

**Synopsis of the February 20, 2003 Meeting of the
Program, Finance and Administration Committee (PFAC) of the
New York Metropolitan Transportation Council (NYMTC)**

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

1. The meeting was called to order at 1:15 p.m. by Mr. Robert Dennison, the Chairperson of the Program, Finance and Administration Committee and Regional Director of the New York State Department of Transportation, (NYSDOT) Region 8. All attendees introduced themselves.
2. **Chairperson's Remarks** - Mr. Dennison thanked everyone for coming despite the snow storm. Mr. Dennison said that the NYSDOT would be transforming in the next few months and because of these coming changes he was not as available to the staff. He thanked the NYMTC staff for understanding. Mr. Dennison announced that after six years, this was Mr. Jonathan McDade's last PFAC meeting and congratulated Mr. McDade on his promotion within the Federal Highway Administration.
3. **Executive Director's Report** – Mr. Tom Schulze announced that Uchenna Madu had been selected as Acting Staff Director for the NYCTCC, Larry Malsam had been selected as Acting Planning Director for NYSDOT, and that Norma Hessic would be retiring after 32 years of service to NYMTC at the end of March. Mr. Schulze said that office space was found for the NYMTC family at 199 Water Street in downtown Manhattan. He announced that NYMTC's Annual Council Meeting would be held at 11:00AM on March 20, 2003 at the U.S. Custom House, lower Manhattan. Mr. Schulze said that the Route 303 Sustainable Development Study was concluded and the report was out. The Westchester County Sustainable Development Study report was being drafted and would be out very soon. The Staten Island Expressway Major Investment Study was completed. Mr. Schulze announced that Zee Frank, a long time NYMTC public participant, had passed away and a card was sent to her husband from the NYMTC staff.
4. **Transportation Coordinating Committee (TCC) Staff Director's Reports**
 - a. **Mid-Hudson South (MHSTCC)** - Ms. Jean Shanahan, said that since the last PFAC meeting, the Mid-Hudson South TCC staff conducted amendments and project selections to keep the 2002-2004 Transportation Improvement Program (TIP) current for project obligations and continued working with the members on the 2004-2006 TIP Update. The portion for the locally sponsored federal aid projects had been completed and the agency portions of the TIP had been focused on. Ms. Shanahan said that the Route 303 Sustainable Development Study had been released. The NYMTC staff was following up with NYSDOT, Rockland County and the Town of Orangetown on implementation of the recommendations. The Tappan Zee Bridge Major Investment Study's Inter Metropolitan Planning Organization continued to meet and an information packet was developed for the public. Three scoping meetings were held in January. The next step was to review all the options and narrow those down based on the goals and objectives of the project. For additional information, see the website: www.tzbsite.com. Ms. Shanahan said that County-level Regional Transportation Plan Agency Planning Sessions were being held to identify what was needed in the next Regional Transportation Plan.
 - b. **Nassau-Suffolk (N/STCC)** – Mr. Kevin Wolford said that since the last meeting, the Nassau/Suffolk TCC staff adjusted the Long Island element of the current 2002-2004 Transportation Improvement Program, processed two project selections and one minor amendment, and a Transportation Improvement Program

update kickoff meeting was held and anticipated funding levels and conformity issues were discussed and schedule distributed. He said that the staff continued to participate in the Regional Transportation Plan update, the Unified Planning Work Program, the Job Access and Reverse Commute and the Freight Transportation working group and committees. Mr. Wolford said that the Sustainable East End Development Strategies process continued. The effort of evaluating the Five East End Town's total transportation system and its relationship to land-use policies was in the scenario modeling phase. The models would provide guidance for the transportation and land-use planners who would make decisions affecting the future of the East End of Long Island. He added that the Steering Committee met once a month and an executive committee made up of Advisory Committee members would attempt to bring about greater involvement of the group. Mr. Wolford said that the Long Island Sound Waterborne Transportation Study held two community planning workshops. Ferry sites and routes suggested at public meetings, would be selected for further evaluation. The Advisory and Steering Committees were involved in the screening process. He said that the Long Island Transportation Accessibility Study would analyze the needs of persons with transportation accessibility problems where fixed route transit was not practical. A consultant was selected and contract negotiations would begin soon. The study should kick off sometime late spring.

- c. **New York City (NYCTCC)** - Mr. Uchenna Madu said that since the last meeting, the New York City TCC staff maintained consultation with the Inter Agency Conformity Working Group to keep the Transportation Improvement Program (TIP) conformed; held meetings for FFY 2004-2006 TIP discussions; and completed the GIS mapping of all city and state highway projects in the current TIP. Mr. Madu said that the staff continued to facilitate the Bicycle/Pedestrian Working Group's task of developing the Bike/Pedestrian element of the plan. The draft Text/GIS maps were completed and the goal is to have them available to the public by May/June. In regards to the CMAQ/Conformity, the staff was working with NYSEAB to formulate a more effective way for processing CMAQ funding requirements and project evaluation criteria; providing guidance to TCC member staff for Mesoscale Analysis procedures and meet with the members to discuss the Emissions Reduction Business Plan. Mr. Madu said the staff continued to participate in the Canal Area Transportation Study, which was in the final phase of Track One. The Request for Proposal for Track Two of the CATS was being reviewed by Albany and expected to be released in spring, 2003. The Joint TAC CLC subcommittees reviewed the public comments with recommendation on the long term and potential improvement scenarios for modeling and testing for the Southern Brooklyn Transportation Investment Study. The Off Peak Freight Delivery Study for New York City began. The Comprehensive Port Improvement Plan, (CPIP) study was headed up by the Port Authority of New York and New Jersey. The goal was to make significant capital improvements to the current infrastructure within the Port of New York and New Jersey, in order to accommodate forecasted increase in trade for the Ports. Mr. Madu said that the Long Island Sound Ferry Coalition Study continued to progress. The feasibility to begin a freight ferry between JFK International Airport and the Hunts Point Market in the Bronx would be recommended. The NYSDOT Planning staff installed two new BPM machines and a TCC staff member was being trained to provide assistance.

B. ACTION ITEMS

1. Accept: November 21, 2002 Meeting Synopsis

Mr. Dennison asked for a motion to accept the November 21, 2002 Meeting Synopsis. A motion was made, and seconded, and the synopsis was approved.

2. Adopt: Resolution #166 – Recommended Amendment to the Second Year of the 2002-2004 Unified Planning Work Program

Mr. Gerry Bogacz introduced the resolution and said that the Unified Planning Work Program was a

required product in the federal regulations and NYMTC had to put together a UPWP at least once every two years in order to bring in planning dollars into our region for the Metropolitan Planning Organization process to use. Mr. Bogacz said that copies of the Digest, which summarized the program, and the Full Document, which provided detail of the program, were available at the sign-in table and on the NYMTC website at www.nymtc.org. The Amendment consists of federal funding for NYMTC staff activities, federal pass through monies that flow through the organization to the member agencies to do work within the regional planning program, and also a catalogue of other regionally significant planning activities required to be listed regardless of whether or not they received funding. Mr. Bogacz said that the total program is approximately \$33 Million. A more detailed presentation would be given at the Annual Council Meeting in March.

Mr. Dennison asked for a motion to adopt Resolution #166 – Recommended Amendment to the Second Year of the 2002-2004 Unified Planning Work Program. A motion was made by Dr. James Yarmus, representing the Mid-Hudson South TCC and seconded by Jack Schmidt, representing the New York City TCC. The resolution was unanimously approved.

C. REGIONAL ISSUES

Status of Bicycle-Pedestrian Plans:

1. **Mid-Hudson South** – Ms. Naomi Klein of Westchester County referred to the Mid-Hudson South Region Bicycle & Pedestrian Master Plan Executive Summary, which was available at the sign-in tables, and said the MHS Plan was a three county plan consisting of Rockland, Westchester and Putnam counties. The Plan started in 1999 and was completed in June 2001. The focus of the Plan was bicycles as a mode of transportation, in keeping with the TEA 21 and federal mandates requiring that long range plans included bicycles. Ms. Klein said that as part of the development of the Plan, an extensive public participation process, including a project website, meetings and municipal surveys, was undertaken. The meetings were very active, where people sat around tables and marked up maps. One meeting was with the Westchester Cycle Club. Training seminars were held and given to people who were designers and engineers. Various interests and input was received as a result of these meetings. Ms. Klein said that a three county map, with existing and proposed facilities, was developed. The map was the center piece of the Executive Summary. One component of the Plan was the demand analysis that looked at the relative demand for biking and walking in the region. Ms. Klein said that policy issues, education, enforcement, responsibilities of different branches of government in implementing facilities were explored and guidelines for specific facilities that could be used as regional prototypes throughout the region were developed. Ms. Klein said that a MHS Bicycle/Pedestrian Working Group was started as a subgroup of the NYMTC Bicycle/Pedestrian Working Group to raise awareness of bicycle/pedestrian issues. Ms. Klein expressed that the greatest challenge was getting support from the agencies that have jurisdiction over the facilities. She said it would be beneficial to make sure bicycles were considered during the design phase as opposed to being put in as an afterthought.

Mr. Lucas Herbert of the Westchester County Department of Planning and Chair of the Bicycle/Pedestrian Subcommittee said that the goal was to raise awareness of the MHS Bicycle/Pedestrian Plan and to implement different parts of the Plan onto roads of the MHS area. One criterion was to try to implement bicycle/pedestrian facilities that were on the Plan as part of road improvement projects already on the Transportation Improvement Program (TIP). Meetings would be held inviting every municipal official in the three county region, the public, state and county officials. Mr. Herbert said a list of all the TIP projects that had the same alignments as the roads on the MHS Executive Summary and showed bicycle routes or proposed bicycle facilities were sent out. He said the committee was looking for input to add some of these bicycle amenities to projects since they are funded and already slated to have them. His one concern was

liability issues, which was something that was looked at throughout the study. He said that a presentation was prepared on what was believed the liability issues were. Contact Mr. Herbert for more information.

2. **New York City** – Mr. David Harris of NYCDOT thanked the NYCTCC Bicycle/Pedestrian Working Group, NYSDOT, NYCDOT and MTA agencies. With the help of a power point presentation, Mr. Harris said that the Bicycle/Pedestrian Plan was in a working progress stage, in its draft form, and comments were being made by the implementing agencies. (See the attached presentation).
3. **Long Island** – Mr. Kevin Wolford of the NYCTCC said that Bicycle/Pedestrian Committee consists of representatives from each transportation agency on Long Island and a diverse group of public citizens and store owners, which met monthly. A Bicycle/Pedestrian Plan for Long Island was submitted into the Regional Transportation Plan. A multi-use path along Sunrise Highway, in the Oakdale Interchange was implemented and was under construction. Bicycle routes that were designated along Route 231 in Deer Park, Babylon and Commack area, had bike lanes and traffic signals that activate when bikes were escorted to the intersection. The Department of Parks and Recreation would build a bridge as a part of the multi-use bike/pedestrian lane. Mr. Wolford said that designated bike routes were maintained under the maintenance contract the NYSDOT had for Park & Ride Lots. Eighty-five bicycle lockers were installed and operating at Long Island Rail Road stations, NYSDOT Hauppauge Office and Park & Ride lots. He said that the NYSDOT conducted training courses that were very well received. Along with a professional consultant, the committee walked through Freeport, Lynbrook, Farmingdale, Riverhead and Syosset, and difficulties in the pedestrian system were pointed out in these five communities. Mr. Wolford said that bicycle/pedestrian paths along Ocean Parkway which connected Jones Beach State Park and Robert Moses State Park would soon be under construction. The Long Island Non-Motorist Study was implemented.

D. PUBLIC PARTICIPATION

Mr. Ivan Vamos, of the New York Bicycling Coalition read prepared remarks and thanked the members for having the Bicycle/Pedestrian item on the agenda. See attachment.

E. INFORMATIONAL ITEMS

1. Putnam County Strategic Regional Transit Study

Ms. Jean Shanahan said that the objective of this 18 month study was to look at the existing transit service in Putnam County and see how to potentially improve it. The consultant would look at where service exists, what linkages there were, where development was focused, identify gaps in the system, what should be changed, and from that determine how service could be improved. The kick-off meeting was in December with the consultant and the advisory committee. In April, public meetings to get the public's input into the study were planned. The information would be utilized to develop a list of potential alternatives that would be brought back to the advisory committee and the public for comment. A final plan of recommendations would be developed. The plan would include strategies, a financial plan, and a plan for implementation. A final report was anticipated in mid 2004.

2. Lower Manhattan Freight Logistics Study

Ms. Mary Hrabowska read a prepared statement providing an update on the Lower Manhattan Freight Logistic Study. See attachment.

3. Canal Area Transportation Study – Track 1

Mr. Gerry Bogacz said that the Canal Area Transportation Study was a multi-agency, multi-model, unique study, looking at a particular area in lower Manhattan. The study was proposed as a NYMTC initiative by the NYCDOT. A lot of work had been done on the study by the local community working group, by the NYCDOT, and by the member agencies. The study was devised as a two track study. Track 1 was short term. It focused on actions that had to be taken very quickly. Track 2 was long term and would begin in the summer.

4. Transportation Enhancement Program (TEP)

Mr. Dave Kletsman said that the second round of the Transportation Enhancement Program began. One hundred and two applications were received and reviewed. Ninety-eight of them were eligible for federal funding. There were very successful outreach and public meetings held. Mr. Kletsman said that the staff was in the process of making amendments to the Transportation Improvement Program. A chart showing project proposals selected for funding was available at the sign-in table. For more information and updates, check website at www.nymtc.org.

F. CONFIRMATION OF ANNUAL COUNCIL MEETING

Mr. Dennison confirmed that the Annual Council was scheduled for March 20, 2003, at 11:00 a.m., at the U.S. Custom House, One Bowling Green, New York City

G. CONFIRMATION OF NEXT PFAC MEETING

Mr. Dennison confirmed that the next PFAC meeting was tentatively scheduled for May 22, 2003. (Location to be determined)

H. ADJOURN

The meeting was adjourned approximately at 2:40 p.m.

(Synopsis accepted May 22, 2003, by PFAC members.)

IN ATTENDANCE

Voting Member/Alternates

Lawrence Berger, Nassau County
Robert Dennison, NYS Department of Transportation
Patricia Chemka, Westchester County
Lawrence Fleischer, Metropolitan Transportation Authority
Jack Schmidt, NYC Department of City Planning
Robert Shinnick, Suffolk County
Charles Ukegbu, NYC Department of Transportation
Dr. James Yarmus, Rockland County

Advisory (non-voting) Members

Irwin Kessman, Federal Transit Administration
Jonathan McDade, Federal Highway Administration
Lou Venech, Port Authority of New York and New Jersey
Melanie Zeman, U.S. Environmental Protection Agency

NYMTC Council Staff

Wieslawa Amber
Gerry Bogacz
Alan Borenstein
Kuo-Ann Chiao
Chapin Fay
Mary Hrabowska
Stephen Hausch

Norma Hessic
Jan Khan
Dave Kletsman
Mikhail Kotikovsky
Gretchen Kunca
Deinbo MacHarry
Uchenna Madu

Larry McAuliffe
Andrea Miles-Cole
Tom Schulze
Jean Shanahan
Gordon Wilson
Kevin Wolford

OTHERS

Marc Albrect, MTA
Karen Argenti
Allan Aronoff, Brookhaven League of Women Voters
Richard Backlund, FHWA
Patrick Gerdin, Rockland County
Ian Francis, NYSDOT
Angelina Foster, NYSDOT
Dave Harris, NYSDOT
Lukas Herbert, Westchester Planning Dept.
Gary Hopkins, NYCDOT ITS
Patrick Kerins, NYPD Traffic
Peter King, NYSDOT
Naomi Klein, Westchester County
Larry Malsam, NYSDOT
Christopher McBride, AAA
Michael Moltzen, USEPA
Steve Offutt, USEPA
Kevin Olinger, NYSDCP

Myrna Payne, HRA
Chris Ryan, Howard Stein - Hudson
Joseph Rich, FHWA
Connie Ruth, USEPA
Alexander Saunders, Tappan LI Tunnel
G. C. Sciara, Parsons Brinckerhoff
John Szezigowski, Earth Tech
Loren Talbut, Transportation Alternatives
Ivan Vamos, NYS Bicycle Coalition
Randy Wade, NYCDOT

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

1. The meeting was called to order at 1:20 p.m. by Mr. Robert Dennison, Chairperson of the Program, Finance and Administration Committee and Regional Director of the New York State Department of Transportation, (NYSDOT) Region 8. All attendees introduced themselves.
2. **Chairperson's Remarks** – Mr. Robert Dennison informed everyone that although NYMTC currently does not have a leased signed for new office space, the New York State Office of General Services encourages that it would be signed soon. Mr. Dennison wished everyone a joyous Thanksgiving holiday and a Happy New Year.
3. **Executive Director's Report** – Mr. Tom Schulze said that the Transportation Improvement Program was on the NYMTC website and most of the County Profiles were available. The Queens County Profile should be available by the end of November, 2003. Mr. Schulze said that the Unified Program Work Program would be available for public review by February, 2004. He also wished everyone a joyous holiday.
4. **Transportation Coordinating Committee (TCC) Staff Directors' Reports**
 - a. **Mid-Hudson South (MHSTCC)** – Ms. Jean Shanahan said that since the last PFAC meeting, the Mid-Hudson South TCC staff developed a portion of the Unified Planning Work Program for the 2004-2005 program years; prepared the next Transportation Improvement Program (TIP) update, which included developing updated applications; conducted TIP amendments and project selections; and worked on gathering air quality information for potential emission reduction strategies to determine potential benefits. Ms. Shanahan said that the Task Two Memo of the Putnam County Transit Study was completed. The consultant looked at gaps and potential services strategies. There were two meetings held with the stakeholders and public to present the preliminary findings in four broad categories including service coverage, transfers and connections, bus stops, and service information. The next steps were to finalize the recommendations, develop cost and ridership information, develop financing information and prepare a final service plan. The final plan would be done in June.

Nassau-Suffolk (N/STCC) – Mr. Kevin Wolford said that since the last meeting, the Nassau/Suffolk TCC staff had lost two employees; processed one project selection and circulated a minor amendment for the Transportation Improvement Program; was involved in the Emissions Reduction Planning Group, the Metro Mobility Network the Freight Transportation, the Regional Transportation Plan, and the Job Access and Reverse Commute Working Groups and Committees. Mr. Wolford said that the Unified Planning Work Program (UPWP) working group was in the program building phase and a peer review meeting was scheduled for December 2, 2003, in Mineola. The Sustainable East End Development Strategies (SEEDS), which evaluated the Five East End Town's total transportation system and its relationship to land-use policies, continued in the modeling process. The modeling of 25 different combinations of land use and transportation scenarios was being done and results were expected to be available early in 2004. He said that the Long Island Sound Waterborne Transportation Study, which explored the potential for expanded use of the Long Island Sound and its tributaries for waterborne passenger and freight transportation, completed the initial screening of potential ferry sites and routes. The potential additions and enhancements to the Long Island Sound Waterborne Transportation System, was narrowed to 8 sites. The "short list" would be released to the public, along with its technical findings, in a series of public meetings early next year, with the draft report following shortly after. Mr. Wolford said that the Accessibility to Long Island Transportation Study looked at the transit systems on Long Island for their accessibility to all, selected a consultant and was in the contract negotiating phase and should begin this study by spring of 2004.

- b. **New York City (NYCTCC)** - Mr. Uchenna Madu said that since the last meeting, the New York City TCC staff updated the Transportation Improvement Program through project selections; discussed the funding and implementation of Emissions Reduction measures; collected Non Exempt Projects Data information for coding into the Best Practices Model; and identified funding for the Regional Commuter Choice programs approved by the Council. Major amendments and public review process would follow. The staff completed the new Unified Planning Work Program for 2004-2005 Fiscal Year. Mr. Madu said that staff continued to support the Southern Brooklyn Transportation Investment Study, the Canal Area Transportation Study; the Off-Peak Freight Delivery Study, and the New York City Truck Route Study.

B. ACTION ITEMS

1. Accept: July 17, 2003 Meeting Synopsis

Mr. Dennison asked for a motion to accept the September 25, 2003 Meeting Synopsis. A motion was made by Ms. Patricia Chemka representing Mid-Hudson South Transportation Coordinating Committee, and seconded by Mr. Kevin Olinger representing the New York City Transportation Coordinating Committee, and the synopsis was accepted.

2. Adopt: Resolution #180 – Amendment to the Second Year of the 2002-2004 Unified Planning Work Program to Include and Provide Funding for the Highways and Streets Initiative

Mr. Jan Khan said that the Highways and Streets Initiative would enhance regional decision-making and the current Regional Transportation Plan (RTP) update by establishing a regional dialogue on highway and street issues and policy options, and by developing a supporting document which would synthesize key components of the RTP related to highways and streets. Mr. Khan said that the duration of the study would be one year and the amendment would program \$175,000 into the UPWP.

Mr. Dennison asked for a motion to adopt Resolution #180 – Amendment to the Second Year of the 2002-2004 Unified Planning Work Program to Include and Provide Funding for the Highways and Streets Initiative. A motion was made by Ms. Sarah Rios, representing the Metropolitan Transportation Authority, and seconded by Mr. Charles Ukegbu, representing the New York City Transportation Coordinating Committee. The resolution was unanimously approved.

C. REGIONAL ISSUES

JFK Air Train Presentation

Mr. Quentin Brathwaite of the Port Authority of New York and New Jersey gave a power point presentation which provided virtual reality slides of the John F. Kennedy (JFK) Air Train \$1.9 billion project. The JFK Air Train is a light rail, driverless, steel wheel and steel rail system funded by Federal Aviation Administration. The project stemmed from of the Van Wyck Expressway congestion. It allows you to travel to and from JFK terminals avoiding traffic. The system is compatible with the Long Island Rail Road (LIRR), and the New York City Transit systems. The 8.1 mile, two track system connects to the LIRR at the Jamaica Station, the A subway line at Howard Beach/JFK Airport Station, and the E, J and Z subway lines at Sutphin Boulevard/Archer Avenue Jamaica Station. Connection to or from JFK Air Train will cost \$5.00 each way. The Jamaica Station Terminal will provide transfers for passengers with baggage and airport amenities, including full ticketing and baggage handling facilities. The Jamaica Terminal will use airport finishes rather than typical transit finishes and typical airport vertical circulation elements that include larger elevators, escalators and moving walkways. The JFK Air Train Project will have a Landscape Beautification and a Environmental Graphic Program, which will include installing new street lighting, new street light poles, redefining the corridor, attractive landscaping, new street signs and banners. The community was very instrumental on how the PANYNJ would beautify the area. It was estimated that the average daily ridership would be 34,000. For more information of the JFK Air Train Project,

see the website at: www.panynj.gov/airtrainjfk

PATH Station at World Trade Center Status of Temporary and Permanent Terminal

Mr. Russell Kriegel of the Port Authority of New York and New Jersey gave a virtual reality power point presentation on the PATH Station at the World Trade Center. The station, scheduled to reopen on November 23, 2003, was the final piece of the PANYNJ's \$566 million program to restore rail service between New Jersey and Lower Manhattan and was the first large-scale construction project to be completed at the World Trade Center site since September 11, 2001. The station was also the first public space to open within the site since the terrorist attacks. Mr. Kriegel said that the design was meant to be welcoming because of the sensitive nature of this project. The virtual reality presentation gave you a tour of the PATH station from exiting the PATH platforms up to the Mezzanine and Upper Mezzanine levels, up to the Concourse level via escalators, towards the New York City Transit subway lines and finally to the canopied exit at Church and Fulton Streets. The station will be ADA-compliant and will feature a graphic program that will include PATH History Panels, photos and drawings of the Lower Manhattan and New Jersey waterfront skylines, large-scale maps and photos of Lower Manhattan as well as mosaic art and quotes about New York from famous people. Mr. Kriegel said that PATH service to the temporary station will restore the two original lines: WTC to Hoboken and WTC to Newark. Mr. Kriegel acknowledged PANYNJ's coordination efforts with the Lower Manhattan Development Corporation and the New York City Transit Authority. For more information on the PATH Station at World Trade Center, check the website at: www.panynj.gov/pathrestoration

D. PUBLIC PARTICIPATION

Mr. Anthony Caserta, President of Inspecto Inc. and manufacturer of the 21st Century "Pontiphian", amphibious vehicles, recommended building amphibious ramps in Manhattan, Queens and Brooklyn. Mr. Caserta said that the "Pontiphian" vehicles were capable to navigate on land and water and would bypass the major traffic congestion, minimize the need for bridges, tunnels and waterfront parking, as well as minimize multiple vehicle transfer. See the attached details.

E. INFORMATIONAL ITEMS

1. Transportation Improvement Program

Mr. Steve Hausch said that the staff had distributed the 2004-2006 Interim Transportation Improvement Program (TIP) and they were working on developing the full 5-year TIP. He said the Transportation Coordinating Committees (TCC) were actively developing and updating the TIP solicitation applications for general distribution would be done late in January 2004. The TCC staff was also working with their member's project managers to fill out TIP project data sheets for non-exempt projects. Mr. Hausch expected the data to be collected within two months. The Technical staff would then use the information in the Best Practices Model to address conformity.

2. Household Interview Survey Update

Mr. Howard Mann said that the project was complete and that 11, 000 households were interviewed to obtain the results of the Household Interview Survey. The latest census data was used to replicate reality and validate survey data. The data will be used to do analyses and has been used on projects, and is available for public use.

3. Access to the Regions Core (ARC) Draft Environmental Impact Study Scoping Process

Mr. Lou Venech said that the Access to the Regions Core (ARC) Major Investment Study (MIS) concluded in the spring of 2003 and that ARC Draft Environmental Impact Statement (DEIS) was the next phase in the study process. The purpose of the ARC DEIS is to examine improvement that provide expanded passenger-rail service capacity across the Hudson River to meet the growing demand for travel between midtown Manhattan and New

Jersey and New York's west of Hudson counties. The ARC DEIS is sponsored by the Federal Transit Administration (FTA) and NJ Transit in partnership with the Port Authority of New York and New Jersey. The DEIS will build on the work of the MIS, refine and evaluate alternatives, provide for comprehensive public involvement and recommend preferred near-term and long-term improvement for advancement into design and construction. Mr. Venech said public scoping hearings were scheduled for December 8 and December 10, 2003. For more detailed information about the ARC study, call 1-800-ARC-0999 or view the website at www.accesstotheregionscore.com

F. CONFIRMATION OF NEXT PFAC MEETING

Mr. Dennison confirmed that the next PFAC meeting was scheduled for January 22, 2004 at the NYSDOT Offices located at 47-40 21st Street; Long Island City, Queens. **Note: The January 22, 2004 meeting was rescheduled for February 19, 2004, same location.**

G. ADJOURN

The meeting was adjourned approximately at 2:50 p.m.

IN ATTENDANCE

Voting Member/Alternates

Lawrence Berger, Nassau County
Patricia Chemka, Westchester County
Robert Dennison III, NYS Department of Transportation
Kevin Olinger, NYC Department of City Planning
John Pilner, Putnam County
Sarah Rios, Metropolitan Transportation Authority
Charles Ukegbu, NYC Department of Transportation
Dr. James Yarmus, Rockland County

Advisory (non-voting) Members

Nancy Danzig, Federal Transit Administration
Robert Griffith, Federal Highway Administration
Lou Venech, Port Authority of New York and New Jersey
Melanie Zeman, U.S. Environmental Protection Agency

NYMTC Council Staff

Sangeeta Bhowmick
Gerry Bogacz
Kuo-Ann Chia
Margaret Conklin
Daniel Coots
Stephen Hausch

Jan Khan
Deinbo MacHarry
Uchenna Madu
Howard Mann
Larry McAuliffe
Andrea Miles-Cole

Tom Schulze
Jean Shanahan
Gordon Wilson
Kevin Wolford

OTHERS

Bernie Alpern, Urbitran
Andrew Brent, NYC OMB
Quentin Brathwaite, PANYNJ
Robert Brickman, Nassau County
Anthony Caserta, Inspecto, Inc.
Charles Caserta, Inspecto, Inc.
John Galgano, Commuter Link
Lee Goodman, Pabous Transportation Group
Dave Harris, NYCDOT
Christina Hemphill, NYCEJA
Peter King, NYSDOT
Russell Kriegel, PANYNJ
Patrick Lentlie, NYSDOT
Frank Marsella, PANYNJ
Christopher McBride, AAA
Josh Moveinis, Parsons Brinkerhoff
Neil Trenk, Rockland County
Ted Wang

Meeting Synopsis accepted by PFAC on 2/19/04.

Respectfully submitted,

Andrea Miles-Cole