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ORANGE COUNTY TRANSPORTATION COUNCIL

**Agenda**  
**Planning Committee**  
**May 11, 2021 at 10:00am**

Dial-in number: (646) 876-9923

Meeting ID: 838 8014 6763

Passcode: 923670

Join Zoom Meeting

<https://us02web.zoom.us/j/83880146763?pwd=aUJJd2xReXFuLzdBMWp3aXA3dmx2Zz09>

Meeting Participants

Name:	Organization:
Harry Porr	Orange County Executive's Office
Alan Sorensen	Orange County Planning
Julie Richmond	Orange County Planning
Rob Parrington	Orange County Planning
Ashlee Long	Orange County Planning
Lauren Burns	Orange County Planning
Jessica Ridgeway	Orange County Planning
Sandra Jobson	NYS DOT, Region 8
Nicole Farmer	NYS DOT, Region 8
Elizabeth Garrison	City of Newburgh
Jacob Tawil	City of Middletown
Jack Farr	City of Port Jervis
Scott Manley	Town of Newburgh
Frank DenDanto	Town of Wallkill
Mike Sweeton	Town of Warwick
Gedalye Szegedin	Village of Kiryas Joel
John Revella	Village of Walden
Travis Ewald	Orange County Dept. of Public Works
Olu Folarin	MTA
Lizy Philip	NYS Thruway Authority
Frank Filiciotto	Creighton Manning
Steve Godlewski	Creighton Manning

Meeting held via Zoom. Transcript of meeting as follows:

0:00:00.000,0:00:01.680

If you want to get started.

0:00:03.480,0:00:04.020

Okay.

0:00:05.220,0:00:09.179

JRichmond: I'm going to call the meeting to order, it is a little bit after 10.

0:00:10.349,0:00:19.920

JRichmond: I'm going to run through the list of participants and if I don't call your name, please just identify yourself and what organization you're from

0:00:21.060,0:00:22.050

JRichmond: or representing.

0:00:24.000,0:00:33.180

JRichmond: So I have myself Julie Richmond Deputy Commissioner for Orange County Planning, as well as Director for OCTC and Ashlee long

0:00:33.750,0:00:48.300

JRichmond: Planner for OCTC, Jessica Ridgeway Planner for OCTC, Lauren Burns Planner for OCTC, and Alan Sorensen, who is the Commissioner of Planning. And then our guests include Olu Folarin,

0:00:50.070,0:01:13.830

JRichmond: Elizabeth Garrison on behalf of Jason Morris and Joe Donat, Frank Filiciotto from Creighton Manning, Gedalye Szegedin, Jacob Tawil, Jack Farr, Lizy Philip from the Thruway Authority, Moishe Gruber, Nicole Farmer from DOT, Rob Parrington, sorry I forgot, you are the transit rep for OCTC.

0:01:15.420,0:01:19.740

JRichmond: Sandra Jobson from DOT, Scott Manley.

0:01:21.330,0:01:32.760

JRichmond: Steve Godelewski also from Creighton Manning, travesty Walt and then, I have one number ending in 7447 I'm not sure if that's a double dial in or who

0:01:33.930,0:01:34.650

JRichmond: that is.

0:01:43.890,0:01:46.680

JRichmond: Can someone identify who the 7447 is?

0:01:51.570,0:01:54.690

JRichmond: And we also had Mike, Mike Sweeton just joined us.

0:01:58.530,0:01:59.030

Okay.

0:02:00.330,0:02:05.460

JRichmond: With that I think we'll move on to opportunity for public comment.

0:02:06.750,0:02:12.180

Ashlee Long: Julie, just one second Elizabeth Garrison said that she's the call-in number.

0:02:12.270,0:02:12.770

JRichmond: Okay, good. Thank you.

0:02:14.790,0:02:18.720

JRichmond: So is there anyone who needs to make a public comment at this time?

0:02:20.700,0:02:28.170

JRichmond: Hearing none we'll move on to Item number three accept the meeting minute transcript from April 13, 2021.

0:02:29.220,0:02:34.350

JRichmond: Are there any objections to the accepting the meeting minutes as distributed?

0:02:37.590,0:02:38.760

JRichmond: motion to accept.

0:02:42.690,0:02:43.350

mike sweeton: Motion.

0:02:45.120,0:02:45.620  
JRichmond: Second.

0:02:48.660,0:02:49.160  
JackFarr: Second.

0:02:49.830,0:02:51.270  
JRichmond: Thank you. All in favor?

0:02:54.270,0:03:02.280  
JRichmond: Okay, thank you now, we will move into Item number four, the Transportation Improvement Program where we have

0:03:05.820,0:03:09.960  
JRichmond: some administrative modifications we need to talk about and

0:03:11.040,0:03:28.650  
JRichmond: we have two new projects that we are going to be introducing as discussion items, and then the local project sponsor updates. Ashlee do you want to move into OCTC admin modifications 20-O and 20-P?

0:03:30.360,0:03:41.520  
Ashlee Long: Okay, thanks Julie. So administrative modification 20-O is for the Town of Crawford's Pedestrian Improvements on on New York State Route 302.

0:03:42.210,0:03:54.480  
Ashlee Long: And so it was proposed to roll their construction/ construction inspection phases from FFY 21 to 22, and so the Town of Crawford has actually approved this. So this one's

0:03:55.530,0:03:59.550  
Ashlee Long: going to move along in the process, unless anyone has any questions.

0:04:03.270,0:04:06.360  
Ashlee Long: Okay I'm going to roll right along into 20-P,

0:04:07.380,0:04:14.010  
Ashlee Long: which is for the Middletown Traffic Operation Stages One and Two. So this

0:04:16.260,0:04:23.760  
Ashlee Long: is for both of these PINS and the proposal is to roll the current construction and construction inspection funds

0:04:25.470,0:04:27.120  
Ashlee Long: into 2021.

0:04:28.170,0:04:44.190  
Ashlee Long: As well as show the currently listed 2023 dollars as local dollars, because, in order for the City to receive authorization to go to construction and go to bid, FHWA requires that all of the funds,

0:04:46.290,0:05:02.940  
Ashlee Long: to see all of the funds in the year of authorization, which would be 2021. So the project will still utilize all of the funds you're seeing in 21 and 22, and 23 is just for FHWA's purposes. We're also adding in this local

0:05:05.190,0:05:08.940  
Ashlee Long: line into 2021 which totals

0:05:10.020,0:05:12.690

Ashlee Long: the same amount as within 2023.

0:05:13.710,0:05:16.080

Ashlee Long: So yes, so there's,

0:05:17.250,0:05:26.550

Ashlee Long: The 22 funds would move into 2021 and that was made possible because the City of Newburgh rolled a project from their Broadway projects into 2022,

0:05:27.390,0:05:35.280

Ashlee Long: And so, for fiscal constraint purposes it worked out and these projects are about the same cost amount there's about \$315,000 difference, but

0:05:38.460,0:05:38.960

Both.

0:05:40.050,0:05:53.220

Ashlee Long: But NYSDOT didn't see any issue in terms of fiscal constraint offsetting the projects there. So does anyone have any questions about this project, I know it's a little different than some of you know, some ones that are a little more straightforward.

0:06:04.380,0:06:11.040

Ashlee Long: Okay I'm probably, Jacob, I know you're on the line I wasn't sure your thoughts on this

0:06:12.480,0:06:12.980

Ashlee Long: movement?

0:06:14.820,0:06:15.320

J. Tawil: Oh.

0:06:17.820,0:06:18.330

J. Tawil: Can you hear me?

0:06:20.880,0:06:22.410

J. Tawil: hold on one, second, please.

0:06:43.770,0:06:45.360

mike sweeton: Can I ask you a question Ashlee?

0:06:46.500,0:06:48.450

mike sweeton: On the sheet, maybe I'm looking at the wrong

0:06:48.450,0:06:49.350

mike sweeton: sheet, but the 2022

0:06:50.400,0:06:52.350

mike sweeton: money is 3.899.

0:06:54.540,0:06:56.250

mike sweeton: And if it moves in.

0:06:58.200,0:07:00.510

mike sweeton: Others, I see the eight and a half million up top.

0:07:01.650,0:07:07.770

mike sweeton: I'm looking at the category and this change puts 20 million in 2021.

0:07:09.330,0:07:11.040

mike sweeton: And I didn't understand where that all came from I guess.

0:07:13.050,0:07:25.770

Ashlee Long: Great okay so, so the first part of the action would be to move the 22 funds into 21 and that's due to the fact that Newburgh has moved out a project in between so in terms of this restraint, it would be fine.

0:07:26.550,0:07:31.260

Ashlee Long: But then purposes of FHWA they added in

0:07:33.480,0:07:38.820

Ashlee Long: some local funds, which is kind of like the third and fourth line down in 2021 and the to

0:07:41.100,0:07:47.460

Ashlee Long: The point six four and 8.502 for purposes of showing it showing swa.

0:07:49.140,0:07:50.790

Ashlee Long: But all the construction funding.

0:07:52.770,0:07:54.000

Ashlee Long: showing all the construction funding.

0:07:54.000,0:08:02.880

Ashlee Long: In the year of authorization, which would be 2021 they do see is proposed to add in these two local lines for the 2023 funds.

0:08:03.900,0:08:06.750

Ashlee Long: But the 2023 funds would still be available in 2023.

0:08:09.390,0:08:10.500

Ashlee Long: Does that make more sense?

0:08:10.860,0:08:11.580

mike sweeton: No, not really.

0:08:11.640,0:08:13.080

mike sweeton: That makes it more confusing.

0:08:14.160,0:08:23.610

mike sweeton: Where's the money coming from is the question I guess because I'm assuming well, maybe Jacob's going to tell us if the project is going to get done in this fiscal year, I guess.

0:08:24.540,0:08:25.530

Jacob Tawil: yeah so.

0:08:26.190,0:08:28.080

JRichmond: Can you guys hear me yes.

0:08:28.500,0:08:28.890

Jacob Tawil: yeah.

0:08:28.890,0:08:29.670

Jacob Tawil: We're waiting.

0:08:29.760,0:08:42.780

Jacob Tawil: We're waiting right now. we made the final, we've been submitting revisions, for DOT review and approval and we just made the last submittal a few weeks ago, and we expect to hear,

0:08:44.220,0:08:59.910

Jacob Tawil: Hopefully approval and to proceed into construction, approval to proceed into construction from DOT. Once we do that we can go into construction, we can advertise the project for bid and we do anticipate to be

0:09:01.020,0:09:04.770

Jacob Tawil: awarding the bids and starting the construction, which means obligating the

0:09:06.270,0:09:06.930

Jacob Tawil: construction.

0:09:08.520,0:09:10.890

Jacob Tawil: Using the construction fund that's available for us now.

0:09:14.670,0:09:15.600

Jacob Tawil: 2021.

0:09:17.250,0:09:18.210

Jacob Tawil: So.

0:09:22.590,0:09:23.370

Ashlee Long: My writing my.

0:09:23.400,0:09:24.600

Jacob Tawil: Dates here Ashlee.

0:09:26.190,0:09:31.230

Jacob Tawil: fiscal year for the Federal fiscal year is October.

0:09:32.520,0:09:33.020

Jacob Tawil: October.

0:09:34.770,0:09:35.790

Jacob Tawil: October so.

0:09:36.480,0:09:37.950

Jacob Tawil: October 22.

0:09:39.240,0:09:40.860

Jacob Tawil: We can continue, we are.

0:09:42.270,0:09:45.960

Jacob Tawil: we're going to be advertising the project out for a bid before October this year.

0:09:47.430,0:09:51.510

Jacob Tawil: And this way we can start tapping into the construction fund.

0:09:52.950,0:09:55.320

Jacob Tawil: So we just, we've been going back and forth with the DOT

0:09:55.320,0:09:57.060

Jacob Tawil: local projects for review

0:09:57.480,0:10:00.900

Jacob Tawil: and comments and all that stuff so that that's where we are.

0:10:03.390,0:10:03.990

mike sweeton: And guess what I'm

0:10:04.170,0:10:04.670

mike sweeton: trying to

0:10:04.740,0:10:06.600

Ashlee Long: understand. Is the project,

0:10:06.660,0:10:10.830

mike sweeton: in the revision seems to have gone up by \$9 million, where does that come from?

0:10:13.410,0:10:13.910

Ashlee Long: It was

0:10:13.980,0:10:24.390

Ashlee Long: 2023 funds. They're just being shown as a local amount in 2021. It's - the project isn't actually increasing by \$9 million.

0:10:25.410,0:10:43.350

Ashlee Long: The way the FHWA, in order to go to authorization for construction they require that all of the funding for the next phase, which is construction be shown in the year of authorization and 2021 so in order to do that we've added a local phase totaling the same amount of.

0:10:45.120,0:10:50.940

Ashlee Long: So that the City could go to authorization and then, once the City,

0:10:52.170,0:11:06.300

Ashlee Long: The city can start using the 21 and 22 funds, which would be obligated in 21 because we're moving the 22 funds to 21 and then, once they reach FFU 23 they would be able to start using those funds as well, and then the local.

0:11:08.640,0:11:10.380

Ashlee Long: portions that we're showing on the TIP would,

0:11:11.580,0:11:14.940

Ashlee Long: kind of it's more of a technicality, I guess, so.

0:11:16.080,0:11:19.590

Ashlee Long: Yeah, so go ahead.

0:11:19.950,0:11:29.580

Sandra Jobson: Yes, um think of it Mike as it is a reimbursement program, we all know, is the reimbursement program, so I think Ashlee did a really good job of explaining why we're showing it the way we're showing it.

0:11:31.140,0:11:36.990

Sandra Jobson: And I think also you know you have to remember that the TIP is totally a planning document.

0:11:38.100,0:11:40.200

Sandra Jobson: And no monies are ever guaranteed.

0:11:41.460,0:11:44.220

Sandra Jobson: So, you know that that's part of it.

0:11:45.660,0:11:54.840

Sandra Jobson: But, really, I think, just think of it as a reimbursement, you know the City again is committing to the funds, but you know we anticipate they'll be able to

0:11:55.560,0:12:12.330

Sandra Jobson: apply for those in 2030 years previously important reasons, so the other important reason for this action is, and I think all MPO's in the Hudson valley should be thinking this way is when we have projects that slip from one year to the next.

0:12:13.350,0:12:22.680

Sandra Jobson: You know we're thinking about TIP performance and when that happens, you know it hurts to performance, however we're,

0:12:24.030,0:12:33.810

Sandra Jobson: I guess we're kind of gauged on it in two ways, One is on the number of projects that we said we're going to deliver and we actually deliver, the other measurement is

0:12:34.260,0:12:40.620

Sandra Jobson: how many dollars, the MPO said it was going to spend compared to how many actually spends.

0:12:41.010,0:12:53.190

Sandra Jobson: So doing this move really helps the MPO with TIP performance because Okay, as far as number of projects, I got delivered that you said you were going to deliver Okay, you know one slipped out of the year.

0:12:54.660,0:13:10.140

Sandra Jobson: But by bringing these funds in for a project that's ready to go to bed, it helps with your total dollar amount, so it really is kind of a win, win on a number of levels, um it shouldn't hurt anyone it's just helpful all around.

0:13:10.740,0:13:12.090

mike sweeton: Yeah, no that's good. I'm just trying to.

0:13:12.090,0:13:13.440

Sandra Jobson: understand, and you know.

0:13:13.530,0:13:15.390

mike sweeton: I just want when Jacob's got to pay the

0:13:15.570,0:13:22.470

mike sweeton: contractors that he has the money that's all. If it's if it's not physically available until 23, but I get it it's reimbursement, so I guess.

0:13:25.080,0:13:25.800

mike sweeton: I guess I get it.

0:13:28.560,0:13:35.910

Sandra Jobson: Okay, and I know their project is is multi construction season, so that will help them to on the reimbursement side.

0:13:36.570,0:13:38.580

Jacob Tawil: Yeah it would be phased in that's exactly right.

0:13:38.940,0:13:48.630

Jacob Tawil: It will be phased over the years, so that when the money is available that that part of the project will tell we'll we'll get started so.

0:13:50.670,0:14:02.610

Jacob Tawil: We will be talking with Ashlee and and her team, to make sure when we did the project we did it in a way, so that the funding would be available will physics, so that the funding will be available when we.

0:14:03.900,0:14:07.020

Jacob Tawil: Whenever whenever the construction is going to be starting so we'll plan it that way.

0:14:08.910,0:14:23.070

Sandra Jobson: Ashlee, the only other thing that I would ask, this is Sandra again, and I think we mentioned it to your earlier today is just before this goes out for public review if you can just expand the ballot comments, so that it's clear.

0:14:24.330,0:14:29.970

Sandra Jobson: that the funds that were moving from 22 to 21 that there wasn't offset okay.

0:14:31.080,0:14:32.790

Ashlee Long: Yeah Nicole, and I were talking about this

0:14:33.450,0:14:38.310

Ashlee Long: morning and I was going to resend the new ballot comments to Jacob after the meeting.

0:14:39.180,0:14:39.680

Sandra Jobson: Okay, great.

0:14:40.740,0:14:41.610

Sandra Jobson: Thank you everyone.

0:14:45.570,0:14:46.200

Jacob Tawil: Thank you guys.

0:14:50.100,0:14:53.340

Ashlee Long: There any other questions on that I know it is a little confusing.

0:14:53.640,0:14:54.900

JRichmond: Ashlee, it's Julie just

0:14:54.930,0:14:55.440

Just so,

0:14:56.460,0:15:04.380

JRichmond: To be really clear, so that the project cost hasn't changed it's just timing of the accessibility of the funds.

0:15:05.790,0:15:09.690

Ashlee Long: Correct. It's just how they're being shown on the TIP and we, and we are moving the 2022 funds to 21,

0:15:11.970,0:15:14.070

Ashlee Long: But the total project cost is remaining the same.

0:15:19.980,0:15:20.640

Ashlee Long: Okay if there is no other comments.

0:15:22.380,0:15:23.610

Ashlee Long: We are going to move on to the draft TIP amendment.

0:15:25.380,0:15:35.730

Ashlee Long: For the Schunnemunk rail trail project and actually Alan Sorensen's gonna give a little overview on this project and then we'll talk about some of the other details as well.

0:15:38.400,0:15:40.290

asorensen: Thank you.

0:15:41.400,0:15:47.400

asorensen: So we're excited about this project. It's referred to as Schunnemunk rail trail.

0:15:48.780,0:15:54.120

asorensen: The County initially had some discussions with open Space Institute about a year ago.

0:15:55.980,0:16:08.970

asorensen: about the prospect of creating a a rail trail along this segment of abandoned rail rail line. Since that time OSI is, which is Open Space Institute, is currently under contract

0:16:09.720,0:16:18.720

asorensen: to purchase this right away, and is moving forward to ultimately enter into an agreement with Orange County where Orange County will purchase

0:16:19.740,0:16:27.180

asorensen: the right of way. The the project consists of the creation of the Schunnemunk rail trail, which once acquired by the County

0:16:27.780,0:16:41.670

asorensen: and permanently protected, with which will facilitate the creation of a bicycle and pedestrian connections to the Salisbury Mills Train Station, Chester park and ride, and dial bus service into the Town of Chester.

0:16:43.350,0:16:59.190

asorensen: And we believe that Schunnemunk Rail Trail will dramatically improve public transit use and services by providing pedestrian bicycle connections to existing transit facilities, while also opening up opportunities to expand service in this area of the county.

0:17:00.840,0:17:12.930

asorensen: With respect to the County's Long Range Transportation Plan, it's consistent with a multitude of recommendations and strategies and policies in that document. I'll just cite a few.

0:17:14.280,0:17:24.780

asorensen: One of those is to protect bicycle facilities and trails and areas were walking and biking trips could replace driving trips facilitate connections to mass transit services

0:17:25.320,0:17:42.870

asorensen: and otherwise enhance access to destinations within cities, villages, hamlets, crossroad communities, Clearly this project achieves that objective. In terms of strategies, in terms of bicycle safety to promote off road multiple multi use trail connections communities by providing access to

0:17:43.200,0:17:46.860

asorensen: internal transfer points, like commuter bus parking and park and ride lots.

0:17:48.810,0:17:52.200

asorensen: Page 138 of the LRTP

0:17:53.220,0:17:59.460

asorensen: specifically references multi use trial extensions and it specifically

0:18:00.720,0:18:15.360

asorensen: states that future extension of and connections to the Orange County Heritage Trail is recommended, as well as to a new Monroe-Newburgh trail along the abandoned right of way.

0:18:16.530,0:18:18.990

asorensen: I should mention that the Schunnemunk Rail trail can

0:18:20.580,0:18:23.280

asorensen: connect you know, not only um,

0:18:24.750,0:18:30.210

asorensen: it's going to be a 10 mile trail segment but also connect to the county's Heritage Trail when it's completed.

0:18:32.220,0:18:55.680

asorensen: And, on page 217 of the LWRP, this specific rail Corridor is referenced as being, as referenced as the Newburgh Chester rail trail. I'm, at this point of the right a of way that's being acquired from the owners, who are Plotkin, is basically from the

0:18:56.700,0:19:01.530

asorensen: Salisbury Mills Train Station down to Greycourt within Chester

0:19:02.730,0:19:08.850

asorensen: and in the vicinity of Camp LaGuardia. So now I guess I'll speak a little bit to the

0:19:10.500,0:19:12.930

asorensen: slides that you have before you. It's a 10 mile stretch where we will be using federal

0:19:15.090,0:19:26.550

asorensen: 5307 funds to include the right of way incidental, engineering, design, construction and review we were pursuing.

0:19:27.630,0:19:29.580

asorensen: the use of some of the funds for

0:19:29.610,0:19:40.920

asorensen: for public art. It's not standalone art pieces but art that would be integrated into the design and the facilities, as well as maintenance and we're looking at a three year time horizon.

0:19:44.340,0:20:03.600

asorensen: This is just the map showing the extent of the proposed Schunnemunk Rail Trail. Ultimately, we do want to pursue that connection into Newburgh, as well as the Storm King Art Center but this project will run from Salisbury Mills down to Chester and connect into the Heritage Trail.

0:20:05.520,0:20:11.580

asorensen: And then we just have some photos showing, I've had the opportunity to walk a significant stretch of the right of way.

0:20:12.780,0:20:16.200

asorensen: This is the bridge that crosses 94.

0:20:17.250,0:20:18.990

asorensen: It's actually in very good shape.

0:20:19.800,0:20:20.610

asorensen: and

0:20:20.640,0:20:24.240

asorensen: just showing segments of the trail, and then the next slide

0:20:25.440,0:20:26.340

asorensen: is showing.

0:20:26.370,0:20:38.280

asorensen: you know, one of the bridges that crosses the, actually both of these cross the Moodna Creek, so very excited about this project, I will turn this over to Ashlee who will get into

0:20:39.240,0:20:50.700

asorensen: the specifics, as it relates to the TIP, but I just wanted to provide an overview of the project, so you have a better understanding of its scope and location, thank you.

0:21:01.260,0:21:09.030

Ashlee Long: Thanks Alan, okay so on the screen in front of you, you should be seeing the draft TIP amendment.

0:21:10.530,0:21:28.290

Ashlee Long: So currently there's no PIN associated with it, because it would be a new PIN. So it's the Schunnemunk Rail Trail that's constructing a multi-use trail for bicycle and pedestrian transportation and transit connections. And so currently, this project is looking to use FTA 5307 funds.

0:21:29.430,0:21:41.760

Ashlee Long: So it will be using utilizing about \$14.4 million worth of 5307 with a \$3.6 million match. You can see here going through the design and the right of way phases, and construction.

0:21:42.690,0:21:54.270

Ashlee Long: Currently they're listed in FFY 2021 and 2022 and just as a reminder 5307 is through the Federal Transit Administration and those funds

0:21:54.720,0:22:03.780

Ashlee Long: and those funds are made available to designated recipients, such as Orange County in places, with a population over 200,000.

0:22:04.290,0:22:10.050

Ashlee Long: And so those funds can be used for things like planning, engineering, design, evaluation of transit projects and other

0:22:10.410,0:22:20.220

Ashlee Long: technical transportation related studies, as well as like capital investments such as buses and other systems meant to kind of enhance that transit operations and transit experience.

0:22:21.600,0:22:22.410

Ashlee Long: And so,

0:22:24.000,0:22:32.850

Ashlee Long: yeah, so this project is looking to utilize 5307 and it would be added as a new project to the TIP in an amendment. Does anyone have any questions?

0:22:35.640,0:22:40.440

Gedalye: This is Gedalyze. I would like to ask question a,

0:22:42.000,0:22:44.040

Gedalye: The 5307 funds is

0:22:44.040,0:22:45.960

Gedalye: that new funding that

0:22:46.290,0:23:00.030

Gedalye: made available now to any of the most recent legislation for CAP for infrastructure. What money is this? Where was this money before? How did it become available?

0:23:02.280,0:23:03.540

Rob Parrington: Ashlee, I can speak to

0:23:03.540,0:23:04.830

Rob Parrington: that if you want.

0:23:04.830,0:23:06.830

Ashlee Long: Go ahead Rob.

0:23:06.870,0:23:13.740

Rob Parrington: It's our 5307 funding that we use now to help for operating assistance and to purchase buses.

0:23:14.730,0:23:26.250

Rob Parrington: One of the reasons we're able to use this, though, is because of CARES funding that came out last year, which is supporting the local bus operations right now. That freed up some of this funding to make it possible.

0:23:27.990,0:23:29.940

Gedalye: Okay, I just want to

0:23:32.340,0:23:33.300

Gedalye: point out that

0:23:34.560,0:23:51.360

Gedalye: there is a great need for new buses within the county. I know that we're working closely with a County to fund some of those buses, and I want to make sure that none of those other needs are in any way compromise by taking a huge chunk of \$18 million towards the trail.

0:23:51.660,0:24:00.210

Gedalye: Even though the trail is very important, but the transit systems, the County is also very important, and our system is growing by

0:24:02.070,0:24:09.900

Gedalye: very high numbers and we want to make sure that there is no shortage for additional buses, if this money set aside for the trail.

0:24:10.230,0:24:18.180

Rob Parrington: Right, we definitely took that into account and like we were talking last week, we're able to identify a fund source to get the Village two buses

0:24:18.720,0:24:33.210

Rob Parrington: without any issue. This I definitely took that into account or another fund source, we have for buses is a finding called 5339. So between those funding sources, we are in a good position. That was all accounted for. That's a good point, though.

0:24:33.210,0:24:34.470

Gedalye: Thank you.

0:24:34.470,0:24:43.710

mike sweeton: I just want to echo Gedalye's point that this doesn't affect the operation of the system's that we have in the County.

0:24:44.970,0:24:49.770

Rob Parrington: No, that was definitely my concern too Mike. And like I said, with the CARES funding and then

0:24:50.550,0:25:02.790

Rob Parrington: there's a you know, whatever other future legislations could bring more money to the County it looks like we were, it , we definitely analyzed this for a long period of time before we committed to it. We're in a good position.

0:25:05.100,0:25:13.830

Gedalye: The County is working with us on two buses, but as I said, in private keep your eyes open for more than just two because the need

0:25:15.300,0:25:26.130

Gedalye: for us, and I'm sure for other transit providers is much greater than than two, but it's long as you could balance both without impacting the transit,

0:25:26.640,0:25:27.390

we're on board.

0:25:30.060,0:25:30.900

asorensen: Sounds good, thank you.

0:25:32.340,0:25:42.720

Gedalye: Can you also just quickly say which which towns, is this trail running through. You said Chester. Just named the towns that this trail is located in.

0:25:44.580,0:25:46.380

asorensen: It goes through Blooming Grove,

0:25:47.940,0:25:53.370

asorensen: Chester, it goes to the Village of Washingtonville and there's a small piece in the Town of Cornwall.

0:25:54.660,0:26:01.320

Gedalye: I see, a and uh you said the Town of Blooming Grove or the Village of Blooming Grove?.

0:26:02.940,0:26:04.470

asorensen: The Town of Blooming Grove.

0:26:05.160,0:26:06.150

Gedalye: Okay, thank you.

0:26:06.990,0:26:07.530

asorensen: You're welcome.

0:26:08.700,0:26:11.100

Jacob Tawil: The same the same question from our end here is.

0:26:12.510,0:26:16.710

Jacob Tawil: the transportation hub in Middletown the funding for it is not impacted by this right?

0:26:16.710,0:26:17.490

Rob Parrington: Correct.

0:26:17.490,0:26:21.270

asorensen: No, that's separate funding through our Modernization Enhancement Program.

0:26:21.510,0:26:24.960

Jacob Tawil: Very good, thank you that's a good project very nice project.

0:26:25.500,0:26:26.250

asorensen: Yes, it is.

0:26:33.810,0:26:34.310

Ashlee Long: Great.

0:26:35.400,0:26:43.200

Ashlee Long: Those are all really great questions and points. I'm glad they came up, are there any other questions or comments on this project?

0:26:45.270,0:26:57.330

Ashlee Long: Okay, so then per usual, we'll draft the TIP amendment and then it'll go out for 14 days of public review ahead of our next Policy Committee meeting which should be in June.

0:26:58.620,0:26:59.120

Ashlee Long: So.

0:27:00.120,0:27:01.380

Gedalye: Let me just them on this.

0:27:01.440,0:27:20.130

Gedalye: On this one project just add one point. If if these kinds of funds become available, in I understand that the County is is the first in line to be aware of them, but if it's significant funds in the future, try to make it a point of

0:27:21.210,0:27:39.480

Gedalye: a call for projects. There may be other projects needed that the County isn't aware on the first round, but having a formal poll for projects would give a lot of opportunity for people to give some thought to potential good projects that the county would benefit from.

0:27:44.760,0:27:45.260

Ashlee Long: Yes.

0:27:46.260,0:27:47.250

Ashlee Long: That's a good point too.

0:27:48.690,0:27:50.970

Ashlee Long: And something will definitely I think take into consideration.

0:27:53.850,0:27:54.960

Ashlee Long: Okay, and actually,

0:27:56.760,0:28:05.070

Ashlee Long: unless there's any other questions on this amendment, I think we can roll right into the next item, which is actually Gedalye.

0:28:06.390,0:28:14.100

Ashlee Long: The Forest Bridge to Route 208 and 17 Connector Road and the Village and the Town have asked to speak to the Council about it.

0:28:15.810,0:28:16.950

Gedalye: Okay, thank you Ashlee.

0:28:18.030,0:28:32.820

Gedalye: For those who haven't seen we have submitted a letter and a some plans to the OCTC leadership that OCTC, please feel free to share that online so people want to see it

0:28:33.930,0:28:34.500

Gedalye: or read it.

0:28:36.960,0:28:38.670

Gedalye: They should have the opportunity for.

0:28:40.440,0:28:46.290

Gedalye: The project that we are introducing is is an offspring of a project that was

0:28:47.310,0:29:03.660

Gedalye: on the TIP and in discussion and in the works for many, many years. It used to be called the Larkin West Extension, which was a parallel road to the New York state 17 connecting

0:29:05.130,0:29:16.080

Gedalye: multiple overpass bridges, starting from County Route 105 to the Forest Road bridge to New York State 208.

0:29:17.100,0:29:31.110

Gedalye: That project was initiated by the County. It was an on the TIP, first for design and soft costs, spending money on engineering, environmental studies.

0:29:31.770,0:29:48.030

Gedalye: After that, the County had submitted, I think twice or three times, for TIGER grant application to the Federal Highway Administration, federal DOT and for whatever reason, those TIGER grants were not funded.

0:29:49.080,0:29:58.170

Gedalye: And therefore, the County decided to walk away from the project, because the cost of the construction was so significant.

0:29:59.730,0:30:02.400

Gedalye: After we reached out to the County the County said

0:30:03.600,0:30:13.770

Gedalye: we don't want to be the sponsor, but we're gonna welcome any of the local communities that would want to sponsor this project and continue forward.

0:30:14.850,0:30:32.640

Gedalye: At that time the County shared with us all the plans that was designed by engineers, so we have older institutional knowledge and information and and whatever monies were spent we have that.

0:30:35.310,0:30:46.470

Gedalye: We decided to break the project up in different phases and we currently are working on one phase, which is connecting the Forest Road Bridge

0:30:47.070,0:31:00.270

Gedalye: to the 208 bridge and having that as a direct entrance and exit from Kiryas Joel to the 208, which is right, where

0:31:00.660,0:31:15.570

Gedalye: that exit and entrance to the New York State 17 is. Thereby avoiding a huge bottleneck that impacts, a very badly the Village of Monroe and the Town of Monroe, creating much hardship

0:31:16.410,0:31:32.280

Gedalye: as was reported in the newspaper is on this project. So from a design standpoint, this is the same design that the County DPW who has initiated with engineers as part of a public process using funds

0:31:33.900,0:31:41.610

Gedalye: for for the design proposal but we're taking one portion of it and renaming the project, just because

0:31:44.190,0:31:45.270

Gedalye: it's it's a,

0:31:46.620,0:31:52.380

Gedalye: it's easier understood when it's divided than in phases, that this is a Forest Road

0:31:53.700,0:31:56.940

Gedalye: Connector Road to the 208/17.

0:31:58.230,0:32:03.210

Gedalye: Thank you Ashlee for putting the screen on. That shows the project. Shows

0:32:04.260,0:32:13.620

Gedalye: the the yellow portion as it says on the side is existing. The only new portion that we're proposing is basically the blue

0:32:14.070,0:32:28.290

Gedalye: And some of the red is going to be eliminated. So it's much smaller scale. Does not connect from the 105 to Forest Road Bridge, which is the majority of the project. Which that would be left

0:32:28.800,0:32:41.910

Gedalye: ss phase two of this proposal. But we're proposing to place this project back on the TIP for design purposes, up to the point of being bid ready.

0:32:42.930,0:32:56.070

Gedalye: We're hopeful that, in the infrastructure upcoming infrastructure bills, they may be money available for the construction. At this point, we wanted to introduce this project to the

0:32:56.820,0:33:08.850

Gedalye: Committee and to the State DOT. This is very much related to the DOT, in addition to being on the TIP and funding issues, but it also connects into

0:33:09.960,0:33:16.860

Gedalye: the the Forest Road Bridge, which is a DOT bridge and it connects into the entrance and exit.

0:33:17.610,0:33:28.920

Gedalye: at the 208, which is a state road and the 17. So this is going to have to be coordinated with the Town of Monroe the Village of Monroe and the State DOT.

0:33:29.820,0:33:38.550

Gedalye: We're the sponsors of the project, because we have a very great interest in this project for traffic calming.

0:33:39.450,0:33:48.930

Gedalye: Getting in and out of the village without having to drive us Schunnemunk Street, which is a very residential area and also the Town of Monroe.

0:33:49.380,0:34:01.050

Gedalye: And the village of Monroe having posted weight limits so trucks and trailers and other delivery have a hard time getting into the Kiryas Joel community from the 17

0:34:01.380,0:34:12.480

Gedalye: because of all the weight limits around surrounding Kiryas Joel on these private roads. Having a direct road would be very, very beneficial as a regional project

0:34:13.050,0:34:28.650

Gedalye: helping multiple municipalities, as the County has itself recognized at the time, years ago, when they made this project the priority and if not for the large construction costs, this would have been a County project going forward.

0:34:29.130,0:34:43.800

Gedalye: So we're taking the load off the County continuing this project as a regional approach but divided in phases and we're looking to add it back to the TIP and get some funding for the design.

0:34:44.310,0:34:54.240

Gedalye: So that's a general overview of the project we've asked Ashlee to put us on the agenda for the next month's meeting where we're going to have

0:34:54.930,0:35:09.810

Gedalye: a PowerPoint presentation, with some traffic data accounts and other board specifics, so the Committee could have a better understanding of the phase that we're pursuing at this point.

0:35:12.900,0:35:23.730

JRichmond: Gedalye, this is Julie Richmond, Thank you for the presentation. Will you have more costs at that point, at the next presentation?

0:35:25.110,0:35:40.020

Gedalye: We're going to be working on costs, but as, as you know, Julie, a project in this early stage it's going to be not easy to quantifying costs but we're definitely going to have a cost that

0:35:41.280,0:35:49.230

Gedalye: would cover all the soft costs, engineering costs, SEQR cost, up to the point of construction ready.

0:35:51.930,0:36:01.200

Gedalye: Which is, which is what we're looking for on the TIP. We're not, we would love to have the entire project on the TIP, but we know that they it's difficult

0:36:02.490,0:36:20.250

Gedalye: to have the large amounts of funds, but at least let's move on the environmental reviews and some of the plans need to be updated to the permitting processes with the DOT. So we're going to have a cost for that and we're going to try to have some structure estimates as well.

0:36:21.990,0:36:34.740

asorensen: Gedalye, this is Alan Sorenson with Orange County Planning. Um does the project also involve right of way acquisition or has the Village already addressed that issue?

0:36:35.340,0:36:37.380

Gedalye: So so that's a good point.

0:36:38.700,0:36:40.920

Gedalye: Before we presented this project

0:36:42.420,0:36:55.590

Gedalye: here to the OCTC, that the entire blue that you see in the map is all on one parcel of 22 acres. Before we presented this project,

0:36:56.160,0:37:04.500

Gedalye: here we went out and purchased the entire 22 acres so the Village owns the entire 22 acres that this project

0:37:05.250,0:37:13.740

Gedalye: needs to be on. Now, there may be a little piece of acquisition, where the yellow transitions into the blue,

0:37:14.340,0:37:33.450

Gedalye: closer to the Forest Road Bridge. Maybe a small piece of transition in order to make that connection, because we have we do have frontage there but not much, but the entire blue is our Village owned lands that we purchased the last few months for precisely this purpose.

0:37:34.800,0:37:35.790

asorensen: Okay, thank you.

0:37:38.100,0:37:43.410

JRichmond: So the sponsor for the project Gedalye, is is the Village of Kiryas Joel?

0:37:45.300,0:37:54.510

Gedalye: The answer is yes, technically, yes. A the County would have been more of a regional sponsor but the County

0:37:55.440,0:38:06.150

Gedalye: asked the locals to be the sponsor and between the Town of Monroe and the Village of Monroe, the Village of Kiryas Joel, took it upon themselves to be the sponsor. We had discussions

0:38:06.720,0:38:14.490

Gedalye: with the Town of Monroe about this project and with the Village of Monroe. The Village mayor had statements in the newspaper very supportive of the project.

0:38:14.850,0:38:24.510

Gedalye: The Town of Monroe, we're still going to have to go through SEQR, but yes, the Village of Kiryas Joel, either the Village of Kiryas Joel or the Town of Palm Tree

0:38:25.050,0:38:42.870

Gedalye: will be the formal sponsor of the project, working with neighboring municipalities because this project is outside of the Kiryas Joel boundaries. This project is within the Town of Monroe on lands owned by the Village of Kiryas Joel.

0:38:45.720,0:38:51.930

mike sweeton: Can I ask a stupid question, maybe DOT can answer it, but can you put a project on the TIP with just design phase only?

0:38:54.570,0:39:13.110

Sandra Jobson: Yeah hi everyone it's Sandra again. Um well that's really a question for Ashlee or for Julie, but I can tell you that Federal Highways does not like to see that and really the big risk is

0:39:14.130,0:39:16.350

Sandra Jobson: that you could run into the

0:39:17.460,0:39:29.910

Sandra Jobson: 10 year PE and have to pay back the costs if, for some reason you weren't able to secure the construction funds within 10 years. And that is what happened

0:39:30.660,0:39:44.610

Sandra Jobson: with the previous project, the Larkin Drive project. Which I think ran into some significant environmental issues with threaten endangered species. So just things to think about moving forward.

0:39:46.710,0:39:47.370

Gedalye: Let let me,

0:39:47.490,0:39:48.660

Gedalye: let me clarify

0:39:49.860,0:40:11.280

Gedalye: the facts. The prior project, which is the Larkin Drive West, as I said earlier, which was running from the the 105 to Forest Road Bridge to 208. that project had, was on the TIP for only for \$750,000, only to cover design and and

0:40:12.390,0:40:28.080

Gedalye: environmental work. So the first part answer is yes, there, there is a history for project being on the TIP just for a design and engineering, and Larkin Drive West is one of them.

0:40:29.430,0:40:47.700

Gedalye: The reason why it fell through I wasn't aware of any endangered species and none of the records that we got from the County's engineer refers to endangered species, the the two obstacles that this project ran in one was right of way acquisition

0:40:49.020,0:40:57.300

Gedalye: between the County 105 and the Forest Road Bridge, there is a some expensive real estate

0:40:57.960,0:41:14.640

Gedalye: that the county had to deal with, and also because the TIGER project was applied for three times and not funded and the cost of the total project was about 30 million and the County said we if we can get TIGER, we can not build the project.

0:41:15.900,0:41:27.960

Gedalye: That third proposal that were, the total project was close to two miles long. The portion that we're proposing right now is less than half a mile.

0:41:29.400,0:41:35.970

Gedalye: So so it's not like we're doing phase one half of the project and we have to account for

0:41:36.720,0:41:53.160

Gedalye: whatever 12 and a half million dollars. We're doing the blue that you see on the map, is is really significantly shorter from the from the larger one and we're going to have that outline the before and after and the PowerPoint presentation.

0:41:59.550,0:42:06.150

JRichmond: Thank you, Gedalye. I do want to point out that you're absolutely right, one of the issues,

0:42:07.710,0:42:19.950

JRichmond: the reason that the project came off the TIP was there were right away acquisition issues, there was environmental issues, but one of the reasons was we did reach the 10 year PE

0:42:20.640,0:42:32.100

JRichmond: time limit, and one of the problems was there was not funding identified for construction so we're kind of right back in that same situation.

0:42:34.530,0:42:45.630

JRichmond: I think it would be beneficial if you could cost out the total project, I mean this is a discussion, you can have offline with your

0:42:46.800,0:42:50.580

JRichmond: engineers and whatnot but there's two things. I mean,

0:42:51.960,0:42:58.380

JRichmond: to get it on the TIP we're going to need to know what the total project cost is going to be, but also

0:42:58.890,0:43:11.460

JRichmond: if you want to apply for other grant funding, now the TIGER program has converted to another program called RAISE. You could potentially apply for that as well if you can get through the design

0:43:15.180,0:43:26.430

JRichmond: estimate estimating and relatively I don't know what your time frame is, but the current RAISE grant application is due, I think, in July mid July.

0:43:28.230,0:43:28.830

JRichmond: So that would be

0:43:28.860,0:43:33.870

JRichmond: one source of funding, you know, an alternative source to help supplement.

0:43:35.730,0:43:43.500

Gedalye: So let me, let me point out, we have looked at the RAISE program because the County has forwarded that to all municipalities.

0:43:43.090,0:43:43.590

JRichmond: Right.

0:43:43.590,0:43:45.810

Gedalye: Through the OCTC.

0:43:46.830,0:43:57.120

Gedalye: But they may be RAISE funding next year as well, so the thinking was let's be on the TIP, let's move forward with the design, so when the next RAISE project

0:43:58.290,0:44:04.770

Gedalye: comes about we're ready to apply. That's exactly the thinking we had. Let's do all the planning, let's be

0:44:04.830,0:44:08.100

Gedalye: shovel ready and, within that shovel ready,

0:44:08.880,0:44:11.130

Gedalye: let's move to the next step. Look, if we're going to be applying

0:44:11.460,0:44:18.120

Sandra Jobson: Here's a, here's another just quick thought I want to throw out there is that

0:44:18.570,0:44:26.730

Sandra Jobson: I know being on the TIP, and again this is Sandra from New York State DOT, I totally recognize that being on the TIP is an important step,

0:44:27.240,0:44:40.080

Sandra Jobson: especially when you know you're applying for these larger federal federal programs. Something that you might want to consider, and I'm just throwing things out your for you to you know, take into consideration is

0:44:40.110,0:44:57.270

Sandra Jobson: that depending on how much the engineering is going to cost, you know you could put something on the TIP because, again, you feel that it's a regionally significant project, but you could put it on the TIP for engineering, that would be all non federal.

0:45:00.900,0:45:03.840

Sandra Jobson: You know I don't know what kind of non federal funds might be

0:45:03.840,0:45:07.050

Sandra Jobson: available to get the engineering started and on the TIP.

0:45:07.410,0:45:13.350

Sandra Jobson: But that's something to think about, because then you don't start that clock with having to pay back the federal aid.

0:45:14.700,0:45:15.600

Gedalye: Let me also.

0:45:15.660,0:45:18.900

Gedalye: Let me also say for the record that we already had

0:45:18.930,0:45:26.730

Gedalye: projects that have reached the clock of 10 years and we got extensions from the Federal Highway Administration after showing

0:45:27.960,0:45:32.130

Gedalye: that that the project had progressed, so it's not like a fixed

0:45:33.420,0:45:48.810

Gedalye: date that it expires, and there is no recourse. So I'm not so concerned about that. And most of the time, the delays are more found in right of way acquisition that takes time for

0:45:49.290,0:45:56.640

Gedalye: whether you go eminent domain or negotiations, here we don't have any of those, it's only a matter of finding funding.

0:45:57.060,0:46:07.020

Gedalye: And funding could be found through multiple ways. It could be that earmarks they're going to be coming back and we're going to be asking for earmarks. But any funding agencies going to look

0:46:07.860,0:46:14.220

Gedalye: to find If this project is on the TIP because it's not on the TIP it shows that this is not important enough

0:46:14.610,0:46:15.660

Gedalye: for the region

0:46:15.720,0:46:37.740

Gedalye: and for the county and for the people that sit on the TIP and and it's it's basically a declaration of importance. If the project is on the TIP, then you could use that to go for either RAISE or other funding methods, but being on the TIP is the is the first part is the solder.

0:46:42.660,0:46:44.610

JRichmond: Okay, well, I think we need

0:46:45.990,0:46:50.700

JRichmond: to Sandra's point, we probably need to talk amongst ourselves to figure out.

0:46:52.500,0:46:53.430

JRichmond: It sounds like.

0:46:54.750,0:47:05.130

JRichmond: Potentially phasing this project and putting it on for engineering might be a route to go. We will need costs estimates, obviously

0:47:06.420,0:47:06.990

JRichmond: and

0:47:10.710,0:47:18.780

JRichmond: just another question Gedalye. Were you looking to repurpose an existing PIN that you have on the TIP or would this be a new PIN?

0:47:19.440,0:47:30.660

Gedalye: Now we were talking, we were talking internally on our part, whether or not to the quest to continue using the PIN that was there for Larkin Drive Extension

0:47:31.800,0:47:33.450

Gedalye: and and just rename that.

0:47:35.310,0:47:43.200

Gedalye: It's really your call. It's either the Larkin Drive Extension PIN that was on the TIP until last year.

0:47:43.530,0:47:59.550

Gedalye: And last year we defunded that project. I think that there was like \$100,000 that we didn't move from that TIP and that's when that's when the PIN dropped off the TIP. We could go back to that PIN if that's any value to do do it.

0:48:00.630,0:48:02.340

Gedalye: Or we could apply for a new TIP.

0:48:03.360,0:48:03.930

Gedalye: For new PIN.

0:48:09.240,0:48:10.920

Gedalye: Also, I didn't mention earlier.

0:48:10.950,0:48:14.490

Gedalye: We have Creighton Manning here on the line with us.

0:48:14.670,0:48:28.050

Gedalye: And they're part of the Kiryas Joel team on this project, so if you have, a they may call you or you feel free to call them if there's any need for discussion on any specifics, that I may have missed.

0:48:33.600,0:48:51.060

Sandra Jobson: I'd probably recommend a new PIN only because of what you said earlier, with the project limits being so much different it really does sound like it's a, it is a different project, so I would really suggest just starting from scratch with a new PIN.

0:48:52.470,0:49:00.840

Gedalye: We're fine with that. The reason why we talked about the old PIN is because after all we have inherited the plans

0:49:01.860,0:49:14.640

Gedalye: that was designed by engineers that were paid by the old PIN. So there was like \$350,000 spent on engineering work that we now have in our possession.

0:49:15.210,0:49:26.310

Gedalye: Of course, a lot of stuff would have to be redone or reject because it's a little old, but that was the only reason why we thought of the old PIN, but it's really DOT's call.

0:49:36.630,0:49:43.650

JRichmond: Ashlee, do you have any other questions on this, or do we want to continue this discussion next, uh

0:49:44.700,0:49:45.720

mike sweeton: I just have a question.

0:49:45.400,0:49:45.900

JRichmond: Sure.

0:49:45.900,0:49:55.110

mike sweeton: You know Gedalye says we're going to have a presentation next meeting, can we get that in advance, so we can look at and understand this a little bit better?

0:49:56.460,0:49:57.450

JRichmond: It would be helpful.

0:49:58.380,0:50:08.400

Gedalye: A Creighton Manning is working on that. As soon as we have that we don't mind sharing, even though we're gonna steal his thunder from the presentation.

0:50:09.780,0:50:26.400

Gedalye: Everybody has seen it but Ashlee why don't you start by sharing the letter and the plans that we have submitted to you and we'll see how, so we have that presentation before the next meeting, based on that will share that as well.

0:50:28.230,0:50:35.970

Ashlee Long: Okay, yes, I will share everything that has been shared with me so far, and then, once the presentations ready and you send it over I can share that as well.

0:50:36.630,0:50:39.330

Gedalye: Okay, so Ashlee do you have the

0:50:39.690,0:50:55.500

Gedalye: the the memo that we have got like two years ago, where the County said we don't want to continue working on this, but we would love, we would be helpful to any local sponsor that wants to take over responsibility on this project.

0:50:57.300,0:50:59.280

Gedalye: If not I'm going to share that with you also.

0:51:00.660,0:51:03.420

Ashlee Long: Okay yeah maybe just send it over okay.

0:51:04.650,0:51:06.720

Gedalye: I believe it came from the planning department.

0:51:07.080,0:51:07.860

JRichmond: Yes, it did.

0:51:08.520,0:51:11.400

JRichmond: We have it here, but if you want to just send it again

0:51:11.520,0:51:18.690

JRichmond: Gedalye, they're probably be more expeditious than us finding it okay.

0:51:19.050,0:51:20.430

Gedalye: Okay, not a problem.

0:51:23.100,0:51:29.100

Ashlee Long: Okay, so we will share those items with numbers and then share again once we have the PowerPoint.

0:51:30.930,0:51:34.560

Ashlee Long: Okay, so that'll yeah that'll be an agenda item for our next planning committee meeting.

0:51:36.840,0:51:37.680

Ashlee Long: So stay tuned.

0:51:38.790,0:51:40.710

Ashlee Long: I am, I'm going to actually

0:51:41.760,0:51:45.660

Ashlee Long: Oh, we still have some local project sponsor updates, so if people.

0:51:46.770,0:51:48.630

Ashlee Long: If anyone has anything they'd like to

0:51:49.200,0:51:52.920

Ashlee Long: update on quickly, I know we're kind of reaching the end here so.

0:51:52.980,0:51:57.750

Gedalye: Since I'm in gear, of making the presentation this one I'll just quickly.

0:51:58.890,0:51:59.390

Gedalye: give

0:52:05.430,0:52:09.630

Gedalye: on another project that we have, actually two other projects.

0:52:11.640,0:52:14.250

Gedalye: The one project, and I don't have the PIN numbers

0:52:15.330,0:52:17.970

Gedalye: in front of me, but one is the

0:52:19.260,0:52:22.350

Gedalye: project that includes County Route 44

0:52:23.580,0:52:26.700

Gedalye: and Forest Road and Bakertown Road.

0:52:28.440,0:52:33.900

Gedalye: The reason why this project was taking longer than we wished

0:52:34.920,0:52:37.290

Gedalye: at a time is because it involves

0:52:38.460,0:52:41.250

Gedalye: a significant number of right of ways, probably.

0:52:43.080,0:52:45.840

Gedalye: 30, 40 like large numbers

0:52:47.190,0:52:52.050

Gedalye: But it's making good progress we've made submissions to the County DPW

0:52:53.220,0:53:03.060

Gedalye: Last month on the design of County Route 44. Actually some of the project is going to be improving County Route 44 but the village is the sponsor

0:53:03.060,0:53:04.170

because we're improving the

0:53:04.170,0:53:08.010

Gedalye: portion that runs through within the Village of Kiryas Joel.

0:53:08.430,0:53:09.390

Gedalye: So we're waiting

0:53:09.420,0:53:26.250

Gedalye: for the County to review that and give us some clearance. But we do want to bring up one issue with DOT and OCTC and the issue is because it's a project that has multi.

0:53:27.090,0:53:50.040

Gedalye: prongs. It has County Route 44, it has Monk Road, it has Forest Road, and it has Bakertown Road and preliminary indication, we got from the DOT was that we have to be concluded with all right of ways, on all sections in order to become construction ready

0:53:51.900,0:54:02.520

Gedalye: and permitted to go out to bid and I want to revisit that issue because there may be one little slip of right of way on the Bakertown Road component

0:54:03.450,0:54:17.760

Gedalye: that's basically holding off work on county route 44, which is totally unrelated. So if I heard earlier in the conversation through Middletown to Jacob that there is a possibility to phase a project

0:54:18.330,0:54:31.680

Gedalye: and have it built and draw funds in different time zones. If we were to only have the opportunity to start construction on the roads that have completed all right of way taking

0:54:32.160,0:54:50.340

Gedalye: and just wait with a road that has one right of way issues still pending, that would make the project construction ready, this year. But if if if the entire project needs to wait for one little right of way that may take.

0:54:51.360,0:55:07.860

Gedalye: It right of way actually from a condo project and that condo projects bylaw says that any taking needs to be signed by every single condo owner. There is 100 residents owning condos in that project.

0:55:08.820,0:55:21.960

Gedalye: And over 50% is tenant occupied. To go and chase 100 signatures on a small strip of land and have the entire \$10 million project

0:55:22.380,0:55:28.980

Gedalye: on hold pending those hundred signatures is really, really, creating the hardship.

0:55:29.580,0:55:38.550

Gedalye: And if there's a possibility to skip the portion that needs the hundred signatures or skip the entire street that has the project.

0:55:38.910,0:55:53.250

Gedalye: Has the condo honored, just continue construction on the entire different side of the of the Village on County Route 44. That would be a tremendous help for the project to move forward.

0:55:54.690,0:56:06.600

Gedalye: I'm not looking for answers right now, but I'm looking to have DOT and OCTC reconsider holding off on entire \$10 million dollar project which is spread out

0:56:06.990,0:56:17.670

Gedalye: on multiple streets to hold up the entire project for one single right of way acquisition, which does not affect any of the other portions of the project.

0:56:18.900,0:56:20.310

Gedalye: That should be reconsidered.

0:56:25.980,0:56:37.320

Sandra Jobson: Okay it's Sandra Jobson again from State DOT. I'll pass that along to our local projects unit who's probably who you've been working with, Orietta Trocard and her team.

0:56:38.370,0:56:55.350

Sandra Jobson: But it does sound like you know, having a meeting to discuss it and maybe seeing if there's you know different options would be a really good next step. So I'll let Orietta know that you'd like to look at that more closely.

0:56:55.530,0:56:56.370

Gedalye: Okay, I appreciate it.

0:56:57.420,0:56:58.980

Gedalye: We appreciate that very much.

0:57:05.970,0:57:10.920

Ashlee Long: Does anyone else have any local project sponsor updates they'd like to give real quick really quickly?

0:57:12.120,0:57:18.600

Jacob Tawil: Sure this is Jacob. The you got the update about the traffic operations we are waiting,

0:57:19.680,0:57:31.380

Jacob Tawil: we are waiting for DOT approval and authorization to proceed with construction, so we can advertise. The other project is ADA curbs and sidewalks with installing curbs and sidewalks on Dolson Avenue now.

0:57:32.520,0:57:42.780

Jacob Tawil: They are, the construction resumed. We're done with downtown. We shifted over to the Ocean Avenue, all the way to the City line and the project looks very nice and now we're going to have

0:57:43.650,0:58:01.950

Jacob Tawil: a walkable Dolson avenue, which is a main commercial route and some residential in there, which has we're very excited about has been needed for many, many years and now it's going to be there. So all is well here. and Alan if you if you can give me a call on my cell phone at some point.

0:58:03.480,0:58:06.930

Jacob Tawil: I would really appreciate that if you, when you have a chance, when you have a moment.

0:58:08.520,0:58:09.020  
asorensen: Okay.

0:58:09.360,0:58:11.130  
Jacob Tawil: Thank you.

0:58:11.130,0:58:13.130  
asorensen: You're welcome.

0:58:17.730,0:58:18.720  
Ashlee Long: Okay anyone else?

0:58:21.900,0:58:22.400  
Ashlee Long: Okay.

0:58:23.610,0:58:26.940  
Ashlee Long: I'm gonna I'm gonna keep rolling things rolling right along Julie, I think.

0:58:27.450,0:58:27.950  
JRichmond: Go ahead.

0:58:30.480,0:58:33.840  
Ashlee Long: There's no old business listed. Does anyone have any old business they'd like to discuss?

0:58:37.650,0:58:44.880  
Ashlee Long: Okay hearing none. I think, I know we're at 11am now, we would like to still give the presentation on the travel model update. Lauren

0:58:45.150,0:58:54.810  
Ashlee Long: Burns is going to present, but I understand, obviously, if people have to hop off, I think we can share the presentation with Members as part of a post meeting email.

0:58:55.320,0:59:05.010  
Ashlee Long: So, if anyone has to hop off we understand, but I think we are going to keep going into new business and Lauren I'm going to stop sharing and you can start sharing your screen.

0:59:06.060,0:59:18.120  
Ashlee Long: So Lauren is going to be talking about the update to the Orange County travel model, and so we had enlisted Cambridge Systematics to assist in the update and to Lauren's going to give you an overview of that that effort.

0:59:19.530,0:59:27.300  
Lauren Burns: Yes, Thank you everyone I'm going to make this really, really short I promised Ashlee I would run through it so.

0:59:28.410,0:59:35.760  
Lauren Burns: I really would just want to highlight some of the main points. As Ashlee spoke about at one of the previous

0:59:36.690,0:59:50.220  
Lauren Burns: Planning Committee meetings that we are updating our travel model. Wwe are also bringing a new air quality conformity determination to the Planning Committee at the June meeting.

0:59:50.820,0:59:57.570

Lauren Burns: So we just wanted to give a high level overview of some of the changes because we have made big changes in the travel model

0:59:58.770,1:00:01.830

Lauren Burns: and also to we've updated the forecasts.

1:00:04.320,1:00:04.830

Lauren Burns: So.

1:00:05.880,1:00:11.880

Lauren Burns: Travel, the travel demand model is a computer model it's used to estimate travel behavior and travel demand

1:00:13.350,1:00:23.190

Lauren Burns: for a specific time frame, based on specific assumptions. We use it in transportation studies, the long range transportation plan, and most importantly

1:00:24.930,1:00:30.120

Lauren Burns: the air quality conformity process. So here's one of the requirements

1:00:31.620,1:00:41.730

Lauren Burns: that is outlined and a federal regulation that kind of guides the process. And the main point, I just want to make this slide is that

1:00:43.200,1:00:57.900

Lauren Burns: as we update the model, we must continue to use a model that's similar of or have greater sophistication for regional emissions analysis to the previous model, so we couldn't quote unquote backslide. So

1:00:59.100,1:01:09.030

Lauren Burns: we are keeping a traditional gravity model, so the four step that model. We use three steps. We have a trip generation step, a trip distribution step

1:01:09.630,1:01:28.920

Lauren Burns: and then, a trip assignment step. We currently we did not previously break out the mode choice and we re-evaluated the data and based on available data, and also the overall mode split from the census, updated census data. We've decided that

1:01:30.840,1:01:33.450

Lauren Burns: we'll continue to not, there's a

1:01:34.470,1:01:38.850

Lauren Burns: there's an overwhelming use of single occupancy vehicles in orange county.

1:01:39.870,1:01:47.730

Lauren Burns: So we're going to continue to not split out the mode, as of now, and look to reassess with new data in the future.

1:01:49.980,1:01:54.240

Lauren Burns: This just a graphic of the model development process which I'm not going to go into.

1:01:56.820,1:02:03.000

Lauren Burns: So for the model update we started this project last year in the spring, we kicked it off as part of

1:02:04.140,1:02:11.970

Lauren Burns: kind of like an extension of the Long Range Transportation Plan which Cambridge Systematics was a part of. they were

1:02:12.810,1:02:28.710

Lauren Burns: kind of updating the model for the Long Range Transportation Plan and they made some recommendations, specifically on the data and the ability to update the data, so and also this was kind of

1:02:30.990,1:02:34.770

Lauren Burns: intense, or with the retirement of Fred Budde.

1:02:35.790,1:02:49.050

Lauren Burns: He created the travel model for Orange County and had been running that, for many, many years and it with his retirement and left a huge gap in the process, because none of the staff were able to run VISUM.

1:02:50.310,1:02:56.250

Lauren Burns: And the with the limited documentation were also not able to replicate replicate

1:02:57.360,1:03:01.530

Lauren Burns: Fred's process. So we knew we had, we thought it was a natural

1:03:02.580,1:03:17.010

Lauren Burns: time to transition the model platform. So staff could run it for this updated air quality conformity process, but also, it was an opportunity to create documentation, so it can be replicated in the future.

1:03:19.320,1:03:19.820

Lauren Burns: So.

1:03:19.860,1:03:31.860

Lauren Burns: Some of the objectives were to create a sensitive network based model, we want to represent different time periods, we want credible and recent data sources,

1:03:32.760,1:03:45.990

Lauren Burns: an easy to use user interface, and we wanted training on the model development, validation and application process. We also needed to update the forecasts because

1:03:47.250,1:03:55.980

Lauren Burns: this next process is triggered by NYMTC's Metropolitan Transportation Plan they're, basically they're LRTP.

1:03:57.090,1:04:07.440

Lauren Burns: They're going out to 2050 and because we're in a maintenance area with them for PM 2.5, we also have to forecast out to 2050.

1:04:08.760,1:04:14.160

Lauren Burns: So we needed to update the population and employment forecast to go out to 2050.

1:04:15.450,1:04:18.060

Lauren Burns: And we also want to make sure the model was sensitive to change.

1:04:19.770,1:04:25.800

Lauren Burns: So here's a brief overview of the earlier version of the models and compared to some of the

1:04:26.880,1:04:37.890

Lauren Burns: new changes that we implemented. Some of the big ones, just to highlight, we change platforms from PT VISUM to TransCAD, we updated the time period from a one

1:04:38.520,1:04:56.190

Lauren Burns: hour pm peak to a 24 hour and four time periods. We also updated the TAZ layer which was known as like a travel shed and it was parcel based and we've changed that to the TAZ's are now consistent with census geography.

1:04:58.140,1:05:02.340

Lauren Burns: And also, we receive trained staff receive training from

1:05:03.960,1:05:12.930

Lauren Burns: Cambridge Systematics and we did not have that opportunity with PT VISUM. They're very limited training opportunities in the northeast.

1:05:15.690,1:05:19.590

Lauren Burns: So here's just some of the major model input data that we use.

1:05:22.680,1:05:32.370

Lauren Burns: One of the big changes we implemented big data into the model into the estimation stage and into the validation stage.

1:05:37.710,1:05:43.950

Lauren Burns: Here are just a the different trip generation models by purposes and then time of day.

1:05:48.150,1:05:59.700

Lauren Burns: And then, this slide was just showing the validation process and the different validation checks, we did not only for the whole process, but each step we validated and checked for reasonableness.

1:06:01.530,1:06:11.820

Lauren Burns: And this final slide just shows the Orange County and travel demand model outputs versus the highway performance monitoring system or HPMS

1:06:13.470,1:06:26.610

Lauren Burns: VMT and this is part of this step that we're required to do in the regional emissions analysis, we have to reconcile our estimated vmt to kind of like the HPMS ground truth.

1:06:29.970,1:06:34.470

Lauren Burns: And so I'm going to briefly go over the forecasts. We did update these.

1:06:36.960,1:06:46.560

Lauren Burns: as I said, we had to go out to 2050, so the forecast years that will run the model for are 2025, 2035, 2045, and 2050.

1:06:48.210,1:06:50.970

Lauren Burns: This is just an overview of the steps that we took.

1:06:52.500,1:07:04.950

Lauren Burns: So we compared the current, or the older forecast for 2010 and we looked at other agencies forecasts for Orange County and kind of compared the growth trends.

1:07:05.580,1:07:17.550

Lauren Burns: And then we added in newer data from 2010 to 2019 and looked at that growth trends for population, employment, building permits and then we using that we

1:07:18.660,1:07:36.150

Lauren Burns: estimated the forecasts for the entire county and then we did a top down approach of desegregating that to the municipal level and then down to the TAZ level. And all of this is outlined in documentation that we can provide if anyone would like to see it.

1:07:38.250,1:07:54.480

Lauren Burns: And so here are the final forecasts that we came up with for population, employment, households and housing units. Employment is jobs, it is not the number of employed people in Orange County, it is the jobs in Orange County.

1:07:56.550,1:07:57.050

Lauren Burns: So.

1:07:58.500,1:08:03.240

Lauren Burns: Overall, we kind of made them a little bit more conservative.

1:08:04.560,1:08:05.060

Lauren Burns: The 2000-2010

1:08:06.600,1:08:15.870

Lauren Burns: was one of the biggest growth periods in Orange County. It was almost like a 10% growth rate. We saw from 2010 to

1:08:17.220,1:08:25.530

Lauren Burns: 2019 more of like a 2.53% growth rate, so we did make the overall growth, a little bit more conservative.

1:08:27.840,1:08:30.300

Lauren Burns: And we check that against

1:08:31.320,1:08:35.940

Lauren Burns: other data sources and we found that it is reasonable.

1:08:39.990,1:08:40.740

Lauren Burns: So finally.

1:08:42.300,1:08:47.820

Lauren Burns: The next step, so we are using the HPMS reconciled VMT

1:08:48.930,1:09:05.070

Lauren Burns: to apply that to the image regional emissions analysis for all those forecast years. Once that's finalized, we will add that to the air quality conformity document which will also include all of what I just breezed through

1:09:06.270,1:09:16.410

Lauren Burns: and talk about the planning assumptions in the model update. And so will be presenting that at the June meeting. It will then go out for public comment to align with NYMTC's

1:09:17.370,1:09:25.110

Lauren Burns: public comment schedule on June 16 and then we'll be looking to hopefully adopt that at the August policy committee meeting.

1:09:26.880,1:09:34.140

Lauren Burns: And again, this just is an overview of some of the documentation that was developed in the process and will be available by request.

1:09:35.280,1:09:43.440

Lauren Burns: So thank you for bearing with me on that, and if you have any questions you can reach out to me or any staff and well hopefully we can help you out.

1:09:44.580,1:09:45.240

Lauren Burns: Okay, thank you.

1:09:47.430,1:09:53.040

Gedalye: Do you have the records divided by municipality or it's all countywide?

1:09:56.640,1:09:57.240

Lauren Burns: Is what?

1:09:58.320,1:09:58.740

Gedalye: Is.

1:09:58.740,1:09:59.640

Gedalye: Is, are the records that you have all

1:09:59.670,1:10:19.530

Gedalye: countywide, or is it divided by municipality? So when you model out the growth can we see, for example, the growth that you have projected for Kiryas Joel's system or it's all like one part, everybody together.

1:10:21.690,1:10:30.510

Lauren Burns: So we broke out the growth rates by municipalities for forecasts, so that can be shown at the TAZ level.

1:10:32.130,1:10:34.170

Lauren Burns: And that's just to kind of show where

1:10:35.910,1:10:51.300

Lauren Burns: trips may be attracted to or producing. In terms of the actual model, we did break out the model to align with municipalities and to align with regions in the County.

1:10:52.350,1:10:57.420

Lauren Burns: They're not validated to the municipal level. They're validated to the county level.

1:10:58.470,1:11:00.600

Lauren Burns: But that's definitely something that we can share.

1:11:01.710,1:11:02.760

Gedalye: But.

Gedalye: But in addition

1:11:02.820,1:11:06.270

Gedalye: in addition to sharing, since we don't have the capability

1:11:06.510,1:11:26.460

Gedalye: of doing a model. What would be involved to tweak so a model is done for each provider, so each provider knows what to account for, what to anticipate what the plan for. It would be a very helpful tool, if there is a model for each transit provider with the county.

1:11:31.230,1:11:38.040

Lauren Burns: Um yeah I, I agree that would be great. I think the issue is just you know

1:11:40.020,1:11:44.370

Lauren Burns: it's for conformity purposes, you know we look at it at a regional level.

1:11:45.870,1:11:54.810

Lauren Burns: It takes a lot to build a model and to maintain a model, and to do that for every municipality, it would be a huge

1:11:55.950,1:11:59.040

Lauren Burns: task for the OCTC staff.

1:12:00.570,1:12:02.910

Lauren Burns: And for the budget, but.

1:12:03.840,1:12:05.670

Gedalye: OK, so we'll take a look at what you have.

1:12:05.880,1:12:07.530

Lauren Burns: we do have that data yeah.

1:12:09.330,1:12:09.830

Gedalye: Thank you.

1:12:15.750,1:12:17.700

Ashlee Long: Does anyone have any other questions for Lauren?

1:12:21.480,1:12:21.980

Ashlee Long: Okay.

1:12:24.300,1:12:27.540

Ashlee Long: I think, as far, as long as there's no other questions

1:12:28.650,1:12:36.990

Ashlee Long: we're moving right into reports. So I think the only staff report I have right now is just kind of a save the date for June 8.

1:12:38.190,1:12:41.910

Ashlee Long: We're going to hold a back to back Policy and Planning Committee meetings

1:12:43.230,1:12:56.190

Ashlee Long: so that we can move along the draft TIP amendment we just talked about today, as well as continue some of the conversations we've also been having today. So just kind of stay tuned for that. Julie, I don't know if you have any other staff reports you'd like to give.

1:12:58.350,1:13:14.760

JRichmond: I do not, and then, for the sake of time I'll just mention that you know, you're probably all aware that NYSDOT in collaboration with WSP is working on the route 17 PEL study and they have

1:13:17.940,1:13:31.860

JRichmond: gotten to the point where they're they've developed some draft alternatives for the interchanges and they they're not quite ready to share with the public, but they have been sharing that with the

1:13:33.570,1:13:48.720

JRichmond: project advisory committees. I know, Gedalye's, I know you're you guys have been coordinating with them because they have mentioned that, you know your project, they definitely have to take into consideration, with respect to the

1:13:49.890,1:13:52.680

JRichmond: exits there and

1:13:54.180,1:13:59.610

JRichmond: I would just recommend if if you haven't already you can set up an appointment

1:14:01.320,1:14:03.750

JRichmond: for one on one discussion with with

1:14:05.340,1:14:05.820

JRichmond: NYSDOT

1:14:05.820,1:14:08.250

JRichmond: and WSP to talk about the

1:14:08.730,1:14:11.820

JRichmond: proposal alternatives in your municipality.

1:14:13.710,1:14:18.030

Gedalye: Okay, if you don't mind sharing some of the contact information with us.

1:14:22.200,1:14:24.600

JRichmond: Actually, we can probably circulate.

1:14:26.520,1:14:29.400

JRichmond: That information in an email afterwards right.

1:14:30.840,1:14:31.650

Ashlee Long: Yeah we can share.

1:14:32.010,1:14:37.410

JRichmond: It's Mike Tiano and Kelsey Kahn from WSP or FHI I think she is.

1:14:43.980,1:14:47.460

Ashlee Long: Does anyone else have any other member reports they'd like to give right now?

1:14:53.850,1:14:56.880

Ashlee Long: Okay hearing none, Julie, I think we can adjourn.

1:14:57.240,1:15:00.120

JRichmond: Yes, okay. I'll officially adjourn this

1:15:00.120,1:15:02.940

JRichmond: meeting at 11:19.

1:15:03.660,1:15:05.310

JRichmond: Thank you all for your time and

1:15:05.370,1:15:06.690

JRichmond: your attendance and we'll

1:15:06.780,1:15:07.590

JRichmond: see you in June.

1:15:11.610,1:15:12.270

Ashlee Long: Thanks everyone.

1:15:14.250,1:15:14.750

Travis Ewald: Thanks Ashlee, thanks Julie.

1:15:14.910,1:15:16.230

JRichmond: Thanks.