



**DRAFT MEETING SYNOPSIS OF THE SEPTEMBER 9, 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 per recent actions signed into law by Governor Hochul under the NYS Open Meetings Law. After he completed a roll call of the Council members, he declared a quorum for the meeting under the NYMTC Operating Procedures.

B. CO-CHAIRS' REMARKS

NYMTC Co-Chair, NYSDOT Commissioner Marie Therese Dominguez welcomed everyone to the meeting. Commissioner Dominguez reflected on the recent catastrophic flooding from Hurricane Ida that produced record amounts of rainfall, tornadoes, significant damage and loss of life in the tri-state area. She noted that the extreme weather events that affected the region illustrated the need for the Council to have an engaged and aggressive posture on mitigating the impacts of climate change on the region's transportation system. She acknowledged the federal government's actions with the pending Infrastructure Investment and Jobs Act bill, which prioritizes investments and resilience and carbon emission reductions. Commissioner Dominguez recognized the twenty-year anniversary of the September 11th terrorist attacks that occurred upon the United States of America. She noted that two of the planes that were flown directly into the World Trade Center Twin Towers, which was at that time, the home to NYMTC staff members. She asked for a moment of silence to honor the lives of the beloved NYMTC family members—Ignatius Adanga, Charles Lesperance, and See Wong Shum—and the lives of so many, who all perished that day.

Commissioner Dominguez welcomed the keynote speaker, Federal Transit Administrator Nuria Fernandez and said that she looked forward to her remarks. Commissioner Dominguez thanked Co-Chair Suffolk County Executive Steven Bellone for demonstrating great leadership and dedication during his tenure as the NYMTC Co-Chair and for his commitment to regional issues that include enhancing safety and mobility for users of all ages and abilities. She thanked the NYMTC staff for their contributions to the development of NYMTC's next Regional Transportation Plan, entitled *Moving Forward*, which captures the framework that NYMTC Principals put forth with the developed Shared Vision for Regional Mobility. She noted that the Shared Vision states that the Council members aspire to ensure that the mobility provided by the region's transportation systems reaches everyone in a sustainable, healthy, and equitable manner; to invest efficiently to meet the region's transportation needs; and to respond effectively to the transportation challenges of tomorrow. She noted that maintaining and enhancing the transportation system to meet the challenges of growth and change was important and that long term investments were great assets that foster a multi-state metropolitan region. She said that the level of resiliency and methods to reduce the contributions towards climate change needed to be considered and noted that transportation was important and necessary and there were means to reduce greenhouse gas emissions. She said that the members of the Council were creating opportunities to move the region forward and she

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thanked them for their continued support and involvement.

NYMTC Co-Chair, Suffolk County Executive Steve Bellone thanked Commissioner Dominguez for her words and for her leadership and all that her team did during the recent challenging times. He echoed her comments regarding extreme weather events, in particular how Hurricane Ida caused much widespread devastation and loss of lives. He reflected on the twenty-year anniversary of the September 11th attacks on our nation and how the people of this nation continue to mourn those who perished on that terrible day. He thanked his colleagues and staff for all the work they've done during the COVID-19 pandemic and he thanked the staff of NYMTC for their partnership and outstanding work they've produced for the region.

County Executive Bellone said that steps should be taken to modernize our transit system as the region emerged from the COVID-19 pandemic, while also incorporating the lessons learned. He said that as the world stood still, the region's transit systems provided critical transportation for frontline heroes. He said that although steps were being taken towards a full economic recovery, the region's transit services were still trying to rebound. He noted that bus ridership in Suffolk County was greatly affected by the COVID-19 pandemic with ridership dropping to a low 30% of previous years' levels. He reported that fixed ridership has rebounded to approximately 60% and paratransit has rebounded to 70% of 2019's ridership. He said the world we live in today was much different than two years ago and that COVID-19 had changed the normal workday shifts. He noted that innovative solutions for our transit network to move forward were needed and talked about Suffolk County's efforts to build a 21st century transportation network such as their reimagined transit initiative, which is designed to rethink their entire transit bus routes to ensure its resources and its investments were aligned with the community goals. He talked Suffolk Transit On-Demand, the county's first of its kind mobility service that launched on June 16th and provides a demand responsive public transit option which compliments and extends the county's existing transit system services while providing mobility in eastern sections of county. The on-demand service uses advanced algorithms to create quick and efficient trips in real time, increasing efficiency and reliability for riders. He noted that the goal of the pilot program is to provide better transit service and to understand how ridesharing services could potentially be integrated into the county's transit network. County Executive Bellone discussed the Route 110 Bus Rapid Transit (BRT) system would be a high frequency premium transit service that would provide north-south mobility, promote increased transit use, and improve quality of life. He noted that New York State had identified Suffolk County as one of five transit systems statewide that would transition 25% of its bus fleet to electric vehicles by 2025 and 100% by 2035. He said that Suffolk County has received federal grant funds to purchase new battery electric buses and charging equipment and is upgrading power in two of the county's six bus depots as well as developing a fleet electrification masterplan. County Executive Bellone said that with funding through NYMTC, the county completed its first ever comprehensive Hike and Bike Master Plan in 2020 which proposed roughly 1200 miles of pedestrian and bicycle infrastructure that includes shared use paths, bicycle lanes and walking trails and will connect parks, historic sites, transit centers and downtowns throughout the county and building on their bicycle share program. County Executive Bellone noted that the projects across Suffolk County are a part of its commitment to embracing change and opportunity. He said that as we enter a post COVID-19 world, innovation and big thinking are the way to grow our economy and maximize the limited resources available. He thanked the members of the Council for their support and said that it was an exciting moment in history for Suffolk County and he is optimistic for what the future would bring.

C. KEYNOTE SPEAKER – FEDERAL TRANSIT ADMINISTRATOR NURIA FERNANDEZ

Federal Transit Administration (FTA) Regional Administrator Stephen Goodman introduced the keynote speaker, Federal Transit Administrator Nuria Fernandez. He noted that Ms. Fernandez had more than 35 years in the transportation industry who served as the General Manager and Chief Executive Officer of the Santa Clara Valley Transportation Authority and was chair of the American Public Transportation Association. He said she is an experienced and inspiring leader who would talk about the infrastructure Investment and Jobs Act and how the success of NYMTC's transportation systems were critical to the economic health and sustainable future growth of the region.

FTA Administrator Nuria Fernandez thanked Regional Administrator Stephen Goodman for his introduction and Commissioner Dominguez and County Executive Bellone for extending the invitation to be the meeting's keynote speaker. She recognized the twenty-year anniversary of the September 11th attacks and extended heartfelt thoughts to the region. Administrator Fernandez said that it was a pivotal time for the nation's public transportation systems with the Senate passing the Infrastructure Investment and Jobs Act (IIJA) bill, on August 10, 2021. She noted that the proposed legislation includes \$550 billion dollars in new federal investment in America's infrastructure and almost \$90 billion in guaranteed funding for public transit, which is the most significant federal support for transit in the nation's history. The funding could enhance the mobility, economic competitiveness, and resiliency of the greater New York metropolitan region. Administrator Fernandez pointed out key provisions of the IIJA that would benefit the region including the largest federal investment in public transportation and intercity passenger rail in our nation's history, and the prioritization of investments that support resilience and carbon emission reductions. She said that the United States Department of Transportation and the FTA are focused on providing support for the regional transportation planning and well-thought-out transit projects and initiatives that were seen in New York City, the lower Hudson Valley and in Long Island and hoped that the infrastructure bill would soon provide a new source of funding to speed up transit expansion and help to improve the state-of-good-repair for transit agencies in the region. Administrator Fernandez recognized NYMTC's approach to planning in a region that has complex transportation challenges that include traffic congestion and air quality concerns as well as the coordinated regional transportation plan with the transit network. She stressed that NYMTC's work is vital to ensuring New York's transit systems addresses the needs of commuters and that the success of the transportation system is critical to the economic health and sustainable future growth of the region. She said that NYMTC's responsibilities continue to grow as the role of metropolitan planning organizations (MPOs) expand in response to our changing world and the FTA looks to MPOs as regional partners to build thriving communities and ensure efficient and accessible public transportation and to help tackle climate change and prioritize equity so that no one is left behind. Administrator Fernandez said that FTA is proud to be a partner supporting critical transit projects in the region. She said the future looked bright and would take a lot of work from everyone. She said that FTA would continue to be a good partner as every agency worked towards their plans for the bright future.

Commissioner Dominguez expressed her appreciation of Administrator Fernandez's vision and insights on the topics discussed. She noted that New York has an aggressive Climate Leadership and Community Protection Act that is being executed to significantly reduce greenhouse gas emissions. She asked for Administrator Fernandez's thoughts on equity and technology in terms of the way service is used and how it's provided.

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Administrator Fernandez said that public transportation helps shape communities and if done right, facilitates opportunity. She noted that one example of connecting riders through new services with strategic investment is the region's ferry system and that all forms of transit services need to come together through a connected network. She noted that the pandemic has shifted the way people traveled and highlighted the significance of resiliency and flexibility. She said that through Hurricane Ida, the vulnerability of our infrastructure was evident. She said that we could take advantage of the great opportunities available through technology and research that paid more attention to the hardening and resiliency of the investments we all are making together.

COUNCIL MEMBERS' ROUNDTABLE DISCUSSION

County Executive Bellone moderated the roundtable discussion among the Council members on the topic of extreme weather events and how those events impacted transportation and infrastructure, and the need to work collectively to make the transportation systems more resilient. County Executive Bellone noted how Suffolk County went from preparing for a Category One hurricane to a hurricane that landed 1500 miles away and caused much devastation to the region. He said that the region's weather events were more extreme and more frequent.

Commissioner Henry Gutman of the New York City Department of Transportation (NYCDOT) applauded the comments of Administrator Fernandez. He said that climate change is not some prediction of future events but is a present emergency and that everything that has been in the planning mode for the future needed to be priority. He echoed what County Executive Bellone pointed out, that everyone was prepared for a traditional hurricane and was worried about storm surge and low-lying coastal areas but was taken by surprise by the ferocity of the rainfall and the impact of areas that had poor drainage but were not anywhere near the water. He said that these events should be viewed as emergencies and resources should be allocated as emergencies. He noted that he recently attended the inauguration of the first high-speed DC chargers in a New York City parking garage, at which NYCDOT's Electrifying New York Plan was released and with the goal of making charging freely available and readily available throughout NYC for everybody in NYC. He said that while resources are spent to move people away from reliance on private cars, it's also a necessity that the cars that continue to be used are electric vehicles. He said that the takeaway from all of this is that we all need to have a sense of urgency. He noted that congestion pricing was another high priority for everyone both in terms of the impact on carbon emissions and in terms of providing much needed funding for our mass transit system which is the alternative to polluting private cars.

Michael Shiffer, Senior Vice President Regional Planning of the Metropolitan Transportation Authority (MTA) echoed Commissioner Gutman's remarks. He said that as we work with our partners, we need to recognize that not all flooding is the same. Rainwater versus coastal flooding requires very different solutions at different locations and that a lot of the past projects, including those that NYMTC has supported and funded, have addressed locations that were inundated by traditional hurricanes and storms such as Hurricane Sandy. He said that we need to recognize that flooding of the type that Hurricane Ida produced was more distributed and much less locally predictable, was a real challenge. He noted that the MTA has begun addressing that challenge by coordinating with their colleagues in New York City and colleagues in the various counties to share data. The MTA has a flash flooding task force that includes ongoing data exchange on information regarding proactive cleaning of catch basins and information is shared about problematic hot spot

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systems of their network. He said that it is very important to continue to exchange data and information with all partners.

Richard Marquis, Regional Administrator of the Federal Highway Administration (FHAW) said that it should be a priority to consider the need for project resiliency when advancing transportation projects. He noted that in his discussions with the NYSDOT and NYCDOT Commissioners on project specifications and standards, the effects of climate change are considered and should continue to be considered.

Jared Snyder, Deputy Commissioner, Office of Climate, Air & Energy of the New York State Department of Environmental Conservation (NYSDEC) talked about the recent legislation signed by Governor Hochul to reduce climate-altering greenhouse gas emissions and air pollution from the transportation sector. He noted that this legislation will move the state very expeditiously towards electrifying transportation. The legislation establishes requirements or directs NYSDEC to establish regulations requiring 100% sales of light duty vehicles by 2035 and 100% sales of medium and heavy duty vehicles by 2045. He noted that as a first step in that process, NYSDEC issued proposed regulations that establishes requirements for sales for heavy duty and medium duty electric vehicles or zero emissions vehicles from 2025 to 2035 to continue movement in the direction of electrifying our transportation system. He said that it is very much a partnership between all the different levels of government to meet this goal.

Commissioner Henry Gutman congratulated Governor Hochul for the recent legislation and said it was an incredibly important step forward the State of New York made. He said that the NYCDOT looked forward to making sure that all electric vehicles have places to charge whenever they are in New York City.

County Executive Bellone said that the lack of investment over the decades in infrastructure was challenging, but the impacts of climate change are highlighting that these systems have not been designed to handle the kind of extreme weather events that we are facing. He said that it's a broad-based challenge that we face that requires all of us to work together at the local, state, and national level. He reflected on Administrator Fernandez's comments on new federal investments and its importance and how the dollars would be implemented into the region's planning process. He asked the members how the enhanced federal investments could best be used to advance the shared vision for greater mobility in the region.

Stephen Powers, Rockland County's Director of Public Policy & Intergovernmental Relations said that Rockland County Executive Ed Day looked forward to working with the FTA and the members of NYMTC to prioritize FTA's capital investment program and to set aside funds from the infrastructure bill for the Gateway Project, which is a project of tremendous importance, not only for Rockland County residents, but for the entire region in terms of both regional mobility and economic health.

Commissioner Dominguez said that the timing of the adoption of NYMTC's new Regional Transportation Plan, *Moving Forward*, is critical and regional coordination is also critical as Congress develops the Infrastructure Investment and Jobs Act. She pointed out the importance of going back to basics with resiliency standards and specifications. She called for taking advantage of increased infrastructure funding to address culvert repair, ensuring roadways could withstand extreme weather events and building in a level of resiliency in the transportation system. She said that the

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Moving Forward and its shared vision for the New York region is very timely and very important.

Naomi Klein, Westchester County Director of Transportation Planning for the Westchester County Planning Department commented on behalf of Westchester County Executive George Latimer. Ms. Klein said that we were in a transformative time given the effects of the COVID-19 pandemic and extreme weather events. She noted that, through NYMTC, the members could speak with one voice that would make them stronger in advocating for resources as well as sharing best practices and collaborating will be an effective means to address issues.

Michael Shiffer added that the infrastructure bill presents a tremendous opportunity for the region and a direct appropriation for state-of-good-repair would be helpful in addressing the regional needs, particularly after capital programs such as the MTA's were put on hold in light of COVID-19 revenue losses. He called for leveraging data and understanding the condition of existing assets. He added that evaluating proposed enhancements based on measurable criteria such as resiliency, equity, cost, and ridership is also needed.

Regional Administrator Stephen Goodman said that with the extra federal money pending, everyone should consider the Secretary of Transportation's priorities that addresses resiliency, protecting the infrastructure and climate change. He offered FTA's technical assistance as the process moves forward.

County Executive Bellone agreed with the members comments on regional cooperation and coordination and said that all must move together as a region to tackle these great challenges. He said that mobility should be thought of beyond connections to other regions throughout the northeast and along the Atlantic. He said that he's a big advocate for speed rail and that it was the ultimate way to make a dent into climate change issues around transportation and mobility issues connecting people in underserved communities who have been isolated. He said that it's important how resources were invested for state-of-good-repair and thought should be given on how to build back for the future and how to create greater economic system for everyone.

D. PUBLIC PARTICIPATION

Murray Bodin talked about global warming and said that all the planning done for the future won't work if changes to address global warming are not addressed immediately. He said that we all needed to change and that every country needed to cut back and reevaluate or the world and its economy would not grow. He said that the Manual on Uniform Traffic Control Devices needed to be changed and updated. He said that the younger generation were the future of the country. He thanked everyone who has helped him.

Will Flowers of Brookhaven Rail LLC made the following remarks. "Brookhaven Rail is a class 3, short line railroad that operates in Yaphank New York and is owned by Winters Bros., the largest recycling company on Long Island. Winters Bros. is also the largest exporter of freight from Long Island. The work of NYMTC is more critical today than ever before and we appreciate the hard work and the investment in strategic planning to provide a transportation infrastructure for the region. We want to especially recognize the work of Gerry Bogacz, whose expertise and willingness to promote NYMTC's work in the region is highly valued. To no one's surprise, there is a need for a significant increase in transportation capacity to manage freight deliveries and shipments to and from Long Island. We remind NYMTC of the increase in truck traffic that will occur when the Brookhaven

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Landfill closes in 2024. Specifically, when the landfill shuts its gates in 2024, more than 1.2 million tons of material will be displaced. Much of this waste will need to be shipped off Long Island to environmentally safe disposal locations located in Pennsylvania, Virginia, Ohio, and other distant locations. While waste reduction, reuse and recycling are important strategies and ones that Winters Bros. is advancing, we calculate the need for some 60,000 to 100,000 additional trucks per year to handle the 1.2 million tons of waste that will be displaced once the landfill closes. The cost effective and environmentally sound movement of waste is already at critical capacity due to a stressed roadway infrastructure leading off Long Island. Fortunately, we are working on a solution that incorporates the rail movement of freight on and off Long Island. We are developing a 228-acre rail terminal that will serve Long Island for the next 50 years or more. We believe rail is a viable and environmentally friendly method of moving waste off the Island and moving freight onto Long Island. Transportation infrastructure takes time to develop. We would welcome the opportunity to further discuss the need and the benefits of a rail solution for Long Island along with the consistencies between our project and NYMTC's transportation plan at a future NYMTC meeting. The bottom line is that our project will result in fewer truck trips off Long Island thereby reducing congestion and improving air quality and addressing climate change issues. Thank you for the time this morning and again...we appreciate the NYMTC's work to promote efficient, cost effective and environmentally sound solutions relating to transportation in the region."

Joseph Clift made the following remarks. "I listened to your comments and calls for increased investment and resiliency against extreme weather events, electrification of transportation and improved transit and my observation, those needs fly in the face of wasteful spending already in your transportation plan and I want to speak specifically to phase one of the Gateway project which consists of the portal north bridge project, \$1.8 billion, which most of that is not needed and the \$12.3 billion Hudson Tunnel Project, which most of that is not needed. This \$14 billion public investment has zero impact on Trans-Hudson rail based mobility—not a single additional rider, car, or train. I have three asks of the administrator today. Please look carefully at the New Jersey Transit's final 2020 application for a \$767 million core capacity grant for the portal north bridge project. NJT claimed non-bridge related capacity improvements as bridge related to illegally qualify for this grant. The FTA allowed those applications to go in that way. You can save \$200 million of the \$1.8 billion dollars by having Amtrak build a low-level movable bridge replacing the existing portal bridge. There is no commercial traffic going through the bridge anymore. My second ask is to look carefully at the Port Authority of New York & New Jersey's (PANJNY) updated application to the FTA for a \$5.6 billion New Starts Grant for the Hudson Tunnel project. There is only \$69 million, one half of one percent committed by the projects' sponsors, which are New York, New Jersey and the PANYNJ for this project. All the rest of this money is to be borrowed or granted by the federal agencies. There's no way this project can move into project engineering. The project also doesn't list any money for cost overruns. They admit price tag is \$1.8 billion, they don't have a single dollar listed for where that money will come from. Until the locals get a grip on the financial aspects of this, the project should not move into project engineering. Finally, my last ask for the Administrator, working with the FRA, to follow-up on past DOT Secretary Elaine Chao's commitment to look at starting the rehab of the existing Hudson Tunnel tubes that have problems, using what's called Repair in Place, examined by London Bridge Associates in a report to the Gateway Development Commission. It's doable and it's done around the world. If you start that now, you save 10 years on those improvements and I ask the Administrator to take a hard look at that. I also ask that the MTA to push DOT to look at that in the East River Tunnels."

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George Haikalis, President, Institute for Rational Urban Mobility, Inc. (IRUM), was concerned with reducing motor vehicular congestion and improving the livability of dense urban places. The following comments were submitted. "NYMTC is the shriveled remains of what used to be the Tri-State Regional Planning Commission which was dissolved 1982. The IRUM commends NYMTC staff in its effort to maintain a bare minimum of regional cooperation in a hostile world of competing bureaucracies. IRUM welcomes the Honorable Nuria Fernandez, Federal Transit Administrator, to the NYMTC meeting. IRUM urges FTA Administrator Fernandez to continue to support this effort and fund initiatives like the 2003 Access to the Region's Core study that demonstrated that the link is feasible and beneficial. While many urban regions throughout the world have made productive use of their rail assets, the three commuter rail lines serving the NY-NJ-CT metropolitan area continue to drag their feet in this effort. The Biden Administration can make a difference and IRUM urges FTA to take the lead in creating a coherent metropolitan rail system."

The following comments were received from Mary Parisen of Civics United for Railroad Environmental Solutions (CURES) through the webinar chat pod. "Thank you NYMTC for your public response and the need for planning waste export transportation by rail. The plan must include construction and demolition debris, a major export. The containerization of this waste in rail cars must be addressed. These rail cars travel through densely populated communities. Precipitation goes into these open railcars and into our storm drains. Vectors, leachate, and odors are among some of the issues related to the problems of open rail cars of waste. All waste must be covered. Since 2009, CURES has been advocating for the upgrade of the Tier 0 locomotives being used today which are not environmentally friendly. We need the 21st century technology of Tier 4 switcher locomotives available. \$27 million have been allocated by NYS Legislature but has not been spent. These locomotives travel through Suffolk, Nassau, Queens, and Brooklyn. The diesel emissions of these antiquated locomotives are affecting our air and breathing. The purchase of Tier 4 switcher locomotives is a strategic investment for air quality and safety. As the Suffolk County Executive Bellone mentioned we need to modernize transit systems and use 21st century technologies."

E. ACTION ITEMS

1. ACCEPT: FEBRUARY 25, 2021 MEETING SYNOPSIS

Commissioner Dominguez referenced the February 25, 2021 meeting synopsis and asked if any of the members had any comments. There were none. The meeting synopsis was motioned by NYCDOT Commissioner Henry Gutman and seconded by Stephen Powers for Rockland County Executive Ed Day. The meeting synopsis was unanimously accepted by the members of the New York Metropolitan Transportation Council.

2. ADOPT: RESOLUTION #2021-5 – COUNCIL ADOPTION OF THE FEDERAL FISCAL YEARS 2022-2050 REGIONAL TRANSPORTATION PLAN AND RELATED 2021 CONGESTION MANAGEMENT PROCESS STATUS REPORT

Jan Khan, NYMTC's Regional Planning Manager, introduced NYMTC's draft long-range Regional Transportation Plan (Plan) titled, "*Moving Forward: Your Region Connected*", which has a horizon year of 2050. He explained that *Moving Forward* was developed over two years by the member agencies and through an extensive virtual public outreach program. He said that the shared vision of the NYMTC members that appeared in the Plan includes ensuring that the mobility provided reached everyone in a sustainable healthy and equitable manner; investing

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efficiently towards the transportation needs and responding effectively to the transportation challenges for tomorrow. He noted that the Congestion Management Process (CMP) Status Report provided an overview of its process and methodology and presented the CMP analysis and forecast results and described the strategies committed to the RTP to address the current and forecasted levels of traffic congestion. Mr. Khan noted that both products met the federal requirements and regulations and have gone through extensive public involvement and outreach. He noted that NYMTC's Program, Finance and Administration Committee (PFAC) recommended that these products be adopted by the Council. Detailed information of NYMTC's RTP and CMP Status Report can be found at <https://www.nymtc.org/Planmovingforward>.

A motion to adopt Resolution #2021-5, Council Adoption of the FFYs 2022-2050 Regional Transportation Plan and Related 2021 Congestion Management Process Status Report was made by Naomi Klein representing Westchester County Executive George Latimer and seconded by NYCDOT Commissioner Henry Gutman. There was no discussion. The resolution was passed unanimously.

3. ADOPT: RESOLUTION #2021-6 – RECOGNITION OF SERVICE BY PATRICK FOYE, FORMER CHAIR AND C.E.O. OF THE METROPOLITAN TRANSPORTATION AUTHORITY AS A PRINCIPAL MEMBER OF THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Commissioner Dominguez noted that the resolution gave recognition to Patrick Foye as a Principal Member of NYMTC from 2014 through 2020, who enhanced the mobility and efficiency of New York's transportation systems and contributed to the vision that helped shape the future of NYMTC and its region. She wished Mr. Foye the best in his new responsibilities.

A motion to adopt Resolution #2021-6, Recognition of Service by Patrick Foye, former Chair and C.E.O. of the Metropolitan Transportation Authority as a Principal Member of the New York Metropolitan Transportation Council was made by Suffolk County Executive Steve Bellone and seconded by NYCDOT Commissioner Henry Gutman. There was no discussion. The resolution was passed unanimously.

**F. INFORMATION ITEM
DEVELOPMENT OF NYMTC'S FFYs 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

Chris Hardej, NYMTC's NYCTCC Staff Director, discussed the Transportation Improvement Program (TIP), which is a federally required program of projects that identified transportation improvements selected by NYMTC's members for federal funding. He said that the current FFYs 2020-2024 TIP was adopted by the Council in September 2019. He said that the current FFYs 2020-2024 TIP was adopted by the Council in September 2019 and staff has begun preparing for the development of a new TIP for FFYs 2023-2027.

G. CONFIRM NEXT COUNCIL MEETING

The next meeting of the Council was confirmed to be held on February 24, 2022 to adopt NYMTC's Unified Planning Work Program.

H. The Council Meeting was adjourned.

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ATTENDANCE

Voting Council Principals/Representatives

Steven Bellone, Suffolk County Executive (Co-Chair)
Stephanie DeLisle for Janno Lieber, Acting Chair & C.E.O., Metropolitan Transportation Authority
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
Naomi Klein for George Latimer, Westchester County Executive
Stephen Powers for Ed Day, Rockland County Executive
Sean Sallie for Laura Curran, Nassau County Executive
Jack Schmidt for Marisa Lago, NYC Department of City Planning Executive Director

Advisory (Non-Voting) Principals/Representatives

David Behrend for Mary D. Ameen, North Jersey Transportation Planning Authority Executive Director
Stephen Goodman, Federal Transit Administration Regional Administrator
Richard Marquis, Federal Highway Administration Division Administrator
Louis Millan for Kevin Corbett, New Jersey Transit President and CEO
Richard Ruvo for Walter Mugdan, Acting US Environmental Protection Agency Regional Administrator
Jay Shuffield for Richard Cotton, Executive Director, Port Authority of New York & New Jersey
Jared Snyder for Basil Seggos, New York State Dept. of Environmental Conservation Commissioner

NYMTC Staff & Contractors*

Ali Afshar	David Lake
Olayinka Alamu *	Joomee Lee
Seitu Allen	John Lopez
Gerry Bogacz	Jack Ma *
Joy Britton	Andrea Miles-Cole
Mary Byrne	Ali Mohseni
Michael Chiume	Larisa Morozovskaya
David Drits	Robert Mortell
Daniel Etkin	Debra Nelson
Maura Fitzpatrick *	Jessica Ortiz *
Leslie Fordjour	Munnesh Patel
Merrill Frank	Sandeep Puppala
Yevgeniy Galinski	Chris Rodrigues-Moore
Fidel Garcia *	Abdus Salam
Leokadia Glogowski	Manish Shah
Marisol Gonzalez	John Simpson
Chris Hardej	Sherry Southe
Anthony Inzerillo	Lynn Thisse
Carl King	Jianghao Zhu

OTHERS

Marc Albrecht
Widiane Alcin, NY Senate Office
Kendra Armstead, Nassau County
Michael Aronson, NY Daily News
Valerie Berton, FTA
Murray Bodin, Concerned Grandfather
Pamela Brown, FTA
Donald Burns, FTA
Chris Chatterton, Suffolk County
Joseph M. Clift
Dan Coots, NYSDOT
Catherine Corless, MTA
Kevin Crean, Nassau County
Michael Culotta, FTA
Joseph Cuomo, Nassau County
Cynthia Danza, NYCDOT
Jack Dean, NJT
Eleanor DeBlasi, Pratt Brothers
Norma Drummond, Westchester County
Evette Ennis, NYC Transit
Nuria Fernandez, FTA
Will Flower, Winters Bros.
Michael T. Flynn, NYSDOT
Oluseye Folarin, MTA
Ian Francis, NYSDOT
Angela Gates, FTA
Tatyana Golikova, NYSDOT
Linda Henninger
Roger Herz, TIME 2 Improve
Larry Higgs, NJ Advance Media
Jonathan Hill, NYSDOT
Joseph Jarrin, NYCDOT
Steven Kressman, CCI Companies
Craig Lader, Westchester County
Matthew Laurita, USEPA

Mary Parisen Lavelle, CURES
Harriet Lewis, NYSDOT
Lawrence Lennon, MTA
Michael Madia, Suffolk County
Uchenna Madu, NYSDOT
Gautam Mani, FHWA
Jacque Mason, FTA
Wilson Milian, IEEE
Daniel Moser, FTA
Robert Paley, MTA
Wayne Peacock, FTA
Kathleen Porter, Rockland County
Denise Ramirez, NYCDOT
Mukta Ramola, NYSDOT
Richard Ravit, AECOM
Yogesh Sanghvi, NYCDOT
Ayla Schermer, FTA
Eliot Schiaparelli
Douglas Schuetz, Rockland County
Julia Seltzer, MTA
Michael Shiffer, MTA
Ben Smith, NYCDOT
Stephen Soucy, Winters Bros.
Caroline Sumner, Safety Marking
Steven Taubenkibel, FTA
Ray Tomczak
Darnell Tyson, Suffolk County
Veronica Vanterpool
David Viana, Nassau County
John Waltz, Oyster Bay
Lynn Weiskopf, NYSDOT
Neile Weissman, Complete George
Natalie Wright, Suffolk County

Respectfully Submitted,

Andréa Miles-Cole
Administrative Specialist
NYMTC