



**DRAFT MEETING SYNOPSIS OF THE NOVEMBER 18, 2021
PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE MEETING**

A. CALL TO ORDER AND ROLL CALL

The New York Metropolitan Transportation Council's (NYMTC's) Program, Finance, and Administration Committee (PFAC) meeting was called to order by Ian Francis, of the New York State Department of Transportation (NYSDOT) and acting PFAC Chair. He stated that the meeting was being held virtually under the provisions of the New York State Open Meetings Law. After a roll call of the PFAC members, he declared a quorum under the NYMTC operating procedures.

**B. PRESENTATION – “INFRASTRUCTURE INVESTMENT AND JOBS ACT PASSED—NOW WHAT?”
Dr. Patricia Hendren, Executive Director, The Eastern Transportation Coalition**

Dr. Patricia Hendren, Executive Director of The Eastern Transportation Coalition (TECT) gave a presentation titled, *Infrastructure Investment and Jobs Act Passed – Now What?* Dr. Hendren reviewed the funding allocations in the legislation noting differences from past transportation funding bills that include providing resources for water and wastewater infrastructure, updating the electric grid, and expanding broadband access. She noted the increase in discretionary funds which will be competed for nationally. She talked about opportunity for partnerships between Metropolitan Planning Organizations, such as NYMTC to work with TECT in developing programs to improve transportation in the region. Dr. Hendren presented examples of initiatives that TECT is undertaking in partnership with its member state Departments of Transportation along the east coast. The presentation can be found on www.NYMTC.org.

C. PUBLIC PARTICIPATION

Murray Bodin, Concerned Grandparents, noted that it's cheaper and easier to build cable-stayed bridges. He said that railroad crossing should have traffic lights. He noted that drivers are more distracted. He thanked the NYMTC members who have helped and taught him over the years.

Neile Weissman, Complete George, provided the attached comments on the George Washington Bridge North Walk as well as the following link for additional information: <https://tinyurl.com/7tsenwfs>.

D. ACTION ITEMS

1. ACCEPT: AUGUST 19, 2021 MEETING SYNOPSIS

A motion to accept the August 19, 2021 Meeting Synopsis was made by Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Christopher Chatterton, representing the Nassau/Suffolk Transportation Coordinating Committee. There was no discussion. The meeting synopsis was unanimously accepted.

2. ADOPT: RESOLUTION #527 – AMENDMENT TO THE FEDERAL FISCAL YEARS 2022-2050 REGIONAL TRANSPORTATION PLAN

A motion to adopt Resolution #527, Amendment to the Federal Fiscal Years 2022-2050 Regional Transportation Plan was made by Naomi Klein, representing the Mid-Hudson South Transportation

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Coordinating Committee, and seconded by Yogesh Shanghvi, representing the New York City Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

3. ADOPT: RESOLUTION #528 – SUPPORT OF STATEWIDE 2022 SAFETY TARGETS UNDER THE FEDERAL TRANSPORTATION PERFORMANCE MANAGEMENT REQUIREMENTS AND RELATED AMENDMENTS

A motion to adopt Resolution #528, Support of Statewide 2022 Safety Targets Under the Federal Transportation Performance Management Requirements and Related Amendments was made by Christopher Chatterton, representing the Nassau Suffolk Transportation Coordinating Committee, and seconded by Yogesh Sanghvi, representing the New York City Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

4. ADOPT: RESOLUTION #529 – AMENDMENTS TO THE STATE FISCAL YEARS 2020-2021 & 2021-2022 UNIFIED PLANNING WORK PROGRAMS

A motion to adopt Resolution #529, Amendments to the State Fiscal Year 2020-2021 & 2021-2022 Unified Planning Work Program was made by Naomi Klein, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Yogesh Sanghvi, representing the New York City Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

5. RESOLUTION #530 SUPPLEMENTAL: REPORT OF PFAC ACTION ON TRANSIT FUNDING

Chairman Ian Francis reported that on November 10, 2021, the voting members of PFAC adopted Resolution, #530, Distribution of Federal Transit Funding from the Coronavirus Response and Relief Supplemental Appropriations Act and the American Rescue Plan Act. He noted that this legislation made emergency funding available to transit operators nationally due to the impacts of the COVID-19 pandemic. Given the emergency nature of the transit funding appropriated under this legislation and the need to accelerate its availability to the transit providers in NYMTC's planning area, PFAC voted on this resolution by mail ballot which was adopted unanimously. He also noted that under NYMTC's operating procedures, action by mail ballots is allowed and must be reported publicly during the next scheduled PFAC Meeting. PFAC Resolution #530 is available on NYMTC's website.

E. CONFIRMATION OF NEXT PFAC MEETING

The next PFAC meeting is scheduled to be held on Thursday February 10, 2021.

F. CONFIRMATION OF NEXT COUNCIL MEETING

NYMTC's next Council Meeting is scheduled to be held on Thursday February 24, 2021.

G. ADJOURN - The meeting was adjourned.

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ATTENDANCE

Voting Members/Alternatives

Christopher Chatterton, Suffolk County Department of Public Works
Stephanie DeLisle, Metropolitan Transportation Authority
Ian Francis, New York State Department of Transportation
Sandra Fusco, Putnam County Planning Department
Patrick Gerdin, Rockland County Department of Planning & Public Transportation
Naomi Klein, Westchester County Department of Public Works & Transportation
Sean Sallie, Nassau County Department of Public Works
Yogesh Sanghvi, New York City Department of Transportation
Jack Schmidt, New York City Department of City Planning

Advisory (Non-Voting) Members

Matthew Laurita, United States Environmental Protection Agency
Gautam Mani, Federal Highway Administration
Louis Millan, New Jersey Transit
Daniel Moser, Federal Transit Administration
Jay Shuffield, Port Authority of New York & New Jersey

NYMTC Staff and (Contractors*)

Olayinka Alamu*	Maura Fitzpatrick*	Jan Khan	Debra Nelson
Ali Afshar	Leslie Fordjour	Carl King	Jessica Ortiz*
Seitu Allen	Yevgeniy Galinski	Joomee Lee	Munnesh Patel
Gerry Bogacz	Fidel Garcia*	Mark Maglienti	Mannish Shah
Joy Britton	Niloofar Ghahramani*	Andrea Miles-Cole	John Simpson
Mary Byrne	Chris Hardej	Ali Mohseni	Sherry Southe
Michael Chiume	Anthony Inzerillo	Larisa Morozovskaya	Lynne Thisse
David Drits	Gauri Jumde*	Robert Mortell	Jianghao Zhu

OTHERS

Richard Bloomquist, NYSDOT	Harriet Lewis, NYSDOT
Murray Bodin	Daniel Luley, NYSDOT
Catherine Corless, MTA	Warren Michelsen, Enovate Engineering
Joseph Cuomo, Nassau County	Christopher Modafferi, NYSDOT
Cynthia Danza, NYCDOT	Renee Peters-Smith, NYCDOT
Stephanie DeLisle, MTA	Mukta Ramola, NYSDOT
Michael T. Flynn, NYSDOT	Denise Ramirez, NYCDOT
Oluseye Folarin, MTA	Patrick Sbano
Tatyana Golikova, NYSDOT	Julia Seltzer, MTA
Dr. Patricia Hendren, TETC	Abraham Shauli, NYCDOT
Johnathan Hill, NYSDOT	Neile Weissman, Complete George
Christopher LaBarge	

"I certify that this August 19, 2021 PFAC Meeting Synopsis was unanimously accepted by the voting members of the Program, Finance and Administration Committee during its November 18, 2021 PFAC Meeting."

Respectfully Submitted,

Andréa Miles-Cole

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Administrative Specialist 1

NYMTC Members Support & Liaison

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Public Participation: Remarks Submitted by Neil Weissman

2021/11 – North Walk

Remarks to NYMTC/PFAC on the Port Authority's plans for the George Washington Bridge, 11/18/21.

As part of a \$2 billion renovation, the Port Authority will soon open the North Path on the George Washington Bridge. Walkers, runners, sightseers and bicyclists will flock to see it. By the post-pandemic spring, their numbers will explode.

That's when the path's failure as public infrastructure will become clear.

Public embrace of biking and walking has shot up over the past decade. Many transit agencies have acknowledged this trend with far-sighted designs to accommodate demand.

The Port Authority, for instance, gave its raised Bayonne Bridge a 12-foot bikeway (2019),¹ and its replaced Goethals a 10-foot path (2020).² Both projects now facilitate one hour bike commutes into Lower Manhattan.³

Cyclists and pedestrians can now cross the magnificent Mario M. Cuomo Bridge on a 12-foot shared-use path (2020),⁴ thanks to the New York State Thruway Authority. And they can spread out on a 20-foot-wide facility on the Kosciuszko Bridge (I-278) between Brooklyn and Queens, courtesy New York State DOT (2020).⁵



[Kosciuszko Bridge. Video NY1.](#)

This spring, the New York State legislature passed bills calling on the Metropolitan Transportation Authority to extend bike access across its seven bridges.^{6 7 8}

In September, New York City DOT repurposed a car lane across the Brooklyn Bridge to alleviate perennial conflicts between cyclists and tourists.⁹ And it committed to double bike-ped capacity across the Ed Koch/Queensboro by the end of 2022.^{10 11}

So it is in this context that the Port Authority has rebranded the path across the George as the “North Walk.”

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Photo Darren T. Bartells.

This is not unexpected, given the liability the Agency would incur for permitting thousands of cyclists and pedestrians to interact on a substandard facility.^{12 13} Nonetheless, the decision will have a long term impact on the region.

Two examples:

First, presume that New York State will move forward with some form of congestion pricing. If so, we can expect that New York City will move to restrict non-resident parking in upper Manhattan.¹⁴ In this scenario, a widened GWB could support a park-bike-ride option for tens of thousands of North Jersey commuters.

Second, e-bikes, scooters and personal mobility devices present a unique option to reduce greenhouse emissions from transportation.¹⁵ They're cheap, effective, sustainable and extremely popular—with rates of adoption far exceeding electric vehicles.¹⁶ They reduce congestion, do not require charging stations, and their emissions are a fraction of full size EVs.^{17 18}

But because they stress the level of service on even modern facilities, their sustained adoption will depend on infrastructure that enables safe operation.

Which is why the PA's choice not to support their use across the George is such a lost opportunity.

Neile Weissman, 2021



[GWB North Walk](#)—mile long main span. Photo by Hassan Diop.

Notes

¹ "Bayonne Bridge Bike-Ped Path Opens — With No Safe Way to Get There," StreetsBlog, 5/24/19, <https://tinyurl.com/bhzeczk3>

² "First Staten Islander bikes across Goethals Bridge as shared-use path opens," Staten Island Advance, 3/4/20, <https://tinyurl.com/9jn2aekn>

³ "Grayways—New Jersey/Staten Island," Complete George, 9/20, <https://tinyurl.com/y86kzhhn>

⁴ "Eyes on the Street: The New Mario Cuomo Bridge Bike Path Opens," StreetsBlog, 6/16/20, <https://tinyurl.com/vxn4zk63>

⁵ "New Kosciuszko Bridge between Brooklyn and Queens to fully open Thursday, public can walk across it Wednesday," NY Daily News, 8/25/19, <https://tinyurl.com/f2zdxv6j>

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⁶ “Legislators Hope to Get Cyclists And Pedestrians A Voice At The MTA,” StreetsBlog, 6/9/21, <https://tinyurl.com/2dxw65ca>



Clockwise from upper left: Henry Hudson, RfK Tri-Boro, Whitestone, Throgs Neck, Cross Bay Veteran's Memorial, Marine Parkway and Verrazzano-Narrows. Image NYC DOT.

⁷ “Requires the Metropolitan Transportation Authority, to develop a strategic action plan to improve bicycle and pedestrian access at its bridges and passenger stations,” S4943B/A6235B, NYS Senate, 5/21, <https://tinyurl.com/k34za8rh>

⁸ “The Five Borough Bikeway,” Regional Plan Association, 6/20, <https://tinyurl.com/yr6hrnkd>

⁹ “The Brooklyn Bridge bike lane is finally open,” 6sqft, 9/15/21, <https://tinyurl.com/5crnjhk4>

¹⁰ “Squeezing the brakes: Mayor’s Queensboro Bridge bike and pedestrian lane project stalled by roadway rehab,” AM New York, 11/2/21, <https://tinyurl.com/jdr9k3ka>

¹¹ Even these enhancements have been criticized by cycling advocates as inadequate and delayed given that cycling across NYC surged by a third since the onset of the pandemic—and nearly two-thirds on weekends.

“Cycling in the City, Cycling Trends in NYC,” NYC Department of Transportation, 9/21,

<https://tinyurl.com/3szerjku>

¹² “Safety, Litigation and the Demise of Cycling on the GWB,” Complete George, 9/17,

<https://tinyurl.com/5mxz7sjy>

¹³ In 2015, peak bike use across the GWB exceeded the Brooklyn and Queensboro Bridges—which were twice as wide then and are now getting upgrades. “Capacity and Demand”, Complete George, 9/16,

<https://tinyurl.com/33aaxf26>

¹⁴ “Residential-Parking Permits: An Idea Whose Time Has Come?” StreetsBlog, 8/20/19,

<https://tinyurl.com/ybfsprfv>

¹⁵ “Report: Climate Goals Impossible Unless Sustainable Transport Claims 40 Percent of Mode Share,” StreetsBlog, 11/12/21, <https://tinyurl.com/zy2utmva>

¹⁶ “Field Guide to Micro Mobility of New York City,” StreetsBlog, 11/5/21, <https://tinyurl.com/4z9stfe8>

¹⁷ “Even if all new cars were fully electric, it would still take 15-20 years to replace the world’s fossil fuel car fleet. Emissions from cycling and e-biking can be 10 times lower than driving an electric car.” “Obsessing over electric cars is impeding the race to net zero: More active travel is essential,” Oxford University, 6/14/21, <https://tinyurl.com/ywkpjff>

¹⁸ “A 15% e-bike mode share could result in a 12% reduction in CO2 emissions from transportation,” Michael McQueen, John MacArthur, Christopher Cherry, “The E-Bike Potential: Estimating regional e-bike impacts on greenhouse gas emissions,” ScienceDirect, 10/20, <https://tinyurl.com/etzevayw>