



ORANGE COUNTY TRANSPORTATION COUNCIL

Meeting Transcript
Planning Committee Meeting
April 25, 2023 at 10:00 AM
Legislative Conference Room
OC Government Center
255 Main Street, Goshen, NY

Join Zoom Meeting Link:

<https://us02web.zoom.us/j/89735081260?pwd=MUZ3RDV0aklOSnVuTXg0Ynl3ZUZYZz09>

Dial-in Number: (646) 876-9923

Meeting ID: 897 3508 1260

Passcode: 259874

Meeting Participants (In-Person)

Name:	Organization:
Harry Porr	Orange County, Deputy County Executive
Alan Sorensen	Orange County Department of Planning
Lauren Bennett	Orange County Department of Planning
Raina Tawil	Orange County Department of Planning
Obed Varughese	Orange County Department of Planning
Rob Parrington	Orange County Department of Planning
Hon. Barry Cheney	Orange County Legislator, District 8
Travis Ewald	Orange County Department of Public Works
Nicole Farmer	NYSDOT, Region 8
Scott Manley	Town of Newburgh
Tony Cardone	Town of Monroe
Jacob Tawil	City of Middletown

Meeting Participants (Virtual)

Jessica Ridgeway	Orange County Department of Planning
Charles Carnes	Town of Crawford
John Revella	Village of Walden
Michael Weeks	MHE, rep. City of Port Jervis
Gautam Mani	Federal Highway Administration
George Serrano	Town of Walkill
Randi Picarello	Trustee, Village of Montgomery
Hael Stewart-Fisher	City of Newburgh TAC
Michael Weeks	City of Port Jervis
Chad Wade	City of Newburgh
Gedalye Szegedin	Village of Kiryas Joel
David Gilmour	Laberge Group, rep. Village of Kiryas Joel
Martin Hull	WSP
Jacob Jordan	
Jason Pitingaro	Pitingaro & Doetsch (P+D)

Call to Order / Introductions

Mr. Porr called this meeting to order, and introductions were made, from 0:00:06.900 through 0:01:46:110.

Opportunity for Public Comment

0:01:48.000,0:01:56.240

Harry Porr: Ok. Now that we all know who's here, there's an opportunity for public comment. Anybody have anything they'd like to share today? Going once? Okay, we'll move on then.

Accept Meeting Transcript – January 31, 2023

0:02:03.180,0:02:08.000

Harry Porr: I do need a motion to accept the Meeting Transcript from January 31, 2023?

0:02:08.000,0:02:09.000

Scott Manley: I'll make the motion.

0:02:09.000,0:02:10.000

Harry Porr: Second?

0:02:10.000,0:02:11.400

Anthony Cardone: *Motion*

0:02:12.400,0:02:13.400

Harry Porr: Thank you, Mr. Cardone.

0:02:13.400,0:02:21.660

Harry Porr: All those in favor? Opposed? Accomplished, ok.

Transportation Improvement Program

0:02:21.660,0:02:27.240

Harry Porr: Next is the Transportation Improvement Program, and I will turn this over to Mr. Sorensen, our Commissioner.

0:02:26.240,0:04:20:24

Alan Sorensen: Harry, thank you.

OCTC FY 2023-2027 TIP Amendment 23-03

0:02:29.120,0:04:13.480

Alan Sorensen: Up first for discussion is the TIP Amendment. We have PIN 87602 which is Town of Warwick Bike Route and Pedestrian Trail between Appalachian Trail in the Town of Warwick County Park, additional funding to the existing project on the previous Fiscal Year



2020-2024 TIP. funding is being added- \$0.370, through the Carbon Reduction Program Funding, an additional \$0.092 local match and \$0.370 from the County Legislature. This will allow this project to move forward; this action will go out for a 14-day Public Comment period, and the Council will consider the action at the next Policy Board meeting in May, which is to be...yet to be scheduled.

We did receive a statement from Mike Sweeton, who's not able to attend. And he states, *"Council Members, a conflict prevents me from attending today, but I wanted to thank Council in advance for supporting the TIP Amendment OCTC 23-03, which places additional funds into 876002, that would finally allow this HPP project to be completed. I want to thank County Legislature, County Executive, and County Planning Department for helping to identify the additional funds. I ask for your support in these efforts."*

So, that is an overview of that TIP Amendment. Any Questions?

0:04:13.480,0:04:13.980

Harry Porr: There's no vote taken today?

0:04:13.980,0:04:20.960

Alan Sorensen: No, it'll be taken up at the meeting...the next Policy Board Meeting.

0:04:20.960,0:04:24.960

Harr Porr: Comments anyone? Representative from Warwick, any comments?

0:04:24.960,0:04:57.010

Barry Cheney: No, I just uh would appreciate support for it. There were efforts admitted and the bids came in higher than what the money was...was available [for] both the Town, locally, and in grant. The legislature added the Capital Project in November/ December to add this to the Capital Project Plan in the County, these monies would be helpful in that regard.

0:04:58.040,0:05:01.000

Harry Por: Anybody else? Alan?

0:05:01.080,0:05:09.780

Alan Sorensen: Yeah, I would just add it's a very good use of the Carbon Reduction Program funding. We have additional funding available, and we'll be looking to identify projects as we move forward.

OCTC FY 2023-2027 TIP Administrative Modification 23-C

0:05:11.040,0:06:15.840

Alan Sorensen: The next item is the Administrative Modification OCTC 23-C. It's actually three projects, so I'll start with the DOT project, which is PIN 8065.10, Route 17, at Exit 122 Stage II: Interchange Reconstruction; they're increasing funding for Fiscal Year 2024 of \$11.950M NHPP funding and \$2.988 million local match from DOT. This State funding does not affect the local program so, it's important to acknowledge, and it'll allow this project to move forward. I will be

reaching out to DOT to invite their Project Manager for that Project, just to see if he's available to come speak at the May meeting, just to provide an overview for the Members. But that is an important project, it's part of the Upgrades of Route 17 to eventually become I-86.

0:06:16.560,0:06:19.440

Harry Porr: Do we have a date for May [meeting]?

0:06:19.440,0:06:20.440

Lauren Bennett: We do not, we'll discuss it later.

0:06:20.440,0:06:22.440

Alan Sorensen: Yeah, we're going to poll the members.

0:06:23.820,0:07:20.360

Alan Sorensen: So, the next two projects are (2) 5310 projects that were selected in the Statewide Solicitation Project Project(s) that are programmed for Fiscal Year '22 on the previous fiscal year 2020 -2024 TIP. These projects are rolling funding from Fiscal Year '22 to '23, at the request of New York State DOT.PIN 8TO003- FTA Section 5310 funding- that's for Access: Support for the Living and then PIN 8TO004 for Jewish Family Services both of these are rolling funding for Fiscal Year '22- '23.

There's no further action needed from the Council. Rob, would you want to add anything?

0:07:21.040,0:07:33.660

Rob Parrington: Just that the 5310 program is administered by DOT- out of their Main Office and we have to have it on our TIP because they are local agencies, and both have received funding in the past- it's a formality [inaudible] to have it in our TIP.

0:07:39.780,0:07:44.880

Harry Porr: Any comments? Ok, moving on.

FFY 2023 STIP Performance Report (halfway)

0:07:44.880,0:09:27.281

Alan Sorensen: Okay, next up is our Fiscal Year 2023 STIP Performance Report halfway through. As you know, the Transportation Council is graded on our overall performance for the Unamended STIP; we hit the midway point, USDOT has provided a status report. Overall, we have seven (7) local projects programmed for construction obligations in Fiscal Year '23, and five (5) State projects as of April 10th. Four (4) of the seven (7) local projects have been delivered on the local program and five (5) out of five (5) State projects have been delivered. That puts us at a... 57.1% for Fiscal Year '23 performance with the Federal goal of 75% of projects delivered at an acceptable rate of 50%.

Put this in a little in context, our performance to-date is actually better than it was in Fiscal Year 2022. But just want to note that this is a testament to the Members for their collaboration and

cooperation on the fiscal constraint, and prioritizing project delivery. We have (3) other projects we're hoping to deliver this year. We will reach out to the project sponsors for updates, and hope to be able to reach at least 75% goal for Fiscal Year 2023, which would actually be one of the highest performance rates ever. So, New York State, Nicole, anything you would want to add from DOT?

0:09:27.281,0:09:38.220

Nicole Farmer: No, I would just say we're doing better this year than we have in the past, so that's a good sign. It'd be great if we could reach 100%, so if any of your projects are on that list, we will work with all of you to get it through.

0:09:38.220,0:09:43.560

Harry Porr: Is there any outstanding reason why it's better this year than it has been in the past?

0:09:43.560,0:09:59.340

Nicole Farmer: Well, part of the reason is because the TIP snapshot this year was delayed due to the delay of the adoption of the TIP. So, normally, STIP performance- I mean STIP performance still started in October- but we were working on the old TIP until the end of January. So, we had extra time this year to clean stuff up.

0:10:01.080,0:10:09.460

Jacob Tawil: I don't think that's what Harry wanted to hear.

[Laughter]

0:10:09.460,0:10:16.320

Harry Porr: Please note that Jacob Tawil has joined us.

0:10:20.520,0:10:25.982

Harry Porr: Ok. Alan, where are we now? Local project sponsor updates, are you done?

Local Project Sponsor Updates

0:10:25.982,0:11:18.660

Alan Sorensen: Just giving a quick update on the Schunnemunk Trail. It's moving forward at a snail's pace, but we're getting there. So, at this point we're nearing completion of the NEPA review. Next steps will be Design; we have an RFQ that will be going out very shortly for the detailed design on this Schunnemunk rail trail, and we will be doing a property acquisition- property has been acquired by OSI (Open Space Institute)- the County, in turn, will be acquiring it from OSI - and I'm anticipating the design work [to] take about a year... so I'm hoping you know, about this time next year, you might be able to report that it went out to bid. I'm optimistic and Travis is probably going 'it's a little optimistic.'

0:11:20.040,0:11:21.840

Travis Ewald: We'll do our best.

0:11:22.840,0:11:29.620

Alan Sorensen: Its...it's, you know, it's 10-Mile-Long trail so there's...

0:11:29.620,0:11:31.113

Harry Porr: The County Executive wanted it yesterday.
[Laughter]

0:11:32.300, 0:11:33.913

Alan Sorensen: That's on me.

0:11:34.013,0:11:34.372

Jacob Tawil: More pressure!

0:11:39.372,0:11:51.955

Travis Ewald: I think the Right-Of-Way (ROW) will be the key point. If it's all... if everything is acquired and addressed with what we get from OSI, then I think the design can move forward pretty quickly. That's usually the stumbling point.

0:11:51.955,0:12:05.880

Alan Sorensen: We have a lot of experience with that. I mean, yeah, railroad right-of-way issues are, so many different layers of ownership, it's very complex. I'm done.

0:12:06.080,0:12:12.780

Harry Porr: Anybody else have any local projects they want to discuss/update us on? Anybody on the Teams/Zoom?

0:12:13.440,0:12:16.646

Travis Ewald: I have a couple, Harry.

0:12:16.646,0:12:15.716

Harry Porr: Take it away, Travis.

0:12:15.716,0:12:57.840

Travis Ewald: So first, the Otisville Viaduct, which was a 2018 Bridge NY Project...we finally had a Bid opening. The project was underfunded, but we're currently looking for Legislature requesting to utilize CHIP's money, so hopefully that'll pass in the next couple weeks and we're optimistic that it will be boots on the ground hopefully by June.

Our other Bridge NY projects that we're working on is Farmingdale Bridge-- that's in Design right now, and then we have (2) Culvert projects- the Minisink Drive culvert, and Lakes Road culvert, which we're about to execute Design contracts on.

0:13:00.780,0:13:03.280

Harry Porr: Anybody else?

0:13:03.280,0:13:04.680

Charles Carnes: Yeah, Harry this is Charlie Carnes.

0:13:04.720,0:13:05.220

Harry Porr: Hey, Charlie.

0:13:05.220,0:13:07.200

Charlie Carnes: How are you?

0:13:07.200,0:13:08.200

Harry Porr: Good, good morning.

0:13:08.200,0:13:20.360

Charlie Carnes: I need some help from the State. We've been working on the Bullville, New York Project, and it has to do with Right-Of-Way issues, which I know is a problem, but this is three years now. Middletown sent the project over to Poughkeepsie- it's sitting up in Poughkeepsie, and the State's calling us, you know whether or not we still want this grant, you know from...from three years ago- which obviously we still want the grant, but we're making no progress with the State on getting the Right-Of-Way, so this project can get going.

0:13:44.040,0:13:45.760

Nicole Farmer: What Project is it?

0:13:45.760,0:13:47.760

Lauren Bennett: What's the PIN, Charlie?

0:13:47.760,0:14:33.180

Charlie Carnes: You got to give me a minute on that, I got to run to Dan McCann to get the PIN on it. It was a grant we received from the Senator- it's Bullville, New York; it's basically... improvements there and because of that strange five-way intersection, there's a lot of Right-Of-Ways there. So, we worked through Middletown, Middletown turned it over to Poughkeepsie, and it's up in Poughkeepsie somewhere...and the hold up, I guess, my understanding, is it has to do with right-of-way issues. But, you know, 3 years is just way, way too long to get this going. And, now the state's calling us, you know, do we want to give up the grant money because, you know, they're asking us- once a month, you know, 'what's the status of this' and why aren't we moving on it.

0:14:34.000,0:14:37.480

Nicole Farmer: Is this the 'Senate 122' Project? Does that term seem familiar?

0:14:37.480,0:14:38.880

Charlie: Yes, I believe that's correct.

0:14:39.000,0:14:41.280

Nicole Farmer: That will help me.

0:14:42.000,0:14:46.240

Okay, I will reach out to Orietta and have her contact you.

0:14:46.280,0:15:05.845

Charlie Carnes: Okay. They can contact Dan McCann's in- charge of that project. We sent everything there- maps, everything went to Middletown and then recently they told us it's up in, uh, Poughkeepsie and you know, we keep checking back, checking back, checking back but you know, again, this is at least 3 years old.

0:15:05.845,0:15:07.040

Nicole Farmer: Okay.

0:15:07.040,0:15:19.800

Charlie Carnes: And it's not a big project; it's street lights, a clock, some cosmetic improvements...you know it's... it's not a big deal. So, there's no way- in my mind – that this should be going on 3 years.

0:15:20.800,0:15:23.940

Nicole Farmer: Ok, I will have someone reach out to you.

0:15:23.940,0:15:24.660

Charlie Carnes: Thank you very much.

0:15:24.660,0:15:26.660

Harry Porr: Anything else, Charlie?

0:15:26.760,0:15:30.960

Charlie Carnes: Uh. no. That's it. Everything else, we're moving on. All the projects in Crawford are moving, we're going to make progress on Route 302, Route 52, so, no, we're moving. And the Community Development Project's moving too.

0:15:37.840,0:15:43.200

Harry Porr: Great. Is there anyone else who would like to give us an update on local projects?

0:15:43.200,0:15:59.480

Jacob Tawil: Well, Traffic Operations City of Middletown, it started full speed... this is the second year, Phase II. So, Boyce [Excavating] is working and Pantel [Electric] is working, and hopefully we're going to have traffic signals - new ones - very soon, so it's all moving.

0:15:59.480,0:16:59.480

Harry Porr: Anyone else?

The County has two projects, they're in front of the County Legislature right now. One, is to assist the City of Newburgh in the development of a new river landing. It's about \$4M, I believe, and that'll be voted on and approved and accepted by the County Legislature at their next meeting; And the second one is with Dutchess County, where we got to have a \$500K study grant to look at bringing Stewart Airport... a connection from Stewart Airport to Beacon Train Station. And that also is in front of the County Legislature, for their next meeting. And it'll be approved, and we'll move forward on that. And the idea is to bring extras back to Martucci, he's

our Congressman, of bringing a light rail down 17K Broadway, over to Newburgh Beacon Bridge, and into Beacon. It's sort of a wild dream, my County Executive doesn't think that's going to happen, but at least it'll be studied and will be available for public consumption and discussion.

0:16:59.480,0:17:02.200

Harry Porr: Is there anyone else? Any other local projects...?

0:17:03.000,0:17:06.360

Lauren Bennett: I'd just like to add Gedalye Szegedin from the Village of Kiryas Joel joined us.

0:17:06.360,0:17:08.680

Harry Porr: Welcome, Gedalye.

0:17:08.760,0:17:09.260

Gedalye Szegedin: Thank you, thank you.

Old Business

Environmental Justice Discussion

0:17:11.100,0:17:15.960

Harry Porr: Ok. We'll move on to Old Business, the Environmental Justice discussion and that will be Lauren.

0:17:15.960,0:17:17.460

Lauren Bennett: Yes. Alright, want to go to the next slide?

0:17:19.440,0:19:09.540

Lauren Bennett: So today we're going to talk about Environmental Justice. Just to give some background the Village of Kiryas Joel, sent in a request to the Council, to consider an action to amend the TIP, the Transportation Improvement Program, and the Long Range Transportation Plan- the TIP and the LRTP, to include for the Environmental Justice to look at... to change the way it was worded. So, it was minority and low-income population or low...it is minority AND low income. They have requested that it's changed to minority and/or low income. So, this was brought in front of the Planning Committee in November, it was discussed, and the members asked for more information they wanted to know what other MPO's were doing.

So- we have put together a presentation; the roadmap for today's presentation will just give... it gives some background on the Environmental Justice program. We'll also give some updates on the new Justice40 program; they are different programs; we want to make that differentiate between the two. We'll also share how OCTC meets these requirements, we'll look at what other MPO's are doing, share best practices and they'll want the opportunity to discuss next steps and how Environmental Justice and Equity can be integrated into... more into the transportation planning process we already integrated in, but we can discuss some of the

different options and by the end, we'll have an opportunity for members to discuss. The staff is looking for some guidance and next steps from the members on where you want to go with this, so with that- next step slide please.

0:19:13.080,0:19:21.540

Lauren Bennett: Ok. Next... so Environmental Justice came about with Executive Order #12898 in 1994, under the Clinton Administration. Under that [slide]- that's kind-of an excerpt from the Executive Order, but I wanted to call attention to the part in green that says, *"identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects on its programs policies and activities on minority and low-income populations."*

So, part of that Order was for Federal agencies to look at their programs and provide guidelines. As the OCTC, we are following the USDOT and FHWA's, or guidance, which came about in '97- '98, and then... they established the Environmental Justice- from now on I'm kind-of using 'EJ,' Environmental Justice, as an acronym, as background- so, the EJ policies and procedures related to their activities, and it was revised and reissued in 2012.

So with this, USDOT, identified three fundamental principles of EJ, that guides US DOT actions and so, next slide? That is: to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; to avoid, minimize, or mitigate disproportionately higher adverse human health and environmental effects including social and economic effects on minority or low-income populations; and to prevent the denial of reduction in or significant delay in the receipt of benefits by a minority or low-income populations. So, next slide?

How the OCTC integrates that. First is the responsibility of the project sponsor- so you all. FHWA considers EJ in All Phases of project- development including planning, environmental review, design, Right-Of-Way construction, maintenance, and operations. As the recipient of federal funding, so when you're putting a project on the TIP, it is the Project Sponsors responsibility to meet EJ requirements for project development construction and whatnot and this is done largely through the NEPA process.

Next up...as recipients of Federal funding for the OCTC, we ensure the EJ principals are incorporated into our planning activities; we provide data analyzes, we incorporate Environmental Justice and Equity planning in our programs, for instance Safety, Transit, Bicycle and Pedestrian Planning; and we've also incorporated it into our Public Participation- so outreach for the Long Range Transportation Plan, for the Transportation Improvement Program, and different studies that we undertake.

Next slide? And so, what is equity? We'll be kind of using this throughout this term throughout the presentation as well. Equity is defined as just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. Unlocking the promise of the nation by unleashing the promise of us all. That's part of the American Planning Association, or APA's definition for Equity in Planning. In terms of OCTC and MPO's and how we look at Equity, we often refer to it as an expanded list of socio-economic indicators based on [a] community's areas of concerns. This is not an exhaustive list; this is just some of the indicators that MPO's throughout New York and OCTC also will look at. And, you know, it really depends- context-

sensitive- what we're looking at. So, for Public Participation we may look at educational attainment, Limited English Proficiency, so we can help kind of tailor some of our strategies. Another example is if we're doing Transit Planning, we may look at areas with zero-car households, income, and whatnot. That's how we integrate Environmental Justice/Equity into our Planning process.

Next slide. So how does OCTC meet and even exceed the Environmental Justice requirements? For Public Participation we've adopted a Public Participation Plan in 2021. We kind of went above and beyond and we identified hard-to-reach populations, and we identified strategies to target those communities- so target and engagement strategies- and this is used by OCTC staff. We also provide it as a toolkit for consultants, or members, if you're looking to do some sort of outreach you can use this toolkit. And then, Data Analysis: we use the latest American Community Survey or Census Data at the census tract level to identify areas that are higher than the County average for low-income and minority communities. At the LR- the Long-Range Transportation Plan, we also looked at Limited English Proficiency (LEP's) and the TIP, we look at a high-level analysis of where projects are located, we look for benefits and adverse impacts- but again, it's the Project Sponsor's responsibility to adequately address these... any adverse impacts.

Next Slide? So, what is Justice 40. oh, just go back one, Justice40... Raina, can you go back a slide? I'll just read; so Executive Order 14008 in 2021 established the Justice40 initiative and that's under the Biden Administration and that's...the Federal government has made it a goal that 40% of their overall benefits of certain Federal Investments, flow to disadvantaged communities that are marginalized underserved and overburdened by pollution. And those...woah!

0:25:27.080,0:25:30.080

Raina Tawil: Sorry, one second guys. Technical difficulty.

0:25:30.080,0:28:27.800

Lauren Bennett: Ok! So, they have a few principals as part of that: they're developing methods to calculate benefits and burdens, incorporating components of Justice40 into notices, guidance, reporting requirements, providing technical assistance and support to disadvantaged communities, and conducting program evaluation and improving equitable program design. Yeah, you can see some of those guiding principles.

So, for the USDOT, again the all the different federal agencies are finding ways to incorporate Justice40 into their programs. Three major components that the USDOT is implementing is: the needs of community through meaningful public engagement, how a community is impacted by lack of transportation investments and options, and what benefits a project may create, to alleviate how the community is experiencing the disadvantage.

So, OCTC and Justice40 requirements- so we have the goal of 40% of Formula Funding to benefit disadvantaged communities. Right now, that's for (2) funding sources- the Carbon Reduction Program and the Congestion Mitigation and Air Quality funding.

The Justice40- and I want to be very clear on this- so Justice40 initiative developed maps to promote uniformity across Government and Federal Agencies. So, there's two maps: there's the Transportation Disadvantage Census Tract Mapper, and the Climate and Environmental Justice Screening Tool that they're working on; so, each of the different funding sources will identify the 'mapper,' or criteria they're looking at in the notice of funding...for example, the RAISE discretionary grant, they have a mapper that they look at. So, they are identifying the disadvantaged communities- 'they' being USDOT. They identify- we do not do that at the local level, so it's very separate from the EJ areas. I just want to make that clear as well. And then you can go, I think I have three maps. Yeah, so this map is the Climate and Environmental Justice Screening Tool, you can see there's Census Tracts in Middletown, Kiryas Joel, Newburgh and Port Jervis, I believe. Or no? Yeah.

The next one [slide], you can see disadvantaged Census tracts are City of Middletown, but also in the Town of Wallkill, in the City of Newburgh and then also Goshen, and parts of Chester or Town of Goshen it looks like. And then the last one is the RAISE Grant Mapping Tool- so they look at persistent poverty and historically disadvantaged communities; so, if you are looking for discretionary grant funding, please look at the notice of funding to see if your community is eligible. They will identify...

0:28:27.800,0:28:32.320

Harry Porr: Can you go back one, to the Transportation Disadvantage Census Tract?

0:28:32.320,0:28:33.720

Lauren Bennett: Yes.

0:28:36.720,0:28:38.520

Harry Porr: Why...why, Goshen?

0:28:38.520,0:28:39.520

Lauren Bennett: I have no clue.

[Laughter]

0:28:39.520,0:28:48.040

Lauren Bennett: I'm sure it shows up as 'higher minority,' it does show up on our Environmental Justice as well.

0:28:48.040,0:28:52.160

Harry Porr: Yeah, but for transportation, I mean... how about compared to Cuddebackville? Do you know?

0:28:52.760,0:29:16.800

Lauren Bennett: That may be the Census Tract is larger, so sometimes it can be lost in... oh my gosh what's the word? When you move up in scale... but, I don't know. Gautam, you have any comments? I know you're on here. I don't personally know exactly what goes into how they do this, but I can share the link if you're interested.

0:29:18.800,0:29:25.440

Gautam Mani: Yeah, I don't have specific answers in this uh, in this particular context, but I... the methodology is explained under each of the tools, yeah. I mean if you have a specific question, I can go look into it but yeah, I can't speak to this specific circumstance of Goshen being included.

0:29:36.200,0:29:37.400

Lauren Bennett: Thank you, Gautam.

0:29:37.400,0:29:39.060

Harry Porr: Thank you.

0:29:39.060,0:34:39.360

Lauren Bennett: Yeah, so we can follow up and share that in an email with Members, if you're interested in how the methodology, and they do share all the methodology on the Mappers.

Next, we'll go into a summary of the requirements. Just to summarize: Justice40 has the goal of 40% of the Federal investments of certain programs benefiting disadvantaged communities. For Environmental Justice, we're seeking out and considering the needs of Transportation, or traditionally underserved populations by existing transportation systems, but we're also looking at a high-level analysis to help mitigate adverse impacts in the transportation projects and programming.

Next: so, what are other MPO's doing? First, one thing we've noticed is some MPO's include Environmental Justice focused communities and whatnot in their scoring mechanisms, we've included a link here from FHWA integrating Equity into transportation funding and project prioritization. And DCTC recently just updated their Long Range Transportation Plan, and they included a section on Equity and removing barriers to Transportation Equity, and then they updated their project selection framework after their adoption of their Long Range Transportation Plan, and they look at improving safety reliability and access in their identified focused areas. That is just one Community locally that is incorporating scoring mechanisms using Equity / Environmental Justice Focus Communities.

The next is Data Analysis: a lot of MPO's will conduct Environmental Justice analyzes or adopt policies that are full-fledged documents, separate from their LRTP or their TIP's- that review Environmental Justice planning; MPO's will map out communities of concern, so it may not just be low income or minority- it may also include other different indicators that were highlighted in the Equity slide. CDTC- they go a step further and they analyze their TIP projects and they'll give negative, it's not all just positive, you know- they really look at the projects to see if they will have a negative impact on Environmental Justice areas, if they add parking or car capacity; positive, if they promote walking/biking/public transit, and then neutral if they include Bridge or Highway Maintenance. And a lot of MPO's will also analyze or measure average commutes as part of the ability to access mass transit.

Next slide: so how are they mapping? There really is no prescribed way; we've seen low-income and minority, low income or minority, the low income and or some communities just say that they're looking at Environmental Justice. They don't even really break it out, so we're not sure

how they're doing it. We also want to highlight that there's no data requirements. There's a lot of different ways that you can define 'low-income,' for instance EPA- they also look at a threshold above 50%- we look at the County average. And then, there's additional indicators that communities add in for hard-to-reach populations, areas of concern, Equity Focus Areas. So, there really is no one prescribed way of this is how you have to do Environmental Justice, it really is a program that's implemented in many different ways, that's context-sensitive to your communities, our communities, and at different scales. And, you know, it's just implementing it in different ways throughout their planning and programming. And that's really the key.

So, next steps? We have...the first, is the Member request from the Village of Kiryas Joel to amend the LRTP and the TIP, to change the EJ maps from 'and' to 'and/or.' So, we have two maps so this is- next slide - is what we adopted in the TIP. This shows we're calling 'Environmental Justice Areas,' the areas in purple, which have both minority and poverty, but we also include the minority populations and the poverty population, those are populations that have poverty or minority rates that are above the County average.

0:34:15.300,0:34:22.160

Harry Porr: Does the County, OCTC, have the authority to make that change? Language change from the 'and' to the 'or'?

0:34:23.160,0:34:28.740

Lauren Bennett: It's the guidance, it's a program so it's... we're looking for guidance on how we want to move forward, it's never really been- since I've been here- it's never been discussed. And we've been doing this every year or so, every major project so, if there is debate we want to, you know, figure out how to move forward but um again, it's...

0:34:48.160,0:34:51.684

Alan Sorensen: A policy decision.

0:34:55.800,0:37:54.060

Lauren Bennett: Yes. We just have to do it. So, how we want to do it is what we're trying to figure out and what we want to do with it. And, this is what the low-income and/or minority Environmental Justice Areas maps would look like if we adopted that change.

And so the next... moving forward, so obviously we need to ensure that the Environmental Justice requirements are met. We're also staying up to date on new Justice40 requirements as they come down again. This is a new program; we're still waiting on more guidance. And we'd like to look into incorporating some of the best practices around not only New York but also the nation. There's an opportunity with the LRTP 2050 update. There's a task for Public Participation and we also included language for an Equity analysis. The maps will be updated as far as this process, using the latest Census ACS data; it will be consultant-supported and it is an opportunity to work through and kind of establish the criteria. We can also establish if this is something that the council really wants to discuss and work through; we can establish a Subcommittee and review best practices and develop next steps and present it back to the Planning Committee. There are all also other options of incorporating none/ one/ more/ some of these different things we've seen through MPO's Best Practices such as separate Environmental

Justice or Equity analyzes and separate documents, developing policies, or incorporating Project Selection criteria using that as one of the components of project selection.

And so, with that, the next slide- this is just the mapping tools that are out there...so the yellow- we use Census Data. The gray are some of the other tools that the Federal government has created to look at similar criteria; The EPA EJ screen and FHWA Screening Tool can help for project analyzes. New York State has a Disadvantaged Communities map and then the two (2) USDOT Transportation Disadvantage and then the CEJST tool are also included there, just to show you how many different ways people map and track this. There's a lot of tools out there if we want to adopt one of these.

And then, lastly, we want to open this up for discussion for Members, so we'll look to have members speak first, and that the chairs discretion here- if you want to open it up? If there's any public comment on this, you may. And then... but again, we're really looking for consensus on next steps. So, with that, we'll open the floor up for members.

0:37:56.220,0:38:01.620

Gedalye Szegedin: This is Gedalye, if I may since this is a Kiryas Joel request?

0:38:01.620,0:38:07.200

Lauren Bennett: Go ahead, Gedalye.

0:38:07.200,0:41:19.140

Gedalye Szegedin: There are two... there are two components to this and the reason why Kiryas Joel raised this issue is because in the newly adopted Bipartisan Infrastructure,(BIL), there is a lot of discussion about additional funding going to communities that are eligible under this Justice 40. And we want to make sure that Orange County and the Council gets the maximum allocation that it could get from the Federal government, to be eligible for any funding out there. So, if Orange County, if the Council is on record that there are eligible communities and there are multiple between Middletown, Newburgh, Kiryas Joel, and others, the pot could just be larger if that is shown on the record- whether the money is for Transit, or the money is for an additional project to be selected... so the main goal is that Orange County should be positioned in the best place to get any potential funding out there. So, the goal is not to have a better competition against other applicants on behalf of Kiryas Joel; the goal is that the OCTC, and the County in general, should get a better slice of any 'pie,' that is available now or maybe come available in the future, by showing that it has a vibrant Justice 40 program that there are many communities that are eligible for it and that may increase the path going forward that's one general issue.

Then, there is the other issue- which is decisions made by DOT, for example, the widening of the [Route] 17 program that we were all involved in the PEL Study, and where the investment is going to be going. And there are many areas on the [Route] 17 that needs improvement, but if the State is going to make decisions based on Justice40 criteria, we want to make sure that Orange County gets the best selection in that process, because it's not going to be one project uh for the [Route] 17 funded at once- it's going to be in pieces- so we want to make sure that Orange County is positioned to get one of the earlier parts of the investment by DOT under

[Roue] 17 widening and improvements. If it has a Justice40 program comprehensive and broad enough. So those are the general larger picture issues, since the trend is moving in the direction of funding projects based on...Justice40, we want to make sure that the County in general, is well positioned... in that field.

0:41:20.700,0:42:01.980

Lauren Bennett: Thank you, Gedayle. I'll first address- so we verified with Federal Highway and Gautam's on the line as well, but the OCTC does not need to adopt or adopt a policy for Justice40. That is the goal and the criteria. And so for the funding, each funding source has a mapper and that's at the Federal level- they're identifying the Justice40 communities or disadvantaged communities or the persistent poverty, or whatever that funding source is looking at- they identify that criteria; So it's the OCTC...

0:42:01.980,0:42:46.000

Gedalye Szegedin: Let me just correct you, there are applications that are submitted by each municipality, directly. As you said, the 'race,' and then their application submitted by the County, on behalf of each municipality. For example, all the Transit funding, it's even though Kiryas Joel has a... a comprehensive Transit program, but the application for it is all submitted by the County Department of Planning, and not by the...each municipality we want to make sure that, for example, when the County Department of Planning, is submitting for applications on behalf of municipalities within the County that those pieces of information is there for them to take advantage of.

0:42:46.000,0:43:59.760

Lauren Bennett: so my understanding is like 5307 and...some of the allocation funding that comes to the County through the TMA and directly through the Urbanized Areas - so those are formula funds. My understanding is those are not tied currently to the Justice40 criteria. If we receive further, I don't know, guidance? You know, that's something that we will let the Council know. But, we have not received any guidance on that. The two programs that the MPO's receives in Federal funding that have the Justice40 goal of 40%, and the disadvantaged communities that's the Carbon Reduction Program and the Congestion um...oh my gosh, the Air Quality Congestion Mitigation program. So currently those are the only two programs of the formula funding, and then you have the larger discretionary grants that the County can go for, the individual municipalities can go for- so... you know, that is something that you know, I don't know Rob? if you have any thoughts on the Transit funding, or if that's something that...we can just?

0:43:59.760,0:44:11.280

Rob Parrington: I haven't seen, you just summed up...you know, exactly, I haven't seen any changes to the transit program based on the Justice40 funding yet, as far as funding, yeah. Not to say it won't change in the future, but I haven't seen anything, yet.

0:44:11.280,0:44:16.440

Alan Sorensen: I think the other important distinction is because there's a distinction between Environmental Justice, or Justice40 areas Environmental Justice areas. As the Council, we have, we do not have a say in *how* the Justice40 areas are defined.

0:44:31.740,0:44:33.137

Lauren Bennett: Currently, yes.

0:44:33.137,0:44:33.740

Alan Sorensen: Currently.

0:44:33.760,0:44:55.140

Lauren Bennett: Yes, currently, we do not. Like, if you saw like the Environmental Justice- Executive Order was '94, and that guidance for USDOT didn't come out until '97 -98; it was revised in 2012. So, these programs take time for guidance to develop, and it changes over time, so we are still waiting on some of that guidance very new program.

0:44:56.100,0:45:03.000

Gedalye Szegedin: And that that is why I believe that the County should be ahead of the curve in having the maximum participation in this, because that's where the trend is going. And we want to make sure that if Transit money, or any other applications that's submitted by the County if it could be increased because of the Environmental Justice, that it should be there.

0:45:22.500,0:46:00.000

Alan Sorensen: I would just point out that I mean the other concurrent trend is ensuring that highway infrastructure improvements are not being made in the middle of Environmental Justice communities. That's one of the catalysts, you know, for creating the Environmental Justice areas is, historically, highway funds were being used to cut highways and interchanges, right in the middle of [an] Environmental Justice community so that is something that USDOT and Federal Highway are looking closely at: that the highway improvements are not adversely impacting communities in which they travel through.

0:46:00.000,0:47:47.280

Lauren Bennett: Yeah, and I think too Gedalye- you bring up a good point, you know, that is something that we are... we are seeing trends in Equity, and that's being incorporated largely in planning programs and the County, or the OCTC- excuse me. The OCTC, the Council you know had, we do not have an Equity policy - it's not something we've discussed. So, I think that's why we wanted to bring these different opportunities to the table to see if the Council is interested in looking at this, and how we can look at it. And, I think the LRTP is a really good opportunity to kind-of improve our program and look forward. And for the widening you talk about, for specific projects, you know, that's good to know and my understanding is that the Route 17 Environmental Impact Statement, which is on our TIP currently- they look at that- that hasn't even kicked off yet. I don't think they've gone into contract, but we've been in contact with NYSDOT; we know it's a very important issue. So, when we do find, when we do get the notification that they have a consultant on board, we will be working - not only as staff, but making sure the Council is included in the conversation with this project going forward. So, thank you for bringing that up and you know, if the Village does have concerns and stuff we

want to know- as staff- so you know, we can share a voice in your concerns as well. That's a really, this is what the Council is for- we have everyone at the table, so it's good to bring up if you have concerns.

Is there any other member discussion thoughts- in the room, online?

0:47:47.280,0:49:58.560

Gautam Mani: Yeah, Lauren. I'll just chime in from the federal perspective and just really emphasize a couple of points that you've made and that have already been made as part of this: so yeah one... one point that you brought up Lauren, was that, I just want to emphasize it from the Federal perspective - there have been no changes so far to the regulations or any sort of guidance as to how MPO's are to do or to conduct uh Justice40 analysis or to implement Environmental Justice. That may well be coming; the planning regulations are being updated under the BIL, and there may be something in there regarding that, but as of now there's no updated guidance on how MPO's are to conduct Environmental Justice analysis or how to implement Justice40. That said, you know, it may very well benefit the MPO's and its and the members to be able to quickly identify where the Justice40 areas are, so that's totally a very worthwhile analysis, I think. So, just keep that in mind.

And I will note also Lauren: you pointed out the plethora of tools available to conduct Justice40 analysis and Environmental Justice analysis more broadly; the goal for Justice40 is for there to be one tool for the entire, for all of the agencies across the federal government because I know, you know, some members in the call will probably be receiving funds from other agencies, and those agencies will be using a slightly different definition for Justice40 right now, and therefore a different tool, but the goal is for there to be one tool. However, we have not heard anything to that effect yet, so to what date a single tool would be available or how we're supposed to implement that. So, that's... that's something to keep in mind and all that to say is that our guidance regarding Justice40 is still very much evolving. Much more to come I do uh certainly agree with the point that it will benefit the Council and members to be prepared and to be proactive in doing that analysis, but just, thank you for your patience as we implement Justice 40. Yeah, I think that was all I had to cover, but other otherwise I think you've covered the federal perspective pretty well, Lauren.

0:49:58.560,0:50:01.800

Lauren Bennett: Thank you very much, Gautam, and thank you for being on the call today, we appreciate it. So Gedalye, so I think there's two-fold. So, first- we want to look forward, I think everyone's kind of on the same page with that, that we want to kind of develop some sort of Equity/EJ analysis that incorporates Justice40. We want to set up guidelines and so, I think that you know, as staff, we'd like to look forward and so to do that through the L... the Long-Range Transportation Plan update, we should really start to look at this and then if needed, you know, if we have guidelines set-up, that we can incorporate an LRTP or a separate document- we can always adopt that as an Addendum to the TIP, so instead of amending the old the 2045 LRTP, and the most recent TIP, you know, we ask that we look forward and look at updating the 2050 LRTP update, which will be adopted hopefully in November, and then if there's criteria that comes out of that that we adopt that as an Addendum to the TIP.

0:51:17.340,0:51:22.560

Lauren Bennett: Does that sound, is there a consensus to move forward that way?

0:51:22.560,0:51:45.420

Alan Sorensen: Yeah, I would ask that we moved that way, especially with our staffing, and everything so you know we're in a process of reviewing the response to the LRTP RFP, and we'll see and so- we're right on schedule to begin to work on the LRTP. So, it's the most efficient way for us to move.

0:51:45.420,0:51:53.880

Harry Porr: Do you want to memorialize that in our in our next policy meeting? Or... we don't need to?

0:51:58.320,0:52:12.540

Lauren Bennett: Memorialize? I don't think we have a policy, or we can get prepared by May, to be honest? But definitely by November hopefully because we'll have a Consulting team on board to help out too.

0:52:13.620,0:52:28.920

Harry Porr: Speaking about Justice40 at the County level, and we had that? Maybe, we might be able to get the County to put a County Road or County bridge in the City. Right now - there's none. Again, just thinking out loud.

0:52:25.640,0:52:28.920

Lauren Bennett: Yeah, noted!

0:52:28.920,0:52:29.960

Harry Porr: Right, Jacob?

0:52:30.200,0:52:36.520

Jacob Tawil: Absolutely, absolutely. It's all our responsibility, to meet the County, need Travis to jump in, maintain our roads.

0:52:36.520,0:52:45.160

Harry Porr: Exactly, we got Fostertown Road which is bigger and longer than Broadway!

0:52:43.760,0:52:45.160

Harry Porr: Ok, anything else, Lauren?

0:52:45.520,0:53:01.440

Lauren Bennett: Gedalye, since the Village was the one that brought this up, I just want to make sure the Village feels comfortable moving forward with the way we've presented it?

0:53:01.440,0:53:22.320

Gedalye Szegedin: If...as I just heard, it's going to be in a certain way, memorialized? I want to run it by my team that worked on this with you, can you describe what you said, in a short email

that I could [put] that through the people that worked on it, on my team and get back to you on that?

0:53:22.320,0:53:24.360

Lauren Bennett: Yes, yes.

0:53:24.360,0:53:26.960

Harry Porr: we're not going to have to vote on it now, right?

0:53:26.960,0:53:45.600

Lauren Bennett: So, we're not going to. We haven't come up with the criteria, we are just going to work through the LRTP to find some criteria, and now that we know that the members are more interested in this- that's something we can bring earlier to the table to discuss with the Council as well.

0:53:45.600,0:53:48.600

Gedalye Szegedin: Okay.

0:53:48.600,0:53:53.760

Lauren Bennett: Alright, and thank you, so we do have a few more items...

0:54:01.800,0:54:03.680

Harry Porr: Okay, are you done here? Any questions or comments from anyone regarding this? Any questions for Lauren?

0:54:03.680,0:54:05.820

Lauren Bennett: Everyone's still awake on there?

0:54:05.820,0:54:07.800

Harry Porr: We'll move on to New Business.

0:54:07.800,0:54:09.000

Jacob Tawil: Good job, very thorough.

0:54:09.000,0:54:10.600

Gautam Mani: We're awake.

0:54:11.600,0:54:18.280

Harry Porr: [inaudible] Breakdown, in essence, the Golden Rule? Whoever has the gold, makes the rules. [Laughter]

New Business

Allocation of Previously Unallocated FTA Section 5307 Formula Funds

0:54:19.280,0:54:28.160

Harry Porr: Ok, under New Business. Allocation of previously unallocated FTA Section 5307 formula funds- Mr. Sorensen?

0:54:28.160, 0:57:28.139

Alan Sorensen: Ok, so our TMA receives unallocated 5307/5340 Funding. We had available for Fiscal Years 2020, '21, '22 a total available for programming \$12.959 Million then I was in, through our TMA meeting, we reach out to our partners over in Dutchess County and Ulster County and ask if they have any projects that they wanted to put forth for the unallocated funding, and we received two project requests- one from Ulster County and the other from Dutchess County; for the Dutchess County request, they are seeking of funding to support progress on a range of projects to include bus equipment purchases, engine transmission overhauls, and new bus shelters all of which will improve bus operations and passenger safety. The estimated total project cost is \$3.1 Million, and the Federal requests \$2.5 Million. I'm going a little off script here so I'll just- I'm just going to read, so in Ulster County, they request FTA funding for support for four (4) Capital expenditures at UCAT: Transit Garage and Operations Center at Danny Circle in Kingston; the action following additional Electric Bus Charging infrastructure to installing rooftop solar PV to support bus operations and facility's electricity needs. Three (3)- to purchase two cutaway battery electric buses for schedule Fleet Replacements; and for purchase emergency installation of bus shelters. They have an estimated Total Project cost of \$3.225M, and a Federal request of \$2.58M.

We, staff, have recommended that we support these two requests from Ulster County and Dutchess County. There will be a remaining balance in the Unallocated 5307/ 5340 funding- available of \$7,899,647. The Council will take action on these requests at our May meeting.

So just a little backdrop - through mutual agreement, the MPO's agree to distribute the funds as described. Orange County Transportation Council did not put in a request at this time. We always reserve the right to do so; partly, because we have, currently have sufficient funding allocated through other programs.

0:57:28.139,0:57:33.760

Harry Porr: Let me ask you this, Alan. With the question of Dutchess and Ulster County, it still leaves a balance of what?

0:57:33.760,0:57:34.760

Lauren Bennett: Do you want to go back one?

0:57:34.760,0:57:42.480

Alan Sorensen: Yeah, the over... the balance in the overall fund is \$7.899M.

0:57:42.660,0:57:43.640

Lauren Bennett: Just under \$8M.

0:57:43.640,0:57:46.320

Harry Porr: We have yet to identify a project with that?

0:57:46.320,0:57:49.800

Lauren Bennett: Well for the unallocated? Yes. 5307.

0:57:49.800,0:57:51.240

Harry Porr: So, who's going to be working on identifying an \$8M project?

0:57:52.800,0:58:01.740

Lauren Bennett: That's something the TMA will discuss. So right now the call was internal, they really looked at the deficit of the Dutchess and Ulster County Transit, and they both identified deficits- that they needed the funding- so that's why they were allocating that Unallocated funding.

0:58:13.360,0:58:16.380

Alan Sorensen: But, we do reserve the right to go back if we need it.

0:58:16.380,0:58:18.960

Harry Porr: What's the time frame for the money?

0:58:18.960,0:58:24.240

Alan Sorensen: They've used the Fiscal Year 2020 and..

0:58:24.960,0:58:35.800

Lauren Bennett: like '22, '23- '24 depending on the project there are a lot of different projects, so they have different [timelines] but I think it's mostly within the Fiscal Year 2024.

0:58:35.800,0:58:43.200

Harry Porr: Let me put it another way- if we were identifying a project in Orange County for up to \$8M, how much time would we have to develop a project?

0:58:44.820,0:58:48.680

Lauren Bennett: That's a good question I don't know if..

0:58:48.680,0:59:02.760

Rob Parrington: Depends on what year the money winds up being- because it's a combination of years. And I also know that we did not put in for a project because Orange County is not a deficit with our Planning. We have 5307 funding- that's already Orange County's- that we're trying to identify projects.

0:59:05.880,0:59:47.120

Alan Sorensen: One thing I'll add is we've just gone through the Middletown Bus Network Redesign, we're currently going through the Newburgh Area Transit System Redesign, and as a result of a Newburgh or a Middletown Bus Network Redesign, we know we're going to need additional buses. Same will likely be the case with Newburgh Area System Transit Redesign. So, it may be, at some point in the near future, we have a need for funding- I'm not saying and if we do, you know we've- through our conversations through TMA- our colleagues are aware that you know we reserve the right to come back.

0:59:51.560,0:59:53.200

Harry Porr: Anything else, Alan?

0:59:53.200,0:59:56.737

Alan Sorensen: On that? No.

0:59:56.737,1:00:05.940

Harry Porr: Okay, any questions for Alan on this? Anybody? *None*

Endorse State Targets for Bridge & Pavement Performance Measures (PM2)

1:00:00.840,1:00:05.940

Harry Porr: Next, is to endorse targets for Bridge and Performance Measures.

1:00:05.940,1:01:240.640

Lauren Bennett: Yes, so the Statewide performance targets are back. So, we adopted the performance PM3- which is the system reliability and also the emissions performance measures at the last Policy [Board] meeting, so this time, we're looking at the performance measures for bridge performance on the National Highway System, and both are Good condition. And then, the Pavement Performance on the NHS by interstate and on Interstate for good and poor pavement condition. It is required by federal law that State DOT's and Metropolitan Planning Organizations- MPO's- establish these performance targets. So, New York State DOT re-established their Statewide performance targets for the period of 2021 through 2025; MPO's are required to either establish their own separate targets or recognize the NYSDOT targets within 180 days of NYSDOT establishing those. So, we are agreeing to support NYSDOT's targets by saying that, we are saying that we will plan and program projects that contribute to realizing the same targets. We will bring this to the Council for adoption at the May meeting.

1:01:25.280,1:01:28.280

Harry Porr: Any questions or comments? *None*

Reports

OCTC Staff Reports

1:01:28.740,1:01:36.113

Harry Porr: Alright, next are Reports from the Orange County Transportation Council staff- Do you have any?

1:01:36.113,1:03:02.240

Lauren Bennett: Yes, I'll go real quick. We have two (2) projects currently we're working on. First, as we said, is the Long Range Transportation Plan we're updating that to a future year of 2050. We put out an RFP in March, and we got one response. We are currently scoring that and we will have a selected consultant by May 1st. At the last meeting, we asked for OCTC members interested in sitting on the LRTP Advisory committee. We have three (3) OCTC members sitting on our Advisory Committee, one member for each geographic area: Scott Manley is representing

the Newburgh area; we have Jacob Tawil, representing the Western Gateway area and Mike Sweeton is representing the Southern area. So, you guys will kind of be representing your geographic area.

So, if you are not on the Advisor Committee but, you have concerns you can contact your I guess, your Rep. for the Advisory Committee if you have issues or concerns; and that's not to say that you will not be part of the larger LRTP development. We'll be having Stakeholder groups meetings, we'll be updating you during these meetings, there will be an extensive Public Outreach process, so there are opportunities to – and we encourage your participation. And...yeah. We look forward to getting this work underway. Hopefully, we'll adopt it in November. We got a really tight timeline, so it'll be a chance-it'll be intense but, we're excited.

1:03:03.040,1:03:06.600

Harry Porr: Appreciate you stepping up and doing this work with Mike Sweeton, as well.

1:03:06.600, 1:05:09.120

Lauren Bennett: Yeah, and then we have a Coordinated Public Transit Human Services Transportation Plan, or our Coordinated Plan- so we kicked that off in the beginning of March. This looks at the... I think we have to, it's a required product, it kind of looks at the 5310 Funding, so it's works to coordinate with community members, key stakeholders, and other partners and helping us prioritize funding for improving and enhancing transportation throughout the County. And it looks at transportation needs for Seniors, Youth, people with disabilities, people with low incomes, limited English speakers, people without access to private vehicles. So right now, we have developed a web page on the ridetransitorange.com/coordinatedplan; we have a survey that we have published and that we are going to be pushing out and sharing so, if you have a Human Service Transportation Agency or coordinate human service transportation, we'd really appreciate your help in pushing out the survey as part of our outreach process. We'd really like to get to our target audiences and get some feedback, so we will send that out in an email and we will update everyone on the plan at the next meeting as well.

And then finally, Save the Date. We have to move the second Tuesday meeting in May, the 9th- the staff will be in Syracuse for the NYSAMPO Conference. We have, I have initial dates that I will read through- if you guys know that they're not going to work, please let us know if there's big conflicts, and then, we will send [notice/poll] out-

The first is, well, we're going to keep it on the Tuesday's- so the 3rd Tuesday and the 4th Tuesday, which is the 16th and the 23rd- This room is available at 1pm, our normal Policy Board time, but we have to be out by 2 PM so we'd have to keep it under an hour. I know Harry likes that.

[Laughter]

1:05:21.080,1:05:39.320

Lauren Bennett: We also have the opportunity on the 23rd, which is the 4th Tuesday, and then the 30th, which is the 5th Tuesday, to hold it at 10 AM, and that 5th Tuesday, the 30th - we can also hold it at 1 PM. But, that is the Tuesday after Memorial Day, because we know people may be on vacation and whatnot.

1:05:40.320,1:05:41.520

Harry Porr: What was the other one? Not the...

1:05:41.520,1:05:45.520

Lauren Bennett: The 23rd? The 16th, or 23rd, yeah.

1:05:45.520,1:05:47.520

Jacob Tawil: 16th? I can't make it, I'm going to be out of town.

1:05:49.120,1:05:50.520

Anthony Cardone: Actually, I'll be out of town also.

1:05:50.520,1:05:51.520

Lauren Bennett: On the 16th?

1:05:51.520,1:05:52.600

Anthony Cardone: Yup.

1:05:52.600,1:06:00.880

Lauren Bennett: So we'll look at the 23rd, possibly? And, we didn't want to look at the 30th? Or we did want to?

1:06:00.880,1:06:01.640

Harry Porr: I know I can't make it.

1:06:01.640,1:06:03.040

Lauren Bennett: You can't make it?

1:06:04.080,1:06:05.960

Jacob Tawil: So, its 23rd then?

1:06:06.960, 1:06:13.080

Lauren Bennett: Alright, so we'll look at 23rd, either at 10 A.M or 1 P.M.
Does anyone have a preference? Morning or afternoon?

1:06:14.840,1:06:16.080

Chad Wade: 10 A.M would be better for the City of Newburgh.

1:06:16.080,1:06:17.600

Lauren Bennett: Ok.

1:06:17.600,1:06:20.800

Charles Carnes: 10 A.M.

1:06:20.800,1:06:22.200

Lauren Bennett: Was that you, Charlie, that said 10 AM?

1:06:22.620,1:06:24.000

Charles Carnes: That was me, yes. 10 AM is preferable.

1:06:26.800,1:06:27.400

Raina Tawil: Thanks, guys.

1:06:28.040,1:06:43.240

Lauren Bennett: We do need in-person quorum, so I will send out a poll. And if you say you can make it, I expect you to make it. But, no, we do need an in-person quorum. So, we'll follow up with all the Voting Members on that, to ensure we have it. But thank you guys, for your coordination.

1:06:43.240,1:06:44.800

Harry Porr: Did you see if the room would be available that day?

1:06:44.800,1:06:46.000

Lauren Bennett: Yes.

1:06:48.000,1:06:49.600

Chad Wade: That was on the third floor again?

1:06:49.600,1:06:50.600

Raina Tawil: Yes.

1:06:50.600,1:06:51.600

Lauren Bennett: Yes, this room.

1:06:51.600,1:06:52.921

Chad Wade: Thanks.

Other Member Reports

1:06:53.720,1:07:02.360

Harry Porr: Alright, is there's anything else anyone would like to share with us today? If not, on Zoom anybody? *None *

1:07:02.460,1:07:04.040

Harry Porr: Ok then, I'll ask for a motion to adjourn.

1:07:04.040,1:07:05.640

Jacob Tawil: I'll make it.

1:07:05.800,1:07:07.000

Harry Porr: Second?

1:07:07.000,1:07:07.800

Tony Cardone: *Motion*

1:07:07.800,1:07:09.000

Harry Porr: Ok great, and we are done.

Meeting adjourned at 11:09 a.m.

