

Meeting Minutes
Policy Board Meeting
May 23, 2023 at 10:00 AM
Legislative Statutory Committee Room
Orange County Government Center
255 Main Street, Goshen, NY

Dial-in Number: (646) 876-9923

Meeting ID: 819 0721 1103

Passcode: 193426

Zoom Meeting Link:

<https://us02web.zoom.us/j/81907211103?pwd=bVlxaFZjN2NJRjV3VVBIT1NoQXVIZz09>

Previous Policy Board Meeting Recordings Link:

https://www.youtube.com/playlist?list=PLTwjp62_3OioTvLPGLF7YEmpzdJW4_j8C

Meeting Participants (In-Person)

Name:	Organization:
*Harry Porr	Orange County, Deputy County Executive
Alan Sorensen	Orange County Department of Planning
Hon. Barry Cheney	Orange County Legislator, District 8
Lauren Bennett	Orange County Department of Planning
Raina Tawil	Orange County Department of Planning
Rob Parrington	Orange County Department of Planning
Obed Varughese	Orange County Department of Planning
Zachary Biemer	Orange County Department of Planning (Intern)
Rebecca Kennedy	Orange County Department of Planning (Intern)
*Laura Ripley	NYS Thruway Authority
*Caitlin Holt	NYS Department of Transportation
Mark Kurk	NYS Department of Transportation
Travis Ewald	Orange County Department of Public Works
*John Revella	Village of Walden
*Jim Gershner	Town of Warwick
*Jason Morris	City of Newburgh
*Jacob Tawil	City of Middletown
Denise Quinn	Town of Wawayanda
*Scott Manley	Town of Newburgh
*Anthony Cardone	Town of Monroe
*Michael Weeks	City of Port Jervis (MHE Engineering)
*Charles Carnes	Town of Crawford

Meeting Participants (Virtual)

Jessica Ridgeway	Orange County Planning Department
Burton Thelander	Vision Hudson Valley, Pathways Committee Chair
Hael Stewart-Fisher	Newburgh TAC

Jay Shuffield	Port Authority of New York-New Jersey
Robert Mortell	Mid-Hudson South TCC (NYMTC)
*Gedalye Szegedin	Village of Kiryas Joel
Moishe Gruber	Village of Kiryas Joel
*Josh Wojehowski	Town of Cornwall
*Oluseye Folarin	MTA

*Voting Member (or proxy to voting member)

Call to Order / Introductions

Mr. Porr called this meeting to order, and introductions were made from 0:00:08.460 through 0:00:43.520.

Opportunity for Public Comment

0:03:53.040,0:04:00.040

Harry Porr: Ok. Any other public comment from anyone? Now is the time. Is there anybody here or virtually, who would like to make some kind of public comments?

0:00:55.000,0:00:57.000

Burton Thelander: Yes, my name is Burt Thelander, I'd like to make some.

0:00:57.000,0:01:01.343

Harry Porr: Go ahead.

0:01:01.343,0:03:32.040

Burton Thelander: Good morning... you're aware that I've made comments and recommendations to the OCTC in the past there's a couple of suggestions I'd like to ask about one is on behalf of the Vision Hudson Valley Executive Board, they're aware that you folks approved the Warwick Trail project, to promote non-motorized? They would like to ask about funding a feasibility study about the Seligmann Center connection with Sugarloaf Mountain and also the Hamlet of Sugarloaf. There's a sense that that might promote economic benefit in Sugarloaf, the hamlet of Sugarloaf. So, we'd like to request OCTC to consider that. And then - another project that we've begun on behalf of the Pathways Committee that I'm a member of and that that's promoted by Vision Hudson Valley- we sent letters to elected state and federal Representatives we've met with the Assemblyman Brabenec and we met with a staff member... Representative Ryan and we're going to be meeting with Senator Skoufis in early June we've been seeking access to funding for non-motorized trail -rail trail development- similar to what's been done with the Heritage Trail- the Schunnemunk section from Chester to Salisbury Mills- and we wanted to ask you folks if there's anything we can do to supplement some of the funding that you've been obtaining for like the Schunnemunk development and also Stage III of the Heritage Trail? And I think there were other railroad grades that we're considering transitioning to non-motorized rail trail development, so we wanted to ask you if there's anything that we can do to promote funding perhaps for Stage III or perhaps to supplement what's already been done with the among Schunnemunk Trail, please

let us know? Because we can bring that up when we engage those elected representatives. So, that's what I wanted to ask you about, and thank you for listening.

0:03:32.200,0:03:33.440

(All): Thank you

0:03:34.040,0:03:36.440

Burt Thelander: Any questions?

0:03:36.440,0:03:38.400

Harry Porr: We'll have someone reach out to you from the Planning Department.

0:03:38.400,0:03:41.320

Alan Sorensen: I'll reach out to you Burt.

0:03:41.320,0:03:42.320

Burton Thelander: Thank you.

0:03:44.840,0:03:48.540

Harry Porr: And by the way, I've been talking to Ms. Lancelotti at Visions about Sugarloaf, so I'll have that conversation continue.

0:03:49.680,0:03:51.040

Burton Thelander: Great! Thank you for your interest.

0:03:53.040,0:04:00.040

Harry Porr: Ok. Any other public comment from anyone? Now is the time.

Accept Meeting Transcript – March 8, 2023

0:04:00.780,0:04:07.920

Harry Porr: Ok hearing none- we'll move on to the next item, which is to accept the Meeting Transcript, and we'll ask for a motion on that?

0:04:07.920,0:04:09.180

Tony Cardone: *Motion*

0:04:09.180,0:04:14.080

Harry Porr: Second, you? Ok. And any comments, or questions regarding it? All those in favor?

0:04:14.080,0:04:20.080

Lauren Bennett: Sorry, it just says 'Agenda 'on top, we're going to switch that to 'Meeting Transcript.'

0:04:21.080,0:04:23.200

Harry Porr: Mine says Accept 'Meeting Transcript'

0:04:23.200,0:04:28.680

Lauren Bennett: On the actual [motions to meeting transcript minutes] ...this one-[motions to Item for Amending]

0:04:28.680,0:04:38.280

Harry Porr: Oh, alright ok ok. Alright well, still taking a vote. All those in favor? *Aye* Opposed? *None* Thank you.

OCTC Resolution 2023-04: OCTC Federal Fiscal Year (FFY) 2023-2027 Transportation Improvement Program (TIP) Amendment 23-03

0:04:38.280,0:04:46.840

Harry Porr: Alright, our next item number four is the Orange County Transportation Council Resolution 23-04, I will ask Lauren to give us some background on that?

0:04:46.840,0:05:59.700

Lauren Bennett: Yes, TIP Amendment 23-03 includes one project and that is PIN 876002 Town of Warwick Bicycle and Pedestrian Trail Connection, between the Appalachian Trail and Warwick County Park. It is adding \$0.370 in the Congestion Reduction Program, or CRP funds, and also in local funds and a local match as well. This is an existing project so it's just adding on the CRP funds, it's not adding a new project. The TIP Amendment [23-03] was introduced at the April Planning Committee meeting. It went out for a 14-day public comment period from May 9th through May 22nd. It received one public comment from Burt, which I will read into the record.

He said: "I wish to support the above TIP Amendment. I have observed a wide array of recent monthly OCTC meetings. I believe this bike route pedestrian Trail project will reduce carbon emissions within Orange County, provide non-motorized transportation options within the Warwick area, and hope that other project proposals, such as abandoned Railroad grade transition into Trail development opportunities will be considered by OCTC. Thank you for seeking comment."

0:05:59.700,0:06:00.680

Harry Porr: Would you like to say something?

0:06:01.160,0:06:13.500

Jim Gershner: Yes, thank you. On behalf of Supervisor Sweeton and the residents, we'd like to thank OCTC for their support, and also the County for helping us with this project also. Greatly appreciate it, thank you.

0:06:13.500,0:06:18.560

Harry Porr: Anyone else? Any comments? Can I ask for a motion?

0:06:18.560,0:06:19.740

John Revella: *Motion*

0:06:19.740,0:06:20.440

Harry Porr: Second?

0:06:20.440,0:06:21.040

Jim Gershner: Second.

0:06:21.440,0:06:22.440

Harry Porr: You got it. All those in favor?

0:06:23.040,0:06:23.640

(All): Aye, aye.

0:06:24.440,0:06:27.440

Harry Porr: Opposed? Passes.

OCTC Resolution 2023-05: Allocation of Previously Unallocated Federal Transit Administration (FTA) Section 5307 Formula Funds for Regional Transit Projects

0:06:28.440,0:06:38.640

Harry Porr: Next item, again from our Planning Committee Meeting, Orange County Transportation Resolution 23-05, and I'll ask Mr. Sorensen to discuss that.

0:06:38.640,0:09:28.620

Alan Sorensen: Ok. So, we have a Resolution for allocation of the unallocated Federal Transit Administration - FTA 5307 Funds, for Regional Transit projects. The section 5307/5340 formula funds have been apportioned by the Federal Transit Administration to the Mid-Hudson Valley TMA, the Transportation Council adopts a methodology for the distribution of these funds which states that the TMA- Transportation Councils- may cooperatively agree to allocate with or without competition the unallocated funds, in order to address identified Regional Transit needs. So, that's the process that we use. We've held TMA meetings with our colleagues over in Dutchess and Ulster counties. In response to review of capital needs, Transit operators and Region, the three TMA councils wish to allocate unprogrammed Fiscal Year 2020 and Fiscal Year 2021, Section 5307 and 5340 Formula funds as follows: \$2.480 to Dutchess County Public Transit for bus equipment, bus engine/transmission repairs, and bus shelters; and \$2.260 Ulster County Area Transit for electric vehicle charging equipment, solar panels, EV buses, and new bus shelters. It's important to point out that, due to a calculation error, the Area Transit Fleet Electrification project figures have been updated in the Resolution; happy to report, they actually are going down- it usually doesn't happen that way. So, it was introduced at the Planning Committee meeting in April as follows: the request was for \$2.580 in 5307, \$0.645 in local match, totaling \$3.22M. These figures have been updated and reduced to \$2.200 and 5307 funding and \$0.565 in the local match totaling \$2.825. This brings the total allocation to \$4.74M, with the remaining unallocated 5307 5340 balance of \$8.22M. The revised numbers were sent out on May 16th with the meeting materials and we did not receive any questions or comments. The Council is asked to take action on these revised figures. I just want to mention on the unallocated balance, I am talking internally

with staff members, and our team at OCTC, to identify some potential projects of that OCTC can also pursue.

0:09:31.440,0:09:34.040

Harry Porr: And you're open to suggestions by your members of the OCTC?

0:09:34.040,0:09:36.040

Alan Sorensen: Yes, yes.

0:09:39.060,0:10:21.420

Rob Parrington: I'd like to add to that too, Alan, if I can? So we're also waiting- we have questions and Martha can back me up - we have questions in with the FTA Region 2 office in New York about what we can spend money on, and what we can't once we get some clarity back from Region 2 we may have to come back and ask for some of these funds to cover up very expenses based on those answers and also, what's going on in Washington [DC] this week's been going on this month has could have an impact on all this.

0:10:21.420,0:10:24.100

Alan Sorensen: Yeah, maybe one of the few times when we actually meet?

0:10:24.100,0:10:25.900

Rob Parrington: Yeah, yeah.

0:10:25.900,0:10:28:900

Harry Porr: Do we need a motion or is this informational?

0:10:29.100,0:10:31.800

Alan Sorensen: No, uh they need to pass [the Resolution] through.

0:10:31.800, 0:10:36:100

Harry Porr: Yeah, then I'll ask for a motion?

0:10:36:100, 0:10:37:010

Jacob Tawil: I'll make it.

0:10:40.560,0:10:45.660

Harry Porr: Second? Thank you. All those in favor? Opposes? *None* Passes, thank you.

OCTC Resolution 2023-06: Endorsement to Support New York State Department of Transportation (NYSDOT) Targets for Performance Measures Related to Pavement and Bridges on the National Highway System (NHS)

0:10:46.500,0:10:54.960

Harry Porr: Alright, next is Orange County Transportation Council Resolution 2023-06, endorsement to support New York State Department of Transportation targets for performance

measures related to Pavement and Bridges on the National Highway System, and I'll ask Lauren to give us background.

0:11:04.920,0:12:05.940

Lauren Bennett: As of December, as of December 16, 2022, the New York State Department of Transportation established statewide performance targets for the National Highway System, or NHS. With this, the MPOs have 180 days to either formally support the state's targets or establish their own. We recommend that OCTC supports the State targets. This Resolution seeks to support NYSDOT established Statewide Highway performance measures for bridge and pavement conditions on the National Highway System. The Resolution states that OCTC will plan and program projects that contribute to realizing the state targets as required by Federal law. NYSDOT has established targets for the following categories NHS Bridge condition targets by deck area in good condition and in poor condition, NHS pavement condition targets by interstate facility in good condition and poor condition, and NHS pavement condition targets by non-interstate facility in good condition and poor condition.

0:12:08.520, 0:12:17.360

Harry Porr: Ok, is there any comments from State DOT on this? Ok, any other discussion?

0:12:17.360,0:12:18.960

Harry Porr: Yes, John?

0:12:18.960,0:12:24.360

John Revella: Just wondering why they are approving a greater or less percentage of good non-inter State and higher percentage of poor non-interstate. Is there a reason for that?

0:12:31.320,0:12:34.400

Lauren Bennett: That's NYSDOT...it's NYSDOT's targets.

0:12:34.400,0:12:38.400

Caitlin Holt: Yeah, I'm not... I'm not sure. I'll have to look into it.

0:12:38.400,0:12:46.440

Lauren Bennett: I do believe they meet Federal requirements, but I'm not sure...

0:12:57.240,0:12:58.500

Harry Porr: You want to vote on this today?

0:13:02.760,0:13:06.480

Lauren Bennett: We got 180 days from December...so where's that put us?

0:13:06.480,0:13:07.500

John Revella: June?

0:13:07.500,0:13:09.080

Lauren Bennett: June.

0:13:10.160,0:13:10.960

Harry Porr: Alright, we'll vote in a second. Can I have a Motion? Can someone accept this?

0:13:12.485,0:13:14.485

Jacob Tawil: *Motion*

0:13:14.485,0:13:16.485

Harry Porr: Jacob, [ok]. Second?

0:13:16.485,0:13:18.485

Charlie Carnes: Second.

0:13:18.960,0:13:25.260

Harry Porr: Okay, all those in favor? Alright. Opposed? It has passed. We'll get more commentary...John, thank you.

New Business

Presentation on Route 17, Exit 122 Project (NYSDOT)

0:13:33.300,0:13:35.220

Harry Porr: Ok- next is a presentation, I'll ask Alan to introduce our guest.

0:13:35.220,0:13:55.720

Alan Sorensen: Okay so we have a presentation on Route 17 Exit 122 project; project sponsor is New York State DOT. We have with us today, Mark Kruk from NYSDOT who is the Project Manager to give a presentation. Mark- thank you for joining us. Would you like me to give up this seat?

0:14:00.120,0:14:03.880

Harry Porr: Thank you by the way, thank you for being here today.

0:14:03.880,0:14:05.880

Mark Kruk: Thank you. I apologize, Harry has already seen this already...

0:14:06.880,0:14:08.101

Harry Porr: Its okay.

0:14:08.101,0:14:09.100

Mark Kruk: But Alan hasn't, because he hasn't shown up...

0:14:08.901,0:14:10.400

Alan Sorensen: That's True!

0:14:10.400,0:14:13.400

[Laughter]

0:14:13.400,0:14:14.640

Raina Tawil: Mr. Kruk, let me know when you'd like me to move to next slide.

0:14:19.140,0:14:24.420

Mark Kruk: So, if you remember in the Fall, the Governor made a big announcement about all things Route 17? We're going to move...we finished the PEL study, which we'll get into and we're going to be looking at the whole Route 17 Corridor; but one of the first things we're going to do is, we're going to go back to Exit 122 and finish what we didn't finish. Next slide, please? Oh, perfect no you could keep going.

We- in the 2000's when some kids were probably weren't even born yet- we did an EIS [Environmental Impact Study] for the whole Exit 122 interchange. The EIS was completed in 2008 and we had a record of decision and we started a construction of the Exit 122 interchange. Once we moved into final design, we realized we didn't have enough funds so, the project was divided into two stages; Stage I completed the eastbound side and...and now, we're going back with... we have funds to complete the westbound portion. Next slide, please?

Just to review what we did: on the East.. on the Eastbound side....so, Stage I included..or we completed the Eastbound portion. We looked at the ramps reconfigured the Interchange, did some improvements to Crystal Run Road. We had this little uh tunnel bypass to eliminate the weaving, and that was completed in 2015. Next slide? Thanks-

You may recall the PEL study- which was completed in 2021 and that the PEL study, 'PEL' stands for Planning & Environmental Linkages study; and one - we looked at the whole Corridor, all the way into Sullivan County, but one of the things that came out of the PEL study was that it just confirmed our analysis of the Exit 122 interchange and confirmed all our findings of the needs for the interchange. Like I said, this is the Exit 122 Westbound Preliminary Plan, which is, basically just cleaning up what we didn't finish in 2015. One of the things we have to do is, we have to follow the re-evaluation process, because the project from 2008 was part of an EIS; So, three years have passed- I think we have that on the next slide- Yes, perfect.

So, since three years has passed since the 2008 EIS: we have to do a full re-evaluation and go back to FHWA [Federal Highway Administration] to get approval, because there was a there was a change... the change in our environmental action, so we had to revisit all that stuff. But the good news is um the re-evaluation should not be problematic. There won't be any change and can move forward with the construction. Next slide?

Yeah so this just highlights the process; So, we had our NEPA evaluation from the 2008 EIS and we're we really... we are revisiting all our environmental screenings our impacts we've consulted with main office and FHWA and we're moving forward to get a new determination for the project. So - let's look at the plans; we have some preliminary plans here- this is the same slide just the overall Westbound Direction, it highlights all the properties, and what the changes we're making. You'll see on the main line and I know Harry brought this up at the last meeting he's very excited, we're going to be eliminating that the weaving movement that because of the

short distance between the... the existing ramps and the ramps I-84 we have that weaving problem, but we're solving that, we're solving that with the same plans that we had on the Eastbound side, it's basically just a mirror...

0:19:20.460,0:19:25.920

Harry Porr: it can be really treacherous during rush hour time.

0:19:25.920,0:22:02.680

Mark Kruk: Right- so a little challenge we're relocating the ramps we're going to have a longer a longer deceleration lane and separating the Westbound traffic. Next? These show the new ramps: so the ramps are here now the new ramps will be here it's going to be a new or modified traffic signal and, this will be the existing graphs, [which] will be converted back to uh green space, and this is like the tunnel that's exact the tunnel that's exactly on the Eastbound side it's going to be on the westbound side too for the crossover this is our new wrap.

One of the things we looked at was um the ramp to I-84. The geometrics have changed standards have changed a little so we are realigning that ramp to I-84. The bridge... the bridge will be widened, from both sides to accommodate the separated traffic to eliminate the weaving; so you'll see some Bridge work out there. And I think we're taking [unknown] this year so you might see some field crews out there and we also looked at all the traffic data we're aware of this Riverside Corporate development. That's going on so, whatever traffic was going to be generated, or will be generated; we anticipated that into our data analysis on Crystal Run Road and we determined that there won't be any significant or any improvements needed to Crystal Run Road as we develop our Exit 122 project schedule.

Everybody wants to know when we're going to be inconvenienced in the traffic? So we are here in May, we've already had a couple meetings, we met with Orange County, we met with the Town of Wallkill, our re-evaluation process for NEPA, but that'll continue into the Fall because of all the environmental work we have to revisit and look at. We're still in preliminary engineering and we're going to be moving into Final Design this summer. So, the next stage is we're going to be having a Public Open House in the Town of Wallkill, you may have already received that information...but I brought flyers!

0:22:02.680,0:22:12.420

Lauren Bennett: We also printed out some flyers in English and Spanish, if you want to take them and we will send this through those after the meeting.

0:22:13.080, 0:23:24.960

Mark Kruk: June 1st at the Town of Wallkill, 6 p.m. It's an Open House Forum, so you can come at any time visit, and the public will have the same opportunity to come in and make comments. And then we'll probably have another meeting in the in the Fall once we get close to preliminary design and we're looking to have everything all wrapped up...this winter. And we'll probably go out to bid with the documents the documents probably in March or April so hopefully a shovel will be in the ground, springtime. We anticipate the project to be a two-year duration so you're probably looking at '24 and '25 probably the end of '25 will be the completion of construction.

And here's our contact information, feel free to reach out to me. It says website under development, but I believe we're going live today or tomorrow, so we're going to have a website all things Route 17. I don't remember the domain off the top of my head, but I think it's like Route17.ny.gov or something like that. But, that announcement actually, that announcement is going to be coming out of Main Office [NYSDOT]. That'll be either today or tomorrow and you see all the graphics here that's kind of it's kind of like the general theme of the website, but yeah you can go there and you can see you'll be able to see the PEL study completed, you'll be able to see our Exit 122 updates and also uh we're starting the EIS to look at the whole Route 17 Corridor so that'll be up there and that'll be updated and hopefully, if it all goes well in 2025, you'll have a record of decision for the whole Route 17 EIS and then we'll be going into... um right now we're thinking about three design/build contracts to implement on whatever the findings of Route 17 EIS.

0:24:25.080,0:24:30.033

Harry Porr: Great, thank you very much. Any questions?

0:24:30.033,0:24:46.440

Alan Sorensen: I had one question; there's a Park & Ride in the vicinity of that interchange. Has the utilization of that been evaluated? Because I'm just thinking, you're out there, you're mobilized, if there are any enhancements that are needed to the parking lot?

0:24:46.629,0:24:49.380

Mark Kruk: You're not the first to bring up that question because you know because we have pre-COVID data and post-COVID data, so people have pointed out- well some of the park and rides used to be full now they're only half full, because travel patterns itself has as part of the EIS process we're going to, that's one of the things of mobility and we'll be looking into that.

0:25:10.916,0:25:14.275

Harry Porr: Well anyone else? Any questions?

0:25:14.275,0:25:24.682

Tony Cardone: This is outside the box of this but it kind of relates to a little bit. I understand that the bids went out for Route 17m between Chester and Monroe-

0:25:24.200,0:25:26.760

Mark Kruk: That's a paving job?

0:25:26.760,0:25:32.080

Tony Cardone: Do you know what the anticipation for completion of that is?

0:25:32.080,0:25:36.080

Mark Kruk: If it's a paving job, it will get done soon.

0:25:36.900,0:25:37.640

Tony Cardone: Thank you

0:25:37.640,0:25:44.120

Mark Kruk: Somebody emailed me...

0:25:44.120, 0:25:46:910

Tony Cardone: I think it was me and I wasn't sure I wasn't sure if I emailed Mark Tiano or Mark Kruk.

0:25:46.120,0:25:54.120

Mark Kruk: Yes yes, it's very confusing when the two of us walk in together. Just say 'hi Mark!' and it just covers.

0:25:54.120,0:25:59.200

Jacob Tawil: Just curious, what is the estimated cost for this project?

0:25:59.960,0:26:06.480

Mark Kruk: We are currently funded at \$82 million, unless Caitlin tells me differently.

0:26:06.480,0:26:10.140

Caitlin Holt: No, you're correct.

0:26:10.140,0:26:12.181

Harry Porr: is there anyone else? John?

0:26:12.181,0:26:16.200

John Revella: Are they going to be changing the exit numbers on 17 any time soon? [Mark indicated no]

0:26:20.100,0:26:20.600

Harry Porr: okay

0:26:22.500,0:26:38.160

Lauren Bennett: I'll just add- so for the public meeting if you require special translation services or ADA accommodations, the deadline to contact NYSDOT is this Friday May 26th and you can call 518-732-6302.

0:26:38.820,0:26:42.000

Harry Porr: Give us a website address, we'll share with everybody.

0:26:42.000,0:26:45.552

Mark Kruk: yeah and then I'll be coming straight out of Albany, Main Office they're on top of it it's going to be probably the [inaudible]

0:26:49.560,0:26:59.040

John Revella: Yeah, you have one slide there where there's like a wrench across the ramp and it looks like westbound eastbound are merging somehow I'm not sure what that was the one that slide where you're having an exit ramp - it wasn't- next one? Okay.

0:27:05.340,0:27:18.040

[discussion searching for the correct slide]

0:27:18.480,0:27:26.040

John Revella: The left side, those two there, what is that? Coming off one side, one's going off the other, why are there separations?

0:27:26.040,0:27:32.940

Mark Kruk: Because this this is going back to 84. This will take you to stay on 17.

0:27:32.940,0:27:35.480

John Revella: Okay, so designated exit for that route?

0:27:35.480,0:27:41.960

Mark Kruk: that's the whole point of eliminating that weaving so when you're coming in you'll have a choice for 84 or stay up I'll go to 17.

0:27:41.960,0:27:43.440

John Revella: Thank you.

0:27:45.240,0:27:57.660

Harry Porr: Any other questions? Anybody- any of our members? No, okay. Alright, well thank you very much- that's very helpful.

Reports

0:27:57.660,0:27:58:260

Harry Porr: Thank you and then move on to: Reports.

Staff Reports

0:27:58.260,0:29:27.720

Alan Sorensen: Yeah I just want to uh acknowledge and introduce Stacy Butler, my new Deputy Commissioner. Stacy joins us from the Law Department and prior to that she was Deputy Commissioner at General Services, so she brings a great deal of experience, very excited to have her on board; and I'm sure, you know, we'll be seeing more of Stacy in months ahead.

In addition to that, I know several months back I had presented uh some proposals in terms of opportunities to enhance active Transportation uh in Orange County very close to completing a Bikeway Vision for Orange County, so I'm hoping to come back and share that an upcoming Planning Committee; so I'm just working on some Final maps for that is you know very aspirational document but we're already beginning to implement part of that vision with Schunnemunk Trail and other rail trail initiatives. I've seen Travis is working on Segment 3 of the Heritage Trail and Public Works moving forward very quickly so we think we have a unique

opportunity to create a cohesive active Transportation System, in Orange and looking forward to pursuing that. With that, I'll turn it over to Lauren.

0:29:32.160,0:30:46.780

Lauren Bennett: Two updates on two projects. The first is the Long-Range Transportation Plan update. We have selected a consultant - Transpo Group - is going to be helping us with that update and their subconsultant Public Works Partners will help with the community outreach so this is going to be an intense three-month schedule for updates June through August we'll be sending out public engagement emails through the OCTC email we're planning to have three public meetings and we will share details with the committee when the events are closer we appreciate your assistance in sharing the public involvement opportunities through your social medias and your list serves as possible um but more details to come. With that, we're excited to get this project kicked off.

The next is the Coordinated Plan update, which is, I don't remember it's Human Services Transportation Public Transit Human Services Transportation Plan/Coordinated Plan. We sent out a survey to stakeholders including some of the Human Service Transportation providers within the Orange County government, so please take and share Flyers to your Senior Centers, to your municipal offices, we're looking to get feedback from users of the transit systems in the next couple of weeks.

0:30:47.720,0:31:00.460

Harry Porr: okay at the end of the day I was going to see Newburgh then I saw Rob sitting in the corner of Liberty and Broadway I'm going to talk about that a little bit.

0:31:00.587,0:31:10.320

Rob Parrington: Yeah, it was part of the Newburgh Area Transit redesign that we're doing and uh that was our public engagement day so we've got Broadway and Liberty is this the uh that's the backbone of the service number currently that's a transfer Spot before where routes go through that intersection so we made a point to set up there and talk to folks about what they think of Transit now what they'd like to see in the future and we've got some good feedback.

0:31:25.800,0:31:27.329

Harry Porr: that going in a report?

0:31:27.329,0:31:46.440

Rob Parrington: Oh, yeah. Yeah it's the one that we did in Middletown; we did the same thing in Middletown the same public engagement in the Fall and we just got an Engagement Plan, where that implementation plan I should say that's coming to a close the Middletown the Newburgh one just like got kicked off so in the fall we'll have before.

0:31:46.440,0:31:49.680

Harry Porr: and Travis, do you have anything you want to share from the Public Works?

Other Member Reports

0:31:49.680,0:32:11.200

Travis Ewald: One update I have is on Otisville Viaduct, its a Bridge NY project we had a bid opening for the project um after we supplemented with some CHIPS funding, we're fully funded. The bid analysis is up with state DOT. We're hoping that we'll be authorized to go to contract in a week or so, so hopefully in June we'll be boots on the ground.

0:32:12.200,0:32:15.600

Harry Porr: Anything from State DOT?

0:32:16.960,0:32:24.960

Caitlin Holt: No.

Harry Porr: Thruway Authority? Lizzy is retired now?

[Laura Ripley: Oh, she has.]

0:32:24.960,0:32:27.164

Harry Porr: Is Olu on?

Raina Tawil: yes he is

Harry Porr: Olu, is there anything from MTA today?

0:32:31.500,0:32:32.160

Lauren Bennet: I don't think he is on.

0:32:34.260,0:32:38.820

Harry Porr: Olu, anything from MTA? Okay, then I'll open up to anyone else. Anyone else Member Reports of any kind?

0:32:45.240,0:32:50.460

Lauren Bennett: Before we close out, we forgot to read the participants online into the record so, we have Burt Thelander from Vision Hudson Valley Pathways Committee; Gedalye Szegedin from the Village of Kiryas Joel; Hael-Stewart Fisher, who I believe is from the City of Newburgh TAC, Jay Shuffield is from the Port Authority of New York New Jersey; Jessica Ridgeway is OCTC Staff; Mr G,- Mr Gruber -with the Village of Kiryas; Joel; and Robert Mortell who I believe is NYSDOT representing um the Mid-Hudson South TCC. Is that correct, Robert?

0:33:24.816,0:33:31.208

Robert Mortell: Yes, correct. NYMTC representing Mid-Hudson South TCC

0:33:31.208,0:33:37.152

Harry Porr: Okay, and other business outstanding? Any comments from any of our members today?

0:33:37.152,0:33:40.800

Tony Cardone: if you want to read into the record, you had two people walking in late.

0:33:40.800,0:33:42.800

Harry Porr: Yes, please note that Wawayanda and Middletown were late.

0:33:43.880,0:33:58.020

[Laughter]

0:33:58.980,0:34:04.800

Charles Carnes: One thing, Travis and the Orange County [DPW] came up and cleaned up in Crawford um an old dump site where the walking trail is, so I want to thank them for coming out and getting that done, and then I'll be getting together with you, Harry, I've mentioned to Steve to do a finish that expansion that we talked about, we went up there and talked about two Loops that will be done won't affect any of the people who rent it um because we'll be on the old tractor Trails so there's very little effect but I would like to get that going now that the dump is cleaned up.

0:34:30.780,0:34:35.494

Harry Porr: Did you ever get that bridge taken down up there?

0:34:35.494,0:34:43.500

Charles Carnes: The bridge was taken down and we put a walk a walk we've been talking with Travis on some of the old bridges that are around that came off of across the Hudson but we haven't...well for now we're living with the walkway.

0:34:51.060,0:34:56.460

Harry Porr: okay good. Anything else many of our members? If not, I'll ask for a motion to adjourn [I'll make that] [I'll second] okay, all in favor? [Aye]

0:35:02.280,0:35:03.900

Okay, we're done. [thank you, thank you]

This meeting adjourned at 10:38 am.