

(Pending Committee Approval)

**Minutes of the Special Committee on the Hudson River Greenway Meeting
Bronx Community Board 8**

Thursday, January 29, 2026 at 7:00pm

Board Office – 5676 Riverdale Avenue, Suite 100, Bronx, NY 10471

[Meeting Recording Link](#)

Attendees

Committee Board Members:

Present - Bob Bender (chair), Steven Froot (vice chair), Laura Spalter, Debra Travis

Absent – None

CB8 Staff – Jaylyn Adorno, Community Associate; Farrah Kule Rubin (on Zoom)

Guest Speakers:

Tara Das, New York City Economic Development Corporation

Andrew Buder, MTA/Metro-North, and Alda Chan, MTA/Metro-North

Community:

Karen Argenti, Gerry Bogacz, Maggie Clarke, Jodie Colon, Brett Costello, Robert Fass, Jessica Haller, Allegra LeGrande, Dr. Robert Morrow, Cliff Stanton, Chauncy Young (partial list)

The meeting began at 7:05pm

Welcome and Introduction of Committee Members and Guests

Approval of Committee Minutes of February 2025 Meeting

The meeting minutes were approved unanimously

Chair's Report

Committee chair Bob Bender announced that Steve Froot will be committee vice-chair.

Bob also thanked the organizations and elected officials who made possible the July 2025 City of Water Day event at the Hudson riverfront property of the University of Mount St. Vincent sponsored by the Friends of the Hudson River Greenway in the Bronx.

Discussion of 2025 NYC Greater Greenways Plan and Planned Outreach to Communities with Tara Das, NYC Economic Development Corporation (EDC)

Ms. Das began with a brief overview of EDC, which she described as a quasi-official city agency that works with other city agencies. It receives funding from sources other than the city and has a broader range of work than other city agencies. EDC reports to the mayor.

The Greater Greenways plan was released in the summer of 2025 by NYC DOT, DPR, and EDC. DOT was the lead agency. The plan updated the last citywide greenways plan, which dated from

1993. It was noted by the chair and Ms. Das that the proposed Hudson River Greenway is on the plan under the designation of “Hudson Valley Greenway.” It remains “planned but unbuilt.”

Ms. Das also noted that EDC has solicited comments on the Greater Greenways plan and greenways more generally in an online survey. She said that EDC will be conducting outreach on the greenways plan with community boards throughout the city starting in February. After doing that, it will conduct borough-wide workshops.

EDC has been the sponsoring agency on some greenways, such as the East Midtown Greenway. It could be the lead agency on the Hudson River Greenway but would first have to consult with DOT and DPR, as well as City Hall.

The chair noted that the Hudson River Greenway will connect to Manhattan’s West Side Greenway via the lower-level bicycle/walkway on the Henry Hudson Bridge. It will connect to Yonkers and Westchester County trails along the riverfront to the Ludlow Metro-North station and then east across the Ludlow railroad overpass.

In response to a question from committee member Deb Travis, Ms. Das said that “community need” is a significant factor in which greenways are built. Geographical and other constraints can also be a factor, as is the case with the Hudson River Greenway.

Ms. Das noted that the next step after the planning process is design consideration. Bob Bender commented that in 2018 a design study sponsored by Metro-North was released.

Community resident Gerry Bogacz, formerly of NYMTC (New York Metropolitan Transportation Council) said that the Hudson River Greenway in the Bronx and Westchester is only part of a much longer greenway that extends all the way upstate along the Hudson.

Maggie Clarke observed that pontoon bridges have been used east of Seattle in Washington State to carry railways and should be given consideration. Brett Costello seconded this suggestion.

Debra Travis and Laura Spalter asked whether EDC works with agencies outside NYC such DEC (NY State Dept. of Environmental Conservation) and the Army Corps of Engineers. Ms. Das said that EDC is aware of these agencies and how they might be involved in greenways.

Discussion of Proposed MTA Waterfront Resiliency Project along the Hudson River with Andrew Buder, MTA Metro-North Railroad

Andy Buder provided some background on the MTA’s planning process for the Hudson Line division of Metro-North. He cited examples of planning that have taken many years. He stressed that the resiliency project must last for several decades and requires careful planning. At present the design for the project is out to bid. Mr. Buder expects a design firm to be chosen in 60 to 90 days.

Mr. Buder cited some examples of greenway projects farther up the Hudson in Tarrytown and in Putnam and Dutchess counties (Cold Spring to Beacon). He commented that these projects were complicated. Notably the Tarrytown greenway had to be built 70 feet into the Hudson. He said that the sponsoring agency for the Hudson greenway will, among other things, have to guarantee financing for the design process.

When the chair noted that the MTA had accepted a design study of the proposed greenway funded through the MTA in 2018, Mr. Buder said that some requirements have changed since then. For example, the setback from the tracks has changed from 15 feet to 25 feet. He stated that certain aspects of that study require updating.

Mr. Buder said that the resiliency project will be built entirely on land. He asserted that the MTA owns the property from the tracks to the river. Bob Bender questioned this assertion and noted the example of the Riverdale Yacht Club, which is on property between the tracks and the river. Mr. Buder said that the MTA's real estate team will investigate surveys and deeds to confirm property ownership rights. It was subsequently noted by Mr. Bogacz that the 2013 NYMTC study for a Hudson River greenway also raised questions about property ownership.

Metro-North anticipates having a design by the third quarter of 2026. It will return to CB8 to discuss the design for the resiliency plan in the fall before beginning work. Community outreach is part of the contract with the chosen design team.

Mr. Buder said that the Hudson Line tracks will not be relocated in this process. They may be raised somewhat, perhaps by 18 inches. There will likely be a retaining wall as well as new drainage structures. Slope stabilization will also be included because the threat to the tracks comes not only from the rising river level but also from mudslides on the slopes east of the tracks. He dismissed the concept of pontoons bridges as a consideration for various reasons.

In response to questions from the community, Mr. Buder said that the MTA will not be involved in building the greenway. Some elements of the design may benefit the greenway, but the MTA will not do anything for the greenway that will cost it money beyond what is allocated for the resiliency project. He recommended some ways to raise the money for the greenway, among them from organizations such as Scenic Hudson that have been involved in greenways upstate. He said that one of those greenways was financed by a billionaire who lives in the area.

Gerry Bogacz noted that some of the infrastructure money set aside by the Biden Administration is still available for the remainder of this fiscal year, subject to action by Congress. But neither he nor chair Bob Bender was optimistic about this funding source.

Karen Argenti asked whether MTA is considering green solutions to stormwater management, citing examples that have been successful. Mr. Buder said that green and pervious solutions might be considered, subject to cost considerations and permitting requirements.

More discussion of various issues raised in this meeting will be considered when Metro-North returns to the community board in the fall.

The meeting adjourned at 9:10pm.

The chair thanks Steve Froot for his notes on the meeting and thanks Jaylyn Adorno for her assistance prior to and during the meeting. He also thanks the committee members and community members who asked questions during the meeting.

Minutes submitted by Bob Bender