



**MEETING SYNOPSIS OF THE FEBRUARY 25, 2021
NEW YORK METROPOLITAN TRANSPORTATION COUNCIL**

A. CALL TO ORDER AND ROLL CALL

The meeting was called to order by **Ron Epstein, Secretary** to the New York Metropolitan Transportation Council (NYMTC) and Executive Deputy Commissioner of the New York State Department of Transportation (NYSDOT). He noted that the meeting was being held virtually under the provisions of the New York State Executive Order. After he completed a roll call of the Council members, he declared a quorum under the New York Metropolitan Transportation Council (NYMTC) Operating Procedures.

B. CO-CHAIRS' REMARKS

NYMTC Co-Chair, NYSDOT Commissioner Marie Therese Dominguez welcomed everyone to the meeting. She thanked the NYMTC Co-Chair, Rockland County Executive Ed Day, for all the work he had done throughout the year and she welcomed the incoming NYMTC Co-Chair, Suffolk County Executive Steve Bellone. She noted that COVID-19 had presented numerous challenges that impacted everyone's individual, personal, and professional lives. She then asked for a moment of silence to honor and acknowledge the significant contributions and courage of colleagues and front-line workers who dedicated themselves to their duties during the pandemic.

Commissioner Dominguez said that she saw the professionalism, the dedication, and the agility of New York State and NYMTC workers and called the NYSDOT family OneDOT. She said that NYMTC was an important part of that OneDOT philosophy. She noted that COVID-19 had changed lives and during the pandemic the level of response was incredible from the transportation, construction, maintenance, and operations crews who were the first to ensure ability, mobility, capability, movement of goods, and movement of people across the state to keep our economy going during the challenging times. She noted that while New York State was on pause, transportation officials installed a new regime of safety precautions and cleaning procedures for their workforce and for the public and said that everyone had done an exemplary job throughout the entire crisis. She noted the additional duties the NYSDOT workforce had undertaken during the pandemic by leading the statewide emergency support function for transportation and logistics under New York State's Comprehensive Emergency Management Plan. The role included coordinating with all the state agencies, counties, and localities to provide equipment or Personal Protective Equipment (PPE) supplies; coordinating, setting up and assisting field hospitals, testing sites and vaccine sites statewide; distributing more than 2 ½ million test kits to nearly 1200 healthcare facilities; delivering over 50,000 critical testing specimens to laboratories across the state; and fielding more than 400,000 calls into the state's dedicated pandemic response centers with the NYS Department of Health and NYS Department of Labor. She said that these were selfless actions that NYSDOT employees have undertaken and reflected the countless efforts that New Yorkers have undertaken in support of one another across every region of the state.

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NYMTC Co-Chair, Rockland County Executive Ed Day called the workers who sacrificed and committed their labor to keeping New Yorkers going during the pandemic “frontline heroes”. He noted that there was a lot of work to accomplish and looked forward to the continued collaboration with the Council members using collective experience, expertise, and resources to get the region back on track and improve the region’s transportation network. He noted that during the pandemic, priorities had to be shifted, and the goal to improve the region’s transportation network from a different perspective. He said that although COVID-19 had changed the way work was done, some goals remain unchanged in Rockland County such as increasing transit access and increasing transit service in underserved communities as well as restoring service, noting that Rockland County already has limited transit options to the region’s core. He said that the mandate to encourage the Council members to create more and better alternatives to driving had been challenged by the pandemic but must remain a priority along with keeping the roads and bridges safe. He said that workers and residents needed means to commute as businesses reopened. He talked about the decline of transit ridership and the correlated loss of funding as a driving cause for the members of the Council to work together to usher through relief funding for the region and he was confident that the members would work in the most efficient, equitable and professional manner possible.

C. COUNCIL MEMBERS’ ROUNDTABLE

Commissioner Dominguez moderated the roundtable discussion. The Council members talked about transportation, transit, and the Coronavirus pandemic--the current conditions and short-term outlook under their jurisdiction.

Commissioner Dominguez noted that prior to the pandemic, the \$75 million Sheridan Expressway project that turned an interstate highway into a pedestrian friendly boulevard that reconnected the community to waterfront access, was completed. She reported that NYSDOT had commenced the construction of the Hunts Point Project on the \$1.7 billion reconstruction at the Bruckner Sheridan Interchange. She said that she looked forward to the emissions reduction and truck traffic improvement and efficiency benefits around Hunts Point. She noted that the work continued with expanding capacity and improving reliability along the Van Wyck Expressway corridor from the Kew Gardens Interchange to JFK International Airport, which was one part of the historic \$13 billion plan to transform JFK International Airport into a global gateway. She said that NYSDOT completed the \$130 million design-build project that reconstructed the section of the Nassau Expressway between Rockaway Turnpike and Burnside Avenue in the Town of Hempstead that raised the roadway four feet to ensure it’s more resilient. She noted that the NYSDOT completed construction on the Pudding Street Bridge over the Taconic State Parkway in Putnam County, a \$28 million project that enhanced safety. She said that although NYSDOT was able to advance some projects, one lesson in the last year COVID-19 had taught was that climate was a differentiator and it showed the disparities on the equity front and the infrastructure front. Commissioner Dominguez talked about some initiatives and mitigation measures to reduce greenhouse gas emissions that NYSDOT implemented under the Climate Leadership and Community Protection Act such as increasing the use of warm mix asphalt or scouring critical bridges over water for replacement and rehabilitation. She said that transitioning to zero emission energy and infrastructure that would create jobs and continue to foster a larger green economy utilizing more renewable energy to build back better and recover from the COVID-19 pandemic was the goal. She noted that NYSDOT was committed to renewing and modernizing infrastructure as the Governor put forward a \$360 billion initiative for infrastructure projects that would create jobs to drive the economy forward. She noted that NYSDOT was undertaking its two-year \$11.9 billion capital plan to renew and modernize the state’s

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infrastructure. She said that the COVID relief bill that Congress is considering is critical to meeting the goals established by the executive budget for funding the state's public transportation systems, airports, and passenger rail service and that infrastructure investments were critical to driving the economy in New York moving forward and building back better their transformational generational projects. Commissioner Dominguez said that working in partnership and collaborating with federal partners and with the NYMTC members was vital to overcome the national health crisis and to advance the state and the economy for the benefit of everyone.

Commissioner Henry Gutman of the New York City Department of Transportation (NYCDOT) said that the impact of the pandemic was profound and tragic on the city and throughout the country. He noted that under the leadership of former Transportation Commissioner, Polly Trottenberg, and the First Deputy Commissioner Margaret Forgione, the NYCDOT team rose to the challenges by volunteering assistance needed during the COVID-19 pandemic. He said that New York City Mayor Bill de Blasio's priority for the agency was Vision Zero and more focus was needed to get crashes, speeding, reckless driving behavior and fatalities that had increased during the pandemic to the goal of zero. Commissioner Gutman noted that during the pandemic, there was an increase in bicycle ridership and therefore the agency was working to make it easier, safer, and more convenient for bicyclists. He added that making bus service faster and more efficient with the objective of reducing the dependence on private cars was also a focus. He said that during the pandemic an interest in open streets for recreation and outdoor dining was discovered, therefore, the agency will be working to make these opportunities permanent. He talked about the aging infrastructure and noted that the Brooklyn Queens Expressway was one example of focus as well as freight, which had increased based on shopping patterns and online deliveries. Commissioner Gutman said that money and cooperation was a necessity. He said he looked forward to working closely with the member agencies and was delighted to be working with such a distinguished group.

Director Marisa Lago of the New York City Department of City Planning (NYCDCP) thanked Commissioner Dominguez for the work that was done on the Sheridan Boulevard project and called it a remarkable transformation. Director Lago said that the Bronx River was accessible to the residential community and that the project was about open space and community. She said that the Bruckner Exchange project was about community and jobs, and projects were rooted in Environmental Justice. She noted that the role of the NYCDCP was to collect data, perform research and provide analysis, and during the pandemic analysis was done on temporary or permanent changes and lessons learned. She noted that although ridership was down during the pandemic, at its lowest point in April 2020, more than 700,000 people were traveling by bus or subway daily, mostly by essential workers. She noted the importance for the region to return to 24-hour subway service for essential workers who commuted late hours and for the 24-hour economy to bounce back with nightlife entertainment, which would offer workers and patrons a safe commute. Ms. Lago talked about her agency's efforts to collect data on the travel patterns in the region and looked forward to working with the County Executive members to identify solutions on the region's housing needs.

Janno Liebre, Chief Development Officer of the Metropolitan Transportation Authority (MTA) talked about some key impacts MTA had during the pandemic. He said that the MTA represented 40% of the riders on a national basis and that the pandemic devastated MTA's ridership, where at the low point the subways were at 10% of normal ridership, the buses were at 20% and the commuter railroads were at 5%. He noted that the agency had rebounded to currently providing

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90% of service on the subways and buses and the Metro-North Railroad and the Long Island Rail Road, were at 65% and 75%, respectively. He said that although ridership levels for the subways, the Long Island Rail Road and Metro-North Railroad were low at 30%, 20% and 40% respectively, relative to prior conditions, he was convinced that ridership increased based on fuller trains and said that almost 97% of commuters were mask-wearing compliant and he noted that the bridges and tunnels were back to almost 95% of prior usage. He said that people were getting comfortable and that there was growing evidence that public transportation usage did not and had not been a source of major spread based on the data from Asia or otherwise. He said mass transit was needed in New York City and in the region to be a part of our resurgence economically because it made the business model possible. He noted that commuters who continued to use the mass transit system during the pandemic were young, diverse, or lower income demographics and a higher percentage of essential workers. He was thankful for the essential workers that labored throughout the pandemic to keep the region going. He said that as difficult as times had been, surveys indicated a high level of satisfaction of mass transit conditions and services that included the cleaning and efficient schedules which attributed to people being more comfortable about using mass transit. He noted that the two-hour overnight closure for good station environment was successful. Mr. Liebre talked about the economic impact MTA endured during the first six months of the pandemic because of the ridership collapse but because of federal aid assistance, the MTA was able to balance their budget. He said that the MTA awaited the Biden Administration's American Rescue Plan Act of 2021, to help with their \$8 billion deficit through 2024. He cited that the agency's \$50 billion 2024 capital program had to be paused because of its financial issues. He noted that the MTA's construction projects continued safely with very few shutdowns and he thanked the MTA essential workers who reported to work daily. He reported that the Long Island Rail Road third track was advanced with much support from the County Executives; eleven ADA accessible stations were completed; eight grade crossings were eliminated on Long Island; and the Governor opened the Moynihan Station, which was a huge landmark for the regional and east coast transportation system that serves Amtrak as well. Mr. Liebre said that all of these accomplishments signified their mojo for regional thinking and regional cooperation during the pandemic. He acknowledged the MTA loss of 149 employees to COVID-19 citing to honor their memory by using and investing in the mass transit's system as a key linchpin not just of survival through COVID-19 but their recovery from it.

Rockland County Executive Day provided input on Rockland County's experience of the pandemic and their outlook moving forward. County Executive Day said that their focus was on health and safety and ensured that vital county services remained available to those who needed them. He noted that Rockland County's public transportation department and bus operations initiated and continued to sustain expanded cleaning and new sanitizing and boarding procedures. He proudly stated that Rockland County provided uninterrupted bus services throughout the pandemic, ensuring that the public transit options remained available to essential workers and for residents who had essential travel needs and acknowledged those workers for doing an amazing job. County Executive Day said that he was grateful for the Section 5307 urbanized area funding received from the Federal Transit Administration (FTA) through the CARES Act which helped with COVID-19 related expenses and services. He said he looked forward to the restoration of transit service that had been lost during the pandemic such as the Haverstraw-Ossining ferry service, bus service into Tarrytown and commuter rail service from the Pascack Valley Line, noting that these services were vital to the Rockland County residents who traveled to and from the city. County Executive Day said that balance was needed for public transportation in order to have transit-oriented developments and information of train service availability.

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Westchester County Executive George Latimer noted that Westchester County's Bee-Line Bus system was impacted dramatically by the COVID-19 pandemic with low ridership. From May until September 2020, ridership fares were suspended which helped people that were in economic hardship; passengers used the rear entrance of the buses and the buses were retrofitted with plastic shields to protect the bus drivers. Efforts have been made to vaccinate residents and transit workers from COVID-19. County Executive Latimer noted the Westchester County airport had a major drop in business, where there were zero commercial flights and under 75% of normal operations. He noted that during the airport shut down, the county was able to complete a major capital project to resurface the main runway. He said that the Eastside Access project, which would add Metro-North stations in the east Bronx and be served by the New Haven line trains that would ultimately travel into Penn Station on the west side of Manhattan, was very important and affected New York City and Westchester County commuters. He said the success of New York City is tied to the success of its neighboring counties as well as Long Island, and as a part of this region, everyone needs to work together. He thanked County Executive Day for his leadership and looked forward to County Executive Bellone's leadership moving forward.

Suffolk County Executive Steve Bellone extended his thanks to all the Council members for their efforts and leadership during the pandemic and he expressed his appreciation to his colleagues and all the County Executives who he worked with throughout the pandemic to build back better. County Executive Bellone noted that his team was focusing on the future by advancing several products with the support of NYMTC such as their regional transportation and development plan Connect Long Island. He said that connectivity was the key to sustainable economic growth since the region is integrated and dependent on one another. He added that his team was working with the NYSDOT team on Bus Rapid Transit on the Route 110 corridor that borders Nassau and Suffolk counties which would ultimately connect three lines of the Long Island Rail Road. He said that the county was electrifying their bus fleet and continued implementing their Hike-Bike Masterplan that coincided with the New York State Governor's Empire Trail. County Executive Bellone talked about possibilities and transformative opportunities for the potential to have high-speed rail for the North Atlantic region connecting the entire innovation ecosystem of the region and connecting New York City to Boston through Long Island. He noted that it was hard to conceive this type of project during the midst of a pandemic but thinking big about the future, even in times of crisis, was something that had always been done in our country. He said that he would like the Council members to think about a high-speed rail project that could help sustainable economic growth through the rest of the century and as a historic infrastructure and transportation investment demonstrating that big things could happen not just in the moment or in the near term but for decades for generations into the future.

D. PUBLIC PARTICIPATION

Murray Bodin said that the NYSDOT and NYCDOT ignored rules in the Manual on Uniform Traffic Control Devices. He said the manual was made so that people could understand what the road line were about. He said that he reached out to both agencies about the errors and said that they refused to correct them. He said that there were railroad crossings with both red flashing lights and traffic lights and questioned why gates and traffic lights existed on the Willis Avenue Bridge. He said that the driver was not being protected and requested the members to follow-up. He thanked everyone who helped him over the years to understand the system.

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Joanna Oltman Smith said getting around the region safely and efficiently was hard. She said that there were too many people dying and being injured on the streets, and that there was too much pollution. She said it would require bold thinking and interagency cooperation to improve public safety and reduce emissions. She said agencies should consider the social cost of emissions when doing project-cost benefit analysis as well as cooperate with public health departments to arrive at costs locally when making planning decisions. She noted that congestion pricing in New York City should be framed not just as a traffic flow issue, but a way to dramatically decrease emissions. To meet these mandates, she suggested to incentivize adoption of low-emission transportation options like walking or biking and referred to Representatives Blumenauer and Panetta's EBIKE federal bill that offered rebates. Ms. Smith suggested that the Department of Transportation work with the sanitation departments to shift snow clearance from private owners to government agencies to keep sidewalks and bike lanes unobstructed year-round. She noted that current COVID vacancies in New York City illustrated holes in our reliance on private snow clearance and put severe limits on our winter mobility choices, adding that some people get trapped on their blocks when corners and pedestrian refuges remain plowed-in with impassable mountains of snow. She referred to Senator Markey's Complete Streets Act for funding mechanisms to create safe and welcoming streets for all users. She said that transportation officials needed to rally to see more automated enforcement installed around the state and said that agencies that are more inclined to solve these issues should be put in charge of road-related enforcement, and restrictions on camera enforcement lifted. She said that curbside space management needed to be considered more seriously with additional neighborhood loading zones and that NYC Department of Finance should cease its mitigated fine program that effectively encourages commercial carriers to flout safe driving and parking laws.

E. ACTION ITEMS

1. ACCEPT: FEBRUARY 27, 2020 MEETING SYNOPSIS

Commissioner Dominguez referenced the February 27, 2020 meeting synopsis and asked if any of the members had any comments. There were none. The meeting synopsis was motioned by Rockland County Executive Ed Day and seconded by Suffolk County Executive Steve Bellone. The meeting synopsis was unanimously accepted by the members of the New York Metropolitan Transportation Council.

2. ADOPT: RESOLUTION #2021-1 – COUNCIL ADOPTION OF THE STATE FISCAL YEARS 2021-2022 UNIFIED PLANNING WORK PROGRAM

Seitu Allen of NYMTC staff explained that the State Fiscal Year 2021-2022 Unified Planning Work Program (UPWP) is a federal required product which serves as NYMTC's annual budget and describes how federal transportation planning funds would be used for transportation planning activities. The UPWP established NYMTC's planning priorities for the NYMTC planning area. He noted that approximately 54% of the \$42.7 million program would be allocated for NYMTC staff activities and the remaining would be available towards the member agencies' activities. He noted that the UPWP was an important part of the core planning process that included the Regional Transportation Plan, the Transportation Improvement Program, the Congestion Management Process and Regional Emissions Analysis. Additional information on the 2021-2022 UPWP could be found at [2021-2022 UPWP for Council Adoption.pdf \(nymtc.org\)](https://www.nymtc.org/2021-2022-UPWP-for-Council-Adoption.pdf).

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A motion to adopt Resolution #2021-1, Adoption of the State Fiscal Year 2021-2022 Unified Planning Work Program was made by Suffolk County Executive Steve Bellone and seconded by Westchester County Executive George Latimer. There was no discussion. The resolution was passed unanimously.

3. ADOPT: RESOLUTION #2021-2 – RECOGNITION OF SERVICE BY POLLY TROTTEMBERG, FORMER COMMISISONER OF THE NEW YORK CITY DEPARTMENT OF TRANSPORTATION AS A PRINCIPAL MEMBER OF THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Commissioner Dominguez noted that the resolution gave recognition to Polly Trottenberg as an active and vocal Principal of NYMTC from 2014 through 2020, who provided valuable guidance and vision that helped shape New York City and its region. She thanked Ms. Trottenberg and wished her the best in her new assignment.

A motion to adopt Resolution #2021-2, Recognition of Service by Polly Trottenberg, former Commissioner of the New York City Department of Transportation as a Principal Member of the New York Metropolitan Transportation Council was made by Director Marisa Lago, NYC Department of City Planning, and seconded by Rockland County Executive Ed Day. There was no discussion. The resolution was passed unanimously.

4. ADOPT: RESOLUTION #2021-3 – RECOGNITION OF SERVICE BY PETER LOPEZ, FORMER REGIONAL ADMINISTRATOR OF THE U.S. ENVIRONMENTAL PROTECTION AGENCY AS A PRINCIPAL MEMBER OF THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Commissioner Dominguez noted that the resolution gave recognition to Peter Lopez, as a Principal member of NYMTC from 2017 through 2020. She thanked Mr. Lopez for his contributions towards the vision of the NYMTC region and wished him the best on his future endeavors.

A motion to adopt Resolution #2021-3, Recognition of Service by Peter Lopez, Former Regional Administrator of the U.S. Environmental Protection Agency as a Principal Member of the NYMTC, was made by Rockland County Executive Ed Day and seconded by Suffolk County Executive Steve Bellone. There was no discussion. The resolution was passed unanimously.

5. ADOPT: RESOLUTION #2021-4 – RECOGNITION OF SERVICE AS NYMTC CO-CHAIR BY ROCKLAND COUNTY EXECUTIVE ED DAY

Commissioner Dominguez noted that the resolution expressed the members' appreciation to Rockland County Executive Ed Day for his service and guidance as the NYMTC Co-Chair during the 2020 program year. She said that County Executive Day served with distinction and provided valuable guidance to the Council as Co-Chair. She thanked County Executive Day and said that she looked forward to continuing working with him on the Council.

A motion to adopt Resolution #2021-4, Recognition of Service as NYMTC Co-Chair by Rockland County Executive Ed Day was made by Westchester County Executive George Latimer and seconded by Suffolk County Executive Steve Bellone. There was no discussion. The resolution was passed unanimously.

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6. CONFIRM: SUFFOLK COUNTY EXECUTIVE STEVE BELLONE AS THE INCOMING CO-CHAIR FOR 2021-2022

Commissioner Dominguez noted that each year, the Co-Chair for the Council is rotated annually among the three NYMTC Transportation Coordinating Committees. She welcomed Steve Bellone as the incoming NYMTC Co-Chair for the program year 2021 and said that she looked forward to working with him.

County Executive Steve Bellone said he looked forward to working with the members of the Council with the focus of dealing with the pandemic and building the region back better and stronger. He thanked County Executive Day for his service.

County Executive Ed Day said that it was his honor to be the Co-Chair of the Council for the 2020 program year. He thanked the staff of NYMTC for rising to the occasion when crisis occurred. He thanked County Executive Bellone and he was confident that he would do an amazing job.

F. INFORMATION ITEM

DEVELOPMENT OF MOVING FORWARD, NYMTC'S FEDERAL FISCAL YEARS (FFYs) 2022-2050 REGIONAL TRANSPORTATION PLAN

Gerry Bogacz of NYMTC staff noted that the Regional Transportation Plan (RTP) is a key federally required document that creates the financial and strategic framework for federal investment for the NYMTC region which must be updated or reproduced every four years. He said that the extensive public outreach for NYMTC's FFYs 2022-2050 RTP was done virtually in 2020 and that the public comment period for the RTP would begin in mid-June 2021. He noted that once the comment period was completed, the RTP would be prepared for the Council's adoption at the September 9, 2021 for it to be effective beginning FFY October 1, 2021.

G. CONFIRM NEXT COUNCIL MEETING

The next meeting of the Council was confirmed to be held on September 9, 2021 to adopt NYMTC's next Regional Transportation Plan.

H. The Council Meeting was adjourned.

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ATTENDANCE

Voting Council Principals/Representatives

Steven Bellone, Suffolk County Executive
Laura Curran, Nassau County Executive
Ed Day, Rockland County Executive (Co-Chair)
Marie Therese Dominguez, NYS Department of Transportation (Co-Chair)
Ron Epstein, NYMTC Secretary
Sandra Fusco for MaryEllen Odell, Putnam County Executive
Henry Gutman, NYC Department of Transportation Commissioner
Marisa Lago, NYC Department of City Planning Executive Director
George Latimer, Westchester County Executive
Janno Lieber for Patrick Foye, Chair & CEO, Metropolitan Transportation Authority

Advisory (Non-Voting) Principals/Representatives

Mary D. Ameen, North Jersey Transportation Planning Authority Executive Director
Jeremy Colangelo-Bryan for Kevin Corbett, New Jersey Transit President and CEO
Michael Cullato for Stephen Goodman, Federal Transit Administration Regional Administrator
Richard Marquis, Federal Highway Administration Division Administrator
Mary K. Murphy for Richard Cotton, Executive Director, Port Authority of New York & New Jersey
Richard Ruvo for Walter Mugdan, Acting US Environmental Protection Agency Regional Administrator
Michael Sheehan for Basil Seggos, New York State Dept. of Environmental Conservation Commissioner

NYMTC Staff & Consultants*

Olayinka Alamu *	Carl King
Seitu Allen	David Lake
Sangeeta Bhowmick	John Lopez
Gerry Bogacz	Jack Ma *
Mary Byrne	Andrea Miles-Cole
Michael Chiume	Ali Mohseni
Kimberly Estes	Debra Nelson
Daniel Etkin	Jessica Ortiz *
Maura Fitzpatrick *	Munnesh Patel
Leslie Fordjour	Chris Rodrigues-Moore
Merrill Frank	Abdus Salam
Yevgeniy Galinski	Manish Shah
Fidel Garcia *	John Simpson
Chris Hardej	Lynn Thisse
Anthony Inzerillo	

OTHERS

David Behrend, NJTPA
Murray Bodin, Concerned Grandparents
Mayor Mark Boughton, City of Danbury, CT
Robert Brickman, Nassau County
Steve Brown, PANYNJ
Ariana Caplan, NYC Mayor's Office
Chris Chatterton, Suffolk County
Catherine Corless, MTA
Cynthia Danza, NYCDOT
Nicolas DePerno
Fang Du, NYCDCP
Nicole Farmer, NYSDOT
Michael T. Flynn, NYSDOT
Oluseye Folarin, MTA
Ian Francis, NYSDOT
Patrick Gerdin, Rockland County
Tatyana Golikova, NYSDOT
Hugh Greechan, Westchester County
Hanna Greenburg, USEPA
Carolyn Grossman, NYCDCP
Richard Gualtieri, NYSDOT
Caitlin Holt, NYSDOT

Sandra Jobson, NYSDOT
Camille Kamga, UTRC
Naomi Klein, Westchester County
Lawrence Lennon, MTA
Leonid Levin, NYSDOT
Uchenna Madu, NYSDOT
Gautam Mani, FHWA
Ann McGrane, NYCDOT
Daniel Moser, FTA
Anna Price, FHWA
Denise Ramirez, NYCDOT
Michael Replogle, NYCDOT
Geoffrey Rick, NYSDOT
Jose Rivera
Craig Ruyle, NYSDOT
Yogesh Sanghvi, NYCDOT
Jack Schmidt, NYCDCP
Douglas Schuetz, Rockland County
Julia Seltzer, MTA
Jay Shuffield, PANYNJ
David Viana, Nassau County
Theresa Ward, Suffolk County

I certify that this February 25, 2021 Council Meeting Synopsis was unanimously accepted by the voting members of the New York Metropolitan Transportation Council during its September 9, 2021 meeting.

Respectfully Submitted,

Andréa Miles-Cole

**Andréa Miles-Cole
Administrative Specialist 1
NYMTC**