



ORANGE COUNTY TRANSPORTATION COUNCIL

**Meeting Transcript
Planning Committee
April 12, 2022 at 10:00 AM**

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Meeting Participants

Name:

Harry Porr
Alan Sorensen
Rob Parrington
Lauren Bennett
Zack Coleman
Emma Barrett
Travis Ewald
Nicole Farmer
Sandra Jobson
Dave Lake
Chad Wade
Jacob Tawil
Jim Farr
Scott Manley
Mike Sweeton
Jeroloman
Joshua Wojehowski
Gedalye Szegedin
Moishe Gruber
John Revella
Olu Folarin
Lizy Philip
Katie Craig
Al Fusco
Burt Thelander
Hael Fisher

Organization:

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

Meeting held via Zoom. Transcript of meeting as follows:

Call to Order / Introductions

Introductions were made from 00:00:00 to 0:02:07.410. See above for a list of meeting participants.

Opportunity for Public Comment

0:02:12.720,0:02:15.390

Harry Porr: Okay, then we'll, we'll begin.

0:02:17.760,0:02:30.900

Harry Porr: First item is the opportunity for public comment, and I just want to make sure that everyone on this knows that this is the only time that the public will be able to speak during this meeting, so if you have something to say, now is your opportunity. Is there anyone?

0:02:33.090,0:02:39.300

Burton Thelander: My name is Burt Thelander. Could I make a question, comment now or, should I wait?

0:02:39.570,0:02:41.160

Harry Porr: Nope, go right now. Now's your opportunity.

0:02:41.670, 0:05:00.000

Burton Thelander: So thank you. I've participated as a Orange Vision Hudson Valley Pathways Committee Member in past meetings, the last one being late January, and I just wanted to ask the OCTC to continue to support rail to trail opportunities with development plans, funding.

Alan Sorensen and others engage in the Pathways Committee meeting. We had one this morning, there are some trail opportunities, one of which you're aware of the Schunneunk.[Rail Trail from], Chester to Campbell Hall. Alan and others have talked with us about the Minisink-Unionville rail trail that's had some barriers developed. There's also a Western Orange County O&W rail trail development that there's a feasibility study that's been funded by OSI so we're trying to collaborate with Sullivan County on developing that rail trail, and then the last thing I wanted to bring up was the Pathways Committee has learned from Alan and the New York New Jersey Trail Conference that there may be opportunities to extend the Heritage Trail from Middletown to Howells into Otisville into the Cuddebackville/Deerpark Area. Alan knows a lot about that, but we'd like to ask the OCTC to be aware of those opportunities and promote funding and development of those opportunities.

Thank you very much for your time and then the last question, I had was we'd like to find out about the completion. [phone ringing] Forgive me for that, it's somebody calling on the phone which I just ended, so thank you for listening. If you have any questions, I'd be happy to answer them.

0:05:01.470, 0:05:18.390

Harry Porr: I'm just saying this, for the record, County Executive Neuhaus is very much an advocate for rail-to-trail. We have a number of projects that are going on right now and we will continue to try to develop a trail system throughout the County. With that, Alan, is there anything else you would like to add?

0:05:19.590, 0:05:39.330

Alan Sorensen: Yeah, the only thing I would add to that is that we also have a very strong focus on the active transportation piece. So connecting our rail trails to our communities through bike pedestrian enhancements that's going to be a big focus for us in a year ahead and excited about those opportunities.

0:05:40.260,0:05:58.440

Burton Thelander: Yeah, as I've said before there's really a significant like global warming climate crisis that we're all have going to have to deal with, so I hope the rail-to-trail initiative will promote less use of vehicles that use gas, so thank you for listening.

0:05:59.250, 0:06:05.970

Harry Porr: Okay, thank you, and is there any other public comments?

0:06:03.540,

Harry Porr: From anyone in the public now is the time.

0:06:09.510,0:06:10.010

John Revella: Harry, I have a—

0:06:10.950,0:06:11.970

Harry Porr: I'm sorry, go ahead.

0:06:12.090, 0:06:32.820

John Revella: John Revella, Village of Walden. Just want to make sure that a lot of our constituents in the Village wanted to make sure that in this initiative were attempting, I know it's difficult, to make an attempt to connect the Walden-Walkill Rail Trail to the rest of the County, but we do connect to all of Ulster and from there to Dutchess so I'm going to make sure that we keep that in mind when we're doing this, this work.

0:06:33.840,0:06:35.250

Harry Porr: Great. Thank you.

0:06:35.550,0:06:36.050

John Revella: Thank you.

Accept Meeting Transcript – January 25, 2022

0:06:36.750,0:06:43.560

Harry Porr: Okay next is the accepting of the meeting transcript from January 25, 2022. Can I have a motion from someone please?

0:06:44.010,0:06:44.510

John Revella: So moved.

0:06:45.030,0:06:45.540

Second.

0:06:50.670,0:06:52.110

Harry Porr: Okay, any—

0:06:52.320,0:06:52.980

Jacob Tawil: I'll second. Jacob.

0:06:54.330, 0:06:57.810

Harry Porr: Thank you, Jacob. All those in favor.

0:06:59.190,0:06:59.690

Group Aye.

0:07:00.120, 0:07:12.720

Harry Porr: Opposed? Anyone? The transcript is accepted. Okay, the next item, number four, is Transportation Improvement Program. I'm going to call on Lauren Bennett to give us some background and direction on that. Lauren?

Transportation Improvement Program

Draft Administrative Modification OCTC20-W

0:07:14.130, 0:08:17.670

Lauren Bennett, OCTC: Yes, so our first action is a Draft Administrative Modification OCTC 20-W. It includes two projects for construction, the Town of Crawford Route 52 Pedestrian Safety Project, and then 876250 which is Town of Walkill Twin Towers Middle School Project. Both are proposing to roll the construction and construction inspection phases from 2022 to 2023. Both these projects have their own discretionary funding, I believe they're Safe Routes to School and TAP project, so they do not count against our local program targets. So the OCTC staff will reach out to the project sponsors and there's no further action required from the committee.

[Showing the TIP Administrative Modification OCTC20-W on the Slide] So here's the TIP strips for the Town of Crawford project, you can see that they're just rolling the construction, construction inspection.

[changes to next slide] And then, with the Walkkill project.

0:08:19.650,0:08:22.110

Harry Porr: Any questions or comments from anyone, on this?

0:08:23.280,0:08:25.000

Harry Porr: There's no action that needs to be taken today.

0:08:25.040,0:08:27.530

Lauren Bennett, OCTC: Nope.

0:08:29.850,0:08:35.310

Harry Porr: Hearing none, we'll move on to the Draft TIP Amendment 20-13.

Draft TIP Amendment OCTC20-13

0:08:36.360, 0:09:09.450

Lauren Bennett, OCTC: So this is one project and we're adding, it's a New York Bridge project. So it will be a new project going on the TIP. It's an Orange County project to replace a structure at Hulsetown Road over the Cromline Creek in the Town of Blooming Grove. Again this has its own discretionary funding so it will not count against local targets, programming targets. So the amendment will go out for 14 days of public comment and will seek action at the next policy board meeting.

0:09:10.770, 0:09:22.860

Harry Porr: Again, any questions from anyone? If not, we'll ask Sandra Jobson to talk about the Orange County Transportation FFY 22 STIP Performance Status. Sandra?

OCTC FFY 22 STIP Performance Status

0:09:22.890, 0:13:38.370

Sandra Jobson: Hi, good morning everyone, we're having this quick brief conversation with all the MPOs in the Hudson Valley this month. We're halfway through the federal fiscal year for 2022 and, as you guys know, FHWA annually looks at the TIP and is basically looking at the unamended TIP, which means they look at the TIP, a snapshot of it taken in October, this past October. And then, in September of this year they're going to say, okay, you said you were going to deliver, you know 10 projects, how many did you actually deliver to construction and then you're given a percent, and a lot of people are looking at this, so it's important, so I thought it would be good, since we're halfway through the federal fiscal year, just to see how we're doing based on the number of projects that we thought we were going to deliver for construction this year, and maybe already pushed out, see what our highest achievable STIP performance would be for this year. Not too bad, I mean at this point we're halfway through and the highest we could get is you know around 80%. We still have seven projects to deliver in the Hudson Valley, two of them are state projects, state DOT projects, the other five are local projects. Did I read that right, yes, I think I did, please Nicole jump in if I if I said anything wrong.

[Viewing tables on slide] the table below well that's the first table that's basically OCTC's performance and where we're at halfway through the federal fiscal year. The second table, we thought you might be interested to see, that all of Region 8 in the Mid-Hudson Valley, which includes Westchester County, Rockland, Orange, Dutchess, Ulster, and Columbia County. So you can see where we're at, and you know OCTC is right in the ballpark of where we are sitting right now region wide.

We also thought it would be of interest for you to see historically where you've landed at the end of a federal fiscal year over the past five years. And you know we're seeing and we're seeing this in most of the other MPOs, is a nice steady increase, we do believe last year was a bit of an anomaly, with Covid, and a bunch of municipalities, being a little unsure about their financial situation and having to defer some projects. But we really want to be out of the red minimally. So when they do the statewide report if you are below 50% your rating is shown, your percentage of delivery is shown in red. If you're 50 or above your report card goes to

black. And really ultimately what we're striving for, I believe, is 70% or better that's really like the well the ultimate goal, obviously, was the 100%.

I thought this might be of interest, especially since we're also moving into building a new TIP, so everyone should be really keeping in mind that, you know, delivery is important, not only the date but also the amount, we're also rated on that. We thought for today's discussion, we would just talk about a number of projects to keep it a little bit simpler. So thank you for giving me the opportunity, just to share this with everyone, and if anyone has any questions, let me know.

0:13:39.690,0:13:46.980

Harry Porr: Yeah, I have a question. Can you give us like a broad stroke explanation as to why we aren't at 100%?

0:13:48.360, 0:14:16.140

Sandra Jobson: Yeah because we've already pushed out, so if you look at the column one, two, three, four, five, six, the sixth column across, it says number of projects moved out or deleted, we've already pushed out two projects, and I think that's the modification that you all just looked at, I think there was two projects that you are moving to next year for construction delivery.

0:14:17.610,0:14:20.790

Harry Porr: Okay, any questions from Members of the Council?

0:14:26.220,0:14:27.480

Harry Porr: Okay, then I guess we'll—

0:14:27.570,0:14:29.880

Jacob Tawil: Yeah, Harry, I'm sorry, Jacob here.

0:14:30.930, 0:15:21.570

Jacob Tawil: I'm driving, I'm on speaker phone, so no worries. But yes absolutely, it's very important what Sandra just presented to all of us in there, and that's what pretty much I give, with all due respect to everyone, I keep repeating every meeting almost, to utilize all the funding that is available for us on the TIP. So, you know, we're going to have like to request for additional funding for the traffic operations and we're seeing that everybody just keep that what Sandra just said, the overall performance of our organization is very important for allocating future funding and showing the state that we can deliver, so I just wanted to make that point, I appreciated her points on it very much and we'll take it, thank you.

0:15:21.900, 0:15:38.730

Harry Porr: Thank you, Jacob. Is there anyone else who would like to make a comment or ask a question? Okay, and we will move on to local project sponsor updates. Does anyone have some stories you'd like to share with us about their local projects?

Local Project Sponsor Updates

0:15:44.070,0:15:45.600

Michael Sweeton: Harry, its Mike Sweeton. Can you hear me?

0:15:45.900,0:15:46.770

Harry Porr: Yes, go ahead, Mike.

0:15:47.460, 0:17:27.030

Michael Sweeton: Alright, so I've got this legacy bike hike trail thing and we talked about the difficulties. I had three really good options to move this thing to completion, as you remember we've bid it twice, the bids have come in way over what anybody, the engineers have projected. So we were looking for options. We thought we had a really good one in an acquisition, the Town was going to make up a piece of property that would connect to the county park. That's, that's faced some difficulties recently. The land owners, it's a consortium, I think they're trying to play for more money. So I don't know where that's going, but that was

option number one for us to move forward. Option number two was to see what kind of what part of the project our own staff could do so, we didn't run into overages, there's only about 380,000 left in the in the budget for construction on a bids that came in at about 890,000. So we're still looking to see what we can do there, maybe even discuss with the County partnering to do a little bit of the trail development within the County park. So we'll be looking at those discussions. The third option is not the best one, but it is to seek the shortfall on the two bids, which is about 500,000 I've sent in a sponsor request for that it's not my favorite option, but I put it out on the table, and we'll see where that goes if there's any money that's not being used that that could be allocated to it. So that's where it stands, and I continue to work on it.

0:17:28.080, 0:17:36.240

Harry Porr: The County just acquired some property [Town of Warwick, Section 54, Lot 1, Block 22] over by the park. It was accepted by the legislature last meeting. I'm not sure if that would help you or not at all.

0:17:37.110,0:17:39.360

Michael Sweeton: I'll take a look at that. I don't know where it is, Harry, but I'll check.

0:17:39.870,0:17:41.610

Harry Porr: All right, it just passed last week.

0:17:42.420,0:17:43.020

Michael Sweeton: Alright, thanks.

0:17:43.470,0:17:50.310

Harry Porr: Anybody else have any comments? Okay, then let's move on the old business. Lauren, do we have any?

Old Business

There was none.

New Business

0:18:04.770,0:18:12.990

Harry Porr: Now we're going to the TIP development fiscal year 23-27 development. Lauren?

FFY 2023-2027 TIP Development

0:18:22.470,0:18:33.420

Lauren Bennett, OCTC: So NYSDOT finally released their regional targets. We've been waiting on these for a while now to start our TIP development, so we got these on March 25th. The regional targets were developed without the assumption of the surface transportation authorization, my understanding is that the State put up some funding as a placeholder and as the federal funding comes in they'll kind of backslide that funding in there. So, while the Bipartisan Infrastructure Law provides some much-needed planning stability and guaranteed funding levels, it is limited, mostly to two categorical programs: it's a new supplemental extraordinary Bridge Formula Program and then the National Highway Performance Program.

We were kind of hoping that the bill would have a lot of funding, but it seems to be at a higher level, so the local programs did not change too much, since the last TIP update. As a reminder, targets are for planning purposes only, they do not represent a commitment of funding, on behalf of that Federal Highway or New York State DOT.

0:19:36.720,0:19:37.440

Lauren Bennett, OCTC: So I'm just gonna —

0:19:37.500,0:19:43.050

Harry Porr: Lauren, can you go back for a second? What do those percentage numbers refer to at the end of those lines?

0:19:44.070,0:19:48.030

Lauren Bennett, OCTC: Of I believe that total state,

0:19:50.490,0:19:52.650

Lauren Bennett, OCTC: I don't know, do you know, Sandra, this was from the guidance.

0:19:53.970,0:19:56.970

Sandra Jobson: I'm not that familiar, but maybe an increase.

0:19:58.260,0:20:02.610

Sandra Jobson: Sometimes, when we see a percentage there they're referring to an increase over the last bill.

0:20:03.420,0:20:12.990

Lauren Bennett, OCTC: Yeah so the increase in federal funds over the five year period is 4.6 billion, of which 41% is the Bridge Formula Program 28% is the National Highway Program.

0:20:14.220,0:20:14.720

Harry Porr: Thank you.

0:20:15.990,0:20:17.700

Michael Sweeton: And I can ask a question?

0:20:17.880, 0:20:35.700

Michael Sweeton: In that, in what I've read about the infrastructure bill, there's a portion of the bridge money allocation, it's supposed to go to off federal, not federal highway bridges. Is DOT planning that? And how is that going to be made available?

0:20:36.390, 0:21:15.810

Sandra Jobson: Well you're probably, where it's probably going, is what we refer to as the off system bridge, which OCTC does get a portion of that for you folks that you know divvy up at your discretion, that fund source is also use statewide to support Bridge New York. And like Lauren said, at the state level they're still kind of figuring this out as far as you know what years we'll see the increases in. But yeah that is a fund source that already exists.

0:21:19.050,0:21:26.190

Michael Sweeton: But you don't have any sense of what percentage goes to the Bridge New York program, versus what could come to OCTC?

0:21:27.570,0:21:28.770

Sandra Jobson: No.

0:21:31.470,0:21:31.970

Michael Sweeton: Okay.

0:21:33.240,0:21:34.080

Harry Porr: Any other questions?

0:21:36.540,0:21:37.830

Harry Porr: Lauren, continue.

0:21:47.790, 0:23:21.210

Lauren Bennett, OCTC: I'm just going to show some of the funding levels. First, we have the Region 8, so it's estimated over the next five years, just about \$900 billion will be invested for transportation purposes in the region using this funding so there's a snapshot of the local program which will be about 30% and the rest will be NYSDOT, in the HSIP or the Highway Safety Improvement Program, the National Highway Performance or NHPP, and then the STBG Flex. And of that, if we look at the local level, this is split up between the four

MPOs that are present in Region 8 and then Columbia County. Of those MPOs you have NYMTC, New York Metropolitan Transportation Councils, Mid-Hudson South Transportation Coordinating Committee, the Mid-Hudson South TCC. They receive about two thirds, and that includes Westchester, Rockland, and Putnam counties. And then you have in the mid Hudson Valley Transportation Management Area, which is made up of Orange County Transportation Council, Ulster County Transportation Council, and the Dutchess County Transportation Council. We split about the last third with and of that we're getting 16%.

0:23:24.630,0:23:25.130

Lauren Bennett, OCTC: So this is—

0:23:25.830,0:23:27.660

Harry Porr: You mean Orange County?

0:23:27.690, 0:24:20.250

Lauren Bennett, OCTC: Yeah, Orange County's getting 16% of that last, of the total local program. And you can see that Ulster gets about 7%, Dutchess 6%, and Columbia County 4%. So we receive three funding sources, the Congestion Management Air Quality or CMAQ funds, the STBG Large Urban, and the STBG Off System Bridge funding. It's approximately 40 million over the next five years, about 8 million per year. And the 2023 numbers include the 2022 rollover amounts in there. That's why they're not the same as the other annual allocations.

0:24:20.340,0:24:24.300

Harry Porr: Lauren, do you know if there's any local matches, or what they are, if there are local matches for this money?

0:24:24.960,0:24:33.480

Lauren Bennett, OCTC: Yes, they're usually about the 20%. So it's 80/20. It depends on the funding source, they each have their own rules, but.

0:24:34.950,0:24:35.450

Harry Porr: Thank you.

0:24:37.200, 0:25:55.890

Lauren Bennett, OCTC: ---and local funding is not included. We're just looking at the federal allocations. So, in the next three slides I'm going to review the current projects for each of the funding sources, and this is just for informational purposes. And we'll get a snapshot of where projects stand now going into the next fiscal year to help kind of facilitate the discussions on the TIP development in the coming months. So the first funding source, we have is CMAQ. There are currently four projects on the TIP for 2023 and 2024 fiscal years. You can see and red that we're overprogrammed by \$3 million so we'll be reaching out to project sponsors, to try to balance this, the projects over the next couple fiscal years. There's one project that is currently not programming CMAQ funds, but it is eligible and that's pin 875875, the Newburgh traffic signal upgrades.

Does anyone have any questions about this?

0:25:55.920,0:25:56.820

Harry Porr: Any questions, anybody?

0:26:00.420,0:26:01.290

Harry Porr: Alright, keep going, Lauren.

0:26:02.100, 0:26:39.120

Lauren Bennett, OCTC: Right so for the STBG Large Urban, we currently have six projects that program the STBG Large Urban, four of them are programmed for 2023-2024, and two are in program currently in 2022 that may, if they are not obligated for construction, would roll into 2023. So right now we have overages in both 2023 and 2024 for the STBG Large Urban.

0:26:42.030,0:26:42.780

Harry Porr: Questions?

0:26:44.670, 0:27:03.870

Gedalye Szegedin: This is Gedalye. I wasn't in a position to speak, until now, I was listening in, so I have some points for prior discussions also, but since Kiryas Joel is on the list, both on CMAQ and on this program, at the appropriate time, permit me to address some of the Kiryas Joel issues.

0:27:05.040,0:27:06.390

Harry Porr: You can do so, right now, if you'd like, Gedalye.

0:27:10.800, 0:28:01.500

Gedalye Szegedin: First, on the general, on the general point that was talked earlier, I understand this is all referring to federal funds. My last discussion with the senators representing this region, the state capital plan, even though the budget was adopted, the state capital plan for transportation, has not been finalized and voted on. How does the state capital plan impact the local projects and is there a push to one include local projects in the state capital plan, directly or indirectly by the moving some of the state funding needs on the TIP on to the state capital plans so more funding is left for the local municipalities?

0:27:59.340,

Harry Porr: Perhaps someone from state DOT can answer that?

0:28:02.430, 0:29:27.090

Sandra Jobson: Yeah those are good questions and I haven't received any guidance. With respect to that, I haven't seen that happen traditionally in the past. This is a small amount of federal aid that goes directly to OCTC for discretionary purposes. There will be a lot of other programs on that'll be outside of the MPO that will be discretionary based, probably statewide. So I would say, for this exercise, I would do the same approach that you took for the last, you know, TIP update, and work within these planning targets for the Hudson Valley for Orange County.

0:28:45.660,0:28:57.330

Gedalye Szegedin: But I did, I was surprised and that's why I'm not saying the names of the senators that I spoke to, and assembly people, but they weren't, because I challenged them, why isn't there a part of the state capital plan cover some of the local project needs? And they weren't even aware that DOT has a local project unit that deals with local projects. Their understanding was that all DOT is doing is funding state highways and I pushed them to reach out to local project units. They asked me for some names, who they could talk to in the local project unit.

0:29:27.330, 0:29:52.980

Sandra Jobson: I think that in the budget that was just announced, I think there are quite a number of local programs. There's a pothole program, there's Bridge New York. There's been an increase in CHIPs and Marchisellis. So I think the information is out there, maybe I could send more in the link to the executive summary for the state budget that includes some of that language.

0:29:53.610, 0:30:17.670

Gedalye Szegedin: But CHIPs and Marchiselli is all formula based. It's not a project application, it's not a competition, it's formula based. Some communities have specific needs on specific roads, similar to what we're dealing here, and it would be nice to have a non-formula based, regular competition for project within the state funding as well.

0:30:19.770,0:30:20.270

Sandra Jobson: Okay.

0:30:21.540, 0:30:46.110

Harry Porr: With all due respect to our state legislature officials, I think, Gedalye, your best place for information is state DOT. And that's where I would direct you better information, probably more thorough and more. After this meeting I have a meeting with NYSAC, New York State Association of Counties, on a

briefing on what happened in the budget and I'll ask about the transportation funding. If I learn anything, I'll share with you.

0:30:46.920,0:30:55.260

Gedalye Szegedin: Thank you, and there was a discussion earlier about the local match of 20%. That also deals with the state budget.

0:30:55.710,0:31:15.300

Gedalye Szegedin: Do we know now if the state allocated additional funding for the Marchiselli program, which is really paying off 15% of the total local match, so if Marchiselli is fully funded, then the local match on some of the programs for communities is only 5% instead of 20%.

0:31:17.700,0:31:18.900

Harry Porr: Sandra, do you know anything on that?

0:31:19.740,0:31:26.790

Sandra Jobson: Well yeah I'll send you that link, because I believe there was an increase to both programs that I mentioned, but I would need to reread it.

0:31:27.540,0:31:31.590

Gedalye Szegedin: But you didn't mention Marchiselli. Do you know if Marchiselli was funded?

0:31:32.640,0:31:37.290

Sandra Jobson: I think I mentioned Marchiselli, then CHIPs, and I think they both have seen an increase.

0:31:37.290,0:31:38.730

Gedalye Szegedin: Okay. I apologize.

0:31:38.730,0:31:44.670

Sandra Jobson: Yes, I would have to, there's a lot of information in there, so I'm going to send Lauren the link.

0:31:46.230,0:31:46.730

Gedalye Szegedin: Okay.

0:31:49.980,0:32:12.240

Gedalye Szegedin: Specifically to the Kiryas Joel program on CMAQ, based on prior discussions on the Kiryas Joel park and ride, definitely looks like that it's not going to happen in 2023 and it may be pushed to 2024 so that may help reduce the red too pleased with with at least \$2.3 million.

0:32:16.080,0:32:19.950

Lauren Bennett, OCTC: Yeah I'm going to cover that up towards the end with all the project requests.

0:32:20.250,0:32:20.750

Gedalye Szegedin: Okay.

0:32:23.190,0:32:24.990

Harry Porr: Any other questions? Gedalye, are you done?

0:32:25.860,0:32:31.840

Gedalye Szegedin: I'm done at this point, but since we're going to talk specific projects at the end, I have a few other points to make. Go ahead. okay great.

0:32:32.240,0:32:34.080

Harry Porr: Okay, great. Lauren?

0:32:38.760,0:32:51.720

Lauren Bennett, OCTC: So, for the last program it's the Off-System Bridge. There's only currently one project and that's the Walsh Road over Quassaick Creek. Its programmed in FY 2022 so this current fiscal year. If it rolls, it will go on to the 2023, otherwise we don't have any projects, and we should look to do a call for projects on Off-System Bridge, so if the committee supports that, we'll start to pull together some projects solicitation criteria to be adopted by the OCTC, so we can hopefully get this rolling.

0:33:21.720,0:33:22.830

Harry Porr: What's the target date to that?

0:33:24.810, 0:33:35.610

Lauren Bennett, OCTC: We can discuss that. Probably, it won't be with this current new TIP, but likely after the TIP, shortly after the TIP is adopted.

0:33:37.050,0:33:40.560

Harry Porr: And who will initiate that? The Town of New Windsor, or the County, or the State?

0:33:42.480, 0:33:45.450

Lauren Bennett, OCTC: For the call for projects?

0:33:45.840,0:33:47.400

Harry Porr: The Walsh Road Quassaick Creek Bridge.

0:33:48.150,0:33:50.340

Lauren Bennett, OCTC: That's a City of Newburgh project.

0:33:50.610, 0:33:59.460

Harry Porr: Okay, any questions anyone. Okay. Lauren, where are we going next?

0:34:00.060, 0:34:30.030

Lauren Bennett, OCTC: So, then we have, here the current project request we have that we also, that were not included in those tables previously. So there's two, currently two funding requests from the City of Middletown on their traffic operations PINs, 1.8 million for construction and 1.8 million for construction inspection. This project is CMAQ eligible. So I don't know, Jacob, if you, you're driving, so I don't know if you can say anything right now.

0:34:32.520, 0:36:26.670

Jacob Tawil: No I'm not, I'm not driving, I pulled into a rest area, Lauren, so I can I can hear you. I'm available to answer any questions we discussed in great details, the first request which is for construction, the project was came in higher than what was expected by \$1.8 million so that's what our construction funds are requested. The second request is when we were negotiating with our consultants for construction inspection and they had to meet the DOT rigid requirements for inspections, how many engineers they have, how much staff they're going to have, how many inspectors they're going to have on the job, the numbers unfortunately added up very quickly to around \$2.4 million, so we already had almost \$700,000 programmed for it, so we are, we have a deficit of \$1.8 million in there for construction inspection. And that's really, it's not, I have WSP with us on the phone on the meeting, it's not really their doing, it's just the requirement that they had to meet, the DOT requirement for staffing.

The proposal started, you know, around \$2.9 million. It's not only WSP, it's their consultants, their subcontractors. And we negotiated down that down to about \$2.4 million, so we had to cut some staffing, go back and forth, and so on and so forth. So we did not take that number and say 'Okay, here it is guys, give us more money to help us out to fund it.' We did negotiate with them back and forth and that's what we ended up. Katie from WSP, did I present this correctly, with the numbers?

0:36:27.000,0:36:27.780

Katie Craig: Yes, you did.

0:36:28.830,0:36:29.330

Jacob Tawil: Thank you.

0:36:35.010,0:36:35.510

Jacob Tawil: So. Yeah so Al, basically, Al, he's a subcontractor for WSP, Al Fusco of Fusco Engineering, and WSP themselves, they're the primary contractor. Basically they agree with the numbers I presented to you guys.

0:36:56.340,0:36:57.960

Harry Porr: Al, did you want to add anything to that?

0:36:58.350,0:37:03.240

Alfred Fusco: No, I just wanted to make sure everybody knew I was on because I got on a little late, Harry. Thank you.

0:37:03.900,0:37:05.580

Harry Porr: No, we see your beautiful face right there.

0:37:06.540,0:37:07.040

Alfred Fusco: Thank you.

0:37:07.050,0:37:07.620

Harry Porr: We're watching you.

0:37:09.060,0:37:12.040

Harry Porr: Okay. Lauren, next?

0:37:12.080,0:37:20.670

Lauren Bennett, OCTC: So as we're going forward, with any overages we would, with the council's approval. In the past they've set aside the funding for project needs, current project needs, so is that something as we develop the TIP, that any leftover funding from the fiscal year 23 and 24 would go to the project sponsor requests?

0:37:49.020,0:37:52.380

Jacob Tawil: Yeah, this is Jacob again. That's what we've always done in the past, yes.

0:37:57.510,0:37:58.200

Harry Porr: Anybody else?

0:38:00.810,0:38:01.350

Harry Porr: Okay, Lauren.

0:38:02.460,0:38:11.790

Lauren Bennett, OCTC: Okay, so for the next, there's a current project request from the Village of Kiryas Joel. They've indicated that it's not feasible to go forward with PIN 876142, which is the expansion of the current Bakertown Road park and ride. They are proposing a new project at a park and ride lot on Forest Road and Garfield Road. They, we sent them the updated CMAQ solicitation to the Village, and so I believe they're filling that out now, so we'll have more understanding of what the project is and what the project needs are, but it was indicated at the last meeting.

0:38:53.070,0:38:55.710

Lauren Bennett, OCTC: Like I said, that is a request.

0:38:57.390,0:39:04.710

Lauren Bennett, OCTC: So, once we have that information, we can add that on for informational purposes and present that to the OCTC Council. So, as I said, it still needs a determination, whether it is eligible for CMAQ funding.

0:39:16.530, 0:40:14.910

Gedalye Szegedin: Let me just clarify. We had a CMAQ line for a park and ride extension and we're proposing a new CMAQ line for a park and ride extension. The only difference is the location which park and ride is going to get the phase two, whether it's going to be the Bakertown Road or the Forest Road. It was, we originally proposed to just change the location, because the distance between the two park rides is maybe a half a mile or a mile and the funding is there for a park and ride extension, it was the staff recommending withdrawing one and applying for a new one and that's exactly what we're following. We're withdrawing one park and ride extension and applying for a new park and ride extension.

0:40:16.770,0:40:19.380

Harry Porr: Great. Lauren, that should be more helpful to them, don't you think?

0:40:20.910,0:40:21.410

Lauren Bennett, OCTC: I'm sorry, Harry?

0:40:22.380,0:40:26.640

Harry Porr: It'll be more helpful to KJ to be able to switch those around like that.

0:40:28.290, 0:40:53.130

Lauren Bennett, OCTC: It is a different location, so just based on, you know, the federal guidelines, you know, it is a different project, so it does need a different PIN. So that's not staff, that's just the guidelines and requirements. So it is a different lot that they are looking, there's an existing parking lot that they're looking to expand at a different location, so that would be why—

0:40:53.880, 0:41:28.500

Gedalye Szegedin: We're fine, we're fine with the project. We're not complaining we're filling out the paperwork, I just wanted to clarify that there is a way people in government look at things and there's a way for laymen to look at things. From a layman's perspective is instead of the enlarging one park and ride, we're doing the others. This is not a brand new project, and this is not brand new funding, but from a governmental point of view we're going to follow the steps as outlined by the guidelines.

0:41:29.430, 0:41:38.130

Lauren Bennett, OCTC: Yeah, unfortunately with governmental funding it always comes with those, you know, guidelines and rules and stuff like that so.

0:41:39.420,0:41:40.230

Gedalye Szegedin: Okay.

0:41:40.360,0:41:44.480

Harry Porr: Gedalye, are you a layman or are you a government point of view?

0:41:45.660,0:41:46.260

Gedalye Szegedin: What is that?

0:41:50.520,0:41:56.430

Gedalye Szegedin: When I present, when I present things I try to present them in simple terms.

0:41:56.700,0:41:57.270

Harry Porr: Okay.

0:42:02.460,0:42:04.650

Jacob Tawil: Harry, this is Jacob. I don't know if you guys can hear me.

0:42:05.310,0:42:05.970

Harry Porr: Yes, we can.

0:42:06.750,0:42:14.820

Jacob Tawil: Thank you. So, Gedalye, what's your timing for the new project, you can see one and what's the timing for the new project, when would you need to fund for the project?

0:42:15.180, 0:42:35.310

Gedalye Szegedin: I mentioned earlier, Jacob, thanks for reminding me. I mentioned earlier when we were on the chart of CMAQ, that we definitely can push it off for 2024, so to take the CMAQ out of the red. I mentioned that earlier, and thank you for reminding me.

0:42:36.510, 0:42:37.530

Jacob Tawil: Yeah, you're welcome. Thank you.

0:42:38.670, 0:42:39.540

Harry Porr: Anybody else?

0:42:40.560, 0:42:49.050

Alan Sorensen: So, are you proposing that the design work would take place in 2023 and then you will be prepared for construction in 2024?

0:42:49.680, 0:42:50.670

Gedalye Szegedin: Yes.

0:42:51.270, 0:42:51.770

Harry Porr: Okay.

0:42:53.520, 0:42:54.750

Harry Porr: Okay Lauren.

0:42:56.730, 0:43:22.320

Lauren Bennett, OCTC: Okay, and the last project request that we received was for the Town of Warwick which Mike Sweeton has already covered. There's a possible, I know he's looking at different alternatives, but there's, he has put in a request for funding, so there is that possibility as well, so we'll keep that in consideration and supervisors, we can let us know his preferred path forward.

0:43:23.730, 0:43:39.270

Harry Porr: Just as an addendum, we're talking about donation that the County received, the 22 acres in the Town of Warwick. It's on the southeast of Bull Road in the Town of Warwick Section 54 Lot one Block 22. I don't know if that helps you or not, Michael.

0:43:43.320, 0:43:47.010

Michael Sweeton: I'll take a look at it, Harry. I don't know if it's close enough to this or not.

0:43:48.030, 0:43:49.140

Harry Porr: Alright.

0:43:49.230, 0:44:13.440

Sandra Jobson: Just one, just, Lauren, I just want to mention one thing, is that it's important to keep in mind that it's nice to know when a project is eligible for the more restrictive CMAQ funding, but you do also have the STP Urban. So, usually if a project is eligible for CMAQ, it's definitely eligible for the Urban too.

0:44:15.180, 0:44:15.720

Harry Porr: Okay. Great.

0:44:16.170, 0:44:20.550

Lauren Bennett, OCTC: Yeah, unfortunately we're over programmed, though, for STBG Large Urban.

0:44:22.920, 0:44:31.980

Sandra Jobson: You know, people are gonna have to make some hard realistic decisions, you know, you do have quite a bit of funds and 2025, 2026, and 2027.

0:44:33.180,0:44:36.600

Sandra Jobson: You know, so that should definitely be in play too.

0:44:37.860,0:44:41.490

Harry Porr: It's good to know. It's good to know. Lauren, are you finished now or?

0:44:42.030, 0:45:43.350

Lauren Bennett, OCTC: Almost. So next steps. We'll follow up with the project sponsors on the project timelines. We did have meetings in January, so we'll just have some follow up on where projects are at, especially if they're separate construction this year, whether or not they'll be able to make that timeline or if they will need to roll. And also, if any projects need to shift out from [Fiscal Years] 2023 and 2024 to 2025 to help with the fiscal constraint. We'll prepare a draft TIP worksheet hopefully for the committee for the next meeting.

As a reminder, we do need to show fiscal constraint. We also need to account for inflation per fiscal year. It's kind of a recommendation, just because of all the overages we had. So if that's okay with the committee, we will include, we got the estimated inflation as part of the TIP/STIP update guidance and we can apply that to projects in the future years.

0:45:45.510,0:45:47.670

Harry Porr: Okay, any questions or comments from anyone?

0:45:48.870,0:45:51.150

Lauren Bennett, OCTC: Sorry, I'm still going. Almost, Harry.

0:45:52.920, 0:47:30.660

Lauren Bennett, OCTC: So there's a few elements that come with the TIP update that we need to start. It includes it TIP narrative. We also, because we're in the PM2.5 maintenance area, we also have to go through transportation conformity process, so we will start that process.

We're going, we're waiting on the regional capital program, so we still need those projects, but also we'll reach out to partner agencies, following this meeting and ask about regionally significant projects, because that's important for the conformity process. And then, finally, we propose starting the development of project solicitation framework for future calls for projects.

So the final timeline, and we'll discuss this more towards the staff reports, but we also have to complete a self-certification and that needs to be adopted by July 13 so we'll present that in June and hopefully adopt at a July meeting.

Because of the transportation conformity our schedule is pushed back to match NYMTC's public comment period and their adoption schedule, so we will look to adopt the TIP, the TIP narrative air quality conformity process in at an August meeting. Possibly August 9th, and then we'll present that at the July 5th meeting, so it will likely be a back-to-back planning and policy board meeting in July. So a lot going on this summer.

0:47:31.410,0:47:32.160

Harry Porr: That's what we know.

0:47:32.640,0:47:34.740

Lauren Bennett, OCTC: Yeah, exactly.

0:47:37.980,0:47:44.430

Harry Porr: Good. Well, thank you, Lauren. Is there any, is there any question at all for Lauren on any of the matters she just a briefed us on? Now is the time.

0:47:45.810,0:47:56.490

Gedalye Szegedin: The requests for new projects, is that going to be limited to a single program like CMAQ, or its going to be for any projects?

0:47:58.410,0:47:59.880

Lauren Bennett, OCTC: Solicitation framework?

0:48:00.240,0:48:00.870

Gedalye Szegedin: Yes.

0:48:03.930, 0:48:34.350

Lauren Bennett, OCTC: Yeah we can, we haven't done a call for projects so we don't have any project framework currently. So we will update that and we can apply questions for specific programs. We'll look to implement the Bridge New York first, or sorry not Bridge New York, the Off-System Bridge funding first. And then, depending on the TIP development process, we can possibly look to do, calls for the other funding sources in the future.

0:48:37.230,0:48:37.950

Harry Porr: Anybody else?

0:48:39.390, 0:49:02.010

Jacob Tawil: Hey Harry, this is Jacob. On a positive note a positive note, I just want to compliment Alan and Lauren, really your team there. You have the tremendous change in staff and turnover and all that stuff. They carried the ball and ran with it, very well organized, and very well presentation that they're prepared for us and great job guys. Thank you.

0:49:02.760,0:49:04.530

Harry Porr: Thank you, Jacob. It's much appreciated.

0:49:04.890, 0:49:08.490

Alan Sorensen: Yeah, and I want to compliment Lauren too for stepping up.

0:49:09.690,0:49:18.300

Harry Porr: Okay, the next item is, actually Alan's going to present to us the Orange County Transportation Council Voting Member for Newburgh Urbanized Area Town Rep.

New OCTC Voting Member for Newburgh Urbanized Area Town Representation

0:49:19.830, 0:50:13.350

Alan Sorensen: Yeah I had spoken with Brian Maher, who was the current rep for the Newburgh Urbanized Area and he expressed to me, that being that his schedule is what it is, that, you know, he had asked to step down which created the vacancy, so I reached out to Brian, George Myers from [New Windsor], Gil Piaquadio from Newburgh, and Josh Wojehowski from Town of Cornwall. I reached out to each of them and asked them to reach consensus on a new appointment and they wrote back confirming their support for Josh Wojehowski from the Town of Cornwall, to replace Brian Maher and help finish out his remaining term that will end at the end of this year.

0:50:15.900,0:50:17.460

Harry Porr: Any questions, on any of this?

0:50:18.060, 0:50:22.140

Alan Sorensen: I think Josh may be on the call, so I'd like to welcome him.

0:50:22.530,0:50:24.690

Harry Porr: Yes, I see, I see him, yes, welcome Joshua.

0:50:25.830,0:50:28.230

Joshua Wojehowski: Yes, hi, thank you. And its Wojehowski.

0:50:28.800,0:50:31.710

Alan Sorensen: Wojehowski. Thank you, I was gonna ask.

0:50:33.600,0:50:34.100

Harry Porr: Okay.

0:50:34.380,0:50:34.880

Alan Sorensen: Welcome.

0:50:34.880,0:50:35.380

Harry Porr: Anything else, Alan?

0:50:36.690,0:50:38.730

Alan Sorensen: Not on this particular topic.

0:50:39.210, 0:50:49.050

Harry Porr: Okay, then we'll move on to number seven, Orange County OCTC staff reports. Alan, you're up again with the West Central TLC study update.

Reports

OCTC Staff Reports

0:50:50.130, 0:52:49.950

Alan Sorensen: Yes. This is a study that was initiated I believe in 2019. The purpose of study was to improve the transportation network of people and goods in the mid and western municipalities in Orange County. It was kind of the area of the County that was never really thoroughly studied. There were three technical components of this study. Countywide active transportation network, corridor improvements, and the Middletown and intercounty transit, assessing how well the transit serves the population in the city of Middletown in intercounty.

We have a draft, working draft of the report that has been submitted by the consultants, Allee King Rosen & Fleming (AKRF). Their subs on the project included Barton & LaGuidice and Cambridge Systematics. Our transit and transportation teams are thoroughly reviewing the document. There's been a lot of lot of back and forth, but it is coming into a draft that in the coming weeks, we propose to first share with the study advisory group members for their review and comment, and then we will then submit it to the Transportation Council at an upcoming meeting and propose to allow for two weeks of review of the draft and we'll be soliciting your comments on that draft document as well.

Again, just want to comment, my team for digging in doing a very thorough review, providing, you know, some excellent input and feedback on the draft study and in the coming months will be before you to provide a presentation of some of the findings.

0:52:52.470,0:52:54.240

Harry Porr: Any comments or questions?

0:52:56.040,0:52:59.460

Harry Porr: And we will move on to Lauren on the save-the-date.

0:53:00.540, 0:54:38.700

Lauren Bennett, OCTC: Yeah, so as I mentioned before, this can be a very kind of busy OCTC season for the next couple of months, so we have a tentative meeting schedule, it is subject to change, we are, have a few other federally and state mandated things that we need to adopt likely in the coming months so any changes to the schedule will be sent out to OCTC members via email and we'll go out with the seven days of public notice.

So tentatively will have planning committee meetings in May and June. That will go mostly over the TIP development process. If we need to have any meetings in between, that we can also do that, we'll schedule those. We're proposing a back-to-back planning and policy board meeting on July 5th. I know that's the day after July 4th so everyone will be in barbecue mode, but we likely have to adopt some TIP amendment if we have any 5310 projects and the self-certification, and then we'll have to present the TIP and the conformity determination, so that will be a busy meeting. And then tentatively adopting the TIP and the air quality conformity at a policy board meeting on August 9th, and then we also have to adopt some performance measures, the CMAQ performance measure, so there will likely be a policy board meeting in September as well.

0:54:41.130,0:54:42.330

Harry Porr: Any questions for Lauren?

0:54:43.560,0:54:45.880

Michael Sweeton: Are there any plans to meet in person?

0:54:45.880,0:54:48.040

Harry Porr: We could do that.

0:54:48.080,0:55:03.240

Lauren Bennett, OCTC: So we'll continue to meet virtually as long as the New York State Emergency of, Declaration of Emergency is in place. We can shift over in person if the Council wants that.

0:55:04.260,0:55:06.870

Lauren Bennett, OCTC: We can have the hybrid meetings, as well.

0:55:08.430,0:55:11.130

Lauren Bennett, OCTC: Is that something that you guys want to start having again?

0:55:12.210,0:55:12.810

John Revella: Yes.

0:55:13.530,0:55:14.030

[laughter]

0:55:15.360, 0:54:38.700

Gedalye Szegedin: I would, since I would have a combination for people that want to be in person should be in person, people that want to join on Zoom should have the option of joining on Zoom.

0:55:30.030, 0:55:41.400

Harry Porr: Well Lauren, let me ask you, what is the voting requirements? If the state changes its position and we have to meet in person, can somebody remotely vote?

0:55:41.490, 0:56:05.850

Gedalye Szegedin: I believe, I believe you should look into the state budget. I believe there was language in the current budget that gave the option for the next 24 months to meet virtually but doesn't mandate to meet virtually, so it's it's, I believe it's going to be optional but someone should study that how it impacts this committee.

0:56:06.810,0:56:13.320

Harry Porr: We'll look at that. We'll look at that. I'd like to see everybody in person sometime soon, but we'll do what we have to do.

0:56:13.770, 0:57:22.380

Lauren Bennett, OCTC: We do meet, we do follow Open Meetings Law, and per Open Meeting Law there's a few, I guess, advisory opinions that came out on MPOs, so the rule is that if you, you can go virtually but you

need your location, would be a meeting location and you would have to allow the public there if they wanted to be there. There's been obviously, that was before COVID and the situation we're in now. And I know there's been some questions about people not wanting to, you know, if they're doing the call from their home they don't want people to come, be able to come to their home.

So there's been some advisory opinions about that. If you are voting though, you do need to show, because the public needs to be able to watch and witness and see their voting representatives, you're supposed to have your camera on if you're voting virtually.

Those are just some of the notes. This is all changing a lot, as Gedalye said. If we do hold, when we hold the hybrid options, we can send out the most recent advisory opinions and guidance for members.

0:57:23.280,0:57:29.010

Harry Porr: Lauren, why don't you plan on giving us an update on all of these matters that the next planning meeting in May?

0:57:30.270,0:57:31.830

Lauren Bennett, OCTC: Okay. I'll do that great.

Other Member Reports

0:57:32.610, 0:57:40.710

Harry Porr: And then we go to other member reports, and I'll ask Lizy from the Thruway Authority, do you have anything you'd like to share with us?

0:57:43.530,0:57:44.030

Lizy Philip, NYS Thruway: Hello?

0:57:44.700,0:57:45.480

Harry Porr: Okay, thank you.

0:57:46.500,0:57:49.170

Lizy Philip, NYS Thruway: Hello? Did you say my name?

0:57:49.740,0:57:52.590

Harry Porr: I said Lizy do you have anything you want to share with us from the Thruway Authority?

0:57:54.150,0:58:10.140

Lizy Philip, NYS Thruway: When I was reading the slide for permanent voting members, I see, like I read the Stephen Grabowski's name in that list. Please remove that and write Brent Howard. He's the director. His name is shown as an alternate.

0:58:11.760,0:58:14.190

Lauren Bennett, OCTC: Can you send that to me in an email, Lizy, please?

0:58:14.190,0:58:15.120

Lizy Philip, NYS Thruway: Yeah.

0:58:15.160,0:58:16.170

Lauren Bennett, OCTC: Thank you.

0:58:17.130, 0:58:21.060

Lizy Philip, NYS Thruway: and I may attend the May 10th meeting, and after that I'm planning to retire in third week of May, so I will write an email to you.

0:58:31.980,0:58:32.640

Alan Sorensen: Just a clarification.

0:58:34.260,0:58:40.710

Alan Sorensen: Josh would not be a permanent voting member, but he's a voting member for the towns. That rotates every few years.

0:58:43.710,0:58:47.220

Harry Porr: Okay. Thank you, Lizy. Sandra or Nicole?

0:58:48.810,0:58:52.470

Sandra Jobson: No, thank you. Just the update that I gave earlier, thank you.

0:58:53.580,0:58:56.520

Harry Porr: Thank you very much. MTA? Olu, are you still with us?

0:58:56.850, 0:59:15.660

Gedalye Szegedin: May we ask, may we ask DOT for an update on the [Route] 17 improvements widening interchange? We spent a lot of time on the during the last months of public hearings and workshops. Is that making any progress?

0:59:17.490,0:59:20.280

Sandra Jobson: Yeah I can look into that and get an update.

0:59:22.410, 0:59:29.910

Harry Porr: Yes, I saw a press release about 17/86, some money is going to be available for that as well, moving on that would be helpful too.

0:59:31.710,0:59:33.330

Harry Porr: Okay. Olu from MTA?

0:59:33.780,0:59:36.990

Olu Folarin: Yes, thank you. Nothing to report at this time, thank you.

0:59:37.470,0:59:42.270

Harry Porr: Thank you and let's see Rob Parrington, from our Planning Department?

0:59:43.410, 1:00:22.680

Rob Parrington, Orange County: Sure, we have a lot of planning projects going on, currently, including the tri-annual review with the FTA, excuse me, which is going on for the next couple months. We were, Alan and I have been in the City in Newburgh looking at the bus shelters on Broadway to move that project along. I've been working with Travis at DPW about the Warwick park and ride lot, both temporary repairs and lighting and overall that we have a grant for and staff here with Alan working on Schunnemunk Trails, its another a big project we're working on so there's a lot of things going on currently transit. We're pretty busy.

1:00:22.800,1:00:24.330

Harry Porr: Okay. Thank you.

1:00:24.390,1:00:26.430

Gedalye Szegedin: May I ask a transit question?

1:00:26.760,1:00:27.260

Harry Porr: Yes, go ahead.

1:00:29.130, 1:01:09.750

Gedalye Szegedin: Rob would witness that the Kiryas Joel transit jumped from about 120,000 passengers per year to about a half a million passengers per year and Rob is working with us very diligently trying to accommodate the expansion of services. I know we ordered some buses. We haven't talked about transit on the TIP but, as the TIP would be developed we're going to talk about more buses being ordered both for park and

ride and fixed route. Rob, can you give us an update on the ordered buses when those are going to be ready for delivery?

1:01:10.530, 1:01:28.440

Rob Parrington, Orange County: Yeah, it hasn't changed since the last time we spoke. You're getting five buses this year. You'll be three dial abuses and this summer and then two more GILLIG buses which are transit buses this summer, as well, and then we're writing a grant for additional buses for the future as needed.

1:01:30.030,1:01:30.530

Gedalye Szegedin: Thank you.

1:01:31.710, 1:01:42.270

Harry Porr: Our County transit people have also been working with the city of Newburgh trying to examine their current operation and various ways to how to improve it.

1:01:45.120,1:01:47.400

Jacob Tawil: Harry, Harry, this is Jacob, if I may.

1:01:47.730,1:01:53.910

Jacob Tawil: Rob, Rob, you're doing some assessment for the bus shelters in Middletown, too, right?

1:01:54.540,1:02:05.970

Rob Parrington, Orange County: We're going to get to those as well, yeah, we're not at, we're, you know, stretched a little thin right now, we're not at that point, but that is, will happen in the future. We'll also be looking at the bus routes in Middletown this year. Which you'll be made aware of that when we have various public outreach meetings and such.

1:02:13.230,1:02:14.400

Harry Porr: Rob, anything else you want to share?

1:02:15.300,1:02:16.170

Rob Parrington, Orange County: No. I'm good.

1:02:17.010,1:02:19.950

Harry Porr: Let me go to Travis Ewald from Orange County DPW.

1:02:24.030, 1:03:32.910

Travis Ewald: Sorry, Harry, my computer is a little slow responding. Heritage Trail segment two, we're just finishing that up there's some bridge railing that this subcontractors completing. We expect to have that open in the next couple weeks. That would be the final segment of Section two, which is from Palmer to East Main Street. Heritage Trail segment three, we're working on the design. Our consultant expects to have the design report submitted by the end of May and will be working towards having our right of way incidentals wrapped up.

[For the] Viaduct project, which is an older Bridge New York project, we're working on acquiring our final piece of property for that and we anticipate being authorized to go out for bid early summer for that project, which hopefully will mean demolition and beginning of construction fall this this year and completion of construction in 2023.

1:03:34.500,1:03:35.000

Harry Porr: Okay.

1:03:35.850,1:03:37.950

Harry Porr: Alright. Is there any other report, from any of our members?

1:03:41.550,1:03:43.050

Harry Porr: Any questions? Alan or Lauren?

1:03:45.270,1:03:48.450

Alan Sorensen: Harry, just one more thing I wanted to add unless there was a question from a member first.

1:03:49.920,1:04:02.970

Gedalye Szegedin: Well, I want to ask a question from DOT. I know there's months since communities applied for the TAP program. Any idea when announcements will be made?

1:04:03.750,1:04:09.390

Sandra Jobson: I'm so sorry I don't have anything and honestly I will probably hear the news when you hear the news.

1:04:12.060,1:04:14.970

Gedalye Szegedin: I see. So it's coming from headquarters?

1:04:17.310,1:04:19.410

Sandra Jobson: Yes, it's coming out of our Albany office.

1:04:20.670,1:04:21.780

Gedalye Szegedin: I see. Thank you.

1:04:23.550,1:04:24.480

Harry Porr: Anyone else?

1:04:25.680, 1:04:52.800

Alan Sorensen: Harry, just one thing. I'm just wondering if there's been any updates with respect to, I was on a call with our TMA counterparts over in Dutchess and Ulster and the question came up of the Section 5307 urbanized area. When the when we may get information on the backup is there any updates on that?

1:04:58.230,1:05:04.800

Sandra Jobson: I don't have any information on that now, but we can reach out to our Albany office transit unit.

1:05:07.350,1:05:09.390

Alan Sorensen: If you could, Sandra, I'd appreciate that.

1:05:12.300, 1:06:23.460

Alan Sorensen: Harry, the only other update, this really for future meetings, but it's just every, every four years the TMA undergoes certification review by the Federal Highway Administration and the Federal Transit Administration, our most recent review occurred in the fall of last year. We have received some preliminary comments.

We did receive, OCTC received accommodation for the development of the public participation plan, and so that's a very positive note. There are some recommendations provided in the draft letter to us, and there may be one corrective action with respect to the Long Range Transportation Plan financial plan, however, we collectively as the TMA submitted a letter back to Federal Highway and FTA and asked them to reassess that, but we haven't received the final report yet, so when we do Lauren and I will report back to the Council. Just to keep you informed and up to date.

1:06:24.930,1:06:25.430

Harry Porr: Okay.

1:06:27.120,1:06:28.140

Harry Porr: Lauren, anything else?

1:06:33.120,1:06:42.990

Harry Porr: Okay, then I'm just saying Joshua Wojehowski, I got that, right, welcome to our team, look forward to working with you and with that I'll ask for a motion to adjourn.

1:06:45.450,1:06:46.590

Jacob Tawil: I'll make the motion, Harry. Jacob here.

1:06:47.490,1:06:48.360

Harry Porr: Thank you, second.

1:06:48.900,1:06:49.890

John Revella: Second. John Revella.

1:06:50.190,1:06:51.120

Harry Porr: All in favor.

1:06:51.120,1:06:52.290

Group: Aye.

1:06:52.290,1:06:55.350

Harry Porr: We are adjourned. Thank you very much, everyone.

Meeting Adjourned at 11:06 am