

**Meeting Transcript  
Planning Committee  
January 31, 2023 at 10:00 AM**

Legislative Conference Room  
OC Government Center  
255 Main Street, Goshen, NY

Dial-in Number: (646) 876-9923

Meeting ID: 895 5014 6960

Passcode: 876464

Zoom Meeting Link:

<https://us02web.zoom.us/j/89550146960?pwd=UmZPT3k3NIY2bEtUSDFKN3VBbmZWQOT09>

**Meeting Participants (In-Person)**

Name:	Organization:
Alan Sorensen	Orange County Department of Planning
Lauren Bennett	Orange County Department of Planning
Raina Tawil	Orange County Department of Planning
Rob Parrington	Orange County Department of Planning
Jacob Tawil	City of Middletown
Al Fusco	Fusco Engineering
Charles Carnes	Town of Crawford
Denise Quinn	Town of Wawayanda
Anthony Cardone	Town of Monroe
Sandra Jobson	NYSDOT, Region 8

**Meeting Participants (Virtual)**

Jessica Ridgeway	Orange County Department of Planning
Travis Ewald	Orange County Department of Public Works (DPW)
Joshua Wojehowski	Town of Cornwall
Nicole Farmer	NYSDOT, Region 8
Oluseye Folarin	Metropolitan Transportation Authority (MTA)
Michael Weeks	MHE Engineering, rep. City of Port Jervis
Michael Amabile	Creighton Manning, rep. Town of New Windsor
David Lake	Mid-Hudson South Transportation Coordinating Committee (TCC)
Herb Litts	GPI Engineering
Mike Sweeton	Town of Warwick
John Revella	Village of Walden
Laura Ripley	NYS Thruway Authority
Burton Thelander	OC Citizens Foundation Pathways Committee
David Gilmore	Village of Kiryas Joel
Moishe Gruber	Village of Kiryas Joel
Howard Stewart-Fisher	City of Newburgh TAC
Michael Amabile	Creighton Manning
Jason Morris	City of Newburgh
Robert Jeroloman	Town of Blooming Grove
Kathleen Rooney	VERGE Group, Village of Kiryas Joel

Jason Price

### **Call to Order / Introductions**

Mr. Sorensen called this meeting to order, and introductions were made, from 0:00:14:22 through 0:02:48:09.

### **Opportunity for Public Comment**

0:02:48.91,0:02:58:12

Alan Sorensen: Okay I think that concludes our introductions and call to order. Next, I'd like to go on to provide an opportunity for public comment. Are there any members from the public who would wish to speak?

0:02:58.500,0:03:04.200

Burt Thelander: My name is Burt Thelander I would like to speak briefly

0:03:06.420,0:03:07.000

Alan Sorensen: Okay, please go ahead.

0:03:07.000,0:04:59.700

Burt Thelander: I'm a member of the Pathways Committee and we have spoken with OCTC in the past and I just want to briefly recognize your funding to support Trail developments [and] non-motorized transportation options in Orange County, in particular the stage 3 of the Heritage Trail and the Schunneunk Trail funding. So, we're very grateful for those opportunities. We talk with Alan and other folks in the county about other railroad funding opportunities. One is the Minisink/Wawayanda/Slate Hill railroad grade that we have tried to support development of, and there's also railroad grade opportunities in Western Orange County-Town of Deerpark- that we'd like to promote opportunities to fund when opportunities arise. Also, I noticed on your agenda you have a Carbon Reduction Program funding component. We have talked with you in the past about the recurrence of extreme weather climate change impact, and we'd like to really promote your desire to reduce use of non-renewable energy sources for transportation and think about other opportunities to use renewable resources. So, we will continue to talk with you about those opportunities and again we are very grateful for your support of Schunneunk and Stage 3 of the Heritage Trail, and we want to talk with you more in the future about other opportunities, so thank you very much.

0:04:59.700,0:05:10.680

Alan Sorensen: Sure, thank you! Are there any other members from the public who would wish to speak, please?

0:05:11.460,0:05:16.620

Charlie Carnes: Yeah- Are you going to give an update on the Bridge NY and Culvert New York?

0:05:19.440,0:05:26.760

Alan Sorensen: Yes, yes. NYSDOT representatives are here and so... yes. Sandra is here so

later in the program.

0:05:27.010,0:05:28.500

Charlie Carnes: Ok, thank you.

0:05:31.200,0:05:33.780

Alan Sorensen: Thank you. [Are] there any other comments or questions from the public?

\*None\*

### **Accept Meeting Transcript – November 29, 2022**

0:05:39.240,0:05:46.860

Alan Sorensen: Okay. Carrying on, we'll move on to the acceptance of the meeting transcript of November 29, 2022.

0:05:46.860,0:06:20.760

Alan Sorensen: Just want to inform the members of a revised version of the transcript was sent out to members for review on January 30th. We received one other revision to add Gedalye to the meeting participants, that will be updated, Harry, we also added...there were some additional part of the transcript at the end of the meeting that we added so those were the changes, but, for the members of the Committee, are there any comments on the meeting transcript?

0:06:21.380,0:06:22.90

Jacob Tawil: I'll make a motion.

0:06:23.280,0:06:28.680

Alan Sorensen: Ok. Motion... Jacob's made motion. Second?

0:06:28.680,0:06:30.680

Denise Quinn: I was here, in person too.

0:06:32.700,0:06:39.060

Alan Sorensen: So let's...right, Raina, if you can make a note Denise Quinn also participated in the meeting?

0:06:39.060,0:06:41.060

Raina Tawil: Absolutely.

0:06:42.720,0:06:45.420

Alan Sorensen: Are there any other recommended revisions?

\*None\*

Alan Sorensen: Okay I just asked for a motion to accept the revision...one motion second?

0:06:51.680,0:06:52.660

Tony Cardone: Second.

0:06:51.680,0:06:52.660

Alan Sorensen: Okay then- all those in favor of the transcript, as amended?

\*Aye\*

0:07:01.880,0:07:03.880

Tony Cardone: I have to abstain I was not here.

0:07:04.680,0:07:12.120

Alan Sorensen: Alright, thank you. The transcript has been adopted.

### **Transportation Improvement Program**

#### *OCTC FY 2023-2027 TIP Amendment 23-02*

0:07:12.120,0:07:17.040

Alan Sorensen: Next item on the agenda is the Transportation Improvement Program, and I am going to ask Lauren to get us started.

0:07:17.040,0:07:43.740

Lauren Bennett: Yeah, so we have two actions today; the first is an OCTC TIP Amendment 23-02. And for those that haven't heard the STIP was adopted so we are now the OCTC 2023-2027 is the current TIP. This is the second action on that TIP, there are two projects - the first is the Storm King Mountain Drainage and Median Barrier improvements. It is a New York State DOT project, they're adding \$10.850 million for wall improvements and construction funds; this funding is being offset from PIN 8816.31 on the Mid-Hudson South TCC TIP.

0:08:06.900,0:08:11.440

Lauren Bennett: And Sandra, do you have anything to add on that project?

0:08:11.440,0:08:47.220

Sandra Jobson: No just that the increase is because we're actually adding another portion of wall along Route 9W to I-84; we had gone out to bid on a wall repair project and I don't recall the specifics, but something went wrong with- I don't know -the bids we've received or something - but anyway, we're incorporating that work now into this contract, rather than rebidding again as its own project so that's kind of where that big increase in cost comes from.

0:08:47.820,0:09:09.080

Lauren Bennett: Great, thank you Sandra. The second project is a new PIN 8TO005 which is a purchase of a bus wash in the Town of Warwick. So this is a new project being added, and it's offset is from the FTA 5307 block funds. And Rob, do you have anything to add on that?

0:09:09.080,0:09:16.800

Rob Parrington: The project is pretty straightforward but if anyone has any questions let me know, any questions from either project or either project sponsor.

0:09:18.720,0:09:29.520

Lauren Bennett: Okay hearing none, the next steps: this will go out for a 14-day public comment period, and we will ask the Council to consider action at the next Policy Board meeting on February 28th [2023].

*OCTC FY 2023-2027 TIP Administrative Modification 23-B*

0:09:32.040,0:10:24.660

Lauren Bennett: So, the next action is Administrative modification OCTC 23-B. There's one project on, it is PIN 876016 and this actually comes out of the STIP performance. We talked with the project sponsors and based on where they're at in the project now, we don't think that [the project] is going to construction. Construction in FY '23 is in the schedule, so the project sponsor has agreed to move the construction out to 2024, with the understanding that if they are, for some reason, ready to go we can always move that back in this year.

We want to thank the Village of Highland Falls for coordinating with staff on this- and there's no further action required.

*Local Project Sponsor Updates*

0:10:25.500,0:11:34.800

Alan Sorensen: Ok. With respect to local project updates, I just want to give a brief update on the Schunneunk in terms of some Milestones we've completed. Our Categorical Exclusion Worksheet- that's been submitted to the FTA- they're currently reviewing that; the County Legislature has declared its intent to serve as Lead Agency on the property acquisition and so we'll be completing the SEQOR work on that, and then we're going in the coming months, to be moving forward with the acquisition. Also, concurrently, we're working on an RFP for the design of this Schunneunk rail trail, and I'm hoping that by our next meeting at the end of February I can advise that, if the RFP has gone out, that we're getting closer to bringing a design consultant on board but the project is moving forward, just want to thank the council members for the ongoing support, and we'll keep you posted as the project advances.

Are there any other project sponsor updates? Or local project sponsors?

0:11:35.520,0:11:37.360

Michael Sweeton: Um, Alan it's Mike Sweeton-

0:11:37.360,0:11:39.360

Alan Sorensen: Yes.

0:11:39.360,0:12:02.760

Michael Sweeton: So, our bike/hike project, which was an earmarked project, that was languished for lack of funding, seems like it's going to get done now. Thanks to the County and our Legislators for helping us form a partnership with the Parks Department- so it looks like that's going to happen. We'll go out to bid again and hopefully get that built hopefully Summer/Fall.

0:12:04.560,0:12:15.300

Alan Sorensen: Ok. Mike, thank you. Now, is there still a... are you thinking about coming back to the Council to seek additional funds, or?

0:12:22.800,0:12:26.340

Mike Sweeton: Well, it was a possibility, right? We talked about some other options, but I don't think we're going to ask any council members to, to, you know delay things, right?

0:12:27.060,0:12:35.020

Alan Sorensen: We're going to talk about the Carbon Reduction Program later so, at that point I can talk about it in that context.

0:12:36.060,0:12:38:105

Mike Sweeton: Okay, great. Thank you.

0:12:39.040,0:12:40.020

Alan Sorensen: You're welcome.

## **Old Business**

### *SFY 2023-2024 Unified Planning Work Program*

0:12:42.540,0:12:59.580

Alan Sorensen: Okay if there are no further local project updates, then we're going to go to and ask Lauren to go over...to provide an overview of our 2023-2024 Unified Plan Work Program

0:12:59.580,0:14:35.760

Lauren Bennett: Thanks, Alan. Yeah, so the Unified Planning Work Program, I'll refer to it moving forward as the UPWP, is one of the three core required MPO products. It presents the annual work program for Orange County Transportation Council; it describes planning activities program to be undertaken in support of the vision goals and objectives of the OCTC's Long Range Transportation plan and the OCTC is the MPO that is responsible for coordinating transportation activities within the county.

Just to give you a brief summary: at the November meeting, we gave an overview of what the UPWP is and the update process so we shared some regional priorities, and we gave the opportunity for the members to give feedback, and then we gave a timeline on the update. Today, we will be looking at some of the actual review of the draft UPWP, the funding estimates, the tasks, which went out with the meeting materials. We'll also go through the budget development and kind-of walk through what the budgets are in each of the tables, how to read them, and then finally, an overview of the public participation process and opportunities for the public to comment.

So, as a brief funding overview & the annual allocations- we get new funding every year for the program; it comes in two sources: there's the Federal Highway Administration or 'FHWA' Metropolitan Planning funds, or *PL* funds- I'll say 'PL' funds, that just means the Federal Highway- and then the Federal Transit Administration, or FTA, section 5303 Metropolitan Planning Program funds, which are 'MPP' funds. So, we received just over \$770,000 in PL

funds and just over \$170,000 in MPP funds for this year. That's an increase for the PL funds of approximately 4% over last year and it's a big bump it's almost 30%, almost 40% for the MPP funds over last year's allocations.

0:15:15.000,0:17:24.660

Lauren Bennett: The federal carryover, so, any money that is not spent um is known as the backlog and that rolls over into the next UPWP year, so we estimated approximately \$2.4M in backlog funding and then the total fund estimates is the annual allocations for the PL and MPP funds plus that carryover. The next slide is just the draft trends of the federal funding for OCTC's UPWP at the bottom there the bar graphs you have the blue is the FHWA- PL fund allocations: The orange is the FTA MPP fund allocations, so the gray is just the combination of those two annual allocations per year and then the yellow up top is the estimated overall funding. The gap in between is the backlog from year to year. We do have a large backlog this year, that mainly we plan to spend that down on some of the upcoming projects coming up like the route 17M study, the LRTP update, so it will [decrease]. The next slide - so we identify three types of planning priorities in the UPWP narrative and these guide not only are Long-Range Transportation Plan but also our UPWP as well. Those include the 10 Federal planning factors and, in the draft, there is a table that shows each of the tasks and how they meet the different planning federal factors.

The next is the planning emphasis areas. Those are developed from the USDOT and that just guides our future planning work. So those are listed out on the slide and then, lastly, we have the local planning priorities and I'll pass it over to Alan to talk about those.

0:17:25.200,0:17:50.400

Alan Sorensen: So, our local planning priorities include planning to accommodate safe accessible, connected multimodal transportation system through motorized non-motorized and Transit planning, and incorporating the growing population of Orange County and the impact of future housing developments on the transportation system as well as how to integrate merging technologies such as electric vehicles into the future infrastructure in Orange County.

Orange County will continue to support the implementation of Complete Streets through the Orange County Transportation Council staff, and staff assistance on the Complete Streets Working Group. Due to the evolving role of the global supply chain during the Covid pandemic and the increase in recent Warehouse developments in Orange County, the Transportation Council will continue to look at regional and local impacts of Freight planning in the Hudson Valley.

Other priorities include improving safety, resiliency, congestion management and air quality, as well as supporting performance-based planning and programming targets adopted by the Transportation Council.

We will look to implement these tasks through a mix of staff-led efforts and consultant supported studies. Staffing levels are anticipated to increase in the coming, next, year to better support our programs like a number of agencies, we've been a little short staffed, but we are recruiting we are the consultant-led studies included 17M/ Route 6 Transportation Quarter Study. \*Inaudible \* The RFP it's going through the process of being reviewed and so hopefully that will be coming out very shortly. And we will be issuing a RFP for the Long-Range Transportation Plan but the one Plan that we didn't mention and it's... it's in our pipeline. So, I want to assure Mike that we haven't forgotten about it! That is- a county-wide Transit Feasibility Study. It's... it's in the docket there's...but we've got a pipeline of things. So, I am going to turn it back over to Lauren,



to talk about the task development.

0:19:30.780, 0:22:34.160

Lauren Bennett: Yeah. Thank you, Alan.

I just want to briefly walk through how we developed tasks and also how to read the UPWP portion of the tasks. There are four elements that go into task development the first is what's being built in a task so this can include consultant support staff support a combination of both purchases of equipment travel, so all the costs go into estimating the budget. We also look at what funding is going to be used - whether that's the FHWA PL funds the FTA/MPP funds or a combination of both. We look to what we're going to deliver in the next in the next year in the annual program so that's listed within the deliverables then finally there's a schedule so there can be two types of past timelines there can be an ongoing activity it's more of just planning efforts and then specific project timelines is the other option so that will be laid out in the schedule row. The next portion is how the task budgets are shown so you'll see each task has the budget estimate up top there's a federal state and local portion the federal share is nominally 80 for both the PL and MPP funds the state is nominally provides three quarters of the non-federal match and it's either shown through toll credits for the PL funds or in-kind services for the MPP funds both are non-cash [assets] from the county perspective and then it's subsequently reimbursed. The last is the *local* which is Orange County provides the local match via County taxation. [So] the combined state-federal and non-federal will be the budget for each task. A brief task overview of some of the changes: we deleted four tasks, the 'Demographic Data and Forecasting, the West Central Transportation and Land Use study, the Electrical Vehicle Assistance (EVA), and the New York Association of MPOs. Three of those tasks have just been combined into existing tasks. They've been deleted because of billing. There wasn't enough being billed to that line or just for administrative purposes- the work is still being done it's just being done through existing tasks. And then [for] the last task, the West Central Transportation Land-Use study, that is being deleted because the study has been completed. We added one new task to the UPWP that's the 'Connecting Communities' task and I'll throw it over to Alan to explain that task.

0:22:37.080,0:24:46.140

Alan Sorensen: Lauren, thank you. This is a topic we've had ongoing within the department discussions, and I want to thank Lauren for just suggesting to add this as a specific task to the Unified Planning Work Program. One thing that we're trying to do through the Transportation Council, in terms of planning, is to ensure that we're not looking at our transportation system in a vacuum; so if we're looking at housing developments, if we're looking at bicycle pedestrian connections, that we're looking at it in a holistic [manner] so that we have opportunities to better connect places where people live, to where they work without the need to hop in a car and drive there if they can if they can get there [instead] by a bicycle or walking, so much better. You know, one thing that caught my attention with the Governor's housing proposal is her focus on Transit-oriented development and I think you know...we have a unique opportunity- if we start looking at things in a holistic manner- to identify opportunities to create places rather than isolated enclaves of housing. So that's one of the things we want to look at through this task. It also will be a component of the Route 17M/Route 6 Transportation Quarter study, we'd like to look within that quarter, if there are some opportunities for...creating *places* where there would be jobs, housing, and other employment opportunities. I think we have an opportunity between funding coming through the infrastructure bill, as well as Governor Hochul's initiatives on



housing to maybe connect some of these opportunities and begin to create places rather than isolated housing- where people have got to drive 20 miles to get to their work that's 30 miles away. It's a very long-winded way of saying what that task is all about but...

0:24:46.800,0:25:13.140

Tony Cardone: But I would think, Alan, regarding Governor Hochul's proposal, that you might have brought up a good point there the bad point there is a 'Home Rule and working with the local boards and towns and cities, and not her stepping in and telling them what to do and overrule and \*inaudible\* would be highly opposed to that.

0:25:13.140,0:25:21.480

Denise Quinn: Well, I can tell, you we did a zoning change last year and the number of people that came out against multi-family housing was unbelievable.

0:25:22.740,0:25:32.940

Charlie Carnes: I'll concur with that because we have a couple of projects before our Planning Board and our Town Board now and the same is true we're getting some opposition from it.

0:25:34.260, 0:26:24.900

Alan Sorensen: Yeah, I think it's justified as far as the project, not the opposition...but I think he's definitely had something that has to be considered I...yeah I think I'm just gonna keep my Planner hat on and I think we're going to need to have a conversation. I think, you know, there are some really good opportunities for transit-oriented development. I know there was a proposal down in Harriman a number of years ago is pretty far advanced...one of the things that we're doing internally with the Planning staff is to take a look at the Train Stations along the Port Jervis line, [and] see where there are opportunities for

,TOD it's not as simple as it looks um when you start looking at it through the microscope, you realize- well you know, you can take a half mile radius around the station but one side of the stations on one side of the tracks and you know getting to the other side of the tracks becomes a bit of a challenge so it almost limits you to one side of the tracks, unless you have very expensive pedestrian crossings over the... over the rail lines and then like, [an] example...like we took, I took, a close look at Campbell Hall, you begin to get into competing interest because- there's a beautiful equestrian facility right there so if it- and there's not currently water and soil infrastructure- but I think where there are opportunities to embrace the TOD and it's already starting is in the Town of Wallkill... sewer infrastructure I believe the 639 units and multi-family housing that's proposed there? It's a good compliment the residential will help to support them all you have access to Transit of course, I think there's opportunities to enhance the connections between that development and the training station but I'm I've gone off way off on tangent, but...

0:27:47.940,0:28:07.500

Denise Quinn: I also think the transit needs to be more reliable my son took it because he was gone to school in at John Jay and he also worked at the college, and it was not reliable. We would get there and it wasn't even posted on the web, [or] on the app that the train was canceled, you know, it just needs to be far more reliable.

0:28:08.460,0:29:06.240

Alan Sorensen: One thing, which Rob and I can speak to, is we're wrapping up the redesign in Middletown Transit System that [spreads] across the transportation system. And, you know, in going into that redesigning we specifically asked the consultant team to think 'outside the box.' We recognize our opportunities to better connect residents to places of employment, to services - to the hospital- and you know, as we get to the final stretch of that I think it probably would be a good idea for us to report back to a future Planning Committee here, to let you know the findings... I think and that [bus network] actually has a better ... we'll have a bus connection- a local bus connection also- to the train station, so you know that's an enhancement as well.

0:29:06.30,0:29:08.120

Jacob Tawil: Or directly to New York City...from Short line?

0:29:08.220,0:29:13.120

Denise Quinn: Yes, yes yeah that's far more reliable than the trains and quicker usually!

0:29:15.120,0:29:16.220

Jacob Tawil: Absolutely.

0:29:21.360,0:29:47.440

Alan Sorensen: I read this morning where the Gateway project is advancing underneath the tunnels into the City and, maybe we can get an update from someone on that but I... it's my understanding that when that's completed it could shave a half hour off the commute time from Service on the Port Jervis line which would be...a big benefit to communities West of us.

0:29:47.520,0:30:03.900

Lauren Bennett: We have one comment from Burt, he said "*Very grateful to hear about Multi-modal Transportation focus and value of bicycle pedestrian opportunity and connection with Transit options, plus trains etc.*"

And, Mike Sweeton said "*Good news, Alan!*" I'm guessing that's on the Transit Feasibility study.

0:30:03.900,0:30:11.460

Alan Sorensen: Yes, we haven't forgotten and it's we definitely understand the importance of it, so I went too far on that.

0:30:19.440, 0:32:29.080

Lauren Bennett: That was good discussion, thank you. Next, we'll just briefly go over some of the budget tables. There're two types of budget tables um which is seen in Table 3 Summary. So, you have at the top the audible budget, which is the breakdown of Personnel, Fringe, Leave, Travel, Equipment, Supplies/Reproduction, Contractual and other indirect costs. And then, you have the task budget which is seen at the bottom and those are broken out by the task codes or the 'Ali' codes- each task Falls within one of the ALI codes, and that's the total budget for the year.

We did not send the budget tables, we'll review them briefly. There's one summary table for the PL and MPP funds, then there's a summary of just the PL funds. FHWA makes it easy-

and everything just rolls into that [fiscal] year's program. FTA's MPP funds- there's a summary table, but each Grant Year stays within its year, so every Grant year that's open will have its own separate table and then finally, we have a task table which did go out with the narrative in the meeting materials- and that task table just shows what funding for each task, whether it's the PL funds the MPP funds, what the State matches and then the local match; and that's at the very end. So, let me run through the opportunity for comments and then we can briefly look at the draft Today, we'll look at the narrative and budgets if anyone has any changes that they would like to make, please let us know now.

Well, I guess today or tomorrow we'll send our draft budgets to NYSDOT for their review, and concurrently through that process, we'll also send out the draft for 14 days of public comment. To submit comments, you can email them to the OCTC staff at [OCTC@orangecountygov.com](mailto:OCTC@orangecountygov.com), you can also submit them via mail at the address is provided on the slide. If you need assistance in accessing the materials or providing public comment, you can call OCTC at (845) 615-3840, we will be happy to answer any questions or assist anyone in leaving public comments. And finally, we will send the final draft out with the public notice before the February 28th meeting. There may be a few rounds of the drafts the budgets might change slightly based on NYSDOT's thoughts in review of the budget tables. We don't anticipate any large changes but there may be some adjustments there as well as adjustments to the final estimates but, they should be within the ballpark.

0:33:30.080,0:33:32.700

Alan Sorensen: Right so very good and...

0:33:32.700,0:33:33.420

Lauren Bennett: I just have one...was there a comment.

0:33:33.420,0:33:47.820

Alan Sorensen: Ok, that's good. Next we're going to go on to...

0:33:47.820,0:33:55.320

Lauren Bennett: Sorry I just want to run through real quick so oh I'm sorry yeah So you want to start at the beginning...

0:33:56.580,0:34:04.860

Raina Tawil: It's going... there we go, okay.

0:34:09.360,0:39:09.920

Lauren Bennett: so this is the Draft UPWP- we have our Title VI Nondiscrimination statement in there, table of contents will need to be updated, but the UPWP starts with an introduction, talks about what OCTC is and the Transportation Management Area (TMA), who the members of the council are. And then we go into some of the program highlights from last year's UPWP or the current year, as well as a funding overview and then we break down how we get to each of the funds or how the State gets to the different funds. Then we have the State organizations, so this comes before we get our annual allocation. We support NYSAMPO staff, NYSAMPO training, AMPO dues, and the shared Transit Service Planning and Analytics initiative. There's also a list of State Planning and Research or 'SPR' projects, and so that's I think four pages worth

of tables. If you have any interest, you can view those. And then we get into our planning priorities, as we said, these are the 10 Federal planning factors. And then - you want to just go to next page- then we have our planning emphasis areas in our local planning priorities as well. Then we get into the UPWP- this is the planning factors by the task descriptions. So then, we get into all the tasks. Like I said, the ALI codes are going to be at top that *44.21.00 Program Support and Administration* - that's the ALI code, so all the tasks that fall within that ALI code are listed below; we did not add anything to that section. The next is the *General Planning*, there's a little narrative under each ALI code to describe what the ALI code is...if you want to keep scrolling...we didn't change too much to the existing language. The LRTP- we updated language because we are looking to update the LRTP this year, so we're

going to kick into high gear with that project soon. And then, this is also where the new task is for the *Connecting Communities*...and then same Transportation -these different initiatives for planning & programming, which are staff supported.

We're still prioritizing local and Regional Transit planning we're trying to get more staff

time onto that as well it's a big initiative, and then some of the Freight planning and whatnot. The next is the project level so these will be some of the studies we hope to take on. The County-wide Transit Feasibility Study, we're looking to work with our Transit team to update the Cooperative Community Transportation and Planning Assistance Plan...the Sidewalk District Feasibility Study; that was a call for projects I think in 2019 as part of the Cooperative Community Planning program that we sent out an RFQ on. We did not select any vendors so, we will be sending that back out for rebidding that in the next couple of weeks hopefully so look out for that. We do hope to complete that in the next six months or so.

So TIP/Other Activities...and then finally it's a little bit to the budget so this is the Summary Table for all the funds- PL and FTA funds combined. The top is the Audible, lower is the Task budget... so yeah, a lot of that's contractual- we plan to have a lot of contractual work, and that's the highest budget line for OCTC this year.

And then - I don't know if I want to go through each of these but you can- there's the FTA the PL if you want to go to the end...the Final Task budget...there we go. Yeah, so this breaks out each of the tasks and it's grouped by ALI code and that will show you the sum of all the sources, whether it's the PL funds or the MPP funds, and then the total federal [funds], whether it's the tax, the toll credit, or the in-kind work, and then the total State and the local total as well. Please review, and if you have any questions please let us know.

We hope to get this nice off for review and then go out for the 14 days for Public Comment.

0:39:10.200,0:39:28.800

Alan Sorensen: Very good. Lauren, thank you. There's a lot of work to creating those tables that's one task I don't know, or am directly involved in, so I want to compliment the team- Lauren and Raina- for getting that together. Anything left on the Unified Planning work?

0:39:29.100,0:39:34.980

Lauren Bennett: Any questions/comments?

\*None\*

0:39:35.700,0:39:48.420

Alan Sorensen: If you have any, just let us know. We're going to go on to New Business. I'm going to ask Lauren to cover it and it's starting with the endorsement of the targets for performance measures.

## **New Business**

*Endorse State Targets for Performance Measures (PM3)*

0:39:48.420,0:39:57.420

Lauren Bennett: Yes, so we are introducing three performance measures. We are proposing to support the Statewide performance Target Measures for the National Highway System and Interstate Freight Performance as well as the Congestion Management & Air Quality performance measures. We'll present them today and we will seek action from the council at the February 28th meeting.

*LOTTR*

0:39:59.060,0:41:15.780

Lauren Bennett: There's three main performance measures we'll look at today; the first is the Level of Travel-Time Reliability (*LOTTR*)... defined as two measures. The first is the percent of person miles traveled on the interstate that are reliable and the second, is the percent of person miles traveled on the non-interstate, National highway system that are reliable. So, the performance measures are percentages of that. So we're saying -the first one- on the level of travel time reliability on the interstate is 75% reliable, and the Level of Travel Time reliability on the non-interstate NHS is 70% reliable. These are the State targets, and we're going to endorse those State targets.

*TTTR*

0:41:13.780,0:41:50.320

Lauren Bennett: The next is the Truck Travel Time Reliability Index (*TTTR*). That's the Freight performance measure that compares longer truck travel time, or the 95th percentile, to the average truck travel time, which is the 50th percentile, for each reporting segment of the Interstate/Highway system. That will be one measure for the 2024 the two-year and the four-year 2026 performance years, and that's- for both- the 2.0, which is what we're supporting.

*On-road Mobile Source Emissions*

0:41:52.800,0:42:50.960

Lauren Bennett: And then the last, is the On-Road Mobile Source Emissions which is the Congestion Management/Air Quality program performance measure, for total emissions reduction. And, that's for modern on-road mobile Source emissions; so they're looking at a 4-source criteria pollutants: nitrogen oxides, or *NOX*, the volatile organic compounds, or *VOCs*, carbon monoxide, *CO*, and particulate matter (both the PM 10 and the PM 2.5); so the measure uses data from CMAQ Public Access System to measure the amounts of these criteria pollutants that are reduced Statewide for states with non-attainment areas that have projects with CMAQ funding.

0:42:51.800,0:42:52.800

Lauren Bennett: For more information, we sent around the Fact Sheets. All the information is in there, please let us know if you have any questions and we'll look to support all three of these Targets at the February 28th Policy Board meeting.

0:42:52.800,0:42:57.420



Alan Sorensen: Alright, very good. Thank you. Next, I'd like to go on to the 2020 Census Urban Areas.

*2020 Census: Urban Areas*

0:43:02.460,0:47:07.100

Alan Sorensen: On December 29<sup>th</sup>, 2022 Federal Register released the 2020 Census-qualifying urban areas and the final criteria clarifications were published therein as well. Significant findings related to the Orange County Transportation Council and Poughkeepsie/Newburgh New York UZA is. that there's a split between Poughkeepsie-Newburgh New York/ New Jersey UZA. We will no longer be connected to New Jersey and there's been a drop in population of approximately 25%. There is a new urbanized area, the urbanized area of Kiryas Joel, and that new urbanized area not only includes the Village/Town of Kiryas Joel, but also portions of the surrounding communities, including Monroe, Town of Blooming Grove, and South Blooming Grove. Now we're still trying to understand what the funding implications are for our MPO and as we as we learn more, we'll keep the council apprised. We added some resources there and I guess I just want to talk about the maps.

So, there's three Maps up on the screen. The map to the left is the 2010 urbanized area; the map in the center shows...let me back up. We had the map show in the 2010 census urbanized area with populations of greater than 50,000, which intersects Orange County Middletown New York and Poughkeepsie Newburgh New York/New Jersey. The middle map is showing 2020 census urban area with those areas with a population of greater than 50,000- so it includes not only the new urbanized area of Kiryas Joel, but as you know Middletown has for the past two decades has been its urbanized area as well. The map to the right is an overlay of 2010 and the 2020 urbanized areas; the orange areas are the areas in 2010 and 2020 Middletown urbanized Area in Yellow, is showing the new urban area added to the 2020 Middletown urbanized area, and the dark pink/red areas in 2010 urban area but not in the 2020 Middletown urbanized area. The purple showing up on the map equals those areas in 2010 and 2020 within the Poughkeepsie-Newburgh urban area, the blue new urban area added to the 2020 Poughkeepsie-Newburgh urbanized area and the light pink equals areas in 2010 urbanized area, but not in the 2020 Poughkeepsie-Newburgh urbanized area. One thing that you'll see is, there's portions of obviously the Hudson River that have been subtracted, and the green showing up on that map is the new Kiryas Joel urbanized area. So as we learn more about this, we'll keep the Council apprised and there is, if you go to some of the links that we share, there's some there's some facts that the FTA provides and as we learn more we'll come back to the Council.

0:48:07.900,0:48:08.100

Tony Cardone: So that 25%, what does that encompass?

0:47:08.400,0:47:14.040

Lauren Bennett: if you can see in 2010 that pink? That was the Poughkeepsie/Newburgh urbanized area because it split out, the population dropped by 25 percent.

0:47:19.500,0:47:26.340

Tony Cardone: yes yeah okay yeah so it's not that yeah yeah we haven't had a complex

0:47:49.740,0:47:59.760

Lauren Bennett: So, John Ravel commented “*the small piece to the southeast of Middletown is Village of Goshen.*”

0:48:08.640,0:48:14.040

Lauren Bennett: Yes, it is- so if you see a 2010 was connected through Route 17 to Goshen- it's no longer connected but it's still part of the Middletown urban area. So, yes you are correct John.

0:48:15.240,0:48:16.380

Denise Quinn: It doesn't look like it still is, not in the new map?

0:48:17.4000,0:48:19.380

Lauren Bennett: It... it's not connected but it's still part of the Middletown urban area.

0:48:19.380,0:48:23.040

Alan Sorensen: So with that, I want to...

0:48:25.680,0:48:32.460

Oluseye Folarin: Alan?

0:48:32.460,0:48:37.380

Oluseye Folarin: Sorry, this is Olu from MTA, I just want to ask you this question on this...this Census information that just came out, you said you don't know the funding application at this time, is that correct?

0:48:43.320,0:48:50.220

Alan Sorensen: Yes.

0:48:50.220,0:48:54.000

Olu Folarin: Okay, and secondly, the entity is determined based on the population. Do you know what the impact of the population is going to be on the outcome of the entity?

0:48:56.760,0:49:01.320

Alan Sorensen: What the...the population for the...

0:49:01.320,0:49:05.160

Olu Folarin: Yeah, the entity calculations depends on the population so I don't know whether your population is decreasing based on this new demographic or not.

0:49:12.060,0:49:17.940

Alan Sorensen: Um...I don't know the exact number, I know we're still over the 200,000.

0:49:22.560,0:49:29.580

Lauren Bennett: The urbanized area is still a TMA.

0:49:30.110,0:49:30.900

Olu Folarin: Oh okay.

0:49:31:010,0:49:31:980

Alan Sorensen: Thank you that was a good question, yeah.

*Carbon Reduction Program (CRP) Funding*

0:49:32.340,0:50:07.860

Alan Sorensen: Alright, on the Carbon Reduction Program; the focus of the program is prioritize getting cars off the road by enhancing bike pedestrian network connectivity, increasing opportunities to use alternative transportation, so we'll be working to identify projects as part of the *Connected Communities* task and the Unified Planning Work Program as well as with NYSDOT on the Carbon Reduction strategy. CRP funds may be obligated for products reduction of Transportation emissions including but not limited to..

0:50:07.860,0:50:20.820

Lauren Bennett: I don't think you need to go through the entire, yeah it's all on there.

0:50:20.820,0:50:41.940

Alan Sorensen: We do have a potential project in mind which is, Mike Sweeton has spoken about the Pedestrian Trail in Warwick that's been before the Council. I know I've reached out to Sandra's office and see whether we can utilize carbon reduction funds for that project and, if we can, I think that may be a good use of funds.

0:50:42.600,0:50:49.700

Sandra Jobson: um is that what your question was? I don't feel like you had a specific project?

0:50:49.700,0:50:58.000

Alan Sorensen: We did, yeah, it was the Warwick one.

0:50:54.000,0:56:0940

Sandra Jobson: Okay, Nicole is that you're understanding of the question?

0:50:57.000,0:51:09.240

Nicole Farmer: I thought the question was more about, well where the funding could be spent specifically the Middletown money I thought that was more the question? I might need...

0:51:09.240,0:51:14.520

Alan Sorensen: I think we were asking kind of both but yeah...

0:51:14.520,0:51:25.660

Sandra Jobson: Okay I think yeah do you mind all right well I think it would be helpful instead of it being a generic question it might not get the attention...if... can you follow up on that email and be more specific because I think we'll be able to get an answer quicker, okay? That's why I'm bringing it up.

0:51:26:650,0:51:28:150

Alan Sorensen: Alright, yeah, ok. Ok, will do.  
Ok. If there are no further comments on the carbon reduction, I am going to jump to reports.

## Reports

### *OCTC Staff Reports*

0:51:31.620,0:51:47.520

Alan Sorensen: The OCTC staff reports and project updates.

0:51:47.520,0:52:01.020

Lauren Bennett: I think we covered a lot of that during our UPWP update.

0:52:01.020,0:52:09.420

Alan Sorensen: Yeah, we did. Yeah, we covered Route 17M, Improving sidewalk study, the LRTP... updates from the members?

Sandra Jobson: Oh do you want me to talk about Bridge NY yet? Tell us when you're ready for that.

Alan Sorensen: Yeah, ok.

### *Project Updates*

0:52:09.420,0:54:02.520

Sandra Jobson: So just real quick Bridge New York is getting done a little bit differently; each of the MPOs across the State was provided Planning Target, and then the MPOs are using their standard like planning process for programming the funds available. OCTC has 6.25 million available to program for bridge improvements. We've received (7) Bridge applications that are seeking \$19M so you know I think the scoring team has its work cut out for it. With that said though, I think that OCTC does have \$4M in off-system Bridge unprogrammed so you know, that this affords you guys some opportunity, maybe once the scoring is done, if you want to consider you know programming more.

I've asked each of the teams -we have six teams right now in the Hudson Valley- doing this effort, OCTC being one of the teams, and asked for the teams to really kind of wrap this up no later than preferably before February 28<sup>th</sup>. Which should not be a problem because your team has I think at least three meetings scheduled to get together and look at your scores and so I'm... when's your next meeting...it's on February 28th right?

\*Yes\*

Yeah, so maybe at that point we'll have information based on what we received from the scoring team that you can share with the group...

0:53:55.980,0:54:02.520

Alan Sorensen: Okay. Yeah we'll be sure to get your scores prior to.

0:54:03.840,0:54:38.280

Sandra Jobson: Yeah, and if we have a New York State DOT staff person I need you to

\*inaudible\* for me that's really like my conduit...oh, Nicole is your team captain, okay thank you. Hopefully we'll have some information at the next meeting and then we'll need to send though our final selection up to our Albany office I think it's April 1<sup>st</sup>. So, you know, we've definitely have some time in there but everything seems to be coming together.  
Herb, do you have any questions based on that?

0:54:45.660,0:49:52.740

Herb Litts: Actually, yeah how many culverts were submitted for Orange County?

0:54:50.540,0:55:03.420

Sandra Jobson: Oh, yeah sorry, (16) culverts were submitted, seeking \$17M. The culverts are being done separately, that's going through just the State-aid, there's local Aid involved and our office determines...which program...

Herb Litts: Which part does this program fall under?

0:55:10.320,0:55:15.900

Sandra Jobson: They consider it part of Bridge NY. but it's like a 'culvert only' subgroup and there's no federal aid involved.

0:55:16.680,0:55:21.840

Herb Litts: So, I could submit for either a bridge, or culvert?

Sandra Jobson: Yeah, just different criteria. So, yes, yeah.

0:55:21.840,0:56:03.900

Sandra Jobson: Yep, so yep, we've got 16 of those applications we're reviewing those more like region-wide which is the Hudson Valley, so we're looking at those, along with Ulster County culverts that were submitted, Columbia County, Westchester, Dutchess to see how much funding is available for the corporate program. They did not give out planning target for the individual regions so what we've been tasked with is...is basically ranking them and then we'll submit that to our Albany office, and we'll work with them on the final project selection.

0:56:05.400,0:56:12.000

Sandra Jobson: I know that the max for the bridges was \$5M yeah...um Nicole what's the maximum award for a culvert project?

Nicole Farmer: \$1.5M.

0:56:29.880,0:56:34.680

Sandra Jobson: Good question, Herb sorry I meant to mention that, thank you.

### *Other Member Reports*

0:56:36.780,0:56:43.800

Lauren Bennett: Any other updates from NYSDOT? \*None \*  
Okay, MTA- Olu do you have any updates?

0:56:46.740,0:56:53.460

Oluseye Folarin: No, not this time thank you.

Lauren Bennett: Thank you...Laura do you have any updates for us?

0:56:55.560,0:57:03.000

Laura Ripley: Not at this time.

0:57:03.900,0:57:11.640

Lauren Bennett: Thank you, I don't think there's anyone from Port Authority...OCDPW I think Ryan or Travis Ewald is on the call?

0:57:11.640,0:57:17.400

Travis Ewald: This is Travis I'm on the call, we don't have any updates right now thank You.

0:57:17.400,0:57:22.080

Lauren Bennett: Thank you, Travis. And then, Rob from Transit, do you have any updates for the group?

0:57:22.080,0:57:27.960

Rob Parrington: I can't give an update now! No one else has! \*Laughter\* No, I think it was a lot of it was covered already.

0:57:30.300,0:57:41.540

Tony Cardone: I have one question-I know I'm kind-of new to this and I've been in and out, but is there a dictionary that you guys created for acronyms?

0:57:36.540,0:57:43.860

Raina Tawil: I actually have one, yes we do. So it's a working dictionary

0:57:43.860,0:57:48.720

Tony Cardone: I would love it...Alright thank you.

0:57:54.120,0:58:01.020

Lauren Bennett: I guess with that, is there anyone on the line that had anything to add? Herb, you have your hand, yes go ahead?

0:58:02.460,0:58:46.920

Herb Litts: One other quick question, at the last meeting I had asked if the selection committee for Bridge NY was going to give any extra points for bridges that were previously submitted in previous years and were not selected in the old system when it was selected by State-wide, they would give additional points for bridges that were not selected in previous years...And the last I knew, OCTC said they were taking it under advisement but I never heard whether that is going to be considered by the selection committee?



0:58:48.000,0:58:56.040

Sandra Jobson: So I think, what I would recommend is that...my understanding is OCTC is following the recommended scoring template that was provided by New York State DOT which is on the Bridge NY website; so Herb...we can send it to you too to make it much easier...we'll send you on the scoring criteria, so you can take a look at it, thank you.

*Save The Date – Policy Board Meeting On Tuesday, February 28<sup>th</sup>, 1 pm*

0:59:17.280,0:59:47.640

Lauren Bennett: Alright are there any other comments or questions? Just one reminder the next Policy Board meeting is Tuesday February 28th in this room at 1pm. In-person quorum is required, so I will be sending out emails to make sure we have quorum. And I believe that's it so um I guess I'll make a motion to adjourn...

0:59:49.980,0:59:57.240

Raina Tawil: One second, we have a comment, Lauren. It's about the environmental justice...

0:59:57.240,1:00:00.360

Lauren Bennett: Yes. Okay, so with the UPWP, the CRP, the urban areas it I don't even know what time it is it was a long meeting, so the environmental justice got pushed back. We reached out to our working group the NYSAMPO Working Group, reached out to FHWA on clarifications for Environmental Justice requirements as well as Equity requirements in the Justice40 initiative. We received some feedback, but we still had a lot of questions. So, we were hoping to have a conversation with FHWA for more guidance before we came back to the members with more information. We don't want to come to you with the wrong information so that will be that is still on the agenda it just had to be pushed based on the amount of work that went on.

1:00:00.360,1:00:09.260

Sandra Jobson: Should we include Mike Flynn on those?

Lauren Bennett: Yes.

1:00:39.600,1:00:46.020

Sandra Jobson: Ok. That's really important you guys meet have FHWA directly always think of including someone from New York State DOT. If it's not \*inaudible\*

1:00:51.720,1:07:56.280

Lauren Bennett: Please add that into the record and thanks on the behalf of Kiryas Joel. Okay, I think it's in the meeting recording. We'll send out the transcript if it's not as recorded. Please let us know we can update it.

1:01:07.020,1:01:13.140

Lauren Bennett: Thanks, and with that, the meeting is adjourned.

*Meeting adjourned at 11:02 a.m.*

