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H. Claude Shostal
President
Robert D. Yaro
Executive Director
Karen Chin
Editor
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an e-mail to billm@rpa.org.*

Brooklyn area. He chaired RPA's board from 1980 through 1989.

Charles A. Bauer, Office Managing Partner, Pricewaterhouse
Coopers, LLP; **Richard W. Lloyd**, Regional Director, State Gov-
ernment Affairs, Johnson & Johnson, and **Richard T. Roberts**,
President, Urban Investment Group, Goldman Sachs & Company,
have been elected to **RPA's Board of Directors**.

After 21 years of dedicated service to RPA, **Marian Heiskell** has
retired from the Board of Directors. Marian was a tireless and
effective advocate for park, open space and conservation issues for
more than 30 years. Utilizing her unparalleled network of contacts
and providing crucial and timely financial support, Marian was a
key catalyst in building the constituency to make Gateway National
Park—one her most notable accomplishment and one of RPA's
landmark successes—a reality in 1972. During the late 1960s and
early 1970s, Marian worked with Lady Bird Johnson and former
Board Member Eleanor Todd on open space and beautification
projects. In November, RPA hosted a dinner in honor of Mrs.
Heiskell's commitment to RPA and the Region.

IN THIS ISSUE:

- *RPA's New Director of*
- *Transforming America*

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hat a seriously ansportation system ng the state,"

Connecticut House Speaker Moira Lyons of Stamford. The Governor challenged the state to make the necessary investments in a statewide system that improves the state's economy and enhances the quality of life for Connecticut residents.

The summit was organized around the presentations of three working groups, convened prior to the summit to set the agenda. The first committee, 'Sustainable Growth through Transportation' explored ways to improve the decision-making process to allow for more strategic choices regarding transportation improvements. The second group, 'Transportation, Freight and Commuter Movement' focused its attention on short-term improvements that should be put in place quickly. Lastly, the 'Strategic Collaborations in Transportation Decisions' committee sought measures to relieve the heavily congested sections of Interstate 95 in the southwestern part of the state

RPA Senior Fellow for Transportation, Jeffrey Zupan, was retained as one of the consultants to the Summit. "Connecticut has finally realized its economic future is being choked by traffic. Relief will require a host of solutions—some can be done easily and cheaply, but most will require significant political will and capital investment. Time will tell if this Summit is a turning point or another false start," said Zupan.

The summit concluded with participants offering several solutions, including: a new fleet of commuter trains; expanded parking at stations and possibly new stations to relieve the parking crunch; better bus connections to waterborne freight along Long Island Sound to reduce truck traffic; more vigorous



Clean-fuel buses are part of the proposed MTA Capital program.

magnitude of such solutions would be costly, but specifics on where the funds would come from was sidestepped.

Speaker Lyons was hopeful that residents would be willing to accept higher transportation fees knowing that Connecticut's severe congestion problems would be eased and that the health of the state's economy was at stake. The use of variable time-of-day pricing on roadways, a position RPA has long advocated, was introduced, but ruled out by Governor Rowland in comments made after the Summit.

Several participants observed that many of Connecticut's transportation concerns involve adjoining states, such as the movement of interstate freight and better passenger rail connections to Amtrak and the Tri-state area's rail systems. The Governor declared that he would place regional transportation issues as a top priority with the New England Governors' Council.

Within days of the Transportation 2000 Summit, Governor Rowland and Speaker Lyons announced the appointment of a 13-member public-private sector Transportation Strategy Board. It has

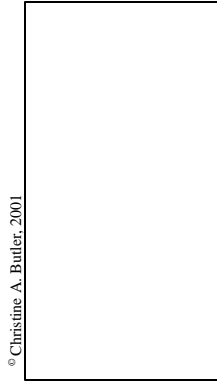
development. Its recommendations will be forwarded to the Governor and the General Assembly by February 2001.

The Governor also announced that the state would institute a transit pass program for its employees and would step up traffic enforcement in I-95 during peak hours.

RPA will continue its efforts in all three states to meet the region's growing mobility needs. Specific goals in the coming year include: developing a financing strategy for unfunded elements of the MTA's capital program; steering the MTA planning program to consider later phases of MetroLink; expanding implementation of value pricing to the Tappan Zee Bridge and the MTA bridges and tunnels; and developing and promoting recommendations to address critical transit needs in three underserved markets—the Brooklyn waterfront, Long Island and Staten Island. •

For questions concerning RPA's current mobility efforts, contact Steve Weber at weber@rpa.org, or call 212-253-2727 x303.

QUESTIONS? COMMENTS?



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William S. McCl former senior vice Chase Manhattan B been active in n organizations, has j Director of Developr will head RPA's fundi

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