

Mobilizing the Region

A Weekly Bulletin from the Tri-State Transportation Campaign

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NEWS

Opponents Rise to Rowland Rail Attack —Legislators Don't See Support for Cuts—

Commuters, business leaders, transit advocates and environmentalists around Connecticut **blasted Governor John Rowland's budget proposal** to **eliminate three commuter rail lines** and hike transit fares for the sake of lower gas prices. At a legislative hearing in Hartford last week, Joseph McGee of the Business Council of Southwestern Connecticut said **renewal of cities** like Bridgeport and New Haven is **dependent on rail service**, and that modern mass transit is essential to attract business development and tourism to the state. "It's obvious that traffic on I-95 has gotten heavier. Is this the time to be reducing rail service and forcing more traffic onto the highway?" asked a Guilford resident who commutes to Norwalk using Shore Line East and Metro-North trains.

At meetings of the Metro-North Commuter Council last week, commuters, elected officials and advocates said more Metro-North train service, not less, was needed in southwest CT. Republican **municipal officials and state lawmakers voiced their opposition** to the cuts. "There is a broad consensus across parties and both houses that cuts in [rail] service are not a reasonable way to cut the gas tax," said Alex Knopp, D-Norwalk.

To pay for the gas tax cut, Rowland wants to **eliminate Shore Line East**, which operates on the CT coast east of New Haven, and **Metro-North's Danbury and Waterbury lines**. CT Transit bus fares would increase from \$1.00 to \$1.15 on July 1, 1997, and to \$1.25 in July, 1998.

NJDOT Faces Massive Opposition to "Draft" Capital Program

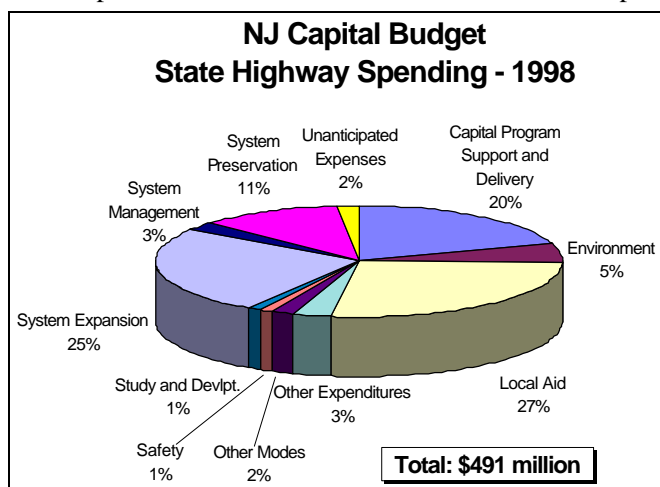
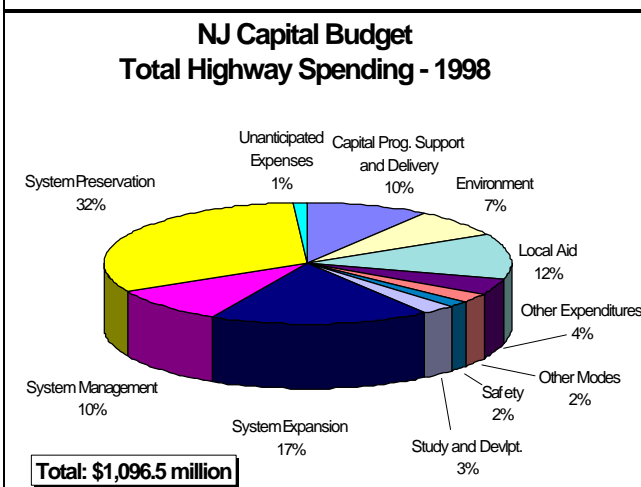
Once again, NJDOT has thrown New Jersey's capital project planning and budgeting process into a tailspin by proposing its capital plan at the eleventh hour, just short of delivery to the Legislature by March 1. The move cast NJ's three metropolitan planning organizations' previously established project priorities to the wind. In recent years, NJ DOT has made last-minute issuance of capital plans a perennial event, confounding MPO and local input into projects to be built or deferred.

This time, over **100 projects are being dropped or delayed** due to DOT's **"overprogramming" of state funds** to the tune of \$300 million. Tempers flared at a recent NJTPA project prioritization committee meeting, when county freeholders or their staff told DOT to go back to the drawing board and refigure the MPO's allocation after the cutbacks.

In the draft capital plan DOT delivered to the MPOs — and which is apparently continuing to change — southern NJ would gain \$179 million for the three-year period (1998-2000), while the 15 northern counties would receive \$1.245 billion less than expected. NJDOT not only didn't equitably distribute the pain of cutbacks from last year's budget, it is proposing **major new capacity highways** in southern NJ, including the Wynn/Mirage casino highway/tunnel and related improvements for \$114 million and Rte. 29 in Trenton for \$94 million, while axing major system preservation projects in northern NJ.

Some of DOT's proposed cuts may be quickly reinstated, such as the Rtes. 4 and 17 interchange ramps in Paramus. Ironically, Bergen County officials had organized a press conference with Senator Torricelli and Rep-

The NJ transportation capital budget (non-transit) as best as can be calculated at present, using DOT's own categories. Changing project lists make estimation of budgets for years beyond 1998 difficult.



representatives Roukema, Franks and Rothman to argue for more ISTEA monies and highlight infrastructure needs, just before DOT dropped the project. To avoid a major embarrassment, Commissioner Haley declared the \$120 million project “fully funded” and said the project had only been chopped in an internal “draft.” Bergen Freeholder Van Dyke took issue with that at the TPA meeting.

Van Dyke also said the Rte. 29 expenditure (which would hand over Trenton’s waterfront to highway traffic — see last edition and below, right) was inappropriate for state funds. He questioned why counties that had worked hard to obtain federal shares were hardest hit, when other counties were looking to spend large chunks of the state pot to remedy local concerns (the Rte. 29 project is a 1.7 mile “missing link”). Middlesex County was particularly vexed by the Rte. 29 expenditure, and all northern counties had apparently been promised by former Commissioner Wilson that the enormous cost of the 1.6 mile **Wynn tunnel would not “come out of their hide.”** Other new projects that raised the ire of NJTPA freeholders and Technical Advisory Committee members were DOT’s proposed expenditure of \$4.5 million for a dock for the battleship *New Jersey* and \$26 million for sound barriers for Rtes. 80, 280, 287 and 295. The freeholders agreed to send a letter to the Governor, legislators and DOT to seek a delay until April 1 for delivery of the capital plan, so that they could negotiate a better position and check priorities with their towns. An effort to include a **message to raise the gas tax to avoid such cutbacks** failed, but not without support from several members. Reportedly, DOT will delay presentation of the capital plan to the Legislature for one week.

Interestingly, NJDOT **dropped or delayed** some of its **capacity projects**, including the Rte. 1 widening in Edison and Woodbridge, the Rte. 18 connector in Piscataway and Rte. 31/202 in Hunterdon County. Assuming the “dropped” projects are not reinstated, the **new highway capacity category was slimmed to 15%** for total highway spending for 1998-2000 according to DOT’s figures; however, state highway spending for new capacity is 25% in 1998, and 16% over the three years. But many projects that boost roadway capacity are still hidden in “system preservation” and other categories. Tri-State has urged a “fix it first” agenda for the state, noting that the DOT long range plan identified 24% of the state’s bridges and 31% of the local bridges were structurally deficient. 30% of the state’s lane-miles were rated “fair” or worse.

The Legislature should end DOT’s practice of running roughshod over the MPOs by requiring DOT to deliver its proposed capital program to the MPOs by January 1, and by requiring that state capital plans be fiscally constrained. Otherwise, the local elected leaders comprising the MPOs will never have the leverage or information to negotiate with DOT.

LIRR East Side Access: Some Questions

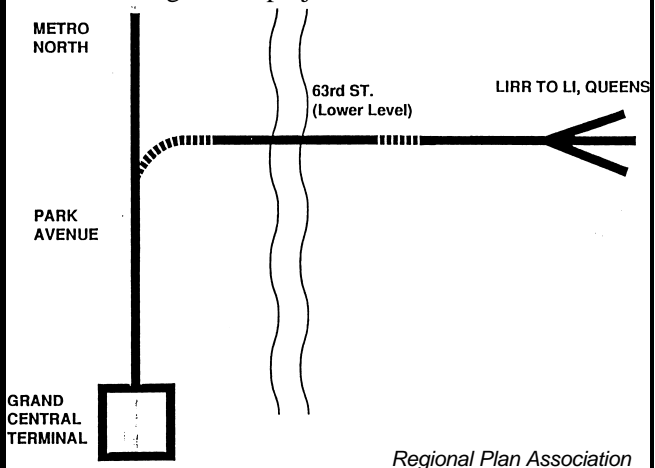
With a five-year federal transportation authorization on the horizon, powerful political backing has rapidly elevated the connection of the Long Island Railroad to Grand Central Terminal to the top of downstate New York’s transportation mega-project list. **The project is a sound one**, and offers Long Island, New York City and the region an array of benefits.

As with any big undertaking, the likelihood of a green light raises a number of questions and issues:

- ❖ How will the city transit system handle a big influx of **new peak-period riders** on the already **overcrowded Lexington Avenue subway** line? Priority for the LIRR-Grand Central connection means transit capacity improvements for Manhattan’s East Side will likely come after LIRR riders are able to disembark on the East Side.

- ❖ Running some LIRR trains into Grand Central will ease train capacity constraints at Penn Station. The commuter railroads have long argued that the capacity constraint is what prevents them from running more frequent local service through the Bronx and Queens. Will some of the **new capacity** provided by the link (and by new LIRR cars) **be used to provide decent, affordable service along the city segments of the railroads?** Commuter lines in Chicago, Paris and elsewhere permit in-city riders to board for the cost of a local transit ride.

- ❖ While the project’s proponents say the rail link’s cost will not come out of the hide of the rest of the MTA capital program, this should be clearly documented once and for all. **What state funding will be used** to leverage the federal funding for the project?



NJTPA Tables Action on Rte. 29

NJDOT’s effort to amend the 1997 Statewide Transportation Improvement Program to include an initial \$7 million of “bridge” funds to begin construction of Rt. 29 was **temporarily thwarted** when the Transportation Planning Authority’s project prioritization committee **voted 4-2 to table the proposed amendment.** NJDOT plans to spend another \$82 million from the Transportation Trust Fund and \$13 in federal NHS monies in FY 98 and 99 for the Delaware waterfront speedway.

Continued next page

The Tri-State Campaign, NJPIRG, NJ Environmental Lobby and the Delaware Riverkeeper made comments at a Feb. 20 hearing in Trenton, objecting to the investment in **new road capacity** and the **waterfront design**, and questioned whether less costly alternatives are available to reduce south Trenton truck traffic. The **EIS for the project is 16 years old**; the project has not appeared in a TIP in years. NJDOT, hoping to fast-track the project, is intending to “design-build” it beginning this Spring, although it hasn’t even applied for waterfront development or wetland fill permits. In designing the project, DOT failed to reach out to the broader environmental community and the thousands of city residents whose access to the waterfront will be cut off; it limited outreach to residents in the immediate vicinity of the roadway. Comments may be sent to John Moore, NJDOT, 1035 Parkway Ave., Trenton, NJ 08625 until March 12 and to Dennis Merida, FHWA, 840 Bear Tavern Road, W. Trenton 08628.

Wynn Welfare Deal Coming Apart?

The *Asbury Park Press* has reported that the highway/tunnel to Atlantic City’s marina district may cost as much as \$330 million, since Mirage, in a hurry, plans to employ two work shifts daily, and to not bid the job on a least-cost basis. In July, the project, in which the state will “partner” with Mr. Wynn’s group and the South Jersey Transportation Authority, was projected to cost \$220 million. The state’s share is at least \$114 million, and the **risk of cost overruns has shifted back to the State**. Now, casino owners in addition to Donald Trump (an early opponent) are starting to balk, because the highway design **limits access to the Boardwalk** area.

At Highway Forum, Staten Islanders Call for Transit

At a “Staten Island Expressway Corridor Major Investment Study scoping meeting” held last Thursday, Staten Island citizens and elected officials called on NY State DOT to study transit options as alternatives to widening the Expressway (I-278).

DOT offered several short-term options for congestion relief on the highway, including a truck climbing lane at Todt Hill, a **contra-flow east bound bus/HOV lane** using pavement on the west-bound side of the road, and traffic signals at the head of each entrance ramp to meter traffic entering the highway.

Citizens and elected officials made it clear that adding road capacity to the SIE or other parts of Staten Island’s road network is unacceptable. **“Adding roads is a 20th century solution. We’re on to the 21st century now,”** said one citizen. Meg Braun, speaking for the Tri-State Campaign, commented that the MIS needs to focus on reducing traffic, and that projections for the SIE should take into account the impacts of the cross-harbor rail freight options being explored by NYC government.

City Council member John Fusco opened public comments by proposing a light rail line down the center of the

Talking to a Wall

The New York State Department of Transportation continues to struggle against a **torrent of opposition to its plan to rebuild the elevated Gowanus Expressway**. At the request of Congressmembers Nydia Velazquez and Edolphus Towns, an additional “scoping hearing” for the Gowanus EIS was held in Carroll Gardens this week. But the meeting was marred by DOT’s failure to record the meeting by stenographer or tape recorder, suggesting that DOT was going through the motions while **community concerns were going into the ozone**. DOT had promised the Congressmembers that they would record the testimony, not just take notes.

The roomful of residents were unanimous in opposition to the state’s rebuilding plan and displayed great distrust of DOT. The Gowanus Expressway Community Coalition has called on SDOT to perform a Major Investment Study, fund a community engineer and examine replacing the elevated highway with a tunnel. The Regional Plan Association’s **feasibility study of the Gowanus tunnel** should be done before April. Another hearing will be held on March 5th at Our Lady of Angels Church (74th Street between 3rd and 4th Avenues, 6:30 pm) in Bay Ridge. Written comments due March 3rd.



Expressway, advocating that it continue over the Verazano Bridge and along the former path of a demolished Gowanus Expressway. Tom Jost of Borough President Molinari’s office noted the Bayonne Bridge was built to carry rail and intersects with the North Shore Rail Line, which could add another mass transit connection that would further reduce congestion on the SIE. The DOT study will cover the North Shore Line and possible improvements to the West Shore Expressway.

Jost also called for coordination of the various projects in the corridor. He especially noted the strong relationship between the **SIE and the Goethals bridge**: after capacity addition for the latter was **dropped from the Port Authority’s capital plan**, it is no longer safe to widen the SIE and assume the Goethals expansion will follow suit. This concern was echoed in statements made by representatives for State Senator John Marchi and State Senator Vincent Gentile. Other projects currently under study that could affect current and future traffic levels on the SIE are the Gowanus rebuilding, projects in the Staten Island Transit Needs Assessment and the proposed rail-freight tunnel.

Mayor to Clinton: Dig We Must

The Staten Island *Advance's* City Hall bureau reports that Mayor Giuliani **broached his cross-harbor rail freight tunnel proposal with President Clinton** when the president was in town last week. "The president said I could come down in the next month to present the detailed proposal," said Mayor Giuliani. "The president said he knew about the proposal, that he has read about it in the NY Times. He's interested in it, but he wanted to know more about it." The Mayor also said that the project is backed by Senators Moynihan and D'Amato.

Mayoral aides are pitching the project to other audiences as well. "You can't be serious about welfare reform and oppose this project," former first deputy mayor Fran Reiter recently told the NY Building Congress. "This is about producing jobs."

But when Staten Island Borough President Guy Molinari went to Washington earlier this month to seek funding for a study on S.I. North Shore Railroad passenger and freight service, he also took the opportunity to express **reservations about the rail freight tunnel**. Molinari said it would absorb most of the New York's federal transportation funding for many years. The Borough President and his Congresswoman daughter, Susan Molinari, were upset that the Mayor did not consult them before making the freight tunnel plan public.

Pataki Priorities

The *NY Observer* reported last week that the project list the Pataki Administration is circulating among the NY Congressional reps for preferred ISTEA-2 projects includes not only the LIRR-Grand Central connection (see page 2), but also the **Penn Station/Farley Post Office** renovation, a "rail link from Grand Central to JFK airport," improvements to the NYC transit system, and reconstruction of the Gowanus Expressway and the Manhattan and Williamsburg Bridges. It is unclear if non-NYC projects, like the Cross-Westchester Expressway, were excluded from the report because of the paper's focus on NYC.

Rail Freight Failure

Last week, New York State Comptroller Carl McCall blasted the lack of progress on NY State Dept. of Transportation rail freight projects and said **further investment in such projects should be halted** until a long-term, comprehensive rail system plan is developed for the downstate area.

A report issued by McCall said that the Oak Point Link and Harlem River Rail Yard projects in the Bronx "have been bureaucratically bungled." But the report went further than specific projects to analyze the broad failure of area transportation agencies to develop a rail freight network in downstate New York.

The Oak Point Link and the Harlem Yard are the flagship projects of the "Full Freight Access Program" conceived by NY State in the 1970s. The projects got underway in the 1980's but have been subject to numerous design problems, contractor delays and redesigns. To date, \$213 million has been invested in the Link and Yard. The freight program also raised bridge clearances along tracks in the Hudson Valley. Clearances between Selkirk and Tarrytown were raised to 19.5 feet, and those south of Tarrytown to 17.3 feet. However, today's double-stacked container trains require clearances of at least 20.5 feet, which could vastly **reduce the likely use of the Bronx intermodal facilities**. Facilities in Pennsylvania, Massachusetts and NJ that are potential competitors to the Harlem Rail Yard all take double-stacked cars.

Disconnects like this are at the heart of McCall's insistence that freight facility investment take place in a regional planning context. Additionally, the report says a \$20 million intermodal facility built at the 65th Street Yard in Brooklyn has never been used, and that Red Hook, Brooklyn marine terminal rail facilities have been abandoned. Further, the Port Authority has not coordinated recent upgrades of intermodal facilities in Elizabeth with its investment in the Oak Point Link. And recent **proposals for a cross-harbor rail freight tunnel** need to be considered in further development of the Bronx facilities.

Continued next page

Around the Region

Cost cutting and ridership gains have increased the **NJ/NY PATH subway system's** recovery of operating costs to 44%, up from 37% a few years ago. Officials think the ratio can be increased to 50% in coming years. Daily ridership increased 1.3% during 1996, despite loss of some riders at Hoboken to NJ Transit's new Midtown Direct service. PATH officials hope the changes will get Mayor Giuliani off the system's back. Since NYC bus and subway fares rose to \$1.50 at the end of 1995, the Mayor has railed against the "subsidies" permitting PATH fares to remain at \$1.00. In a recent letter to *Newsday*, the Straphangers Campaign's Joe Rappaport noted that NYC transit riders pay more of the costs for their travel than any other transit riders in the U.S. Recently approved Port Authority capital and operating budgets do not call for a PATH fare hike. *Star Ledger*

The NY State Thruway Authority says a **Nyack** village board resolution against plans for a ferry landing and associated parking will be taken into consideration, but may not decisively alter the plan. The ferry would run to Manhattan, with possible stops in **Yonkers** and other Westchester riverfront communities. A report detailing impacts of ferry stops in Nyack, **Piermont**, **Haverstraw** and **Rockland Lake State Park** is due in about two months. *Rockland Journal-News*

The Rockland County community of **Haverstraw** is pursuing its own ferry plans. A community housing development organization that has conceived and pushed a Haverstraw-Croton ferry service expects to see its first run in June. The boats may dock at **Ossining** for some time, while docks in **Croton** are upgraded. The aim of the service is to provide easy access for west-of-Hudson commuters to Metro-North's Hudson line.



Freight Failure (cont.) The report contrasts the New York area's highly fragmented, rudderless freight planning efforts with those in Los Angeles, where the regional council of governments has developed an intelligent, **comprehensive planning framework** and a consensus around large scale capital projects that will consolidate and streamline the region's rail freight/intermodal port system.

A brief reply to the report by NY State DOT says that Conrail is likely to make some use of the Oak Point Link, as well as serve the Harlem River Rail Yard. The letter has a vague, unconvincing reference to a new stab at developing a more serious downstate rail freight strategy.

Big Apple Congestion Parking In The News

A Feb. 28 *Daily News* article on in-car parking devices spurred radio and TV coverage suggesting that motorists faced an imminent electronic age debacle akin to the introduction of the E-ZPass. The article badly distorted the City DOT's in-car/truck meter program, which was proposed by business and transportation leaders as a way to free up scarce loading space for commercial vehicles. Currently, commercial vehicles park for free in designated "red zones." The failure to charge for this scarce space means that **trucks often park for hours** at a time, forcing **other commercial vehicles to circle at length**, clogging streets and fouling the air.

The in-car parking device program was originally proposed by the Midtown Mobility Taskforce, a group of business leaders and transportation experts convened in 1995 by former NYC Transportation Commissioner Elliot Sander. The meter would make variable pricing of limited commercial loading curb space easier to implement. Parking prices more in line with demand for curbside space will encourage more efficient commercial deliveries. The price range suggested for prime mid-town commercial spots ranges from \$8 to \$30 an hour.

Affected **business leaders**, like the Real Estate Board and UPS **strongly support the pricing plan**, convinced it would save them time and money. Transportation Alternatives and the Tri-State Campaign also back the idea because of its potential to reduce congestion and its introduction of a flexible **motor vehicle user fee**. In general, commercial and non-commercial vehicles pay far less than the true cost of the on-street parking they use, and are thus subsidized by the public at large.

City DOT Commissioner Christopher Lynn was seemingly uninformed about the degree of business support for the commercial parking plan, when he suggested to the *News* that the device would be primarily marketed to personal passenger cars — not a bad idea, but probably not necessary given the imminent introduction of electronic meters which accept credit cards. But Lynn hit the nail on the head when he said, "We have a fixed number of parking spaces, but some of them are more desirable than others. Those that are **more desirable should cost more.**" We couldn't have it said it better. Now, about those East River Bridge tolls...

Another Big Study

The U.S. Army Corps of Engineers recently launched a **comprehensive examination of navigation needs** for the **Port of New York and New Jersey**. The first public step, inevitably, was to convene a set of advisory groups. The "Citizens Advisory Group," including environmental and planning groups and local elected officials, met separately from the "Business and Labor Advisory Group," which may limit the utility of both groups. The Corps did, however, offer to consider placing members of the public on "working groups," now made up of agency representatives. The feasibility study will result in a set of recommendations to improve Harbor channels, presumably including selective widening, deepening and realignment.

The Port is operating close to capacity, and concern is mounting over its inability to handle the larger ships now being built, so the time is ripe for evaluating the best use for the Harbor's channels and port-related infrastructure. The Army Corps two-year schedule for its studies, however, puts it at **risk of producing recommendations out of sync with emerging regional plans for Port redevelopment** and expansion. While no agency has stepped up to the plate with a plan for the Port, the New York City EDC will be taking an important step in that direction through its "Intermodal Goods Movement Major Investment Study." The MIS, which will evaluate the feasibility of a cross-Harbor rail freight tunnel, is expected to take two to three years, so it is essential that the navigation and goods movement studies begin a process of cross-fertilization as soon as possible. **"The two studies should be combined,"** says Jim Tripp of the Environmental Defense Fund and Tri-State Campaign. The Army Corps in fact must still identify a "non-federal sponsor" to share the cost of the study, so an opportunity for NY and NJ to invest in the process will arise in the next few months. This is the time for New Jersey to become a full partner in the Intermodal Goods Movement

A Small Step for Good Policy

In recent weeks, Rep. Susan Molinari (R.-Staten Island) has staged the much-needed Congressional **counter-attack against proponents of "STEP-21,"** a proposal to condition the amount of federal transportation aid a state receives primarily on the amount of federal gas taxes its motorists pay. If enacted, the STEP-21 proposal would shift significant amounts of federal transportation funding from states with strong transit usage to gas-guzzling states like Texas and Florida. Transportation is one of the very few federal programs where states like NY, NJ and CT get back more than they give.

Nonetheless, northeastern Congressional reps had failed until now to use this fact in their favor. But at a hearing two weeks ago, Molinari warned, "The extra 6 billion defense dollars that go to Texas, **kiss it goodbye.** These Southern states had better take stock of exactly what they're wishing for [less federal redistribution]...it may be they who end up getting stepped on."

No Accident

The National Highway Traffic Safety Administration (NHTSA) is **purging the word “accident”** from official usage, changing instead to **“crash.”**

The change is a welcome one to pedestrian and other transportation safety advocates, who have long held that the **high levels of traffic fatality and injury** in the U.S. are not accidental, but are **integral features** of our transportation system. The record tells us that we can, with grim confidence, predict that about 40,000 people will die in U.S. road-related crashes in 1997. We also know that, in New York and New Jersey, 20% to 25% of those killed will be pedestrians. **Society tolerates the level of sacrifice** mainly by hoping, like participants in Shirley Jackson’s *Lottery*, that someone else will be chosen.

The documents announcing NHTSA’s change of perspective do not go so far as to call high levels of traffic carnage intrinsic to car/highway technology. Instead they note tersely that “Continuation of the use of this word, in lieu of crash, works against a public perception on the **preventability of injuries and fatalities** in the highway environment.” NHTSA says that the Federal Highway Administration and other US DOT operating agencies support the change. An ignorant column in the *Washington Post* ridiculed the change, but it should help to increase appreciation for the systematic nature of the road-way death toll, and help safety advocates increase the degree of accountability of our transportation system manager for levels of death and injury.

After years of decline, **U.S. transportation deaths have risen** in recent years. Some have speculated that growth in vehicle miles traveled and traffic congestion, at the same time that the effects of measures like pro-seat belt campaigns have reached saturation, is driving the increase. US DOT is able to continue to put a rosy gloss on the picture because it tracks the “rate” of traffic fatalities, including in comparisons with other countries that do a better job promoting transit and calming traffic, against miles driven, instead of against more basic indicators like population or units of economic activity.

A memo from NHTSA director Ricardo Martinez to NHTSA staff on this topic can be viewed at the Tri-State Campaign’s web site: <http://www/tstc.org/tstc/>

Traffic Fatalities and Injuries

NY/NJ/CT, 1995

| | <u>Connecticut</u> | <u>New Jersey</u> | <u>New York</u> |
|--------------------------|--------------------|-------------------|-----------------|
| Total deaths | 317 | 773 | 1,674 |
| Injuries | 48,017 | 129,306 | 288,667 |
| Pedestrian deaths | 48 | 165 | 412 |

Federal Highway Administration

MTR#115. Contributing this issue: Janine Bauer, Meg Braun, Paul Harrison, John Kaehny, Therese Langer. Editor: Jon Orcutt.

CALENDAR

MAR 5, 3:30-5 & 6-7 PM Poughkeepsie-Dutchess County Transportation Council public info meeting on 1997-98 Transportation Improvement Program. Pleasant Valley Town Hall, Rte 44. 914-486-3600.

MAR 5, 6-8 PM APA NY Metro Chapter meeting: “Regional Transportation Planning in Action.” MTA East River Crossing Study, Manhattan East Side Transit, Regional Express Rail (w/ Jeff Zupan, RPA). Wagner School, 4 Wash. Square North, Manhattan.

MAR 6, 10 AM NY State DOT public hearing on Conrail merger potential impact. Empire State Plaza, Meeting Room 3, Albany. 518-474-6178.

MAR 7, 10 AM NY State DOT public hearing on Conrail merger potential impact. Buffalo. 716-847-3241.

MAR 10, 10 AM Transportation session: NYC City Council hearing on Mayor Giuliani’s proposed 1997-2001 financial plan. City Hall. 212-240-6758.

MAR 10, 1:00 PM North Jersey TPA monthly meeting, 1 Newark Center, 17th floor. Call 201-639-8406.

MAR 13, 4 PM NY State DOT public hearing on Conrail merger potential impact. Oval Room, 1 World Trade Center, 44th floor, Manhattan. 718-482-4526.

MAR 24, 6:00 PM Transit Authority’s Manhattan East Side Transit Alternatives team presents overview of their Big Study: Transportation Alternatives office, 115 West 30th St., #1207. Manhattan. 718-694-5164

MAR 26, 10 AM Poughkeepsie-Dutchess County Transportation Council meeting — vote on 1997-98 TIP update. Dutchess Cty Leg. Chambers, 22 Market Street, Poughkeepsie. 914-486-3600.

APRIL

APR 5, 2 PM “Asphalt Nation.” Lecture on car dependent 20th Century life. Jane Holtz Kay, author of new book of same title. NY Historical Society, 2 W. 77th Street, Manhattan. 212-873-3400.

APR 8 RPA’s 7th Annual Regional Assembly: “The Road to Recovery.” NY Sheraton Hotel & Towers, 7th Ave. & 52nd St. 212-785-8000.

JUNE

JUNE 2-5 ITS American 7th Annual Meeting. Washington, D.C. 202-484-2902.

TRI-STATE TRANSPORTATION CAMPAIGN



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↪ Back to Tri-State Campaign Home Page
↪ Back to MTR Index Page