

**Minutes of the regular meeting of the
COMMUNITY ADVISORY GROUP**

10:30am-1:45pm, Friday, July 12, 2019
Federal Reserve Bank of New York
33 Liberty Street, New York, NY

Present:

Claas Ehlers, CEO, Family Promise
Mae Watson Grote, Founder & CEO, The Financial Clinic
Deyanira Del Rio, Co- Director, New Economy Project
Michael Martin, Executive Director, Native American Community Services of Erie and Niagara Counties
William Goodloe, President and CEO, Sponsors for Educational Opportunity
Stuart Mitchell, President and CEO, PathStone

Federal Reserve Bank of New York (“FRBNY”) attendees:

John Williams
Michael Strine
David Lucca
Jason Bram
Adrian Franco
Justine Hansen
Maxim Pinkovskiy
Marisa Casellas-Barnes

Adrian Franco, Officer and Chair, Outreach & Education called the meeting to order at 10:30am.

1. Welcome

Adrian Franco, Officer and Chair, welcomed members and staff to the Community Advisory Group meeting.

2. The National Economy

David Lucca, AVP, presented a high level overview of the current state of the U.S. economy.

3. Regional Update

Jason Bram, Officer, Research & Statistics presented on regional economic conditions.

4. Update on Process for Onboarding New Members and Format for Meetings

Adrian Franco, Officer and Chair and Marisa Casellas-Barnes, Associate Director provided an update on the process for onboarding new members to the Community Advisory Group and changes to the format of future meetings.

5. Luncheon Discussion

During the lunch portion of the meeting, John Williams, President and Michael Strine, First Vice President welcomed the members.

Members first heard a presentation from a New York Fed economist. Maxim Pinkovskiy, Senior Research Economist, presented on “Why New York City Subway Delays Don’t Affect All Riders, Equally.” In his presentation, Maxim provided descriptive evidence that subway delays disproportionately affect lower-income New Yorkers because their already long commutes get even longer and they may have no choice but to wait out even the worst delays.

Following the presentation, members participated in a roundtable discussion on reliable access to transportation. Members, representing both urban and rural communities responded to questions about the clients seeking job opportunities as a result of unreliable transportation, utilizing information modes of transit, the extent that long and variable commute times impact how much time individuals spend at home; and the larger socio-economic impact on low-and-moderate income communities.

Specific trends mentioned include: employers may not offer transit benefits to part-time or seasonal workers which makes it difficult for workers and low-and-moderate income populations to afford transportation independently; employers can hire/reject employees based on modes of transportation; strategic design of bus routes can play a role in segregating communities and school districts in cities like Rochester; ride-share platforms are costly and exclude the unbanked; day-laborers and individuals with irregular work schedules often rely on carpooling and other forms of transportation if mass transit is not regularly available; unreliable transportation impacts the availability and accessibility of child care; and the cost and the frequency of transportation in various areas of the Second District impacts accessibility to jobs and can impact those with non-traditional work shifts.

Following the discussion on access to reliable transportation, members spoke to overall observations on the nonprofit sector in their region, and on labor shortages that may have limited the ability to meet demand.

The meeting adjourned at 1:45pm.