



ORANGE COUNTY TRANSPORTATION COUNCIL

**Meeting Transcript
Planning Committee
January 25, 2022 at 2:00 PM**

Dial-in Number: (646) 876-9923

Meeting ID: 852 8646 5146

Passcode: 378801

Zoom Meeting Link:

<https://us02web.zoom.us/j/85286465146?pwd=RDNmdHF6RGNDN1BPVXk0cINzak5XZz09>

Meeting Participants

Name:

Harry Porr
Alan Sorensen
John Czamanske
Rob Parrington
Lauren Bennett
Jessica Ridgeway
Zack Coleman
Nicole Farmer
Bob Mannix
Dave Lake
Jason Morris
Jack Farr
Erik Denega
Travis Ewald
Mike Sweeton
Moishe Gruber
John Revella
Olu Folarin
Lizy Philip
Mike Amabile
Martin Hull
Burt Thelander

Organization:

Orange County Deputy County Executive
Orange County Planning
Orange County Planning
Orange County Planning
Orange County Planning
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Orange County Planning
NYSDOT Region 8
NYSDOT Region 8
Mid-Hudson South TCC
City of Newburgh
City of Port Jervis
Orange County Dept. of Public Works
Orange County Dept. of Public Works
Town of Warwick
Village of Kiryas Joel
Village of Walden
MTA
NYS Thruway Authority
Creighton Manning
WSP
Vision Hudson Valley, Pathways Committee

Meeting held via Zoom. Transcript of meeting as follows:

0:00:00.000,0:00:01.230

Harr Porr: Are we taking attendance?

0:00:02.939, 0:00:11.070

Lauren Bennett, OCTC Staff: Sorry, I just turned on the recording. Yes, we will, I can run down the attendance, with all the names that we see.

0:00:12.090,0:00:13.080

Harry Porr: Let's do, let's do that.

0:00:14.969, 0:01:07.050

Lauren Bennett, OCTC Staff: Okay, so I have myself, Lauren Bennett OCTC staff. I'm joined by Alan Sorensen who's the Commissioner of the Planning Department, Jessica Ridgeway, who is a planner,

Zack Coleman and Rob Parrington. I also have Jason Morris from the City of Newburgh, Bob Mannix from NYSDOT, Burton Thelander from the Vision Hudson Valley Pathways Committee, Erik Denega from Orange County DPW, Jack Farr from City of Port Jervis. John Czamanske, who is our temporary County Deputy Commissioner for Planning, is that the title?

0:01:08.310,0:01:08.810

John Czamanske: Sure.

0:01:10.950,0:01:11.700

Harry Porr: How are you doing, John?

0:01:12.600,0:01:14.790

John Czamanske: Pretty good. Hello everyone.

0:01:17.070,0:01:18.060

Harry Porr: Go ahead, continue.

0:01:18.750, 0:01:50.310

Lauren Bennett, OCTC Staff: Lizy Philip from the Thruway Authority, Michael Amabile from Creighton Manning, Michael Sweeton from the Town of Warwick, Moishe Gruber from Village of Kiryas Joel. Nicole Farmer from NYSDOT, Olu Folarin MTA. David Lake from Mid Hudson South TCC and I also have from Martin Hull. Martin, what's your affiliation?

0:01:52.080,0:01:53.220

Martin Hull: I am with WSP.

0:01:54.030, 0:01:58.500

Lauren Bennett, OCTC Staff: Thank you. Did I miss anyone?

0:02:02.850, 0:02:11.850

Harry Porr: Okay, thank you, Lauren. Alright, let's open up the opportunity for public comment. Does anybody have anything they'd like to contribute today?

0:02:14.820,0:02:21.540

Burton Thelander: Yes, my name is Burt Thelander and I'd like to make a few comments, so let me know when that might work.

0:02:21.870,0:02:22.680

Harry Porr: Go ahead right now.

0:02:23.490, 0:04:29.610

Burton Thelander: As Lauren said I'm a member of the Pathways Committee and I've participated in OCTC meetings, I think the last time was July of 2021 in August of 2020 and we've been collaborating with Planning, Parks, and the Tourism Departments in Orange County and we've also reached out to Representative Maloney and Senator Martucci about state federal funding opportunities for trail development, and there are an array of rail to trail opportunities in Orange County. I've talked a lot about this with Alan Sorensen and others. There's the Heritage Trail extension, there's the Chester to Salisbury Mills railroad grade, that I think is being funded right now. There's also a section on of a Minisink railroad grade from I think Unionville to Westtown that Alan and others tried to promote early on a few months ago, and we would like to ask the, we the Pathways Committee, in the past, and right now we'd like to promote rail to trail opportunities in the County. We think it has a lot of benefits in terms of recreation, health, economic activity, and alternative transportation opportunities and, as I said, we like to ask the OCTC to continue to seek funding opportunities for rail to trail opportunities, as well as other travel opportunities in Orange County and if there's anything that Pathways can do to help move that forward with Alan or the Planning Department staff or other people, please let me know. So thank you for listening and if you have any questions I'd be happy to answer them.

0:04:30.600, 0:04:48.930

Harry Porr: Thank you for your comments and they are taken by our staff, and we are very supportive of the various trails programs. Okay, there's still an opportunity for public comment from anyone else, please let me know if you're interested in saying something. I'll give it a minute. Martin Hull, I see your hand.

0:04:57.030,0:05:00.180

Martin Hull: Let's see, no I'm fine I don't have any comments.

0:05:00.960, 0:05:20.820

Harry Porr: Okay, thank you. Alright is there anyone else would like to make some kind of public comment, this time? If not, we'll move on to number three, which is accepting the meeting transcripts and from November 9, 2021. I'm not sure if we have a quorum or not but I'll ask for a motion anyway to accept the transcript.

0:05:23.100,0:05:23.700

Jack Farr: Motion.

0:05:24.300,0:05:25.860

Michael Sweeton: Second.

0:05:26.370,0:05:27.510

Harry Porr: All those in favor.

0:05:28.230,0:05:28.730

Group: Aye.

0:05:32.520, 0:05:39.810

Harry Porr: Okay, thank you. Alright, number four, Transportation Improvement Program. I'll ask Lauren to give us some introduction.

0:05:41.910, 0:06:33.030

Lauren Bennett, OCTC Staff: Yes, so the first action is the TIP administrative modification 20-V, which should be on your screen, everyone can see that. Oh wait no that's the TIP. Sorry. 20-V, here we go. So this is for PIN 876259, which is the Schunnemunk Trail. It is being funded by FTA 5307. All the funding is within the one grant year, this is, FTA asks for the project to show like that on the TIP, so they're just rolling from the federal fiscal year 2021 to federal fiscal year 2022.

0:06:34.200,0:06:37.620

Harry Porr: Lauren, can you do just like a quick description of what that project is?

0:06:38.820,0:06:41.760

Lauren Bennett, OCTC Staff: Actually, Alan do you want to give an update on the Schunnemunk Trail?

0:06:42.660, 0:07:03.750

Alan Sorensen: Sure. Yeah I can do that. So the project is a 9.8 mile rail trail running from a Greycourt in the Village of Chester up to Salisbury Mills. The project is moving forward. OSI [inaudible]

0:07:09.150,0:07:10.020

Harry Porr: You froze on us.

0:07:16.500, 0:08:01.590

Alan Sorensen: trail through from Greycourt up through Washingtonville and up to Salisbury Mills and there it's a multimodal rail trail there will provide not a direct connection but bicycle pedestrian connection opportunities to Salisbury Mills, as well as bus stops throughout along the corridor and we're very excited to get this project underway we're hoping that in 2022 we will have the grant initiated with FTA and begin the design phase of the project.

0:08:03.300,0:08:07.260

Harry Porr: Does anyone have any questions or Alan or for Lauren regarding this?

0:08:10.050,0:08:19.560

Burton Thelander: Thank you very much for considering that and proposing to fund it. It's really a positive addition to rails to trails. Thank you.

0:08:20.730, 0:08:23.310

Harry Porr: Okay. All right, Lauren, next?

0:08:24.480, 0:09:16.800

Lauren Bennett, OCTC Staff: The next is the TIP Amendment OCTC 20-12, This has one project, which is a NYSDOT reconstruction project PIN 881355. It's to replace a wall along the northbound lane of Route 9W. So currently for construction, the funding is 2.802 million, and they are proposing to increase funding to 4.343 million, the funding is being offset by another NYSDOT PIN on the Mid Hudson South TCC TIP. So we are, this will go to the policy board, the next policy board meeting for proposed adoption.

0:09:17.820,0:09:28.710

Harry Porr: We're talking about this project this morning, I was wondering does anybody from State DOT that can talk specifically about the area? I believe it's Storm King Mountain Road. Is there anyone from State DOT?

0:09:33.360, 0:09:54.660

Bob Mannix - NYSDOT: Yes, it is up by Storm King Mountain. I don't know it specifically. I know they've gotten into more of a wall than they anticipated and it is definitely going to be a higher estimate now so we're taking money from the general bridge rehabilitation that's on the Mid Hudson South TIP right now to cover the offset needed for this project.

0:09:55.800,0:09:57.210

Harry Porr: Do you know long of a run it is?

0:10:00.870, 0:10:09.750

Bob Mannix - NYSDOT: I'm not sure. It was a little bit longer than anticipated so that's part of the reason for the increasing costs.

0:10:10.680, 0:10:21.990

Harry Porr: Does anybody else have any questions or comments regarding this? It'll be on our policy review committee meeting. What's the date for that, Lauren?

0:10:23.250,0:10:28.410

Lauren Bennett, OCTC Staff: It's up for discussion so we'll bring that back up at the OCTC staff reports.

0:10:28.740,0:10:30.420

Harry Porr: Okay anything else, Lauren, on this issue?

0:10:32.880,0:10:34.500

Lauren Bennett, OCTC Staff: Nope, not if anyone has no other questions or comments.

0:10:35.250, 0:10:49.020

Alan Sorensen: Harry, I did have one question just on the the wall itself, that has DOT I guess, determined the makeup on the wall and how it's is it what type of wall is it going to be?

0:10:54.000,0:10:54.510

Harry Porr: DOT?

0:11:03.330, 0:11:11.220

Bob Mannix - NYSDOT: I believe they're going to replicate the look of the wall that exists. They're going to recreate the wall.

0:11:12.900,0:11:13.500

Harry Porr: Okay, Alan?

0:11:13.680,0:11:16.080

Alan Sorensen: Okay. Okay, thank you.

0:11:17.670,0:11:22.770

Harry Porr: Okay, next item is local project sponsor updates. Does anyone have something they'd like to contribute?

0:11:26.700, 0:12:18.870

Michael Sweeton: Harry, its Mike Sweeton. So I have to, I'm still working on this earmark project, this bike hike trail connection to the County park. As I've mentioned before the bid and rebid came in ridiculously high. I'm trying to reformulate it so that we can do some of the work ourselves and get within the money that's left, which I think is around 350,000. The bids came in and almost 500,000 more than what's left in the to do it, which just seems crazy to me. I know Lauren was looking to see whether there was any unprogrammed money, but it still seems it doesn't seem like it makes sense to me to spend that kind of money. So i'll keep you updated, DOT wants something by the end of the first quarter, I think, from me on how I'm going to do it, so.

0:12:20.100,0:12:22.620

Harry Porr: Hopefully the economy will get better and prices will come down.

0:12:23.100,0:12:23.760

Michael Sweeton: Yeah, maybe. Fingers crossed.

0:12:26.160,0:12:29.340

Harry Porr: Any other local project sponsors updates?

0:12:31.050, 0:13:13.230

Erik Denega: Harry, I can give you one for the County if you'd like. Otisville Viaduct, working through the final stages of the property acquisition, we were in front of the legislature, as part of that process yesterday. Heritage Trail Segment Two, we are finishing final portion from Palmer to East Main Street in the City Middletown and contractors should be back on site next week start working on the railings from the Tappansee Bridge panels. And segment three the Heritage Trail, we're moving ahead with the survey right away, incidentals, and preliminary design. And then, lastly, we have a pedestrian safety project we're working on, work is temporarily paused for the for the season for the winter months until temperatures come back up and some of the crosswalk paint and final concrete work can be done.

0:13:16.500, 0:13:21.450

Burton Thelander: Can I ask, Can I ask you a question about the Heritage Trail or would that not be okay?

0:13:22.560,0:13:23.100

Harry Porr: Go ahead.

0:13:23.670, 0:14:12.090

Burton Thelander: I'll keep it brief. You know, in a recent meeting of the Pathways Committee on one of our [calls] the New York New Jersey Trail Conference folks that participate in that talked about a potential to extend the Heritage Trail from Middletown and he just mentioned section three, I think. From Middletown into Howells into Otisville. So if that's something that could be considered in the future that might be another opportunity that we can take a look at. So I thank you for listening. The person said he spoke with Mayor DeStefano about that, so I don't know if that's something that is in the long term planning phase, but it might be something that would be worth looking into. Thank you.

0:14:12.750,0:14:16.230

Harry Porr: Thank you. I know Eric, maybe you can comment on it now?

0:14:16.260,0:14:18.120

Erik Denega: Yeah, Travis you on at this point?

0:14:18.180, 0:14:51.630

Travis Ewald: On here, thank you. So right now the next phase of the Heritage Trail from downtown Middletown extending out in the direction you're speaking of is segment three which will go from East Main Street to Ingrassia Road, that's as far as we have in design right now. I'm not sure where we stand as far as right away or any other hurdles that might be between Ingrassia Road and heading out towards Otisville but I'm sure that it can be looked at, you know from a planning perspective.

0:14:52.680,0:15:08.790

Burton Thelander: Yeah I live in Town of Deerpark and I'm familiar with the vacant railroad grade from Ingrassia, Howells, Otisville. You may know more about that than I do, but there may be opportunities so again, thank you for listening.

0:15:09.510, 0:15:26.910

Harry Porr: Okay, thank you, anyone else any local project sponsor updates? If not we'll move on to number five, old business 2023-2027 TIP update and I'll ask Lauren to give us some background.

0:15:28.350, 0:16:12.870

Lauren Bennett, OCTC Staff: This is going to be a very quick update. We're still waiting on the targets so for the update for 2023-2027 so. You know, we haven't really started drafting yet, but once we get those we can bring that to the planning committee and really start to develop the TIP update. We did have really great meetings with all the local project sponsors and NYSDOT Region 8 office and the LPU office, so we have a lot of information on where projects are at in terms of timeline and budget funding costs so. You know we're just waiting for those targets, then we can start to move.

0:16:14.250,0:16:20.070

Harry Porr: Okay, so Lauren, why don't you continue right to the next item, which is a City of Middletown funding request.

0:16:21.000, 0:16:44.250

Lauren Bennett, OCTC Staff: yeah, so this is on the agenda from a few of the previous planning committee meetings, the City of Middletown has a \$1.8 million funding request in right now we're looking to really waiting for those targets to see if there's more funding available in the future years. So no real updates on that either.

0:16:45.720, 0:16:51.420

Harry Porr: Okay. Under new business, we have the MPO host agreement. Alan?

0:16:58.110, 0:18:04.620

Alan Sorensen: There we go sorry I was muted. So back in December, Orange County Legislature adopted the MPO host agreement. Since that time, with the passage of the Bipartisan Infrastructure Law, there was an increase in funding made available to OCTC, and so there will be an amendment, there is an amendment to Schedule A. So we just wanted to bring this to the attention of the Transportation Council and the additional funding federal highway for our 10 year UPWP in a host agency agreement, there's an increase of 1.5 million over the 10 years, FTA difference is 461,000 and a local difference, an increase of 122,695, for total difference or total increase of \$2,085,824.

0:18:07.320, 0:18:27.720

Harry Porr: Are there any questions for Alan? Okay, hearing none we will move on. We have a presentation, is going to take about 10 minutes or so, and John Czamanske is back with us. Welcome back, John. And Lauren and John are going to make this presentation. Go ahead.

0:18:30.240, 0:25:41.430

Lauren Bennett, OCTC Staff: Thank you, Harry. Yeah so I guess you guys will just get to see the notes too. Okay, so. We're just going to briefly give an overview of the Unified Planning Work Program Update for this next state fiscal year 2022 through 2023. So briefly, what is the UPWP? It's the Unified Planning Work Program. It's an annual program for the Orange County Transportation Council. It describes planning and administrative activities programmed to be undertaken during the state fiscal year so begins on April 1 and goes through March 31. It is a required product by the US DOT, Department of Transportation, and it includes planning activities that address related issues related to maintain and improving the County's transportation system and aligns with the OCTC Metropolitan Transportation Plan or the Long Range Transportation Plan.

The funding allocations. There's two main sources of funding, there's the annual allocation and then there's the carryover funds from prior years. So there are two funding types within the annual allocation. There's the Federal Highway Administration's Metropolitan Planning funds or PLs. and there's the Federal Transit Administration Section 5303 Metropolitan Planning Program funds or the MPP. So these are all estimates, right now, so we're estimating approximately 745,000 in PL funds, approximately 132,000 from the FTA MPP funds, we have approximately a million in federal carry over, so the total is going to be around 2 million, and this is just in federal funding. So what that looks like over the past couple years, we have, the bottom green just shows the annual allocations, so this year it is increasing by over 100,000, and that is because the new Invest in Infrastructure and Jobs Act, the IIJA or the Bipartisan Infrastructure Law, it's kind of known by both names, so we do have an increase in the annual allocation and then we have been spending down some of our backlog, especially you can see that in the trend from 2019 to 2021, we spend down about a million of the backlog funding. So we're in good shape in terms of funding.

What type of funding, so you have the federal share, which is 80% of the program and it's made up of both the PL and the MPP funds, there's also required state and local match. The state is, depending on the source, whether it's the MPP funds or the PL funds, are shown through toll credits or in-kind services, and then the local match comes from Orange County. And so when you look at the task budgets, you can see up here you'll see the federal share, which is a combination of the MPP and PL funds, the state funding which is either the in-kind or toll credits, and then the local funding matches.

Some of the highlights from this current state fiscal year. We have, we updated our travel demand model, we switched platforms to TransCAD, we updated our base year to 2018, and we incorporated some location based service data into the calibration and validation of it, we participated in NYSDOT's PEL study, the Planning and Environmental Linkages Study for Route 17. We also adopted two Air Quality Transportation Conformity Determinations, we adopted our first standalone Public Participation Plan, which included updating the public participation procedures, incorporating virtual public involvement, and identifying stakeholders. We also adopted our Title VI Nondiscrimination Plan update, we are anticipating to complete our West Central Transportation and Land Use Study by the end of this state fiscal year. So there's more to come on that, and then we also did some data collection along the Heritage Trail and conducted some parking ride utilization counts.

What's new for this UPWP? So there's a lot of changes, I know we used to just kind of scroll through the tracked changes version, but this version is very different, we updated the formatting, we added ALI codes for each task for easier tracking, we expanded the funding section and the introduction text to include more information about the funding. Then we also have a task alignment and how it aligns with the 10 Planning Factors from FHWA, highlighting some of the task updates for this next fiscal year, some, not all, but some of the regional priorities we're highlighting are two consultant lead studies, the first is the New York State Route 17M and US 6 Corridor Study, which we hope to kick off in the next UPWP year, General Planning Consulting Services, obviously we have the Transportation Improvement Plan TIP update anticipated for June of 2022. The Long Range Transportation Plan update, which is anticipated for November 2023, we'll likely start that this state fiscal year or this next state fiscal year. We'll also be looking at regional freight planning with our Mid Hudson Valley Transportation Management Area partners with Dutchess and Ulster County MPOs and also some Complete Streets implementation.

All the tasks are more or less the same, the only big differences are we deleted the Bicycle Pedestrian Plan task just due to scheduling and everything that's on our plate for next year, so it's still part of the non-motorized

planning task, so we will still look to scope that, but we will likely not initiate that study this year, so we deleted that task as a standalone task but we're still looking at the work. A new task, this is only new task in the UPWP, and is a Countywide Transit Feasibility Study. We're looking to scope the RFP this year and then go out next year, next state fiscal year, and so down here this just more information about the task description.

0:25:42.420, 0:25:53.370

Harry Porr: Lauren, can I interrupt you for a second? When you do the Route 17M and Route 6 Corridor Study, will there be anybody looking at water and sewer needs for that route?

0:25:56.850, 0:25:58.050

Lauren Bennett, OCTC Staff: I will defer to Alan on that.

0:26:00.180, 0:26:07.350

Alan Sorensen: Harry, that may be one of the topics that we cover, especially as it relates to potential growth inducing impacts along the corridor.

0:26:08.490, 0:26:19.260

Harry Porr: I know we have some water in there with the City of Middletown for the Amy's Kitchen project but there's a lot more that road bit that needs those kinds of infrastructure improvements.

0:26:21.030, 0:26:23.910

Alan Sorensen: Yes, we definitely will be wanting to factor that in.

0:26:25.500, 0:26:29.420

Harry Porr: Okay, thank you. Lauren.

0:26:30.300, 0:30:26.670

Lauren Bennett, OCTC Staff: Okay, so I just have a few more slides just covering the basics of the funding tables. So there's two types of budgets in the funding tables, there's the auditable budgets and then the task budgets. Some highlights in the auditable budgets, we are increasing the funding in the personnel because we're looking to add some more staff positions to support the MPO. Also, we added more money in the equipment line for the County Pavement Management System if they were looking to buy some equipment and also for possible purchase of trail counter equipment.

The funding tables, the difference, we did update the look of the tables, but they're still pretty much the same in terms of the format. But they are now renamed, so the table three is the first table of the budgets in the back, those start on page 32 and run through 41. So the first table is the summary of the FHWA PL and FTA MPP funds, so all the funds together, then table four is just the Federal Highway's PL funds. FTA's MPP grants are tables five through 11, so that's each grant year is its own table, and then the task budget at the end, so the task budget breaks down, instead of just the federal state and local, it breaks down each of the types of funding, whether it's the federal PL, federal MPP, and those totals by task so that's the last table in the UPWP.

So finally, the project timeline. So we're presenting it today at the planning committee meeting. We are looking to adopt it at the next policy board meeting. There will be a 14 day public comment period we're shooting for February 11 to 25th. We'll send out a notice on that.

For the planning committee members we're looking we still have a few updates. What we'll present is the draft today, it's what you got as a draft, there are still a few updates, we need to make in the tables based on feedback from NYSDOT Main Office so once we have that, we will send out a final draft to the committee for your review. We're hoping to do that no later than January 31st and submit the final draft budget tables to NYSDOT on February 1st. So if you have any comments on the planning committee please submit those by February 7th and then we'll make those edits and then we'll put out the final draft for public comment. And then the new state fiscal year starts on April 1.

For the public involvement process, there's two ways to become involved. There's the first one is today's meeting, you have the opportunity for public comment and discussion. And then you have the opportunity to submit comments during the 14-day public comment period. Notice will be sent out on that to the OCTC

contact list and posted online on our OCTC website. To submit public comment you can either email the OCTC staff at OCTC@orangecountygov.com, or you can mail it to the address listed. If you need assistance to submit written public comment, please call OCTC staff at 845-615-3840. And with that, thank you very much for your time. If anyone has questions or wants to discuss I can bring up the copy. But I'll open the floor.

0:30:27.540,0:30:30.420

Harry Porr: Let's open it up, anybody have any comments or questions for Lauren?

0:30:30.930,0:30:32.730

Michael Sweeton: Yeah, can I ask a couple of questions, Harry?

0:30:32.970,0:30:33.510

Harry Porr: Go ahead, Mike.

0:30:34.770,0:30:47.070

Michael Sweeton: The County Pavement Management System task, are we currently doing that or is that to be planned? And if it is planned, are they going to be doing, it mentions they're going to do, local paved roads.

0:30:48.450, 0:30:57.390

Harry Porr: We have Eric and Lauren and Alan, so whoever can answer that, please do so. Lauren? Eric?

0:30:58.530,0:31:00.960

Travis Ewald: Harry, I can probably comment on that. This is Travis.

0:31:01.140,0:31:01.830

Harry Porr: Travis, go ahead.

0:31:02.520, 0:32:17.310

Travis Ewald: So we currently have a Pavement Management Program where we go out and we review the condition of each of our county highways, we break it into approximately one mile sections. And we rate each of those miles sections and that goes into, it gets factored into what roads, what portions what roads, we pave or what surface treatments we do on our roads in each consecutive construction season. One year we go out and actually measure and document any pavement defects, such as cracking, you know, alligators, ruts, if the, if the aggregate is getting worn off on the top, so that it's not a doesn't provide the friction that you need for safe road. And then the following year we'll go through and do a subjective analysis of our roads, where we really are looking at the rideability of our roads and how it feels. And all that information gets combined together to score our county road systems. So right now, with all with the staffing we have we're only doing it through DPW and some of the monies from this program to manage our roadways right now.

0:32:18.450, 0:32:32.100

Michael Sweeton: Okay, I appreciate that in depth analysis of it, but my question is, in the task it includes local roads. Does the county have any plans to extend this system to local roads?

0:32:34.350,0:32:44.760

Harry Porr: I would say not at this time. I mean, I'd love to personally to be able to extend it to all the three cities, who have no county roads at all in any of their boundaries, but that's not yet to be discussed.

0:32:45.600,0:32:49.800

Michael Sweeton: Then I respectfully request to be taken out of the task if we're not going to do it.

0:32:50.940, 0:32:53.720

Harry Porr: Travis, Eric? Alan?

0:32:55.260, 0:33:12.030

Travis Ewald: I can, I mean, I'll defer to Alan and Lauren on this, but I think that the intent of the pavement management portion was to assist in upgrading the software that's being utilized, which is no longer supported and hasn't been supported for multiple years.

0:33:15.630, 0:33:33.900

Lauren Bennett, OCTC Staff: This is an ongoing task so we haven't changed anything in it um, so I think this is just how it's been, you know, year to year. So if you want to take out the local, we can definitely strike out the local.

0:33:34.620,0:33:39.840

Michael Sweeton: If you're not going to do it, take it out, but let's not, let's not pretend we do it, let's take it out.

0:33:40.260,0:33:42.480

Harry Porr: If you have it in there, then you keep hope alive.

0:33:42.960,0:33:46.000

Michael Sweeton: Yeah, I've lost some hope, Harry.

0:33:47.280, 0:34:07.800

Lauren Bennett, OCTC Staff: I think there is like the Cornell Asset Management programs, so I think it was open the language was put into keep the option open because there are different programs out there that aren't handled by you know the County, we can look at other programs, it just hasn't been pursued, so I think that was just thrown in there in the language.

0:34:08.160, 0:34:32.850

Michael Sweeton: No, I appreciate the County's doing that on the roads because we have roads, county roads are run through my town, I get it, that's fine. I guess my issue is if we're funding this through federal highway dollars and we can allocate some to do, maybe key local roads through communities that might be something to consider. So I don't know do I bring that to the planning committee at the next round, however, you want to do it, I don't really care.

0:34:32.880,0:34:37.860

Harry Porr: Maybe it might be helpful if you had a specific proposal you wanted to make it could be looked at by the by the Council.

0:34:39.690,0:34:42.510

Michael Sweeton: I will submit that to you, Harry. Thank you.

0:34:42.930, 0:34:50.370

Alan Sorensen: And with that, I mean I would just add that it may be worthwhile then keeping that task in the UPWP.

0:34:53.520,0:34:59.970

John Czamanske: Well, yes, the task should stay in, but we can edit the wording, based on the discussion.

0:35:02.460,0:35:10.710

John Revella: I was little thrown off as well. Do they define local roads? They're talking about no side streets, are these just non county roads?

0:35:12.240,0:35:14.430

John Czamanske: We will edit it. We will edit it.

0:35:15.900,0:35:16.400

John Revella: Thank you.

0:35:18.000,0:35:18.500

Michael Sweeton: Alright.

0:35:18.720,0:35:20.610

Burton Thelander: Can I ask a question of Travis?

0:35:21.390,0:35:22.230

Harry Porr: Who is this?

0:35:22.470,0:35:24.060

Burton Thelander: This is Burt Thelander.

0:35:24.060,0:35:25.040

Harry Porr: Sure, go ahead.

0:35:25.080,0:35:33.330

Burton Thelander: So Travis you, you talked about evaluating rideability on county roads, or did you use the word drivability?

0:35:35.100,0:35:42.210

Travis Ewald: It's really both in the same, it's the how the road feels when you're going the speed limit down the road.

0:35:43.020,0:35:56.040

Burton Thelander: So it's motorized not bicycles, because I was thinking of bicycle rideability to compliment vehicle rideability, so it's more motorized vehicle rideability .

0:35:56.070,0:35:57.390

Travis Ewald: That's how it's analyzed, yes.

0:35:57.900,0:35:59.190

Burton Thelander: Thank you.

0:36:00.420, 0:36:55.020

Michael Sweeton: I have a couple more, Harry. What the County Transit Feasibility Study, I appreciate that that maybe that's now getting, it may be more attention, I thank the staff, I know they've been working on this a long time, and I know that the legislators and everybody cringes because they fear the cost of this, Harry, you too, but it's so I just think it's so important for the future Orange County to get this underway. It's a little dismaying we're not going to get a consultant, unless I missed heard that, till 2023. But we got to get on with it. And then the second question today, maybe Rob has the answer to this, I know the County was, maybe it was in the law office to get a program for scheduling local transit. Do we know the status of that?

0:36:56.670,0:37:01.440

Rob Parrington, Orange County: It still is it hasn't moved much further, since the last time I spoke about it, unfortunately.

0:37:02.490,0:37:06.120

Michael Sweeton: Harry, could I ask that we try to move that through the legal?

0:37:07.620, 0:37:11.640

Harry Porr: Sure. Rob? Find out where it is and let's see what we can do.

0:37:12.690,0:37:13.190

Rob Parrington, Orange County: Okay.

0:37:13.950,0:37:17.730

Alan Sorensen: Yeah, I think you're referring to the on call, right, the transportation contract?

0:37:18.600,0:37:21.480

Rob Parrington, Orange County: No, I believe he's talking about the scheduling software for the transit.

0:37:21.480,0:37:22.950

Alan Sorensen: Schedule, okay, okay.

0:37:23.160,0:37:36.330

Michael Sweeton: It would be very helpful to us as operators to have that. And we you know, Wallkill and I decided to try to do it alone, but we really rather have the one the County is going to do, right, and it just would be helpful, so thank you.

0:37:38.400,0:37:50.130

Harry Porr: Looking at countywide buses and all that kind of thing, in Newburgh right now and in Middletown evaluating what we're doing, Rob, you're completing a Major Employer Transportation Program.

0:37:51.510,0:38:07.290

Rob Parrington, Orange County: We get a Major Employer Transit Service Plan, the METS Plan, that we completed late last year, and when we're looking at implementing some of the recommendations, such as the micro transit which connects Newburgh with Middletown area. It's something that's being considered right now.

0:38:08.310, 0:38:25.710

Harry Porr: I know, Mike, you must be in the cosmos or something because the discussion is taking place countywide right now and maybe we ought to be thinking about with the Planning Department, bringing together a program that talks about this in detail, what we've done, what we want to do, what other people want to see us doing.

0:38:26.100,0:38:38.370

Michael Sweeton: Yeah, maybe an update would be great, Harry, because I know that I know staffs and working really hard on it it's just it, you know it's not a sexy issue, and so it doesn't get the you know doesn't get the Heritage Trail glamour.

0:38:38.400,0:38:51.090

Harry Porr: Right, well there is interest, there is interest. There's a new councilman in Middletown, new maneuver, they're looking at our buses, how can we utilize them better, that kind of thing so it's definitely an issue that's in the ear right now.

0:38:52.110,0:38:52.620

Michael Sweeton: Thank you.

0:38:53.700, 0:38:59.340

Harry Porr: Anybody else? Okay, Lauren anything else to add?

0:39:00.210, 0:39:08.490

Lauren Bennett, OCTC Staff: No, if you just want to submit any of those comments in writing, Mike, just send them via email, so I can include that.

0:39:09.300,0:39:10.950

Harry Porr: In the transcript as well right.

0:39:11.940,0:39:12.780

Lauren Bennett, OCTC Staff: Yes, yes.

0:39:13.230,0:39:14.220

Michael Sweeton: I'll submit them, thank you, Lauren.

0:39:16.020,0:39:16.590

Harry Porr: Okay.

0:39:18.780,0:39:28.260

Harry Porr: Next is the OCTC staff reports and let's start with a discussion for our next policy board meeting, Lauren, you were thinking February but now it might be March.

0:39:28.890, 0:40:04.920

Lauren Bennett, OCTC Staff: Yeah so our regular scheduled meeting would be the second week, second Tuesday of February, that puts us, you know but it's not enough time for the UPWP update and public comment period so we're looking to push that back, we were looking at the last Tuesday, but it might be better to just hold it on March 1st. So we're proposing having it March 1 at 1pm. So I guess we just want the opinion of all the voting members or that are on now, that works.

0:40:05.220,0:40:06.540

Harry Porr: Does that date work for everybody?

0:40:07.770,0:40:08.910

Michael Sweeton: Yeah, it's good for me.

0:40:10.500, 0:40:22.200

Harry Porr: Okay we'll go with that, until we run into a roadblock. Okay, I guess, for other reports, State DOT want to start first, is there anything to report?

0:40:28.200, 0:41:08.760

Bob Mannix - NYSDOT: Yeah, you will be seeing soon, we we had a general bridge rehabilitation project that was actually on the TIP under Mid Husdont South because it was region wide at the time it was added to the TIP and it has been decided by the region to replace a structure 17M over Norfolk southern New Jersey transit. So you're going to be seeing that new project come up in your area and also We look forward to the study that Lauren just mentioned, to coordinate with the pavement improvements, pedestrian improvements, things like that in that project, as well as a bridge replacement so that should be upcoming shortly.

0:41:09.990, 0:41:14.940

Harry Porr: Okay, thank you. Lizy Philip, I know you're there, from the Thruway Authority.

0:41:16.140,0:41:22.980

Lizy Philip, NYS Thruway: I'm looking at our program, we have only some resurfacing projects now.

0:41:26.190, 0:41:35.130

Harry Porr: So you got that project done in New Windsor, the overpass. Okay. MTA? Olu Folarin?

0:41:36.480, 0:41:55.470

Olu Folarin: Nothing to report at this time, but the capital program is taking shape at this point we're having the public comments February 8th so and we're hoping that everything we get on stream by the end of the public review so that's what's going to right now.

0:41:56.550,0:42:01.650

Harry Porr: Okay, thank you, Olu, and then finally Erik Denega from Orange County DPW?

0:42:03.120, 0:42:16.290

Erik Denega: No, Harry, we gave the update on those projects earlier, so I think we're good there, I will just give a shout out to Jack Farr just indicated to me from Port Jervis that he's retiring, and this is his last meeting, so I just want to say congratulations to him

0:42:18.150, 0:42:22.170

Harry Porr: Good for you, bad for us. It's been a pleasure to work with you.

0:42:24.420, 0:43:15.690

Jack Farr: Erik, thank you. Yeah this Friday is my last day. I'm almost up to 37 years working for the city, it's time to go. I thank everybody, you guys are very supportive of our projects and helpful to me when I was new on this committee, we had some large projects come through. It's been great working with everybody. The

Transportation Council has been great, all the transition they've been through. I would suggest sending a letter to the Mayor just to make sure he tries to appoint somebody else from these committees. My deputy is going to be moving in temporarily until they permanently fill it, he might get it full time but I don't, they have to go through a transition period. So I want to thank everybody. I'm going to stay in Port Jervis. I have grandkids here so I'm not leaving anywhere for now. So again, thank you.

0:43:16.560, 0:43:23.130

Harry Porr: It's been a pleasure working with you Jack and let me just say I retired once for five days and went back to work. So never say never.

0:43:23.490, 0:43:30.780

Jack Farr: Yeah, no, never, sorry. There might be a Farr Engineering in my future, we'll see what happens.

0:43:32.340, 0:43:33.090

Harry Porr: Best of luck to you.

0:43:33.450, 0:43:33.950

Jack Farr: Thank you.

0:43:35.010, 0:43:38.040

Harry Porr: Okay, is there anybody else anything to contribute today?

0:43:39.360, 0:44:24.120

Burton Thelander: This is, This is Burt Thelander again. There's some, there's another potential opportunity that I forgot to mention and Alan's aware of this and I think Lauren and other planning staff, the O&W railroad grade from Port Jervis to Kingston, Alan mentioned OSI earlier in the meeting, I think there's a long term project to develop that as a trail also. So that that might be something in terms of long range planning and there also might be an opportunity to connect that with what we talked about earlier regarding the Heritage Trail, Howells, Otisville, perhaps to Cuddebackville, so pie in the sky, but I just wanted to mention that as an opportunity and always is working on it.

0:44:24.690, 0:44:26.850

Harry Porr: I was going to say maybe pie in the sky but it is in the air.

0:44:27.270, 0:44:27.870

Burton Thelander: Yes.

0:44:29.280, 0:44:35.640

Harry Porr: Okay. Anybody else? Anything to contribute today? If not, I'll ask for a motion to adjourn.

0:44:37.890, 0:44:38.390

Jack Farr: Motion.

0:44:40.560, 0:44:46.950

Harry Porr: All in favor? Thank you all so very much, much appreciated. See you at the next meeting.

0:44:47.190, 0:44:48.630

Michael Sweeton: Yeah, take care, Jack, good luck.

0:44:48.630, 0:44:49.380

Jack Farr: Again, thank you.

0:44:49.530, 0:44:51.090

Harry Porr: Congratulations.