. Welcome**

The meeting was called to order at 1:20 p.m. by Co-chairperson *Joseph Boardman*, Commissioner, NYS Department of Transportation. Mr. Boardman introduced, and welcomed all Council members or their representatives. He also welcomed the rest of attendees.

**B. STATE OF THE TRANSPORTATION SYSTEM**

*Hon. Vanderhoef*, Co-chairperson of the Council, and Rockland County Executive spoke about the congestion that continued to impact on the transportation system, and the inefficient manner in which the region residents and workers use it. He spoke about the problems of financing significant expansion. He added that the result of the congestion was increased costs and a reduced quality of life.

*Mr. Vanderhoef* said that transportation problems were being addressed in several ways: a more seamless transportation system, pricing innovations, the direct involvement of major employers in attempting to reduce congestion, the increased coordination of transportation services, and the physical condition of the system continued to improve because of the region's focus on renewing existing infrastructure. He added that it was very important that regional solutions be developed to the transportation problems and that would require coordination and cooperation, and building a broad-based consensus. He said that all parties must be at the table from the outset when planning the development of the transportation system. He closed by reiterating the need to develop regional solutions in a regional forum, and added that the Council should be the focal point of that dialogue for the metropolitan region.

**C. EXECUTIVE DIRECTOR'S REPORT**

*Mr. Harris* thanked Mr. Boardman and the rest of the Council members for their support over the past year. He said that over the past year he had seen a renewal of NYMTC. One year ago NYMTC was under a conditional certification, there was no four step transportation model, the Transportation Improvement Program had not been updated since 1994, and the staff was not capable of carrying out the federally mandated responsibilities of the MPO because of the lack of staff resources due to attrition. He said, today, one year later great strides were made: 1) NYMTC was fully certified by the federal agencies; 2) NYMTC completed the Interim Transportation Model; 3) NYMTC made significant progress on the development of the Best Practice Model; 4) NYMTC

had almost completed the first comprehensive Home Interview Survey of residents' travel in the region in over 30 years; and 5) NYMTC fully updated the Transportation Improvement Program which covered the period 10/97 - 9/02. The Council Staff was increased, which permitted expansion of activities in public involvement, public forums on Transportation Demand Management, Ferries and Freight. He added that the approach to developing the annual planning program for the Council and its members was totally revised to be more comprehensive, coordinated and strategic. Mr. Harris said he was not satisfied, as there was more to be done to further enhance the activities and products of the Council. He closed by saying that reauthorization of ISTEA was almost at hand and it boded well for the region – the Council needed to grasp the opportunity and continue to improve the transportation system of the region to further strengthen the economic vitality and the environment of the region.

#### **D. PUBLIC PARTICIPATION**

*Mr. George Haikalis*, President of the Institute for Rational Urban Mobility, a not for profit, recently formed organization, said that his organization viewed NYMTC as the focal point for the discussion of urban mobility planning problems. He said he was encouraged by the changes that had occurred over the past year. He commended Mr. Harris and his staff, and hoped his organization would work with NYMTC in the future. He was also happy with the more readable unified planning work program. He said that he was also representing the Committee for Better Transit. He congratulated Mr. Boardman for giving up his time to speak at the Empire State Passenger Association meeting on a Saturday afternoon, it was a terrific outreach effort. Mr. Haikalis spoke about two very large important projects - The LIRR access to Grand Central, and the Port Authority's Rail Access to Kennedy Airport. Both projects could be built smarter and faster. He said that his organization was pleased that the airport project was a standard gauge rail plan, and that it was compatible with the LIRR and the subways, as well as the fixed terminal design around the airport. The off-airport was what concerned Mr. Hailakis' organization. He said that his organization was very unhappy with the Van Wyck elevated railway component of the plan.

*Mr. Haikalis* said that the LIRR access was intimately associated with the Airport access project. He added that the Airport Access and the LIRR projects should be thought of as a single project. His organization named that proposed single project, the Apple Corridor. Mr. Haikalis said that the current LIRR project was over designed and would take 11-12 years to be completed because of its complexity in the design. He added that a streamlined design could be accomplished, and his organization would be willing to discuss their alternative proposal. He urged Commissioner Boardman, the chairman of the MTA, and other Council members to take a closer look at the two projects.

*Ms. Zee Frank* of Landmark Studios spoke about the lack of rail freight in New York, and that the reason was because there was not enough rail terminals to accept freight. She also spoke about the completion of the Oak Point Link. She mentioned articles that were published in the NY Daily News dealing with pollution and the destruction of the health of poor people in three primary areas. She closed by urging the Council to review the fact that the Surface Transportation Board had the issues before them on rail freight, and that rail land must be provided. She stressed that one man

cannot be allowed to destroy an entire project for his personal profit.

## **E. ACTION ITEMS**

### **1. Acceptance of June 26, 1997 Meeting Synopsis**

*Mr. Vanderhoef* asked if there were any comments or changes to the June 26, 1997, meeting synopsis. There were none. Therefore, a motion was made, and seconded, and the June 26, 1997 meeting synopsis was approved.

### **2. Adopt: Resolution #98-1 - Pathways to Possibilities - The 1998-99 Unified Planning Work Program (UPWP)**

*Mr. Harris* said that the 1998-99 Unified Planning Work Program for the MPO staff and the member agencies, was developed differently than in previous years. It was developed as an integrated, and strategic program to address the local planning needs and issues, while providing a regional focus. A planning agenda was developed which was strategically linked to the Regional Transportation Plan. A cross section of transportation stakeholders were engaged in the formulation of the planning agenda, which was designed to bring a multi-year focus to regional transportation planning. *Mr. Harris* spoke about the development of the Program, the series of on-site, outreach and program building meetings that had occurred. He added that emphasis was placed on work, and the ability to deliver that work when funds were directed to planning activities. He said that the 1998/99 Work Program had an impressive array of work activities, e.g., upgrade and expand the Local Highway Inventory of NYC; improve mobility for pedestrians and bicyclists on Long Island and well as New York City, the development of a bike/pedestrian master plan for the Mid-Hudson South area, and developing a freight model, to name a few. He added that all agencies, including Council Staff would be pursuing activities related to the Transportation Improvement Program (TIP) and the administration and management of the UPWP. By means of a pie chart he discussed the funding distribution.

*Mr. Harris* said that at the February 26, 1998, Program, Finance and Administration Committee meeting, members adopted a recommendation that the UPWP be passed to the Council for final adoption.

A motion was made, and seconded, and Resolution #98-1 - the 1998/99 Unified Planning Work Program "*Pathways to Possibilities*" was adopted.

### **3. Adopt: Resolution # 98-2 - Phase I of the Regional Transportation Plan (RTP) Update**

*Mr. Harris* said that the Regional Transportation Plan was a critical document for the region. It provided a policy framework for the UPWP, and described the needs and priorities of the region. It also provided a framework for selecting projects that were placed in the five-year TIP. He said that the RTP was being done in two phases - Phase I which included updated and added goals and



objectives, a revised portrait of the demographic characteristics of the region, and a pedestrian/bicycle element and was before the Council for adoption.

Phase II, which was underway should be completed by late spring 1999, and would contain profiles of various travel corridors in the region, and a financial analysis. The public involvement process since the last plan adopted in 1994 had been expanded to include, but not limited to: borough meetings in all five boroughs, Town Hall meetings, information sessions and a television show and interview as well as the dissemination of thousands of pieces of literature, and the website. These meetings would continue until Phase II was completed. Some relevant topical issues to be included in Phase II would be: infrastructure, mobility, freight, safety and airport access to name a few.

*Mr. Harris* said that the Program, Finance and Administration Committee at its November 13, 1997 meeting voted to recommend the RTP Phase I to the Council for adoption.

A motion was made, and seconded, and Resolution #98-2 - the Phase I of the Regional Transportation Plan Update was adopted.

#### **4. Confirm: The New Rotating Co-Chairperson (1998-99)**

*Mr. Boardman* said that the normal process for the MOU for the Council was that the co-chairpersonship be rotated annually among the three Transportation Coordinating Committees, (Mid-Hudson South, Nassau/Suffolk, and NYC). However, under agreement with Mr. Thomas Gulotta, the Nassau County Executive, whose turn it was to serve, Mr. Vanderhoef had agreed to continue to serve because of the need for continuity in some critical issues which were underway, and in which he was actively involved. Mr. Boardman gave a brief summary of Mr. Vanderhoef's many achievements in public service, and his involvement in many organizations.

*Mr. Boardman* said it was his pleasure to officially identify Mr. Vanderhoef as the continued co-Chair of the Council for a second year. Mr. Vanderhoef thanked Mr. Boardman.

## **F. FEDERAL OVERVIEW**

### **1. Environmental Protection Agency (EPA) - NYMTC's Role on the Impact of Transportation on the Environment**

*Ms. Jeanne Fox*, Regional Director of the US Environmental Protection Agency said that the Council's role was very important, and that EPA wanted to work closely with the highest levels in the agency. She said that the environment was very important in transportation planning. This MPO and others around the country were in a unique situation in looking at the question 'how was the environment affected by transportation decisions and how the question is institutionalized in the planning process' - it was a topic that the EPA was struggling with and one that the Council could help to answer. It was particularly important in light of EPA's strengthening of the air regulations in ozone and particulate matter. New standards were enacted last July and it was the first time in

20 years that the standards had been strengthened. She added that every one present at the meeting knew that the region had fairly poor air quality, and the public's health depended on considering the air quality standards in transportation planning.

*Ms. Fox* said that her agency estimated that every year the new regulations would prevent about 15 thousand premature deaths in the country: 350,000 cases of aggravated asthma, many of them children, one million cases of significantly decreased lung function in children. In addition to the new regulations, the EPA was involved in a proposal for the Midwest states involving Nitrogen Oxides (Nox) where the Midwestern States for the first time would be required to reduce their emissions. This was extremely important to the Northeast because the air flows from the west to east, pushing pollution east. The proposal would dramatically improve the air quality in the region. It would also level the economic playing field for businesses around the country. The Midwest would be required to make investments in air pollution technology which have been in place in this region for some time. The ability to improve air quality in the region would be controlled much more by the EPA. One of the areas in which the Council had been supportive was in its commitment to mass transit. She spoke about the metro card as an incentive to increase mass transit use, and said it was important to seek out other incentives to further encourage mass transit rider ship, and the Council should work with the MTA to achieve that goal. *Ms. Fox* said that public involvement must continue to be encouraged. She closed and said she was glad to be in attendance, and reiterated what she had said about the importance of air quality in transportation planning, the importance of the Council's role in the region.

*Mr. Boardman* thanked *Ms. Fox* for attending, and commented that participation from the environmental community was very important to the Council.

## **2. Federal Highway Administration - ISTEA Reauthorization**

*Mr. Harold Brown*, Division Administrator for the Federal Highway Administration said that ISTEA expired last fall and stop gap measures were being used. Fortunately, the Senate passed a Bill recently, and the level of funding would probably be what the signed reauthorization would be. He said that *Mr. Daly* and Governor Pataki were successful in assuring that the northeast fared well under the current proposal. *Mr. Brown* spoke about the formulas, and again said that the northeast was fairly successful regarding the amount of money that would be distributed. He added that the Bill offered \$214 billion over the next six years, \$173 billion for highways, and \$41 billion for transit, which represented overall a 38% increase in funding over ISTEA. He said that the needs in transit were far more than the resources. *Mr. Brown* said that the Senate offered a bill that came close to addressing the many needs in transportation.

*Mr. Brown* said that New York State's share would increase by 28% over ISTEA. He said that there was; a \$6.9 billion provision that affected five new programs, three of which would be of specific benefit to New York State. He said that he did not have much details on those programs. However across the country \$90 million a year would be spent on transportation trade corridors, infrastructure safety, and congestion relief projects which New York would participate in; \$378 million for the Appalachian Redevelopment Program; and \$378 million in the high density

transportation program, both of which would benefit New York State. He spoke about other items in the Bill, some of which would also benefit New York State. He also mentioned the amendment in the Bill that would include demonstration projects under the overall obligation ceiling that the States would get. Mr. Brown said that the NYS Congressional delegation had been successful over the years in securing money for demonstration projects. He said the Senate was looking to MPOs to determine what the needs were for a particular area, as opposed to allowing congressmen to make that determination. He also spoke about the fuel tax which would be included in the Highway Trust Fund. He mentioned that the House had agreed to consider taking the Highway Trust Fund off budget. He added that the money portion of House and Senate Bills were very similar, and if the House could reach agreement on the Highway trust Fund the Bill should be in place by May 1.

*Mr. Boardman* thanked Mr. Brown, and said that he thought that overall the Bill was a good one. He then introduced Mr. Carr of Federal Transit Administration, and asked if he had any comments.

*Mr. Carr* commented on the progress NYMTC had made since the USDOT Certification in May, 1997, and said that USDOT was pleased to see that NYMTC had made good progress in addressing issues raised in the report. He mentioned the new NYMTC management team which was developing strategies to address transportation issues in the region. He added that new Unified Planning Work Program processes were identified, along with new planning programs in the region. Contractors were hired to help address how to improve public outreach, and receive public input. Mr. Carr said his agency was most appreciative of the management team's outreach effort to the Council members to receive their input. He added that both FHWA and FTA looked forward to working with NYMTC in the future to help make it a more viable, effective, and efficient operating MPO. Mr. Boardman thanked Mr. Carr for his remarks.

## **G. REGIONAL ISSUE**

### **Building New York Smarter and Faster**

*Mr. Boardman* said that he wanted to talk about building NYS smarter, and faster, and what Governor Pataki's view was of getting the job done smarter and faster. He said he received input from the federal government, and Council members. He added that the Department had changed its mission recently, and added the words sound environmental transportation system. In other words all that was done in terms of priority needed to be sound as it dealt with the environment (air, water quality & the quality of life). Mr. Boardman said that it was a long, slow process as roads were being rebuilt; to do projects to use the state of the art on changing and fixing the environmental concerns which could not be done all at once. The idea was to leave an area better than it was. He said that the Governor established a priority system as a way for NYS Department of Transportation to work on problems. The first priority that was being dealt with was, how the existing systems were being managed and maintained - the bridges, and roads, as well as the rail, and the port and airport systems. Mr. Boardman said that the State needed to take care of what it had, and to know the amount of dollars it would take to maintain them in the future. He said that the new Bill stated that States would choose their priorities. He added that the State was headed in the right direction,

that there would be dialogue and vision for making a choice to maintain the system first. In addition to the State's first priority of maintaining existing facilities, new investments needed to be made, and those investments must cross all modes - the public wanted the system to work, regardless of who ran it - what was important was getting where one wanted to get, cross modes and a seamlessness in transportation.

*Mr. Boardman* said that what was needed was economic development priorities when investments were made - jobs were needed. Although transportation was the key to economic development, in order to improve the environment, a strong healthy economy was necessary, and that meant jobs. He spoke about the Industrial Access Program which the Department had to help improve access to facilities throughout the State for additional jobs. He said that the Department supported the Department of Environmental Conservation's program to clean up polluted areas. He also spoke about the tax payers getting the value for their dollars. He said that it was important to keep the public involved in whatever decisions were made. He complimented Mr. Daly for the excellent job he did with the reauthorization of ISTEA. He said that the key results for the ISTEA reauthorization for the region was to get adequate, stable funding for transportation.

*Mr. Boardman* spoke about the role the Council had with establishing priorities for the region. He added that it was important for the Council to realize that they were not alone in the northeast - the Council must participate and compete in the global economy. Mr. Boardman spoke about the fact that New Jersey, Connecticut and New York were tied together in future economic development, and that it was important for the Council to reach out to those states to make sure that each understood each other needs for the overall benefit of the region. He said that it was very important for the State to continue to reach out to the environmental community across the country. He said the globe was changing, the environment was changing, and improvements must be made, and the Governor was committed to that, and he felt that the Council was prepared and willing to deal with those issues. He added that the governor wanted the Council to be a forum where issues could be resolved. That concluded Mr. Boardman's report. He thanked everyone for attending.

## **H. ADJOURN**

The meeting was adjourned.

## **VOTING MEMBERS**

Joseph H. Boardman , NYSDOT, Commissioner  
Marc Shaw, Executive Director, MTA  
Marvin Church, representing Andrew J. Spano, Westchester County Executive  
Kenneth J. Cynar, representing Thomas S. Gulotta, Nassau County Executive  
Gerald V. Cronin, representing Robert J. Gaffney, Suffolk County Executive  
Joseph B. Rose, Commissioner, NYC Planning Commission  
Robert J. Bondi, Putnam County Executive  
Richard Malchow, Acting Commissioner, NYCDOT  
C. Scott Vanderhoef, Rockland County Executive  
Richard A. Maitino, NYSDOT, Council Secretary

## **ADVISORY MEMBERS**

James Austin, NYSDEC, representing J.P. Cahill, Commissioner  
Harold J. Brown, Division Administrator, FHWA  
Anthony Carr, representing Letitia Thompson, Acting Regional Administrator, Federal Transit Administration  
Jeanne M. Fox, Regional Administrator, Environmental Protection Agency  
Cliff Sobel, representing Joel S. Weiner, Executive Director, NJTPA  
Lou Venech, representing Robert E. Boyle, Executive Director, PANY&NJ

## **COUNCIL STAFF**

Michele Bager  
Juliette Bergman  
Gerard Bogacz  
Everett Chamberlain, Nassau/Suffolk Transportation Coordinating Committee (TCC)  
Kuo-Ann Chiao  
George Crawford  
Swati Desai  
Lenn Ditman  
Robert Donohue  
Emmanuel Erondou, NYCTCC  
Valli Gadsden-Smith  
Emma Gaitan  
James W. Harris, Executive Director  
Norma Hessic  
Jan Khan  
Tom Schulze  
Jean Shanahan, Mid-Husdon South TCC  
Wesley Stephen

## **OTHERS**

George Armeit, ESPA  
Susan Borinsky, FTA  
Donald Burns, Bronx Borough President's Office  
Patty Chemka, Westchester Co.  
C. Corliss, MTA  
Nancy Danzig, FTA  
Michael Doyle, PCAC  
Beverly Dolinsky, PCAC  
Jim Dubbs, MTA - NYC Transit  
Walter Ernest, AMTRAK  
Julius Eisen, Shortline Bus  
Christine Falzone, Shortline Bus  
Steve Faust, FTA  
Zee Frank, Landmark Studios  
Tara Gallagher  
Harold Gary, Putnam County Highway  
Arthur Goldberg, Coalition of MTA Employees Unions  
Ruthlow Gordon, CBT  
Maisie Grace, FTA  
Dilip K. Guha, PATBRT  
George Haikalis, Auto Free NY  
Michael Horodnicean, URBITRAN  
Irwin B. Kessman, Nassau County  
Brian Ketcham, Konheim & Ketcham  
Greg Kisloff, Cross Harbor Railroad  
Kristen Knupp, NYCEDC  
Floyd Lapp, NYCDCP  
Jerry Litt, MTA  
John Lynch, Putnam County  
Judy McClain, Manhattan Boro. President's Office  
Jonathan McDade, FHWA  
Yuko Nakaniski, UTRC  
Joanna Oliver - Queens Borough President's Office  
Shelley Prettyman, TRANSCOM  
Kate Quinn, FHWA  
Sarah Rios, MTA  
Michael Rossmly, Brooklyn Borough President's Office  
Elliot Sander, NYU  
Bernard Tuchman, NYCDEP  
Alex Villamor, Council Member Miller's office  
William Wheeler, MTA  
James J. Yarmus, Rockland County

A G E N D A  
Program, Finance and Administration Committee  
1:15 p.m., Thursday, April 23, 1998

*Note: Anyone may provide germane and brief comments during discussion of any item on this agenda.*

A. CALL TO ORDER, INTRODUCTIONS, AND REPORTS

1. Introductions
2. Chairperson's Remarks - R. A. Maitino
3. Executive Director's Report - J. W. Harris
  - a. Mid-Hudson South TCC Staff Director's Report - J. Shanahan
  - b. Nassau/Suffolk TCC Staff Director's Report - E. Chamberlain
  - c. New York City TCC Staff Director's Report - L. Malsam

B. ACTION ITEMS

1. Accept: February 26, 1998 Meeting Synopsis [Attachment B.1]
2. Accept: Resolution #92 Create a Freight Advisory Sub-Committee to PFAC [Attachment B.2]
3. Accept: Resolution #93 Amend NYMTC's MMTI/MIS List to Add NJTPA West Shore MIS, Delete the Wantagh State Parkway Study, and to Update the UPWP Accordingly [Attachment B.3]

C. REGIONAL ISSUE

1. Roundtable: Airport Access - Dr. F. Lapp, NYCD  
P. Clark, PANY&NJ  
W. Wheeler, MTA  
Dr. J. J. Yarmus, P.E., Rockland County  
A. Erenrich, MTA L.I. Bus

D. PUBLIC PARTICIPATION

*(Reserved for registered speakers' prepared remarks only)*

E. NEW BUSINESS

1. Presentation: Air Quality - Ozone Action Days - J. Zamurs  
Information on the Conformity SIP -B. Bartlett
2. Demonstration: Hub Bound Website - T. Schulze

F. CONFIRMATION OF NEXT MEETING

Tentatively scheduled for: 1:15 p.m. Thursday, June 25, 1998  
One World Trade Center, Suite 82 East  
New York, NY 10048

G. ADJOURN - By 3:15 p.m.

REVISED 4/8/98

**Synopsis of the April 23, 1998 Meeting of the  
Program, Finance and Administration Committee (PFAC)**

**A. CALL TO ORDER, INTRODUCTIONS, CHAIRPERSON'S REMARKS**

1. The meeting was called to order at approximately 1:20 p.m. by *Mr. Richard A. Maitino*, chairperson of the Program, Finance and Administration Committee. Attendees introduced themselves.
2. **Chairperson's Remarks** - *Mr. Maitino* welcomed Ms. Letitia Thompson, as the new Federal Transit Administration's Regional Administrator. He asked Mr. Jerry Litt to give an update on ISTEA reauthorization. Mr. Litt said that selected members of the House and the Senate held meetings to resolve differences between the House and the Senate bill. There was talk in Washington that the bill at a level of \$200-\$218 billion over six years was a budget buster, and did not provide for such things as education. Mr. Litt said he hoped the parties involved would resolve the problems as the bill was very important. He added that the highway program could only expend dollars through the end of April.
3. **Staff Executive Director's Report** - *Mr. Harris* spoke about the following: 1) TIP - meetings were held to discuss the administrative and full five year updates, project-level conformity analysis of new Cross Westchester Expressway project was reviewed; 2) MMTI/MIS - working group/interagency consultation to discuss the West Shore, and Wantagh State Parkway, co-hosted the Lower Manhattan Access Study Interagency meeting, will co-host the Cross-Harbor Goods Movement Study Interagency meeting; staff participated as technical advisors to the LIRR-East Side Access, the Bronx Arterial Needs; 3) interest level in the Metropolitan Mobility Network Forum was high, a successful meeting was held, and a workshop on commuter benefits and tax law changes would be held in early fall; Models - staff was using the IAM for the Regional Transportation Plan development, staff was working with the member agencies on the development of the GIS-based highway and transit networks, the consultant would be completing the data retrieval for the Home Interview Survey in the next few weeks; 4) Regional Transportation Plan Update - the subcommittees were working on public involvement, regional issues, corridor development and analysis, that corridor profiles were being prepared, the base case analysis was being conducted, and regional issues papers were being written and reviewed within the RTP Committee; and 5) Forums had been conducted in support of the RTP dealing with ferry and freight planning, and Land Use Panel discussions would be held.

*Mr. Harris* said that a copy of the Financial Report was available at the sign-in table.



He said that the report was self explanatory.

### **Transportation Coordinating Committee Staff Directors' Report**

- a. **Mid-Hudson South** - *Mr. Gerdin* reported on behalf of Jean Shanahan. He said that the Mid-Hudson TCC staff had continued to work on the update of the Regional Transportation Plan (RTP) including the corridor profile, reviewing new issue areas, and determining regional actions and projects to be added. Work began on the administrative update of the TIP. TIP amendments were processed as necessary to keep the document up-to-date.
- b. **Nassau-Suffolk** - *Mr. Harris reported for Mr. Chamberlain* and said the following: staff continued to work on the Regional Transportation Plan update; public outreach efforts were conducted by way of brochures at Information Tables at bus and train stations. Work had progressed on the Administrative Update, and staff continued to work with the Central Staff in the development of a consolidated mailing list.
- c. **New York City** - *Mr. Malsam* said that staff was working to complete draft portions of the Regional Transportation Plan, and did an Administrative Update of the TIP. Plan tasks included: a) travel corridor write-ups in the City, participation in sub-committees on Finance, and Freight, completion of the first part of the public outreach effort, and 90% completion of the 20-year infrastructure needs of the major networks for state of good repair/normal replacement.

## **B. ACTION ITEMS**

### **1. Accept: February 26, 1998 Meeting Synopsis**

*Mr. Maitino* asked for a motion to accept the February 26, 1998, meeting synopsis. There were no changes. A motion was made, seconded, and passed, approving the February 26, 1998 meeting synopsis.

### **2. Accept: Resolution #92 - Create a Freight Working Group to PFAC**

*Mr. Harris* referred to Attachment B.2, Resolution #92 - Create a Freight Working Group to PFAC. He said that at a recent Metropolitan Planning Forum, freight providers called for greater coordination at the public level and between the public sector and shippers and providers with respect to implementing projects and policies that would improve the movement of freight and lessen the impact of freight movements on the transportation network. *Mr. Harris* said that in order to accomplish the above, he requested that PFAC establish a working group which

would identify and address freight issues. The group would consist of representatives of both the public and private sectors.

*Mr. Maitino* asked for a motion to accept Resolution #92. A motion was made, seconded, and Resolution #92 - Create a Freight Working Group to PFAC. was approved.

*Mr. Haikalis* urged that the working group be opened to the public. A PFAC representative said that the history had always been to include the public in working groups, and that would be the intention with this working group.

**3. Accept: Resolution #93 - To Amend NYMTC's MMTI/MIS List to add NJTPA West Shore MIS, delete the Wantagh State Parkway Study, and to Update the UPWP Accordingly**

*Ms. Bager* said that the West Shore MIS managed by New Jersey Transit was shown as part of NYMTC's list for information only, not on the list that PFAC adopted. However, Council members such as Rockland County, NYSDOT, and MTA had been participating in the study from the start. There was a contract to expand the study to Haverstraw and enlarged the scale to include this additional portion of Rockland County. Therefore, because of the cooperative effort with NJT, the West Shore MIS would be included as part of the Council's MMTI/MIS list. The revisions would also delete Wantagh State Parkway Corridor Study because the Long Island Transportation Plan 2000 was studying the corridor. *Ms. Bager* added that because the Council was required to include the listing of the MIS as part of the Unified Planning Work Program (UPWP), the changes had to be made.

*Mr. Maitino* asked for a motion to accept Resolution #93. A motion was made, seconded, and Resolution #93 to Amend NYMTC's MMTI/MIS List to add NJTPA West Shore MIS, delete the Wantagh State Parkway Study, and to Update the UPWP Accordingly, was approved.

**C. REGIONAL ISSUE**

**Roundtable: Airport Access**

*Dr. Lapp*, NYCDCP said that he was selected to introduce the Airport Access presentation because City Planning was selected to do an airport access synthesis. He introduced Conrad Misek, the Manager of City Planning's airport access project, and staff member Gretchen Heike. *Dr. Lapp* gave a brief history of airport access. He said that despite the headlines in the newspapers, the project was being sorted out. With the help of a map he gave a snap shot of the airport access project. He mentioned that the Port Authority's and MTA's projects were relatively short ranged. He introduced the presenters, Patty Clark, PANY&NJ; Bill Wheeler, MTA; *Dr. Yarmus*, Rockland County; and *Ed Gillen*, MTA Long Island Bus.

*Ms. Clark* said that the project had two functions - airport access, meaning: 1) ground access to the airport, and 2) moving people around, within the airport. She spoke about the configuration of the airport, and the historic buildings within the airport. She also spoke about: a) the circulatory system which performs the function of moving people between terminals; b) the long term parking lot, the employees parking lot, and rent-a car facilities that were far from the central terminal area; c) the buses that operated from the rent-a car to the various terminals that cause congestion. *Ms. Clark* said that by removing the vans and buses everyone would get to the airport quicker. In addition approximately 2/3 of the riders get on and off within the airport. She said that the entire function of moving people around the airport was critical. She said that the FAA would like a more competitive airport, and travelers would like to travel more inexpensively. *Ms. Clark* said that the ground access was being extended to two transit sites - Howard Beach, and Jamaica Avenue, and it was expected that 11,000 people per day would use the ground access. She added that the question may be asked why the enormous amount of money would be spent for such few people, however, in the year 2003 there would be full service and it is expected that there would be 100,000 trips to the airport. Also, 11,000 represented 11 percent of people who use mass transit, and that represented the second most active airport access system in the country.

*Ms. Clark* said that she expected the numbers to far exceed what was expected. She then gave an update of the status of the project by saying that a contract was awarded for the design-build, operate and maintain the system to Slattery Skanska. Their proposal was excellent and she believed they would deliver a good product. The consultant understood what was needed and would work with the Port Authority members and the community to deliver. The consortium name was Air Rail. She added that the second critical thing was the ULURP application which would be sent to City Planning for review. She said that after 30+ years something meaningful would be happening. *Ms. Clark* said that what was emphasized to all who bid on the job was that the system should be able to operate on any one of the existing lines.

*Dr. Lapp* explained what ULURP was - the Uniformed Land Use Review Process. He said that the review was not meant to be an obstacle but to be participator. It involved seven months of review by community boards, community districts, borough boards, and by City Planning Commission. He added that the Port Authority should be commended for agreeing to go through the process. *Mr. Wheeler* would speak about the proposed consultant study for the City Initiative on Manhattan to LaGuardia. He recommended that all questions be asked at the end of the presentations.

*Mr. Wheeler* said that in cooperation with the City, State, Port Authority, and the Queens Borough President's office, the MTA was conducting a technical study on how to build and what route would be followed and how to operate an extension of the 'N' train to LaGuardia airport. He explained that the study was focused to answer specific questions such as: how, what, at what cost, how would it be operated, and the environmental impact. The work would begin in June with a consultant. There were many choices on how to accomplish the

job and he mentioned some of them that were investigated. He briefly explained what would be done over the next year, including the type of outreach to the public. The objective would be to provide a one-seat ride from Manhattan to the airport.

*Dr. Lapp* announced that the presentations would now move from airport access to LaGuardia and Kennedy by rail to access to the airport by MTA bus.

*Mr. Kessman* introduced the Long Island representative - Mr. Edward Gillen of MTA, L.I. Bus, and said he would talk about the service that Long Island Bus provided to the airport.

*Mr. Gillen* said that the 18-month demonstration project for the JFK flyer was finished in March 1998. There were approximately 160 riders per day, which was below projection. LI Bus asked NYSDOT, who funded the original IMD grant for the service for additional money to continue the existing service and /or to extend service to the LI Bus, Hempstead Transit Center.

*Dr. Yarmus* said that Rockland county supported everything that was said in the presentations. However, there was an explosion of residential and commercial buildings in Rockland County and faster access to the city was needed. The airport of choice for Rockland County was Newark, which had the dubious honor of having the most delays. He added that Newark was the third leg of the tripod (JFK, LaGuardia, Newark). *Dr. Yarmus* said that Rockland County was aggressively pursuing the addition of a new rail to the area which would assist Rockland County in reaching the city and the airport. He added that Rockland County had severely limited transit options in the region. He said activity in the three major airports he referred to had reached 81 million per year and they handled approximately 3 million tons of cargo per year, and yet had limited transit access. Therefore, as long as the choice was single occupancy vehicles other ways of getting to the airport must be discussed. *Dr. Yarmus* said that NYSEDC had turned its attention to Stewart Airport . He added that it was important to realize that three of the counties represented at PFAC were part of the Hudson Valley. He continued and said that a new operator was hired by NYSDOT to operate Stewart Airport, the National Express Group, which had the reputation of operating airports that had an international component, plus freight and passenger. He urged attendees to start thinking that not only was it good to enhance the operations of the three existing airports in the region, but to reconsider, the possibility of something that did not occur 25 years ago, but was occurring now in spite of the lack of attention. Stewart Airport was being seen as having tremendous potential.

*Dr. Yarmus* announced that a forum would be held on May 21, in Newburgh to focus on the role of the various transit and mega agencies, and how they might relate to the new operator. The forum was being sponsored by Mid-Hudson patterns for progress, along with planners, and he was honored to be the chairman of the planners forum.

*Dr. Lapp* thanked the presenters and asked if there were comments. There were many.

Ms. Frank spoke about the need for all of the airports to serve their respective areas, but not at the expense of New York. She went on to urge that the plan be more concentrated on how to keep New York facilities viable, and not think so much about Newark.

*Ms. Clark* said that the LRS is a \$1.5 billion project which was only a part of the \$7.4 billion reinvestment project in JFK, and was part Port Authority, and part Airport operators. She added that there was a concentrated effort between the airlines and the Port Authority to improve the service to air passengers. She said that the project was a solid one because it offered people a variety of ways to get to the airport and addressed the fact that not everyone going to the airport was coming from Manhattan.

*Mr. George Bulow*, of I<sup>3</sup> asked 1) for an update of the law suit filed by the ATA (a lobbyist group) on behalf of the Domestic Carriers, and 2) freight issues. Dr. Lapp said his second question would be answered by the newly formed Freight Working Group. Ms. Clark said that Mr. Bulow's first question was a good one, and that the papers filed in court stated what the FAA did, however, ATA did not define what the cause was. The court had subsequently asked the ATA to show cause by the end of the month. At that time, the Port Authority would have a better sense of what they were objecting to.

*Mr. Zupan* said he did not think it was too early to start planning the options to put in place the comparable system that the Port Authority system promised. He requested NYMTC to be the catalyst to create the dialogue between the appropriate agencies and the public.

*Mr. Bob Olmsted* confined his remarks to the Stewart Airport, and its importance to the region.

*Mr. George Haikalis* agreed with Mr. Zupan, and Mr. Haikalis remarks, and added that he wanted to commend Dr. Lapp for taking a regional perspective on the airport access issue. He said that Mr. Zupan's remark about NYMTC playing a more active role in access issues to the airport, and Mr. Olmsted's remark about the number of airports, and their particular roles, were requirements in the FAA's Regional Airport Assistance plan. He urged PFAC to review the FAA requirements which were up for reauthorization, to ascertain if MPO's were entitled to funds for this activity. Mr. Haikalis said his criticism was that a number of organizations and individuals were not happy with the Port Authority's airport plan. Not the on airport portion, but how the system would work into the region, Particularly, the Van Wyck elevated railway proposal had a lot of negativeness. He urged NYMTC to hold a follow up meeting and invite opponents and proponents to have a very open discussion on the airport access. Dr. Lapp said with the ULURP process everyone had an opportunity to comment.

*Dr. Lapp* said for those who did not have the opportunity to ask questions, they could do so after the meeting.

#### **D. PUBLIC PARTICIPATION**

*Ms. Frank*, of Landmark Studios, Inc. spoke about an MIS meeting which was held in the Bronx to put more lanes on the Major Deagan. She said that by adding more lanes, therefore, more traffic into the Bronx, would be committing genocide. She also said that to bring 30,000 additional vehicles would destroy rail freight in the Bronx. These issues must be addressed. *Ms. Frank* said that she did not think that the consultant had a clue of the health crisis in the Bronx. The bottom line was there cannot be the 96 acres for intermodal and the widening of the Major Deagan, it should be one or the other in order to save lives. She asked *Mr. Haikalis* and others to attend MIS meetings in the Bronx.

*Mr. Haikalis* said that he hoped there would be a Citizen Advisory Committee at NYMTC, and he was sorry that there were not many public speakers at NYMTC meetings. He went on to distribute a transportation plan for New York. He also encouraged people to celebrate earth week.

## **E. NEW BUSINESS**

### **1. Presentation: Air Quality - Ozone Action Days Information on the Conformity SIP**

**Ozone Action Days** - *Dr. Zamurs*, head of the Air Quality Section at NYSDOT, with the help of overheads, briefly explained the emission control summer program in the NYC metropolitan area. The program was started last summer. Radio stations would alert citizens of high ozone on any given day, so that people could make a choice in their travel behavior. He spoke about the various messages for weekdays and weekends on ozone alert, as well as the radio announcements that would be made throughout the summer. He said he would try and get TRANSCOM to cooperate, so that the public would see the same messages from different sources.

*Mr. Haikalis* said that the program was a terrific idea, but there was not enough information on the program. He also said that on ozone alert days, the MTA should increase train service. *Dr. Zamurs* said that the program was a new one, and it this time was primarily geared to motorists. Copies of the presentation were available at the sign-in desk. Attendees applauded the information on the ozone alert program.

**Information on the Conformity SIP** - *Ms. Bartlett* summarized the Regulatory Impact Statement, which was available at the sign-in desk. She gave a brief background of the Conformity rule. She said that the state rule must be submitted to EPA by August 15, 1998. *Ms. Bartlett* added that there were not many big changes as the federal rule and the state rule were basically the same. However, the state rule would be expanded to talk about regionally significant projects. She also spoke about the cost to the agency, the state, and local governments in the area.

2. **Demonstration: Hub Bound Website** - *Mr. Schulze* said that one of NYMTC's well acknowledged strengths over the years was its data collection. He spoke about the new initiative using the existing web site to make data more accessible. He introduced Ioannis Nassis who with the help of the computer went through the steps to view the report, which would be available to the public in a month.

#### **G. CONFIRMATION OF NEXT MEETING**

The next **PFAC meeting** is tentatively scheduled for **Thursday, June 25, 1998 at 1:15 p.m. One World Trade Center, New York City.**

#### **H. ADJOURNMENT**

The meeting was adjourned at 3:15 p.m.

### **Voting Members/Alternates**

Gerald Cronin/Irwin Kessman, Nassau/Suffolk TCC  
Floyd Lapp, New York City TCC  
Richard A. Maitino, Chairperson, NYSDOT-Region11  
Jerry Litt, MTA  
John Pilner, Mid-Hudson South TCC

### **Advisory (non-voting) Members**

James Austin, NYSDEC  
Letitia Thompson/Anthony Carr, FTA  
Matt Ledger, NJT  
Jonathan McDade, FHWA  
Dudley Stone, NJTPA  
Lou Venech, PANY&NJ  
John Walsh, USEPA

### **NYMTC Central Staff**

Michele Bager  
Gerry Bogacz  
Alan Borenstein  
Swati Desai  
Valli Gadsden-Smith  
Anthony Gawrych  
Micheal Harmel  
James W. Harris, Secretary  
Charles S. Henry  
Norma P. Hessian  
Howard J. Mann  
Ioannis Nassis  
Tom Schulze  
Mark Tobin

### **TCC Staff**

Everett Chamberlain, Nassau/Suffolk  
Patrick Gerdin, MHS  
Larry Malsam, NYC

### **Others**

David Anderson, MTA



Paul Bakers, AAP  
Elizabeth Bartlett, NYSDEC  
George Bulow I-3  
Patty Chemka, Westchester DOT  
Marvin Church, WCDOT  
C. Corliss, MTA  
Nancy Danzig, FTA  
Michael Doyle, MTA-PCAC  
Denny Escarpeta, NYSDEC  
William Fahey, Liberty Lines  
Steve Faust, FTA  
Zee Frank, Landmark Studios  
Edward Gillen, MTA-LI Bus  
William K. Guild, AFNY/IRUM  
George Haikalis, IRUM  
Gretchen Herke, NYCDCP  
Sherwyn James, NYCDOT  
Greg Kisloff, NYRR/NYCH  
L. H. Lowe, NYCEJA  
Conrad Misek, NYCDCP  
Philip Meltzer, S.I. Boro. President's Office  
Joanna Oliver, QBPO  
Sarah Rios, MTA  
Lou Seperksy, CB-6  
William Wheeler, MTA  
Leslie Wolf, Mayor's Office of Transportation  
John Zamurs, NYSDOT  
Jeff Zupan, RPA

**Synopsis of the September 24, 1998 Meeting of the  
Program, Finance and Administration Committee (PFAC)**

**A. CALL TO ORDER, INTRODUCTIONS, CHAIRPERSON'S REMARKS**

1. The meeting was called to order at approximately 1:15 p.m. by *Mr. Richard A. Maitino*, chairperson of the Program, Finance and Administration Committee. Attendees introduced themselves.
2. **Chairperson's Remarks** - *Mr. Maitino* said that the Transportation Improvement Program update process due in 1999 had begun. Notices were mailed to appropriate participants. He also mentioned that later in the meeting *Mr. Dan King* of the Surface Transportation Board would update attendees on the Conrail Acquisition regarding the decision to allow CSX Corporation and Norfolk-Southern to acquire Conrail.
3. **Staff Executive Director's Report** - *Mr. Harris* gave an update: 1) the first meeting of the Freight Transportation Working Group was held on September 23, and it was well attended. A Steering Committee of the Working Group was formed to meet and prioritize the issues that were discussed at the September 23 meeting. The Working Group would be recommending items to the PFAC for further follow ups. The first meeting of the Steering Committee would be held on October 22. The next meeting of the Working Group was scheduled for November 12; 2) Progress was being made on the Transportation Model and Data project. Later in the meeting there would be a vote to amend the 1998-99 Unified Planning Work Program to add Supplemental Agreement No. 6. The data collection portion of the project was completed. The completion date for the Best Practice Model was estimated to be the Fall of 1999; and 3) A Federal Transit Administration Listening Session on the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) would be held in the Oval Room, 43<sup>rd</sup> Floor, One World Trade Center on October 6. Another session was scheduled for October 8.

*Mr. Harris* said that the Financial Report, which was a part of the mailed package, was available at the sign-in table. He said that the report was self explanatory. However, the 30% under budget that was shown was caused by staff vacancies. *Mr. Harris* said that NYMTC was presently recruiting for several entry level Transportation Analysts positions, and applications were available upon request.

**Transportation Coordinating Committee Staff Directors' Report**

- a. **Mid-Hudson South** - *Ms. Shanahan* said that the Mid-Hudson Transportation Coordinating Committee (MHSCC) staff had continued to work on the update of the Regional Transportation Plan (RTP) including reviewing and providing information for the topical issues, finishing the corridor profiles and developing the guidelines for future improvements. Staff began working on the FY 2000-2004 Transportation Improvement Program. Staff also continued to work on the 1999-2000 Unified Planning

Work Program (UPWP). The MHSTCC staff was working on developing potential locations for Sustainable Development Studies which would be discussed in more detail later in the meeting.

- b. **Nassau-Suffolk** - *Mr. Chamberlain* said the following: work was underway for development of the FFY 2000-2004 Transportation Improvement Program. Action was initiated that would result in the development of the 1999-2000 Unified Planning Work Program. Staff arranged for the viewing of the TEA-21 satellite broadcast by local, county and state government officials, and sponsored by the National Association of Counties on September 23.
- c. **New York City** - *Mr. Malsam* said that staff have completed their portions of the Regional Transportation Plan. Staff have also completed the two year Transportation Improvement Program Administrative Update for 1998-99. Call Letters would be sent soon for Congestion Mitigation Air Quality proposals for the new 5-year TIP update (2000-2004). Staff also was developing a planning program for the upcoming 1999-2000 work program.

## **B. REGIONAL ISSUES**

### **1. Report on Conrail Acquisition - Daniel King, Surface Transportation Board (STB)**

*Mr. King* the Director of Congressional and Public Services said that the Conrail Acquisition decision was released on July 23, 1998 and was available on the STB Website. The approval was made, however, the acquisition had not taken place. Conrail was now owned by Norfolk Southern and CSX Corporation. He said it was too early to tell if there would be any problems that might arise because of the acquisition. He said that he would give a brief overview of what the Board approved, and ordered in its decision, however there were eleven petitions for reconsideration that had been filed with the STB as of September 21. Seven parties have filed directly in court. The above issues, *Mr. King* stated he would not be able to comment on, because he would not know the outcome. He explained that the Board assured the court that it would rule on all pending petitions for reconsideration before the end of October. The U.S. Court of Appeals, 2<sup>nd</sup> Circuit, had set an unusually fast briefing schedule, which requires a great deal of cooperation among the parties. The parties which were in opposition to the Board's decision and those parties whose petitions for reconsideration might be denied in October and they would like to appeal the denial must circulate their briefs by February 1, 1999, and the briefs must be submitted to the court by February 16. The parties in support of the Board's decision including the Board, must circulate its reply in March. Those briefs, must be filed by April 1, 1999. Oral arguments would be held the first week in June, 1999. *Mr. King* spoke about what the Board's decision did regarding the many miles of rail lines that Conrail operates - when the split occurs, Norfolk-Southern would control approximately 58% of the line and CSX, 42%. In three areas, there would be a shared assets area - in northern New Jersey, southern New Jersey, Philadelphia, and Detroit. By agreement with Amtrak, Conrail's NE Corridor overhead traffic rights, north of New York would be assigned to CSX and Amtrak

would gain some rights to run express traffic over Norfolk Southern.

*Mr. King* said that the question that STB was hearing was, why was such a large restructuring approved. The Board determined that the proposal was consistent with the public interest which was the main criteria. Other criteria included: cost reduction and savings, service improvements, and reviewing competitive harm. In addition, the Board felt that after the transaction there would be much more competition among rail and motor carriers and the hope was, that eventually, approximately 1 million trucks would be taken off the road. Those benefits were sufficient to help justify STB approving the deal. The Board, however, imposed a large number of conditions in an effort to preserve and or enhance the service and competition opportunities in the north-east, that lost significant competitive alternatives in the railroad bankruptcies. The pleadings from northern and southern New Jersey was that there would be too much traffic, and noise, and was too dangerous, in addition, they did not want to be in a shared asset area. On the other hand, New York, particularly east of the Hudson, and Buffalo, neither of which were in a shared asset area, said that they want shared asset areas, not only for the benefits, but for the major environmental advantages. The Board tried to address both of these issues within the confines of the applicants' proposal. The question was then asked why did STB stick with the applicants' proposal. *Mr. King* said that to answer that question, first one had to understand what a consolidation of a classified railroad was, and what it was not. He explained that when Class I railroads consolidate there were dramatic, far reaching effects on the shipping public, on the environment, and sometimes on commuter and passenger railroad service. The applicant or carriers involved were seeking to have their application approved. The Board's role was to review the proposal to see if the benefits outweigh the harm that consolidation could cause.

*Mr. King* explained more of the decisions that the Board reached. *Mr. Jordan* of Norfolk Southern added some comments, as did *Mr. Rick Crawford*.

There were many questions asked, which were answered.

*Ms. Zee Frank* of Landmark Studios spoke about the omission of the Harlem River Yard in the STB report, and said it was a big coverup. She continued and said that the STB's statements were contradictory. She added that she was aware of what was being done to New York and it was totally unacceptable. She said that New York deserved to have freight service. She mentioned that the situation was beyond the STB, and that *Mr. Galesi* was realigning the rail in the Harlem River Yard for his private use. She closed by distributing recent rail car derailment articles which appeared in various newspapers. Copies are available upon request.

## **2. Overview of Pilot Sustainable Development Studies in the Lower Hudson Valley**

*Mr. Maitino* welcomed the local officials who attended the meeting to give presentations on this item.

*Mr. Bogacz* with the help of slides gave an overview of proposals on the above item, that were being presented to PFAC for approval. *Mr. Bogacz* said that a new goal

in the NYMTC's Regional Transportation Plan was Land Use/Transportation Connection, which would expand awareness of the links between decision-making on the use of land and the provision of transportation services in order to enhance the efficiency and effectiveness of transportation investments. He spoke about: 1) the approach that would be taken regarding Land Use/Transportation Connection in the current Plan update; and 2) from Plan to practice. He also said that the Pilot Sustainable Development studies were coordinated through the Council's Mid-Hudson South TCC; he mentioned the areas targeted for pilot studies, and how they would be financed. He then turned the presentation over to Ms. Shanahan.

*Ms. Shanahan* mentioned that various discussions were held in the Mid-Hudson area concerning this topic. Mr. Sarmiento of Rockland County then spoke about how the process was developed. He said that initially, the charge of the Land Use Transportation subcommittee was to update the critical corridor. During that period of the update, the subcommittee was asked to find localities that were suitable for Pilot Sustainable Development Studies. He then spoke about the criteria that was developed to find suitable sites. With the help of a map he identified the candidate communities. Ms. Shanahan then said that at the last Mid-Hudson South TCC meeting, the Mobility Advisory Committee provided a recommendation about the four study areas. The Technical Committee agreed with the recommendation and a Resolution was forwarded to the voting members of the MHSTCC, and subsequently forwarded to PFAC for consideration. She then referred to Resolution #100, and spoke about the four study areas which were being considered. She introduced Mr. Tom Kleiner, the Supervisor of the Town of Orangetown in Rockland County.

*Mr. Kleiner* said that agreed with the comments by Mr. Shanahan, and Mr. Sarmiento, and was extremely enthusiastic about NYMTC's involvement in the study because, in the past, it had been very difficult to try and find a solution for this corridor, which was the access to New York. He said he thought that his site as well as the others fit the criteria. He said that the study on Route 303 would help to get the community to accept that changes were inevitable. He closed and reiterated that Rockland County was looking forward to working with NYMTC.

*Ms. Shanahan* said that the third area of study was the Route 9A, which was a major north - south route in Westchester County, and that adjacent land uses in the area were increasing and the local community was concerned. She mentioned that the Village of Elmsford had significant traffic problems on Rte 9A and Route 918, and that the traffic concerns extended into the Town of Greenberg and Mt. Pleasant. She then spoke about the two other projects that were underway in that area. She said the last corridor was Route 35/202 which needed to be addressed along with Route 9A because they were interrelated. She introduced Linda Cooper, the Supervisor for the town of Yorktown in Westchester County.

*Ms. Cooper* introduced Blanche Alter from the City of Peekskill, and Ed Vergano, and Rich McIntyre from the Town of Cortlandt. Ms. Cooper said that there were three communities along the corridor, which was a major east - west corridor for northern Westchester County. She said that it was the right time to study the corridor, and look at sustainable development. She said that the three towns were willing to work together on a mini master plan to address the issues. It was hoped

that the corridor could be better than it currently was, and the towns were ready for the challenge of making northern Westchester County a better place. Ms. Cooper said that NYMTC's help would be appreciated in making the sustainable development project a reality.

*Ms. Shanahan* said that if the project was approved by PFAC the next step would be to hold a scoping group meeting. The group would consist of Council Staff, Westchester, Putnam, and Rockland counties, NYS Department of Transportation, Pace University Land Use Law Center, US Environmental Protection Administration, and the Environmental Defense Fund.

*Mr. Bogacz* gave a summary of the general scope of the studies.

*Mr. Maitino* suggested that Action Item C.5.a - Resolution #100 - Amendment of the 1998-99 UPWP, A Pilot Sustainable Development Study be presented as the first action item.

## **C. ACTION ITEMS**

### **5. Adopt: Amendments to the 1998-99 UPWP**

#### **a. Resolution #100 - Pilot Sustainable Development Study**

*Mr. Maitino* asked for a motion, it was seconded, and Resolution #100 - Amendments to the 1998-99 UPWP - Pilot Sustainable Development Study was approved.

*Dr. Lapp* praised the presentation as one of the best to have taken place in the conference room.

*Mr. Church*, Westchester County's PFAC representative asked for PFAC's support in this very important study.

#### **1. Accept: June 25, 1998 Meeting Synopsis**

*Mr. Maitino* asked for a motion to accept the June 25, 1998, meeting synopsis. There were no changes. A motion was made, seconded, and passed, and the June 25, 1998, meeting synopsis was approved.

#### **2. Accept: Resolution #98 - Recognition of Service by Jerry Litt**

*Mr. Maitino* referred to Attachment C.2, Resolution #98 - Recognition of Service by Jerry Litt, who was retiring. Mr. Maitino read the Resolution which stated that Mr. Litt had served as the MTA representative to PFAC since 1985.

*Mr. Maitino* asked for a motion to accept Resolution #98 A motion was made, seconded, and Resolution #98 - Recognition of Service by Jerry Litt was unanimously approved.

*Mr. Maitino* said that the resolution he read did not do justice to the work that Jerry had done. Most recently on TEA-21, Mr. Maitino said that Jerry's involvement was invaluable to the area. He thanked Jerry, and said that his legacy would be around for a long time.

*Mr. Wheeler* said that Jerry's personal mission was also the mission of PFAC, to get federal support for improved transportation in the area. Mr. Wheeler said that Jerry was also an engineer and could not help getting involved in capital projects. He also was a good friend.

*Dr. Yarmus* said that everyone knew that from time to time the MTA, and Rockland County had disagreements but it was a pleasure working with Jerry and he would be missed.

*Mr. Venech* wished Jerry all the best on behalf of the Port Authority.

*Mr. Litt* said he was honored and delighted to have served with his fellow colleagues since 1985, and for many years before that. He said he developed many friendships during that time, and hoped to keep in touch. He spoke about the progress that had been made since the 1980s. He thanked Jim Harris and his staff, and the TCCs for their cooperation and support he had received over the years, and said that without that support the MTA's program could not have been advanced.

**3. Accept: Resolution #89A - Amendment to the Distribution of FFY 1998 Section 5307 Operating and Capital Funds**

*Mr. Harris* said he was representing Chris Weida, the Chairperson of the Section 9 Working Group which is the predecessor of the Section 5307. The Working Group meets each year to discuss and agree upon the recommendations to PFAC for the Section 5307 funds for use by the designated recipients. Because of the late passage of TEA-21, Congress authorized partial funding for FFY 98, and based upon the partial apportionment in December 1998, the Section 9 Working Group agreed upon a distribution to the designated recipients of the Section 5307 funds.

Since then, TEA-21 became law on June 9, and provided the 6-year authorization of the transit program. The amount for Section 5307 under TEA-21 for FFY98 was reduced from the estimated amount earlier in the year. This action was anticipated, and NYS Department of Transportation, and NJ Department of Transportation worked together to adjust the total, and the split between the two states. Mr. Harris referred to the table that was attached to Resolution No. 89A (Attachment C.3) revised apportionments. He said that agreement was reached among the working group members that the historical formula would be used to allocate the New York share of the funds. The Section 9 members agreed to the revised allocations which kept all the designated recipients share unchanged except the MTA with the understanding that the MTA would receive an extra amount in the FFY99 distribution consistent with the amount they effectively gave the other designated recipients this year. The Working Group recommended approval to PFAC. There was no discussion.

A motion was made, and seconded, and Resolution No. 89A: Amendment to the Distribution of FFY 1998 Section 5307 Operating & Capital Funds was approved.

**4. Accept: Resolution No. 99 - Metropolitan Planning Organization (MPO) Certification**

*Mr. Maitino* said that this item was tabled, and would be presented at the next PFAC meeting.

**5. Adopt: Amendments to the 1998-99 Unified Planning Work Program**

**a. Resolution #100 - Pilot Sustainable Development Study**

This item was endorsed directly after the presentation on this subject.

**b. Resolution #101 - Models and Data Project**

*Mr. Tom Schulze* said that the work program was being amended to reflect the work included in Supplemental Agreement #6 for the NYMTC Models/Data Project. He named some of the additional work to be included.

A motion was made, seconded, and Resolution #101 - Models and Data Project was approved for addition to the UPWP.

**c. Resolution #103 - NYCDOT FTA Section 5309 Fleet Management/Maintenance Program**

*Mr. Stephen* said that the Resolution would amend the UPWP to add the Section 5309 FTA funded study to look at ways of improving maintenance of the 11,000 fleet bus system, and also to improve the audit functions, and to review ways of assessing the quality of the work performed of maintaining the buses. An amendment was necessary for FTA to authorize the funding. There was no discussion.

A motion was made, and seconded, and Resolution # 103 - Amendment of the 1998-99 UPWP to include the NYC Department of Transportation, FTA Section 5309 Fleet Management/Maintenance Study was adopted.

**6. Adopt: Resolution #102 Amendments to Major Investment Studies List to add Nassau County Hub MIS, as a Level III study to update the Regional Transportation Plan and to the 1998-99 UPWP.**

*Ms. Bager* said that Resolution #102 would approve revisions to the Major Metropolitan Transportation Investment/Major Investment Study (MMTI/MIS) list which was last revised by PFAC on April 23, 1998. The revisions add Nassau County's Hub MIS to the Council's list of Major Investment Studies. The UPWP would also need to be updated to reflect the addition. Based on technical consultation it was recommended to PFAC to include Nassau County's Hub Study on the Council's MMTI/MIS List.



A motion was made, seconded, and Resolution #102 was passed.

**D. PUBLIC PARTICIPATION**

*Mr. Haikalis* said he wanted to follow up on the comments he made at the last PFAC meeting, where he raised some concerns about less costly ways of completing the Grand Central Access project. He said he offered to meet with interested individuals, but to date no one had called. He again offered to meet with interested individuals. Mr. Haikalis also spoke about the Port Authority's meeting to discuss getting out of the office building business. He said that was long overdue, so that the Port Authority could concentrate on the business of transportation. He also spoke about the article in the NY Times which addressed the taxes paid to the City by the Port Authority and the loss revenue to the City. Mr. Haikalis also mentioned other concerns with the Port Authority, such as the toll and airport revenues. He wondered if NYMTC had a legitimate role in what was done with profits, and who got to decide what happened at the Port Authority. He suggested that the North Jersey Transportation Planning Authority and NYMTC form a task force to discuss the future direction of the Port Authority and to try and understand their complex finances. He added that ways should also be explored by which the Port Authority would become more accountable to the public in terms of how it functions. The two MPOs might jointly devise a transportation investment program that would benefit both states.

*Mr. Haikalis* spoke about the major gap that existed with public transit access to lower Manhattan from New Jersey. He said that this issues was omitted from the Access to the Regional Core's study. The MTA's access study dealt primarily with the suburbs, and omitted the suburbs west of the Hudson. He went on to talk about the lack of public participation in the Port Authority's Kennedy Airport study. He spoke about his worry concerning the Port Authority's planning, especially as it affected the Kennedy Airport Access study. He also spoke about the decision made for the MTA to conduct a 1-seat ride study which was approved by the Governor, the Mayor, and Borough President. He spoke about the rail technology that the Port Authority chose and called it an incompatible rail technology. He said he brought those issues to NYMTC's forum because they were interagency issues which require cooperation among the entities represented at NYMTC. There were no questions.

*Mr. George Bulow* of I-3 mentioned that Gridlock Sam Schwartz had written an article in the Daily News which complimented Richard Maitino. He also mentioned a news article that said that 21-1/2 feet double stacked trailer made the trip to the Bronx when the derailment occurred recently - an occurrence that was thought not to be possible, he asked for an explanation, and also asked what was the clearance on the bridges north of the Hudson. Mr. Maitino assured Mr. Bulow that the reports were incorrect, and that the bridges were substantially below 21 feet.

*Dr. Lapp* responded to Mr. Haikalis' remark regarding NYMTC's involvement in the airport access project, and said that the project was going through the Uniformed Land Use Review Process, and interested parties would have an opportunity to be heard at the county board, borough and planning levels over the next seven months. He suggested that NYMTC prepare remarks that would be heard at the public sessions.

*Mr. Fleischer* said that in light of Mr. Haikalis' remarks regarding the compatibility of

technology, he would request that the Port Authority address that issue to PFAC in the near future.

**E. NEW BUSINESS**

**1. New Website Designation**

*Mr. Alan Borenstein* said that NYMTC had changed its very long Website name to [www.nymtc.org](http://www.nymtc.org).

**2. Commuter Choice Financial Incentive Workshop**

*Mr. Bogacz* said that Council Staff was working with TDOs throughout the tri-state region to organize and hold a forum on commuter choice legislation contained in TEA-21. The forum was planned for November 4 at the CUNY Graduate Center, and would be sponsored by NYMTC, University Transportation Research Center, Rutgers, and the Association of Commuter Transportation. Information on the forum would be mailed at the end of October.

**F. CONFIRMATION OF NEXT MEETING**

The next **PFAC meeting** is tentatively scheduled for **Thursday, November 19, 1998 at 1:15 p.m., One World Trade Center, New York City.**

**G. ADJOURNMENT**

The meeting was adjourned at approximately 3:15 p.m.

### **Voting Members/Alternates**

Marvin Church, Westchester County Department of Transportation  
Gerald Cronin/Irwin Kessman, Nassau/Suffolk Transportation Coordinating Committee  
Floyd Lapp, New York City Transportation Coordinating Committee  
Richard A. Maitino, Chairperson, NYS Department of Transportation-Region 11  
Jerry Litt, Metropolitan Transportation Authority  
John Pilner, Mid-Hudson South Transportation Coordinating Committee  
James Yarmus, Rockland County

### **Advisory (non-voting) Members**

Nancy Danzig, Federal Transit Administration  
Jonathan McDade, Federal Highway Administration  
Lou Venech, Port Authority of NY&NJ  
John Walsh, US Environmental Protection Agency

### **NYMTC Council Staff**

Kofi Ayim  
Michele Bager  
Gerry Bogacz  
Alan Borenstein  
Stephanie Ceballos  
Everett Chamberlain, Nassau/Suffolk Transportation Coordinating Committee  
Valli Gadsden-Smith  
Anthony Gawrych  
Chris Hardej  
Michael Harmel  
James W. Harris, Secretary  
Norma P. Hessic  
Larry Malsam, NYC Transportation Coordinating Committee  
Howard J. Mann  
Larry McAuliffe  
Tom Schulze  
Jean Shanahan, Mid-Hudson South Transportation Coordinating Committee  
Wesley Stephen

### **Others**

Blanche Alter, City of Peekskill  
George Armeit, Empire State Passenger Association  
Elizabeth Bartlett, NYS Department Environmental Conservation  
Mike Burns, CSX Corporation  
George Bulow Interactive International Inc. (I-3)  
Patty Chemka, Westchester DOT  
Linda Cooper, Town of Yorktown, Westchester County  
Rick Crawford, Norfolk Southern  
Denny Escarpeta, NYS Department Environmental Conservation

Peter Fleischer, NYC Department of Transportation  
Zee Frank, Landmark Studios  
Omar Freilla, NYC Environmental Justice Alliance  
George Haikalis, Institute for Rational Urban Mobility  
Roger Herz, To Improve Municipal Efficiency  
Alex Jordan, Norfolk Southern  
Daniel King, Surface Transportation Board  
Greg Kisloff, NY Rail Road/NY Cross Harbor  
Thom Kleiner, Town of Orangetown  
Joan McDonnell, Amtrak  
Rich McIntyre, Town of Cortlandt  
Susan Meyer, Rockland County  
M. A. Novetto, Putnam County  
Richard Peters, NYS Department of Transportation - Reg. 8  
Glen Price, NYC Department of City Planning  
Sarah Rios, Metropolitan Transportation Authority  
Michael Rossmly, Brooklyn Borough President's Office  
George Sarmiento, Rockland County  
Diana Saltel, Westchester County  
Jonathan Sigal, MTA-Permanent Citizens Advisory Committee  
Dorothy Szorc, NYC Department of Transportation  
Jai Therattil, NYC Department of Transportation  
Ed Vergano, Town of Cortlandt  
William Wheeler, MTA  
Bill Yates, Tri-State