

Meeting Summary
Special Planning Committee Meeting
February 9, 2018, 10:00am
255 Main Street, Goshen, NY
3rd Floor Legislative Committee Room

Meeting Participants

Name:

Harry Porr
Ashlee Long
Lauren Burns
Julie Richmond
David Church
Barry Cheney
Peter Tuohy
Michael Amodeo
Jim Brooks
Travis Ewald
Mike Sweeton
John Revella
Jason Morris
Michael Ciaravino
Jack Farr
Jacob Tawil
Al Fusco
Gary Spears
Dick McGoey
Gedalye Szegedin
Marc Albrecht
Nicole Farmer
Bob Mannix

Organization:

Orange County, Director of Operations
Orange County Planning
Orange County Planning
Orange County Planning
Orange County Planning
Orange County Legislature
Orange County Legislature
Orange County Parks and Recreation
Orange County Parks and Recreation
Orange County Department of Public Works
Town of Warwick
Village of Walden
City of Newburgh
City of Newburgh
City of Port Jervis
City of Middletown
Fusco Engineering
Town of Deerpark
Town of New Windsor
Village of Kiryas Joel
Metropolitan Transportation Authority
NYSDOT, Region 8
NYSDOT, Region 8

By Phone:

David Lake Mid-Hudson South TCC
Lizy Philip NYS Thruway Authority

Call to Order and Introductions

Mr. Porr called the meeting to order and asked for introductions.

Opportunity for Public Comment

Mr. Porr asked if there was any public comment; there was none.

Approve January 25, 2018 Meeting Summary

The meeting summary was accepted as drafted.

Draft 2018-2019 Unified Planning Work Program (UPWP)

Ms. Long introduced the Draft 2018-2019 UPWP to be voted at during next Policy Committee meeting (Draft Resolution OCTC 2018-01). The UPWP is an annual program, with the new UPWP starting on April 1, 2018. Ms. Long informed the Committee that the New York State Department of Transportation (NYSDOT) submitted comments and changes were made since the last Planning Committee meeting to comply. These changes included language for stormwater mitigation in the resiliency section, simplifying tables, and minor correction to funding, including a reimbursement for \$100,000 dollars that was already spent.

Transportation Improvement Program (TIP) 2017-2021

TIP Amendment OCTC17-05

A special meeting for members to discuss possible funding offset options for PINs 8756.64 and 8757.08 (City of Port Jervis) and PIN 875987 (Town of New Windsor) was requested at the previous Planning Committee Meeting, held on January 25, 2018. Members requested to see the TIP Questionnaire responses submitted by local project sponsors, as well as a list of projects with applicable funding sources for the bridge offset requests by the City of Port Jervis and the Town of New Windsor. The projects with additional funding requests will be listed in TIP Amendment OCTC17-05, which was discussed at the previous Planning Committee Meeting.

Request for Additional Funding: City of Port Jervis (PINs 8756.64 and 8757.08) and Town of New Windsor (PIN 8761.57)

The City of Port Jervis is requesting an additional \$4.255 million for PIN 8757.08 (East Main Street Reconstruction) and an additional \$3.243 million for PIN 8756.64 (East Main Street Bridge over the Neversink River). The two PINs are combined for letting purposes and a request of a combined \$6.8 million in additional funding.

Mr. Farr gave a brief overview of the history of the project: East Main Street (State Highway Route 6) is located in the City of Port Jervis, connecting Interstate-84 at Exit 1 with the city's Central Business District. Route 6 has an AADT of approximately 20,000 trips and is classified as a principal arterial. The two PINs are split between a complete bridge replacement over the Neversink River (PIN 8756.64) and highway reconstruction of the East Main Street corridor, including the intersection at South and North Maple Avenues, conversion of one culvert to a bridge, and one bridge replacement (PIN 8757.08) in the City of Port Jervis. The project sponsor is ready for a March 2018 letting and is looking for additional funds to offset the construction phases as soon as possible.

Mr. McGoey stated that Lake Road Bridge (PIN 8761.57) was looking for an additional \$0.600 million in funding, \$0.200 million more than requested at the January 25th Policy Meeting. The Lake Road Bridge originally had a life expectancy of ten years and is well beyond that, already needing repairs on the bridge. Mr. McGoey said the project was in the Final Design Phases and looking to go to bid for construction in FFY 2018.

Before the Committee discussed moving money from projects on the OCTC TIP, Mr. Porr asked about alternative funding from other agencies, including SAM funding and Earmarks, and New York State Department of Transportation (NYSDOT) funding. Mr. Sweeton replied that Earmark funding would not be applicable for the project timelines.

As for the NYSDOT sources of funding, Mr. Mannix replied that Bridge NY could be applicable for bridges or culverts located on the off-system portion. Mr. Farr replied that Port Jervis had considered Bridge NY, but did not want to split the project and have two different construction teams working on the same corridor. Mr. Mannix replied that the Bridge NY solicitation was due in April. This does not fit Port Jervis' schedule to let in Spring 2018. Mr. Porr asked if it could

help New Windsor. Mr. Mannix replied that Lake Road Bridge is still looking for Right-of-Way, but they are almost ready to go.

Ms. Long presented a list of projects identified as possible funding offsets that were not obligated and are eligible funding sources. Mr. Mannix stated that members that are not ready to go in 2017-2018 can be left on the TIP in 2018-2019. Mr. Sweeton stated that asking project sponsors to shift funding is not asking to remove the project from the TIP. He continued, saying that the reality of not getting all the approvals to move forward is likely. Once projects are ready to move, then the Committee will advocate at that time. The Committee should be committed to moving projects forward, and shifting funding should be done in the spirit of cooperation and completing projects that are ready to go. Mr. Mannix added that having money sit on the TIP and not going towards construction hurts the STIP Performance. Mr. Mannix suggested the Committee look at projects with a realistic timeline schedule and ask project sponsors if they are prepared to do move phases in that Federal Fiscal Year.

PIN 8T07.16 is the CMAQ Block, which includes \$2.000 million of unobligated funding in FFY 2021 for projects in Orange County. Mr. Mannix said that the CMAQ Block would have to move out of FFY 2021, but the Committee decides when they want to use that funding, not NYSDOT. The Members agreed to move the CMAQ block (PIN 8T07.16) and apply it to PIN 8757.08, East Main Street Reconstruction.

Request for Additional Funding– Review of Eligible Funding Offsets for Projects on OCTC FFY 2017-2021 TIP

There are four project sponsors with projects that include eligible, unobligated funding to offset the additional funding request by the City of Port Jervis and the Town of New Windsor. These projects sponsors include: City of Newburgh (PINs 8005.26, 8758.75, 8761.39, and 8761.40), City of Middletown (PINs 8757.07 and 8760.98), Village of Kiryas Joel (PINs 8759.65, 8761.41, and 8761.42), and Orange County (PIN 8757.05). The Committee asked each project sponsor to give an update on the realistic schedule of the project phases to see if any money could be shifted.

The City of Middletown has two projects with eligible, unobligated funding: PINs 8757.07 (Middletown Traffic Operations Stage 1) and 8760.98 (Middletown Traffic Operations Stage 2). PIN 8757.07 has \$2.160 million in unobligated CMAQ funding for construction and construction inspection phases in FFY 2018. PIN 8760.98 has \$0.084 million in CMAQ funding for FFY 2018 and \$3.600 million in CMAQ funding for construction and construction inspection in FFY 2019. Mr. Tawil stated that the Traffic Operations Projects were split based on a \$10 million grant for intersection improvements and Earmark funding. The projects are proceeding together and the Governor's Office wants to see the project completed. Mr. Tawil said the projects are ready to go, and the City of Middletown is working on contracts and cannot be delayed.

Mr. Mannix asked about design approval for the City of Middletown Traffic Operations projects. The Local Projects Unit (LPU) is still awaiting permits and approval, and needed Right-of-Way Acquisitions (ROWACQU). This would most likely delay the project. Mr. Tawil assured the Committee that the ROWACQU is minimal and multiple agencies, including the Governor's office, the Department of State (NYSDOS) and the Department of Transportation (NYSDOT), made sure there was no delay.

The City of Newburgh has four projects with eligible, unobligated funding: PIN 8005.26 (Broadway / Route 17K reconstruction), PIN 8758.75 (traffic signal upgrades), PIN 8761.39 (Lake Drive bridge replacement), and PIN 8761.40 (Walsh Road bridge replacement). PIN 8005.26 has \$0.760 million in unobligated STP LG Urban funding in FFY 2019 and FFY 2020. PIN 8758.75 has \$0.138 million in unobligated CMAQ funding in FFY 2018 and FFY 2019. PINs 8761.39 and 8761.40 each have \$1.404 million in STP-OFF funding, with PIN 8761.39 construction and construction inspection phases in FFY 2018 and PIN 8761.40 construction and construction inspection phases in FFY 2019. Mr. Morris said the City of Newburgh needs all the

matching funds; the City had four red flag bridges, and it is managing a temporary bridge on Route 32 and the rehabilitation of another bridge.

Members asked about each project's realistic timeline. Mr. Morris stated that the Walsh Road Bridge was waiting for LPU comments, and the Broadway 17K reconstruction project is part of a Department of Environmental Conservation (NYSDEC) consent order. Mr. Morris maintained that the City was on schedule and would not be able to delay any projects by shifting to another FFY.

The Village of Kiryas Joel has three projects with eligible, unobligated funding: PIN 8759.65 (roadway improvements and reconstruction), 8761.41 (roadway and sidewalk improvements), and 8761.42 (Park and Ride). PIN 8759.65 has \$1.634 million in unobligated STP LG Urban funding for construction and construction inspection phases in FFY 2018 and is a High Priority Project. PIN 8761.41 has \$2.850 million in STP LG Urban funding for a Miscellaneous (MISC) phase in FFY 2019. PIN 8761.42 has a combined \$2.704 million in CMAQ funding for FFY 2018 and FFY 2019. Mr. Szegedin informed the Committee that the Village of Kiryas Joel reached out to OCTC staff and agreed to move PIN 8761.41 off the current FFY 2017-2021 TIP to the post-FFY 2021 column and distribute the funding to help advance the New Windsor and City of Port Jervis projects.

Mr. Szegedin stated that the Village of Kiryas Joel would like to give the Town of New Windsor the \$0.600 million and the leftover funding to the City of Port Jervis. The Village would also like to see the current funding (\$4.063 million) in the post FFY 2021 column, and the Village would like the accompanying Resolution to the OCTC17-05 to state that any new funding would go to replenish PIN 8761.41 before going to a new project. The Committee thanked Mr. Szegedin for postponing the project to free up funding for other projects and supported all the Village's requests.

Orange County has one project with eligible, unobligated funding: PIN 8757.05 (Heritage Trail Segment 3). PIN 8757.05 has \$0.462 million in unobligated CMAQ funding for ROWACQU and Detailed Design (DETLDES) in FFY 2018 and \$2.176 million in CMAQ for construction and construction inspection in FFY 2019. Mr. Ewald informed the Committee that Heritage Trail Segment 2 was out to bid, and Segment 3 was set to go out right after according to the consultant. Mr. Porr stated that Orange County was aggressively pursuing the completion of both projects.

After each project sponsor presented their realistic timelines for projects with eligible, unobligated funding, the City of Port Jervis was still short funding. Mr. Sweeton stated that he will not support any project that cannot meet the schedule they stated was realistic (and therefore unable or unwilling to move funding for projects that are ready to advance.) The Committee suggested Port Jervis go out to bid without complete funding, but Mr. Mannix stated that projects cannot go to bid without complete funding.

Mr. Porr stated that in the spirit of cooperation, Orange County would look at the numbers, with the County Executive, and determine whether it can move some funding from the Heritage Trail Segment 3 project (PIN 8757.05) to fulfill the City of Port Jervis' remaining funding gap. Mr. Cheney supported this action, adding that the Heritage Trail is and will remain a priority for Orange County. Mr. Ewald also added that the County will look at PIN 8759.23 (Larkin Drive Design Improvements) for any funding offsets.

Mr. Tawil asked that each project be put on a separate resolution, but the Committee agreed to leave all the projects on the same resolution, as is customary for TIP Amendments, and to set the right tone for collaboration. Mr. Szegedin added that when it comes to travel, geographic boundaries do not exist. While the East Main Street Bridge may be located in the City of Port Jervis, many people who live in the Village of Kiryas Joel use it.

Ms. Long stated that the changes will be made, including the TIP Amendment OCTC17-05 and the accompanying Resolution to project sponsors and the Committee for review, and once approved both will go out for 14 days of public comment before the Policy Committee meeting.

New Business

There was none.

Reports

OCTC Staff Reports

Ms. Long reminded the Committee about the February 23, 2018 Policy Committee meeting located in the Fire Training Center at 10:00am. Ms. Long also reminded the Committee of the attendance policy for voting meetings. The February 23rd meeting marks the first Policy Committee meeting of the year. Voting Members cannot miss more than two Policy Committee meetings in a calendar year or the member will be replaced with another member in the same sub-region.

Other Member Reports

Mr. Mannix announced dates for the Bridge NY pre-applications (March 15, 2018 for culverts and March 29, 2018 for bridges). Culvert projects can receive up to \$1 million and bridge projects can receive up to \$5 million of Bridge NY funding. Sponsors can apply for up to two bridges and three culverts.

Mr. Albrecht announced Marleen Stein's retirement from the MTA. Ms. Stein previously attended OCTC Policy and Planning Committee Meetings representing MTA Metro North.

The committee adjourned at 11:27 am.