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ORANGE COUNTY TRANSPORTATION COUNCIL

**Meeting Summary  
Planning Committee  
June 8, 2021 at 1:00 PM**

Dial-in number: (646) 876-9923

Meeting ID: 863 7523 7762

Passcode: 154384

Join Zoom Meeting Link

<https://us02web.zoom.us/j/86375237762?pwd=bk9aKy8yOHVTQlBMc3VqNDhza2wydz0>

Meeting Participants

Name:

Harry Porr  
Alan Sorensen  
Rob Parrington  
Ashlee Long  
Lauren Burns  
Sandra Jobson  
Nicole Farmer  
Lance MacMillan  
Paul Lo Gallo  
Harriet Lewis  
Jacob Tawil  
Jason Morris  
Todd Venning  
Scott Manley  
Mike Sweeton  
Moishe Gruber  
Gedalye Szegedin  
John Revella  
Tom Faggione  
Travis Ewald  
Erik Denega  
Olu Folarin  
Lizy Philip  
Katie Craig  
Frank Filiciotto  
Steve Godlewski  
Kenneth Wersted

Organization:

Orange County Executive's Office  
Orange County Planning  
Orange County Planning  
Orange County Planning  
Orange County Planning  
NYSDOT Region 8  
NYSDOT Region 8  
NYSDOT Region 8  
NYSDOT Region 8  
NYSDOT Main Office  
City of Middletown  
City of Newburgh  
City of Newburgh  
Town of Newburgh  
Town of Warwick  
Village of Kiryas Joel  
Village of Kiryas Joel  
Village of Walden  
Orange County Legislator  
Orange County Dept. of Public Works  
Orange County Dept. of Public Works  
MTA  
NYS Thruway Authority  
WSP  
Creighton Manning  
Creighton Manning  
Creighton Manning

Meeting held via Zoom. Transcript of meeting as follows:

0:00:05.437,0:00:06.320

Harry Porr: Okay.

0:00:06.320,0:00:10.160

Harry Porr: Alan Sorensen's here. Is Julie Richmond here?

0:00:10.160,0:00:14.160

Alan Sorensen: Julie is not in the office today.

0:00:14.160,0:00:20.160

Harry Porr: Rob Harrington, I see Ashlee Long, Jacob Tawil, Mike Sweeton, John Revella,

0:00:21.120,0:00:25.040

Harry Porr: Travis Ewald, Olu Folarin and Lizy Philip,

0:00:25.760,0:00:31.680

Harry Porr: Gary Spears, Lance McMillan, Paul Lo Gallo, Harriet from DOT,

0:00:31.680,0:00:35.520

Harry Porr: Jason Morris from the City of Newburgh and John Revella from Village of Walden, who did I miss?

0:00:41.600,0:00:43.280

Lauren Burns: Lauren Burns, Orange County.

0:00:43.280,0:00:44.800

Harry Porr: Lauren, sorry Lauren.

0:00:45.840,0:00:51.040

Ashlee Long: Just admitted Gedalye Szegedin, Moishe Gruber and Todd Venning.

0:00:52.040,0:00:56.960

Nicole Farmer and Sandra Jobson (NYSDOT): You also have

0:00:56.960,0:01:00.720

Nicole Farmer and Sandra Jobson (NYSDOT): Nicole Farmer and Sandra Jobson from New York State DOT.

0:01:00.720,0:01:03.760

Harry Porr: Nicole Farmer, Sandra,

0:01:05.200,0:01:15.640

Harry Porr: Right does that give us a quorum Ashlee?

0:01:15.640,0:01:26.320

Harry Porr: I think we lost her.

0:01:37.520,0:01:39.840

Harry Porr: Is there anyone else to on this call? Here we go,

0:01:43.080,0:01:46.480

(unintelligible)

Harry Porr: Okay,

0:01:46.480,0:01:49.120

Harry Porr: Okay, good, good.

0:01:49.120,0:01:51.200

Jacob Tawil: This is Jacob, I'm still here.

0:01:51.200,0:01:52.240

Harry Porr: Thank you Jacob.

0:01:52.240,0:01:53.663

Jacob: Yep.

0:01:53.663,0:01:56.640

Denise Quinn: Okay, Denise Quinn?

0:01:56.640,0:01:58.202

Harry Porr: Denise Quinn?

0:01:58.202,0:01:59.920

Denise Quinn: Yeah.

0:01:59.920,0:02:00.777

Todd Venning: Todd Venning.

0:02:00.777,0:02:05.760

Alan Sorenson: Okay come on, come on in -- Harry we're still, we're still here,

0:02:07.200,0:02:09.120

Alan Sorenson: I'm inviting Ashlee in to

0:02:09.680,0:02:13.280

Alan Sorenson: my office, because she lost it,

0:02:13.280,0:02:16.320

Alan Sorenson: meeting on the other side but I have it up on my computer.

0:02:16.320,0:02:19.200

Harry Porr: As soon as she settled in will be getting,

0:02:19.200,0:02:22.240

Harry Porr: I see Mr. Faggione is here also.

0:02:22.240,0:02:35.840

(voices in background)

0:02:46.800,0:02:49.840

Harry Porr: Ashlee, we're going to start okay.

0:02:49.840,0:02:54.080

Ashlee Long: Go ahead Alan, we're back.

0:02:54.080,0:02:57.520

Harry Porr: All right, I think we have a good enough [quorum]

0:02:57.520,0:03:05.520

Harry Porr: to begin so we'll open the Planning Committee meeting, June 8th, 2021, call to order.

0:03:06.400,0:03:09.600

Harry Porr: We pretty much went around the room with identifying who's here,

0:03:10.320,0:03:14.480

Harry Porr: opportunity for public comment, does anyone have any

0:03:14.480,0:03:17.840

Harry Porr: public comment they'd like to make at this time?

0:03:21.640,0:03:22.640

Harry Porr: (silence)

0:03:22.640,0:03:25.360

Harry Porr: Okay, seeing none or hearing on we'll move on.

0:03:26.000,0:03:31.840

Harry Porr: The meeting transcript from May 11, 2021, can I have a motion to accept that?

0:03:31.840,0:03:33.520

Michael Sweeton: I make the motion, Harry.

0:03:33.520,0:03:35.520

Harry Porr: Thank you, Michael, second?

0:03:35.520,0:03:36.400

Unknown Speaker: Second.

0:03:36.400,0:03:40.000

Harry Porr: All in favor?

0:03:40.000,0:03:41.422

Multiple Speakers: Aye

0:03:41.422,0:03:42.320

Harry Porr: Opposed?

0:03:42.320,0:03:43.130

(silence)

0:03:43.130,0:03:45.840

Harry Porr: Transcript is accepted.

0:03:45.840,0:03:47.200

Harry Porr: Okay umm.

0:03:50.080,0:03:50.640

Harry Porr: Ashlee.

0:03:51.160,0:03:53.680

Harry Porr: Draft...where were we here...

0:03:54.200,0:04:00.320

Harry Porr: Transportation improvement program, are you ready, Ashlee?

0:04:00.320,0:04:01.600

Ashlee Long: We're just going to do this.

0:04:01.600,0:04:11.440

Ashlee Long: I'm sorry there's nothing on the screen right now, we lost some power, so I'm just

0:04:11.440,0:04:18.880

Ashlee Long: going to review so the next item is for the TIP amendment 20-09 and so um for anyone who wasn't

0:04:18.880,0:04:21.760

Ashlee Long: on the last meeting or you know just

0:04:21.760,0:04:25.440

Ashlee Long: a refresher on what the TIP amendment is, this TIP amendment is proposing

0:04:26.320,0:04:29.360

Ashlee Long: the design and construction of a multi-use trail for bicycle and

0:04:29.360,0:04:31.920

Ashlee Long: pedestrian transportation and transit connections.

0:04:32.560,0:04:38.080

Ashlee Long: So, it's being called the Schunemunk ~~rail-trail~~Rail Trail, and so this would be adding a new

0:04:38.080,0:04:45.600

Ashlee Long: project to the TIP with 5307 funding. It's an \$18 million project with 14.4 million of that

0:04:45.600,0:04:53.840

Ashlee Long: coming from the FTA 5307 funding and design would be in 2021 with construction in 2022 potentially.

0:04:54.640,0:04:59.920

Ashlee Long: So, we reviewed this at the last Planning Committee meeting, but in the interim

0:04:59.920,0:05:04.000

Ashlee Long: it went out for 14 days of public comment and we did actually receive two comments.

0:05:04.000,0:05:08.960

Ashlee Long: So, the first one was from ~~Birt Belander~~Burt Thelander of Cuddebackville,

0:05:08.960,0:05:13.280

Ashlee Long: and he states that he's a homeowner and an avid trail user and a bicyclist

0:05:13.280,0:05:16.640

Ashlee Long: as well as a member of the Vision Hudson Valley Pathways committee.

0:05:16.640,0:05:19.920

Ashlee Long: And he completely supports the TIP amendment and believes the trail

0:05:19.920,0:05:24.320

Ashlee Long: will promote recreation healthy physical activity alternate methods to access<sub>57</sub>.

0:05:24.320,0:05:28.560

Ashlee Long: New Jersey transit train stations and reduce our reliance on fossil fuels.

0:05:28.560,0:05:33.840

Ashlee Long: And so, then the second comment, we received was from the Village of Kiryas Joel

0:05:33.840,0:05:38.480

Ashlee Long: and they had some concerns and questions regarding the use of the 5307 funding

0:05:38.480,0:05:42.400

Ashlee Long: for the trail as the Kiryas Joel transit system

0:05:42.400,0:05:46.560

Ashlee Long: serves a large amount of riders and they wanted to ensure that the 5307 funding

0:05:46.560,0:05:49.440

Ashlee Long: isn't being abused or diverted to anything other than

0:05:49.440,0:05:53.120

Ashlee Long: the main purpose of the program to provide mass transit services to County residents,

0:05:53.920,0:05:57.760

Ashlee Long: so, we just wanted to let everyone know there were some public comments.

0:05:59.800,0:06:05.280

Harry Porr: Well, let's answer that first the first gentlemen, you know the County

0:06:05.280,0:06:10.000

Harry Porr: executive, County government is committed to developing a trail system throughout the County.

0:06:10.000,0:06:14.320

Harry Porr: I promised Legislator Faggione we would look at the D&NH canal,

0:06:14.320,0:06:17.280

Harry Porr: as well as the other trails we're working on presently: we will do that.

0:06:17.920,0:06:20.240

Harry Porr: This is an opportunity to

0:06:20.240,0:06:27.680

Harry Porr: to really expand walking throughout the County and, as a matter of fact,

0:06:27.680,0:06:32.640

Harry Porr: the County legislature voted to provide the local share at their meeting on Thursday evening.

0:06:32.640,0:06:36.560

Harry Porr: So, it's a good project embraced by the County legislature,

0:06:36.560,0:06:41.520

Harry Porr: I think it was passed unanimously as well, and also; we investigated the second comment-

0:06:41.520,0:06:44.400

Harry Porr: about whether or not other funding will be in jeopardy for

0:06:44.400,0:06:49.840

Harry Porr: mass transit and they believe, Mr. Sorenson, you can answer that question for us if you will.

0:06:52.440,0:06:53.760

Harry Porr: Alan?

0:06:55.840,0:06:59.120

Harry Porr: I know all this technology stuff enlightening and just goes to the point

0:06:59.120,0:07:01.840

Harry Porr: that we better start meeting in person in person once again.

0:07:02.760,0:07:05.200

Harry Porr: Okay let's see if Alan comes back.

0:07:05.200,0:07:09.760

Alan Sorenson: There I am, yeah, I'm here, I'm sorry, can you just repeat the question on.

0:07:09.760,0:07:13.040

Harry Porr: Yes, I just briefly talked about what transpired with the

0:07:13.040,0:07:17.280

Harry Porr: County legislature and endorsing the local share for this coming trail.

0:07:17.280,0:07:22.800

Harry Porr: And I also spoke to the second comment, which was at the funding for the trail

0:07:22.800,0:07:27.360

Harry Porr: will not jeopardize other mass transit funds, and I want you to explain in more detail if you could.

0:07:28.800,0:07:30.080

Alan Sorenson: Yes, yes.

0:07:30.080,0:07:32.800

Alan Sorenson: So, we have,

0:07:32.800,0:07:40.720

Alan Sorenson: we have the 5339 funding that we have used for the purchase of buses,

0:07:41.680,0:07:46.560

Alan Sorenson: and we have between the CARES funding that's come in and the money that we have in 5339.

0:07:46.560,0:07:54.320

Alan Sorenson: We have sufficient funding in the, in our budget for the foreseeable future for

0:07:55.520,0:08:00.560

Alan Sorenson: the County's needs for buses so very confident about that the 5307 funding

0:08:01.200,0:08:02.560

Alan Sorenson: that we have available.

0:08:04.960,0:08:09.280

Alan Sorenson: The recommendation is to allocate the 18 million for the Schunemunk Trail, but that still leaves

0:08:09.280,0:08:13.840

Alan Sorenson: approximately 12 million in that fund

0:08:14.560,0:08:22.960

Alan Sorenson: for other purposes and we also have additional funding coming into the 5307.

0:08:23.680,0:08:29.120

Alan Sorenson: So, we're confident that we have sufficient funds to provide for

0:08:29.120,0:08:31.480

Alan Sorenson: the County's transportation needs moving forward.

0:08:31.480,0:08:39.840

Harry Porr: Okay, thank you, Alan is there any comments or questions from anybody, on the Council?

0:08:41.480,0:08:43.520

Harry Porr: Okay hearing none.

0:08:44.720,0:08:47.040

Harry Porr: Ashlee, what do we do next here?

0:08:47.040,0:08:52.240

Harry (to Ashlee Long): You're on mute.

0:08:53.280,0:08:58.080

Ashlee Long: We just switched rooms again -- we just wanted to let everyone,

0:08:58.080,0:09:01.200

Ashlee Long: make sure everyone is aware that we received those public comments and

0:09:01.200,0:09:04.400

Ashlee Long: just kind of bring it to the committee's so that they were aware

0:09:04.400,0:09:08.720

Ashlee Long: and if there was any more discussion that needed to happen, but it doesn't sound like

0:09:10.240,0:09:12.640

Ashlee Long: that's occurring, so if everyone is,

0:09:12.640,0:09:15.760

Ashlee Long: if there's no more discussion

0:09:15.760,0:09:19.600

Ashlee Long: about it, you know this action the recommendation would be to proceed,

0:09:19.600,0:09:24.480

Ashlee Long: you know, to the Policy Committee meeting, which is right after this meeting for a vote.

0:09:25.760,0:09:31.440

Harry Porr: Moving along, local project sponsor updates would anybody like to talk about

0:09:31.440,0:09:35.840

Harry Porr: some of the current projects that are going on in your community?

0:09:35.840,0:09:41.920

Jacob Tawil: I can start Harry, Jacob Tawil here, City of Middletown. Curbs and

0:09:41.920,0:09:48.160

Jacob Tawil: sidewalks project is winding down; we expect to finish the complete the work on Dolson Avenue

0:09:48.800,0:09:53.520

Jacob Tawil: this week with the new curbs and sidewalks and it's really

0:09:53.520,0:09:58.640

Jacob Tawil: a very exciting project for us because it created curbs and sidewalks where none existed

0:09:59.520,0:10:02.320

Jacob Tawil: and a very heavily traveled road: Dolson Avenue,

0:10:02.880,0:10:08.240

Jacob Tawil: or the extension of 17M and so, we're very happy with

0:10:08.240,0:10:11.840

Jacob Tawil: it that's moving along very well, and the construction should be completed,

0:10:11.840,0:10:17.760

Jacob Tawil: except for punch list items and finalizing minor things we should be done this week.

0:10:17.760,0:10:20.000

Jacob Tawil: The traffic operations



0:10:20.000,0:10:26.720

Jacob Tawil: some you know we're just once we hopefully vote on readjusting the funding in there,

0:10:27.600,0:10:32.880

Jacob Tawil: we should be able to once, we get the letter from the Federal Highway Administration and DOT that

0:10:32.880,0:10:38.960

Jacob Tawil: we are free to proceed for public bidding, the project then will go

0:10:38.960,0:10:44.240

Jacob Tawil: out for bidding immediately we're ready to go and that should do it from our end.

0:10:44.240,0:10:49.600

Harry Porr: Okay anyone else have something you want to share with us, you got any local projects?

0:10:49.600,0:10:55.520

Jason Morris: Jason Morris, City of Newburgh, we've completed the Lake Drive bridge over the

0:10:55.520,0:11:02.480

Jason Morris: Quassaick. That bridge was reopened to vehicle and pedestrian traffic on May 28 and we're working on

0:11:02.480,0:11:08.560

Jason Morris: an uncompleted work agreement with the contractor to install new 12-inch water main

0:11:09.280,0:11:14.960

Jason Morris: over the bridge that has a significant delay backorder on the materials due to

0:11:14.960,0:11:19.280

Jason Morris: steel issues, right now, but that bridge is substantially complete and reopened.

0:11:19.280,0:11:21.360

Harry Porr: Okay, good, that's great news.

0:11:21.360,0:11:22.800

Harry Porr: Anyone else?

0:11:24.080,0:11:27.360

Michael Sweeton: Harry, it's Mike Sweeton, and so, we have that earmark project

0:11:27.360,0:11:31.440

Michael Sweeton: by type trail, we had to rebid it because the bids were out of control.

0:11:32.160,0:11:35.840

Michael Sweeton: We only got one bid on the return the second time

0:11:35.840,0:11:39.920

Michael Sweeton: we broke down some options to try to make this work, and it was a high bid too.

0:11:39.920,0:11:45.840

Michael Sweeton: We're analyzing it now; we had a conference with LPU to try to

0:11:45.840,0:11:51.920

Michael Sweeton: figure out a path forward so it remains to be seen whether it advances or not,

0:11:52.960,0:11:58.160

Michael Sweeton: but we're working to get that information to help you and see what guidance they might give us.

0:11:58.960,0:12:01.440

Harry Porr: Good luck.

Michael Sweeton: Thanks.

0:12:02.480,0:12:04.160

Harry Porr: Anyone else local project?

0:12:05.480,0:12:07.120

Harry Porr: Okay.

0:12:07.120,0:12:10.480

(unintelligible)

Travis Ewald: Harry, Travis Ewald from DPW

0:12:10.480,0:12:11.040

Harry Porr: Yes.

0:12:11.040,0:12:18.880

Travis Ewald: The connection for the heritage trail segment to under I-84 through the state's

0:12:19.680,0:12:23.280

Travis Ewald: construction project for the replacement of one of the I-84 bridges

0:12:23.840,0:12:29.280

Travis Ewald: was recently opened, and this allows the trail users, that are coming from Goshen

0:12:29.840,0:12:32.640

Travis Ewald: to continue past Ryerson and continue into

0:12:32.640,0:12:36.960

Travis Ewald: to Palmer avenue in the City of Middletown so we were

0:12:36.960,0:12:40.960

Travis Ewald: very excited to see that open back up, so it opened a couple more miles of trails

0:12:41.680,0:12:46.480

Travis Ewald: that were completed, but really weren't accessible and just have to say a big thank you to

0:12:46.480,0:12:53.040

Travis Ewald: The New York State's DOT I-84 projects and the Town of Wawayanda

0:12:53.920,0:12:59.280

Travis Ewald: and the parks department, because it was a coordinated effort to make that happen so.

0:12:59.280,0:13:02.880

Harry Porr: Great. Okay, anyone else?

0:13:04.280,0:13:08.080

Harry Porr: If not we'll move on to old business, which is a presentation

0:13:08.720,0:13:15.040

Harry Porr: proposed Forest Bridge to Route 208-Route 17 connector road, is that you Gedalye or Moishe?

0:13:16.360,0:13:18.480

Harry Porr: You're on mute.

0:13:18.480,0:13:25.360

Gedalye Szegedin: Yup, Gedalye is here, Moishe is here. We have

0:13:25.360,0:13:34.080

Gedalye Szegedin: Creighton Manning for the Village. We submitted the PowerPoint presentation.

0:13:34.080,0:13:37.200

Gedalye Szegedin: which was part of the invite to the meeting.

0:13:38.160,0:13:41.680

Gedalye Szegedin: So is it now the time that

0:13:41.680,0:13:44.880

Gedalye Szegedin: You want to go through that PowerPoint?

0:13:44.880,0:13:46.217

Harry Porr: Yes, let's do it now.

0:13:46.217,0:13:50.480

Gedalye Szegedin: OK Frank? Creighton Manning? Are you ready?

0:13:50.480,0:13:53.440

Frank A. Filiciotto, Creighton Manning: Yes, we are good, Gedalye can everyone hear me?

0:13:53.440,0:13:55.360

Harry Porr: Yes, go ahead Frank take it away.

0:13:55.360,0:13:58.640

Frank A. Filiciotto, Creighton Manning: Great. Thank you, good evening, good afternoon everyone.

0:13:59.600,0:14:03.600

Frank A. Filiciotto, Creighton Manning: Some of you, I know, some of you, I don't know but I'm Frank Filiciotto with Creighton Manning

0:14:03.600,0:14:05.840

Frank A. Filiciotto, Creighton Manning: I'm joined by our full team,

0:14:05.840,0:14:08.560

Frank A. Filiciotto, Creighton Manning: Steve Godlewski, Ken Worsted, and Jesse Vogel,

0:14:09.120,0:14:13.280

Frank A. Filiciotto, Creighton Manning: and we've had the pleasure of working with the Village of Kiryas Joel for a couple years now.

0:14:13.280,0:14:15.760

Frank A. Filiciotto, Creighton Manning: And what we wanted to talk about today

0:14:15.760,0:14:19.920

Frank A. Filiciotto, Creighton Manning: was the proposed connector road which I'm sure, a number of you.

0:14:19.920,0:14:23.360

Frank A. Filiciotto, Creighton Manning: will be generally familiar with on but

0:14:23.360,0:14:29.840

Frank A. Filiciotto, Creighton Manning: we're talking about a portion of the former Larkin drive extension project that we're now

0:14:29.840,0:14:31.520

Frank A. Filiciotto, Creighton Manning: calling the proposed connector road

0:14:31.520,0:14:36.800

Frank A. Filiciotto, Creighton Manning: between the Forest Road bridge and the intersection of NYS Route 208

0:14:36.800,0:14:43.840

Frank A. Filiciotto, Creighton Manning: and the 17 interchange. Ashlee, if you can advance the slide one that'd be great.

0:14:43.840,0:14:49.680

Frank A. Filiciotto, Creighton Manning: So just to give you an idea of the project location, this is

0:14:49.680,0:14:53.200

Frank A. Filiciotto, Creighton Manning: an important project regionally, because at the intersection of

0:14:53.200,0:14:56.320

Frank A. Filiciotto, Creighton Manning: a variety of municipalities in Orange County

0:14:56.320,0:14:58.720

Frank A. Filiciotto, Creighton Manning: at the heart is the Village of Kiryas Joel and Palm Tree,

0:14:59.600,0:15:03.200

Frank A. Filiciotto, Creighton Manning: you have the Village of Monroe, the Town of Monroe, Town of Blooming Grove and the

0:15:03.200,0:15:07.680

Frank A. Filiciotto, Creighton Manning: Village of South Blooming Grove all within very close proximity to the project location.

0:15:07.680,0:15:12.560

Frank A. Filiciotto, Creighton Manning: So our hope here is to ultimately get

0:15:13.520,0:15:18.640

Frank A. Filiciotto, Creighton Manning: interest from this group in putting this project on TIP so that we could achieve

0:15:18.640,0:15:24.160

Frank A. Filiciotto, Creighton Manning: some sort of funding mechanism for it, and this presentation is going to lay out really

0:15:24.880,0:15:29.840

Frank A. Filiciotto, Creighton Manning: the needs and the benefits of such projects. If you could advance the slide.

0:15:29.840,0:15:35.360

Frank A. Filiciotto, Creighton Manning:

0:15:35.360,0:15:39.840

Frank A. Filiciotto, Creighton Manning: and would you be able to zoom in a little bit if that's possible?

0:15:39.840,0:15:40.720

Frank A. Filiciotto, Creighton Manning: So.

0:15:40.720,0:15:44.400

Frank A. Filiciotto, Creighton Manning: This project,

0:15:44.400,0:15:50.000

Frank A. Filiciotto, Creighton Manning: this project will essentially be about one third of the former Larkin Dr extension project.

0:15:50.000,0:15:51.760

Frank A. Filiciotto, Creighton Manning: Essentially,

0:15:51.760,0:15:54.160

Frank A. Filiciotto, Creighton Manning: what it will do is will provide a connector road

0:15:54.960,0:16:02.560

Frank A. Filiciotto, Creighton Manning: from the New York State Route 208 interchange with Route 17 to the Forest Road bridge.

0:16:02.560,0:16:07.520

Frank A. Filiciotto, Creighton Manning: The colors that are on this slide here indicate

0:16:07.520,0:16:14.000

Frank A. Filiciotto, Creighton Manning: the roads that would be removed, modified or constructed in new. And we've provided a few.

0:16:14.000,0:16:17.200

Frank A. Filiciotto, Creighton Manning: Geographical earmarks here just to orient

0:16:17.920,0:16:20.560

Frank A. Filiciotto, Creighton Manning: everyone on this call if you're not familiar with this area.

0:16:20.560,0:16:24.480

Frank A. Filiciotto, Creighton Manning: There's a triangular area that we noted that's solely within

0:16:24.480,0:16:29.280

Frank A. Filiciotto, Creighton Manning: the Village of Monroe and if you're familiar with that area it's the intersection of North

0:16:29.280,0:16:34.480

Frank A. Filiciotto, Creighton Manning: Main Street Route 208 and Schunemunk road, which is a heavily congested intersection.

0:16:34.480,0:16:39.200

Frank A. Filiciotto, Creighton Manning: In the Village of Monroe and it acts as a very

0:16:39.200,0:16:44.400

Frank A. Filiciotto, Creighton Manning: important gateway to the Village of Kiryas Joel and we'll explain why this project.

0:16:44.400,0:16:47.760

Frank A. Filiciotto, Creighton Manning: is relevant to that in subsequent slides,

0:16:47.760,0:16:50.320

Frank A. Filiciotto, Creighton Manning: but essentially what this project will do

0:16:50.320,0:16:56.240

Frank A. Filiciotto, Creighton Manning: is form a connector road from the existing exit 130 interchange to Forest Road.

0:16:56.240,0:16:58.480

Frank A. Filiciotto, Creighton Manning: Providing a more direct access.

0:16:58.480,0:17:02.880

Frank A. Filiciotto, Creighton Manning: into the Village. In doing so there'll be some

0:17:02.880,0:17:05.360

Frank A. Filiciotto, Creighton Manning: modifications to the to the ramps

0:17:06.480,0:17:11.520

Frank A. Filiciotto, Creighton Manning: but in general, there would still be an on and off ramp there at exit 130.

0:17:11.520,0:17:13.040

Frank A. Filiciotto, Creighton Manning: And

0:17:13.040,0:17:20.240

Frank A. Filiciotto, Creighton Manning: in the red dashed line at the bottom right hand corner of this slide that shows the

0:17:20.240,0:17:25.440

Frank A. Filiciotto, Creighton Manning: original alignment of the full Larkin Drive extension project heading to the south east,

0:17:26.240,0:17:33.520

Frank A. Filiciotto, Creighton Manning: where it would stop at County Route 105. It goes approximately another two thirds of the way.

0:17:33.520,0:17:35.840

Frank A. Filiciotto, Creighton Manning: If you could advance the slide.

0:17:40.560,0:17:43.680

Frank A. Filiciotto, Creighton Manning: So, just a quick little history of the Larkin Drive extension project:

0:17:44.640,0:17:48.080

Frank A. Filiciotto, Creighton Manning: this area in general has been studied thoroughly

0:17:48.080,0:17:53.600

Frank A. Filiciotto, Creighton Manning: for the last 15 to 20 years, beginning with the Southeast Orange Transportation Study

0:17:53.600,0:17:56.160

Frank A. Filiciotto, Creighton Manning: which highlighted back in 2004

0:17:56.160,0:18:00.560

Frank A. Filiciotto, Creighton Manning: heavy congestion on New York State Route 208.

0:18:00.560,0:18:06.560

Frank A. Filiciotto, Creighton Manning: In the early teens, the New York State DOT completed the

0:18:06.560,0:18:12.800

Frank A. Filiciotto, Creighton Manning: Route 17 transportation corridor or study, which talked about capacity improvements at exit 130.

0:18:12.800,0:18:19.200

Frank A. Filiciotto, Creighton Manning: Around 2009, 2010 OCDPW was a sponsor for

0:18:19.200,0:18:23.920

Frank A. Filiciotto, Creighton Manning: the full Larkin Drive extension project, there were title grant applications that were made.

0:18:23.920,0:18:27.040

Frank A. Filiciotto, Creighton Manning: For federal funding, which unfortunately

0:18:27.040,0:18:32.240

Frank A. Filiciotto, Creighton Manning: did not pan out and, ultimately, the project was discontinued due to a lack of funding.

0:18:32.240,0:18:35.760

Frank A. Filiciotto, Creighton Manning: But as you'll see there was a lot of

0:18:35.760,0:18:40.960

Frank A. Filiciotto, Creighton Manning: legwork made with respect to this to the larger project that proves to be

0:18:40.960,0:18:48.000

Frank A. Filiciotto, Creighton Manning: beneficial for this smaller connector road project that we're presenting to you today.

0:18:48.000,0:18:50.560

Frank A. Filiciotto, Creighton Manning: If you could go forward one more slide.

0:18:50.560,0:18:56.880

Frank A. Filiciotto, Creighton Manning: So, the three major differences between

0:18:59.600,0:19:02.720

Frank A. Filiciotto, Creighton Manning: several years ago, and what we're what we're presenting today.

0:19:02.720,0:19:06.320

Frank A. Filiciotto, Creighton Manning: First start off with scope reductions

0:19:06.320,0:19:09.840

Frank A. Filiciotto, Creighton Manning: this is just in general a smaller project

0:19:09.840,0:19:13.760

Frank A. Filiciotto, Creighton Manning: with a lot less impediments along the way.

0:19:14.560,0:19:18.560

Frank A. Filiciotto, Creighton Manning: The previous project, you could see extended in the area where

0:19:18.560,0:19:23.120

Frank A. Filiciotto, Creighton Manning: those three Xs are -- that would no longer be proposed, we're just talking about the area

0:19:23.120,0:19:26.800

Frank A. Filiciotto, Creighton Manning: denoted in blue at the top left-hand corner

0:19:26.800,0:19:31.200

Frank A. Filiciotto, Creighton Manning: of the page so in general, there would be no bridge work,

0:19:31.200,0:19:36.480

Frank A. Filiciotto, Creighton Manning: fewer traffic signals, fewer overall roadway work, less

0:19:36.480,0:19:43.440

Frank A. Filiciotto, Creighton Manning: right of way needs and far less wetland mitigation needed to realize this project. Next slide.

0:19:43.440,0:19:49.440

Frank A. Filiciotto, Creighton Manning: With respect to right away, the prior project involved

0:19:49.440,0:19:53.400

Frank A. Filiciotto, Creighton Manning: 12 different parcels of land over its entire length.

0:19:53.400,0:19:56.960

Frank A. Filiciotto, Creighton Manning: It required two relocation of structures

0:19:57.600,0:20:03.200

Frank A. Filiciotto, Creighton Manning: and a total of 21.6 acres that would have been impacted as a result of that alignment,

0:20:03.760,0:20:10.160

Frank A. Filiciotto, Creighton Manning: the current project by virtue of Kiryas Joel's acquisition of a key parcel earlier this year

0:20:10.800,0:20:15.520

Frank A. Filiciotto, Creighton Manning: limits the right of way down to just one parcel that will be needed.

0:20:15.520,0:20:20.560

Frank A. Filiciotto, Creighton Manning: You know, for potential acquisition the area

0:20:20.560,0:20:25.680

Frank A. Filiciotto, Creighton Manning: outlined in yellow shows the parcel that the Village acquired earlier this year.

0:20:25.680,0:20:28.400

Frank A. Filiciotto, Creighton Manning: In the generally the center of the slide right

0:20:28.400,0:20:31.360

Frank A. Filiciotto, Creighton Manning: at the intersection that would be created at Schunemunk Road,

0:20:31.360,0:20:35.120

Frank A. Filiciotto, Creighton Manning: there is the potential for some minor acquisition there to accommodate

0:20:35.120,0:20:38.720

Frank A. Filiciotto, Creighton Manning: intersection radii, sidewalks, things like that,

0:20:38.720,0:20:46.080

Frank A. Filiciotto, Creighton Manning: but there would not need to be any structural relocations, or anything like that so 99% of

0:20:46.080,0:20:47.840

Frank A. Filiciotto, Creighton Manning: the right of way here

0:20:48.560,0:20:52.160

Frank A. Filiciotto, Creighton Manning: is addressed as a result of that key acquisition earlier this year,

0:20:53.280,0:20:58.640



Frank A. Filiciotto, Creighton Manning: making it more of a shovel ready type project once you know, once the engineering is done.

0:20:58.640,0:21:01.840

Frank A. Filiciotto, Creighton Manning: Please advance.

0:21:01.840,0:21:05.680

Frank A. Filiciotto, Creighton Manning: And then on that note by virtue of the

0:21:05.680,0:21:10.960

Frank A. Filiciotto, Creighton Manning: draft design report that was initiated as part of the of the full Larkin Drive extension project.

0:21:10.960,0:21:13.040

Frank A. Filiciotto, Creighton Manning: We're at just a head start right now,

0:21:13.040,0:21:18.640

Frank A. Filiciotto, Creighton Manning: with all the engineering work that had been done so WSP prepared that report back in 2015,

0:21:19.440,0:21:21.600

Frank A. Filiciotto, Creighton Manning: a lot of that information is still relevant

0:21:21.600,0:21:26.480

Frank A. Filiciotto, Creighton Manning: and can be used to inform this project.

0:21:26.480,0:21:30.080

Frank A. Filiciotto, Creighton Manning: And, obviously, the ongoing PEL (Planning and Environment Linkages) study is something that

0:21:30.880,0:21:37.280

Frank A. Filiciotto, Creighton Manning: would be coordinated with to make sure consistency between the interchange design and exit 130.

0:21:37.280,0:21:39.120

Frank A. Filiciotto, Creighton Manning: Please advance.

0:21:39.120,0:21:44.800

Frank A. Filiciotto, Creighton Manning: So, we talked about the three different major differences

0:21:44.800,0:21:50.640

Frank A. Filiciotto, Creighton Manning: with the project; there's three real project needs here, and the first one has to do with congestion.

0:21:50.640,0:21:54.880

Frank A. Filiciotto, Creighton Manning: And these three photos are of the intersection

0:21:54.880,0:21:58.480

Frank A. Filiciotto, Creighton Manning: at New York State Route 208, North Main Street going to Schunemunk Road,

0:21:58.480,0:22:01.840

Frank A. Filiciotto, Creighton Manning: known as the triangle area in the Village of Monroe, this is a

0:22:01.840,0:22:04.720

Frank A. Filiciotto, Creighton Manning: often burdened intersection

0:22:04.720,0:22:07.600

Frank A. Filiciotto, Creighton Manning: throughout the day heavy delays lots of queuing

0:22:08.160,0:22:11.840

Frank A. Filiciotto, Creighton Manning: lots of frustration within the Village of Monroe getting through this intersection.

0:22:11.840,0:22:16.480

Frank A. Filiciotto, Creighton Manning: The traffic signal is very inefficient, large queues,

0:22:16.480,0:22:23.520

Frank A. Filiciotto, Creighton Manning: and that is, as I mentioned one of the key locations to access the Village of Kiryas Joel so

0:22:24.800,0:22:27.280

Frank A. Filiciotto, Creighton Manning: that is first and foremost one of

0:22:27.280,0:22:29.200

Frank A. Filiciotto, Creighton Manning: sort of one of the

0:22:29.200,0:22:32.400

Frank A. Filiciotto, Creighton Manning: needs that will be addressed by this project. Next slide.

0:22:32.400,0:22:39.840

Frank A. Filiciotto, Creighton Manning: Secondly, is truck access, you could see in the slide here

0:22:40.960,0:22:46.720

Frank A. Filiciotto, Creighton Manning: that that red line is the route that connects the triangular area with

0:22:46.720,0:22:53.840

Frank A. Filiciotto, Creighton Manning: the Village boundary right at the Route 17, the bridge over Route 17.

0:22:53.840,0:22:56.000

Frank A. Filiciotto, Creighton Manning: There is an existing truck restriction

0:22:56.000,0:22:59.920

Frank A. Filiciotto, Creighton Manning: on that road right now that limits trucks to 11 tons so

0:22:59.920,0:23:03.440

Frank A. Filiciotto, Creighton Manning: if a tractor trailer needs to get into the Village

0:23:03.440,0:23:11.760

Frank A. Filiciotto, Creighton Manning: from Route 17, it has to take legally the green path, which is a 3.5 mile circuitous route,

0:23:11.760,0:23:14.640

Frank A. Filiciotto, Creighton Manning: there's a lot of elevation changes

0:23:14.640,0:23:18.960

Frank A. Filiciotto, Creighton Manning: it's essentially County Route 44 within the within the Town of Blooming Grove

0:23:18.960,0:23:21.840

Frank A. Filiciotto, Creighton Manning: and that's the approach to get into the Village of Joel

0:23:22.560,0:23:27.840

Frank A. Filiciotto, Creighton Manning: in a legal fashion, so you could see it is burdensome from a truck access standpoint.

0:23:27.840,0:23:31.920

Frank A. Filiciotto, Creighton Manning: And as I'll explain in a little while,

0:23:31.920,0:23:34.640

Frank A. Filiciotto, Creighton Manning: the connector road will will mitigate that.

0:23:35.920,0:23:39.840

Frank A. Filiciotto, Creighton Manning: With obviously as circuitous as truck route, you get additional emissions, additional truck noise

0:23:40.720,0:23:46.000

Frank A. Filiciotto, Creighton Manning: and it doesn't really work for everyone for anyone involved here. Next next slide please.

0:23:46.000,0:23:52.240

Frank A. Filiciotto, Creighton Manning: Project benefit - so we talked about

0:23:52.240,0:23:57.920

Frank A. Filiciotto, Creighton Manning: the congestion here, project benefit is reduced congestion on the connector

0:23:57.920,0:24:03.840

Frank A. Filiciotto, Creighton Manning: road will allow for a diversion of traffic at the top green circle there.

0:24:03.840,0:24:05.920

Frank A. Filiciotto, Creighton Manning: So that it never needs

0:24:05.920,0:24:11.040

Frank A. Filiciotto, Creighton Manning: to reach the second Green circle at the triangular areas and Ken is annotating

0:24:11.040,0:24:14.000

Frank A. Filiciotto, Creighton Manning: the connector road so essentially if you

0:24:14.000,0:24:17.640

Frank A. Filiciotto, Creighton Manning: get off the exit 130 and you want to get into the Village you don't need,

0:24:17.640,0:24:20.960

Frank A. Filiciotto, Creighton Manning: you no longer need to come down to the triangular area

0:24:20.960,0:24:24.960

Frank A. Filiciotto, Creighton Manning: within the Village of Monroe and get through that intersection,

0:24:24.960,0:24:28.880

Frank A. Filiciotto, Creighton Manning: you can essentially stay on this connector road and enter the Village

0:24:28.880,0:24:31.840

Frank A. Filiciotto, Creighton Manning: more directly.

0:24:31.840,0:24:35.520

Frank A. Filiciotto, Creighton Manning: And that will result, an overall improved intersection

0:24:35.520,0:24:39.360

Frank A. Filiciotto, Creighton Manning: operations at those two traffic signals that exists today.

0:24:39.360,0:24:45.840

Frank A. Filiciotto, Creighton Manning: Next slide.

0:24:45.840,0:24:48.480

Frank A. Filiciotto, Creighton Manning: Truck access, as I mentioned the red line

0:24:49.920,0:24:53.200

Frank A. Filiciotto, Creighton Manning: is the truck restriction route, the blue line denotes

0:24:53.200,0:24:57.280

Frank A. Filiciotto, Creighton Manning: the route from the interchange and exit 130 into

0:24:57.280,0:25:01.440

Frank A. Filiciotto, Creighton Manning: the Village, all the way to the Village Center if that connector road was built

0:25:01.947,0:25:06.880

Frank A. Filiciotto, Creighton Manning: so obviously an elimination of a circuitous path, overall reduction in

0:25:06.880,0:25:11.360

Frank A. Filiciotto, Creighton Manning: vehicle miles traveled by trucks, reduced emissions and reduce noise. Next slide.

0:25:11.360,0:25:16.640

Frank A. Filiciotto, Creighton Manning: So I'm going to turn it to Steve now who's going to talk

0:25:16.640,0:25:22.160

Frank A. Filiciotto, Creighton Manning: through some of the key tasks associated with this project as we move it forward.

0:25:22.160,0:25:24.240

Steve Godlewski / Creighton Manning: And Frank,

0:25:24.240,0:25:29.120

Steve Godlewski / Creighton Manning: So Frank mentioned, we, a significant

0:25:29.120,0:25:33.920

Steve Godlewski / Creighton Manning: amount of work was completed as part of the previous efforts completed by Orange County.

0:25:33.920,0:25:37.920

Steve Godlewski / Creighton Manning: So, moving forward well, based on the revised scope,

0:25:37.920,0:25:42.160

Steve Godlewski / Creighton Manning: you know, we need to update the environmental screenings specifically the wetland,

0:25:42.160,0:25:44.640

Steve Godlewski / Creighton Manning: endangered species just wetland

0:25:44.640,0:25:48.880

Steve Godlewski / Creighton Manning: delineation is only good for so long, you have to update the preliminary engineering,

0:25:49.440,0:25:53.200

Steve Godlewski / Creighton Manning: go through the access modification report process with DOT and FHWA.

0:25:53.200,0:25:56.560

Steve Godlewski / Creighton Manning: Update the design approval document for the overall revised

0:25:56.560,0:26:02.560

Steve Godlewski / Creighton Manning: scope, update right away, then you jump into, well actually, first we need to complete SEQRA

0:26:02.560,0:26:06.880

Steve Godlewski / Creighton Manning: and NEPA but then we're going to jump into the final engineering and construction documents.

0:26:06.880,0:26:11.760

Steve Godlewski / Creighton Manning: Those are the primary key tasks remaining obviously

0:26:11.760,0:26:16.320

Steve Godlewski / Creighton Manning: there's things below those associated efforts that need to occur, but that's the highlight.

0:26:16.320,0:26:18.400

Steve Godlewski / Creighton Manning: Next slide please.

0:26:18.400,0:26:24.320

Steve Godlewski / Creighton Manning: So one of the things and it's always an important question is

0:26:24.320,0:26:31.920

Steve Godlewski / Creighton Manning: the cost comparison, so the previous project back in 2015 had a total cost of roughly \$31 million.

0:26:31.920,0:26:36.480

Steve Godlewski / Creighton Manning: Based on the revised limits, the update engineering

0:26:36.480,0:26:41.280

Steve Godlewski / Creighton Manning: needs to occur, the changes in the right away costs that are associated with it.

0:26:41.280,0:26:45.360

Steve Godlewski / Creighton Manning: Our current estimate is just over \$15 million

0:26:45.920,0:26:53.920

Steve Godlewski / Creighton Manning: to complete that, and you know they're still you may be wondering why it's only 50% of the cost.

0:26:53.920,0:26:55.520

Steve Godlewski / Creighton Manning: But it's not you know,

0:26:55.520,0:27:01.360

Steve Godlewski / Creighton Manning: not the same corresponding length of road, a lot of the expensive work that was in the original

0:27:01.360,0:27:05.840

Steve Godlewski / Creighton Manning: project still remains; that's all the work to the east, the intersection where the ramp work.

0:27:05.840,0:27:08.720

Steve Godlewski / Creighton Manning: There were some significant costs that were pulled out of

0:27:08.720,0:27:13.920

Steve Godlewski / Creighton Manning: this, namely the wetland mitigation, the revised limits have less wetland impacts, based on the

0:27:13.920,0:27:19.840

Steve Godlewski / Creighton Manning: previous delineation there was a box culvert that was included just east of Forest Avenue

0:27:19.840,0:27:25.120

Steve Godlewski / Creighton Manning: that's no longer required and but, again, a lot of the bulk

0:27:25.120,0:27:30.480

Steve Godlewski / Creighton Manning: of the costs and the work is still there still off to the East at the you know the interchange

0:27:32.800,0:27:37.360

Steve Godlewski / Creighton Manning: and then, and then there's also the just inflation over the last six to seven years.

0:27:37.360,0:27:39.840

Steve Godlewski / Creighton Manning: Next slide please.

0:27:44.800,0:27:49.120

Steve Godlewski / Creighton Manning: So, this is a rough timeline that we put together and we work with the Village on.

0:27:49.120,0:27:52.800

Steve Godlewski / Creighton Manning: Right now, I need the STIP in the summer,

0:27:52.800,0:27:56.960

Steve Godlewski / Creighton Manning: with the anticipation that preliminary engineering would start later this year

0:27:56.960,0:27:59.200

Steve Godlewski / Creighton Manning: and go into 2022,

0:27:59.840,0:28:03.760

Steve Godlewski / Creighton Manning: 2022 you're finishing your SEQRA and NEPA, process design approval,

0:28:04.720,0:28:08.800

Steve Godlewski / Creighton Manning: starting your final engineering construction documents with construction in 2023.

0:28:08.800,0:28:15.840

Steve Godlewski / Creighton Manning: And that's the end of that.

0:28:16.560,0:28:17.600

Harry Porr: Okay Frank, anything else?

0:28:17.600,0:28:20.720

Frank A. Filiciotto, Creighton Manning: No, I just wanted to turn it back to Gedalye to

0:28:20.720,0:28:25.440

Frank A. Filiciotto, Creighton Manning: see if he wanted to make any closing remarks with regard to this project's

0:28:25.440,0:28:30.120

Frank A. Filiciotto, Creighton Manning: importance to the Village beyond the engineering side that we've outlined.

0:28:30.120,0:28:31.600

Harry Porr: Gedalye?

0:28:31.600,0:28:36.560

Gedalye Szegedin: Since I made a lot of my

0:28:36.560,0:28:38.400

Gedalye Szegedin: points in the last conversation

0:28:38.400,0:28:40.960

Gedalye Szegedin: I would rather not

0:28:40.960,0:28:47.200

Gedalye Szegedin: bore people with repeating it but give people an opportunity to ask any

0:28:47.200,0:28:52.560

Gedalye Szegedin: questions, and of course we're going to answer those questions to the best of our abilities.

0:28:53.920,0:28:56.560

Harry Porr: Right let's open it up, I think the first question,

0:28:56.560,0:29:00.720

Harry Porr: probably should come from the state DOT, your reaction to this plan.

0:29:03.280,0:29:05.920

Harry Porr: And Lance is there and Nicole.

0:29:06.560,0:29:10.960

Lance MacMillan: Good afternoon, everybody, first of all we've been looking at this, for the like a

0:29:10.960,0:29:15.040

Lance MacMillan: long time as has Creighton Manning and the others, Gedalye, have said, you know this is this concept

0:29:15.040,0:29:20.543

Lance MacMillan: isn't new to us, I think it does provide benefits, obviously the implementation spectrum is the

0:29:20.543,0:29:22.400

Lance MacMillan: key aspect of how this moves forward,

0:29:22.960,0:29:26.880

Lance MacMillan: I would point out that we also have an interest in the Mountain Road 208 interchange

0:29:26.880,0:29:29.760

Lance MacMillan: in conjunction with the growth, development in Kiryas Joel and

0:29:29.760,0:29:33.680

Lance MacMillan: how all this ties together so again from a planning perspective I think it's a great

0:29:33.680,0:29:34.320

Lance MacMillan: opportunity.

0:29:34.320,0:29:39.040

Lance MacMillan: And let's see if we can get some more momentum behind the concept and do

0:29:39.040,0:29:44.720

Lance MacMillan: some further vetting of potential pitfalls down the road but at its face value as, as I said

0:29:44.720,0:29:46.160

Lance MacMillan: this has been around for a while

0:29:46.160,0:29:47.823

Lance MacMillan: and has a bit of interest to the

0:29:47.823,0:29:49.120

Lance MacMillan: Community and us to

0:29:49.120,0:29:50.640

Lance MacMillan: alleviate congestion

0:29:50.640,0:29:53.520

Lance MacMillan: In certain areas along this quarter.

0:29:53.520,0:29:57.720

Harry Porr: So, should, looking at their timeline

0:29:57.720,0:30:01.520

Harry Porr: the discussions you're talking about you take place relatively soon?

0:30:01.520,0:30:05.120

Lance MacMillan: Well, as anything the sooner the better, I mean we have to

0:30:05.120,0:30:08.880

Lance MacMillan: go through certain hurdles of process to get this moving in the right directions,

0:30:08.880,0:30:11.183

Lance MacMillan: it sounds like there's a lot of the homework that's been done previously

0:30:11.183,0:30:15.520

Lance MacMillan: which is good, let's, you know, keep the context of the dialogue in place and

0:30:15.520,0:30:20.960

Lance MacMillan: and move forward through a process to the point where it hopefully can become implementable,

0:30:20.960,0:30:24.560

Lance MacMillan: if not, at least fully vetted, to the point where, if tweaks need to be made, they get made.

0:30:26.080,0:30:33.600

Gedalye Szegedin: Let me just point out in that long those same line, there was a second workshop on the 17 study

0:30:35.261,0:30:42.190



Gedalye Szegedin: conducted last week, we participated in that workshop so did the County planning, I know Julia was there.

0:30:42.480,0:30:48.960

Gedalye Szegedin: And we presented this project before the workshop in email version

0:30:48.960,0:30:53.440

Gedalye Szegedin: to the people, conducting the workshop and we participated in the workshop

0:30:53.440,0:30:58.240

Gedalye Szegedin: ourselves by making the pitch that even though we're

0:30:58.240,0:31:04.240

Gedalye Szegedin: pushing for this phase of Larkin Dr extension, but the entire Larkin Dr extension is still

0:31:04.240,0:31:09.200

Gedalye Szegedin: very important and still something that the State and the County should be looking at.

0:31:09.200,0:31:13.360

Gedalye Szegedin: But since it was too big, of a of a bite

0:31:14.320,0:31:19.760

Gedalye Szegedin: we're breaking it up right now, that does not diminish the significance of the phase,

0:31:19.760,0:31:24.800

Gedalye Szegedin: which is currently left out of the large project Larkin Dr extension project.

0:31:25.440,0:31:27.840

Gedalye Szegedin: The reason why we're going away from the name

0:31:28.560,0:31:35.360

Gedalye Szegedin: of Larkin Dr extension is no disrespect to Senator Larkin but this phase just doesn't

0:31:35.360,0:31:41.600

Gedalye Szegedin: become contiguous with a cut in Larkin Drive and it may be confusing,

0:31:41.600,0:31:46.400

Gedalye Szegedin: but ultimately when all phases are done this is going to be the Larkin Dr extension,

0:31:47.120,0:31:52.320

Gedalye Szegedin: it's a very important intersection was pointed out in

0:31:52.320,0:32:00.080

Gedalye Szegedin: in in in the in the slide it's, especially with weight limits and tremendous amount of peak

0:32:00.080,0:32:08.080

Gedalye Szegedin: travel that that occurs from the 17 and to the 17 impacting

0:32:08.640,0:32:14.640

Gedalye Szegedin: thousands of cars at that intersection and we're here to make

0:32:14.640,0:32:20.080

Gedalye Szegedin: the pitch for it, I mean this project was originally sponsored by Orange County

0:32:20.080,0:32:23.120

Gedalye Szegedin: Department of Public Works, but the County

0:32:23.680,0:32:28.560

Gedalye Szegedin: after failing to get TIGER funding asked the local communities to

0:32:28.560,0:32:30.800

Gedalye Szegedin: take over sponsorship

0:32:30.800,0:32:35.120

Gedalye Szegedin: and we stepped up to the plate with the corporate sponsorship of the project, and here we are.

0:32:36.120,0:32:41.120

Harry Porr: Yeah, the County actually had applied for those TIGER funds on numerous occasions, maybe,

0:32:41.120,0:32:45.280

Harry Porr: as many as five and we're not successful in getting that that those dollars.

0:32:45.280,0:32:50.400

Harry Porr: So, I'm really happy that you and Moishe have come up with an alternate plan that is less expensive.

0:32:50.400,0:32:52.560

Gedalye Szegedin: And

0:32:52.560,0:32:55.840

Gedalye Szegedin: Let me, let me make it very clear the County

0:32:56.560,0:33:00.080

Gedalye Szegedin: showed its commitment for this project all along,

0:33:00.720,0:33:05.840

Gedalye Szegedin: there was never any doubt on that and we're grateful for the County bringing it to the point

0:33:05.840,0:33:11.120

Gedalye Szegedin: where we just were able to take over the plans and just slice it in

0:33:11.120,0:33:15.600

Gedalye Szegedin: different phases and tried to push forward, but we know that we're, together with the County on

0:33:15.600,0:33:19.880

Gedalye Szegedin: this initiative, and so are we, together with the Village of Monroe, the Town of Monroe,

0:33:19.880,0:33:22.343

Gedalye Szegedin: and State DOT.

0:33:24.585,0:33:30.560

Lance MacMillan: From our perspective this concept had merit back in 2015, it still has merit, let's continue to work

0:33:30.560,0:33:35.520

Lance MacMillan: through the process, and you know I think there's a lot of credence to see this move forward.

0:33:35.520,0:33:38.800

Gedalye Szegedin: Now on a technical aspect

0:33:38.800,0:33:43.920

Gedalye Szegedin: in order to get to the process and that's what brought us to this point,

0:33:43.920,0:33:50.160

Gedalye Szegedin: there were earmark application requests from Congressional people

0:33:51.280,0:33:56.720

Gedalye Szegedin: and one of the questions on that request is is this project listed on a State plan now?

0:33:56.720,0:33:59.680

Gedalye Szegedin: I'm not sure if the state has a listing

0:34:00.240,0:34:06.480

Gedalye Szegedin: other than the TIP so if it's listed on our state capital plan, which is the TIP

0:34:06.480,0:34:11.840

Gedalye Szegedin: It may make it eligible whether it's earmarks whether it's

0:34:11.840,0:34:16.800

Gedalye Szegedin: RAISE funding or other funding, but people view the TIP as the list

0:34:16.800,0:34:18.480

Gedalye Szegedin: of measuring

0:34:18.480,0:34:23.040

Gedalye Szegedin: significance measuring importance of a project if a project is not on the TIP.

0:34:23.040,0:34:27.680

Gedalye Szegedin: If it wasn't important enough to be placed on the TIP, why should it be important

0:34:27.680,0:34:34.000

Gedalye Szegedin: for funding from a Congressional earmark or or a RAISE program or any other federal program,

0:34:34.000,0:34:36.960

Gedalye Szegedin: so, there is a lot of infrastructure talk

0:34:37.840,0:34:41.760

Gedalye Szegedin: on the federal level, and we want to make sure that this project is ready

0:34:42.400,0:34:45.680

Gedalye Szegedin: with all it needs in order to get

0:34:45.680,0:34:51.760

Gedalye Szegedin: funding from those potential sources. So being on the TIP is a critical measuring

0:34:52.320,0:34:57.840

Gedalye Szegedin: factor from outside agencies on whether project is important,

0:34:57.840,0:35:05.200

Gedalye Szegedin: has Community backing, has the appropriate study and thinking put into it.

0:35:05.200,0:35:09.200

Gedalye Szegedin: And that's the first step, we need to get this project back on the TIP,

0:35:09.200,0:35:13.360

Gedalye Szegedin: this project was on the TIP for many years as Larkin Dr extension.

0:35:13.360,0:35:18.320

Gedalye Szegedin: This project has already drawn on that TIP a couple of hundred thousand dollars,

0:35:18.320,0:35:22.000

Gedalye Szegedin: when the County was still in charge of the project. Let's get it back on the TIP.

0:35:22.000,0:35:25.920

Harry Porr: I'll defer to (unintelligible)

0:35:25.920,0:35:27.280

Lance MacMillan: Before I turn it over to Sondra for a little

0:35:27.280,0:35:32.080

Lance MacMillan: more technical analysis there, you've got to remember we've come out of a time period

0:35:32.080,0:35:35.760

Lance MacMillan: where we didn't just throw wish list projects on the TIP

0:35:35.760,0:35:38.320

Lance MacMillan: and set false expectations about delivery.

0:35:38.320,0:35:42.720

Lance MacMillan: So as much as you want it on there, funding becomes a key component of it

0:35:42.720,0:35:48.400

Lance MacMillan: being on there and I realize it's a one chicken or the egg type scenario, but we have to be careful

0:35:48.400,0:35:52.240

Lance MacMillan: that if it's going to go on there, it has the potential to be constructed and implemented.

0:35:52.240,0:35:54.649

Lance MacMillan: Sondra, can you add to that?

0:35:58.880,0:36:00.960

Gedalye Szegedin: [How can that] be reconciled.

0:36:00.960,0:36:02.880

Sandra Jobson (NYSDOT): So, I'll reconcile it for you

0:36:02.880,0:36:05.695

Gedalye Szegedin: There's no funding, and I would be, go ahead.

0:36:08.000,0:36:11.120

Sandra Jobson (NYSDOT): At the last meeting, I also tried to reconcile this

0:36:11.120,0:36:14.560

Sandra Jobson (NYSDOT): It's very important and I've spoken with

0:36:15.520,0:36:21.680

Sandra Jobson (NYSDOT): Ashlee about this last week and hopefully she's had the time to speak to you about this, but

0:36:21.680,0:36:26.080

Sandra Jobson (NYSDOT): The Federal Highway Administration does not look favorably

0:36:26.080,0:36:29.920

Sandra Jobson (NYSDOT): upon putting projects on the TIP with engineering

0:36:29.920,0:36:38.560

Sandra Jobson (NYSDOT): money only because that has led to a lot of problems in the past with sponsors, then

0:36:38.560,0:36:42.293

Sandra Jobson (NYSDOT): If they can't bring

0:36:42.293,0:36:46.160

Sandra Jobson (NYSDOT): a project to final design to construction within like 10 years,

0:36:46.160,0:36:53.505

Sandra Jobson (NYSDOT): they're held accountable for repaying those engineering funds. So, with that said there's two

0:36:54.080,0:37:00.320

Sandra Jobson (NYSDOT): things that we should consider. The first thing that we should consider is that you,

0:37:00.320,0:37:03.760

Sandra Jobson (NYSDOT): A lot of these Congressional earmarks that

0:37:03.760,0:37:05.760

Sandra Jobson (NYSDOT): they're talking about right now.

0:37:05.760,0:37:10.000

Sandra Jobson (NYSDOT): Really, the statement is, is the project on the TIP

0:37:10.000,0:37:14.880

Sandra Jobson (NYSDOT): or is it eligible for the TIP. This project is clearly eligible

0:37:14.880,0:37:19.120

Sandra Jobson (NYSDOT): for a TIP so that's one thing I want you to keep in mind just moving forward.

0:37:19.120,0:37:24.720

Sandra Jobson (NYSDOT): And then the other piece is that New York State DOT very often

0:37:24.720,0:37:31.600

Sandra Jobson (NYSDOT): would put 100% state funded projects on the TIP for informational purposes

0:37:31.600,0:37:33.440

Sandra Jobson (NYSDOT): and to show like you know here's

0:37:33.440,0:37:35.680

Sandra Jobson (NYSDOT): here's the investment that we're making in the

0:37:35.680,0:37:39.840

Sandra Jobson (NYSDOT): transportation system, yes it doesn't have any federal aid, but it shows up on the TIP.

0:37:39.840,0:37:44.560

Sandra Jobson (NYSDOT): If there was, if someone was able to secure engineering funds

0:37:45.440,0:37:52.160

Sandra Jobson (NYSDOT): nonfederal that would be another way to represent the project on the on the TIP

0:37:52.160,0:37:56.080

Sandra Jobson (NYSDOT): but using nonfederal aid for the engineering phases potentially.

0:37:56.080,0:38:01.440

Sandra Jobson (NYSDOT): So those are just two things to think about again not precluding

0:38:01.440,0:38:03.840

Sandra Jobson (NYSDOT): securing federal aid,

0:38:03.840,0:38:08.560

Sandra Jobson (NYSDOT): either through the MPO process or through some sort of federal discretionary

0:38:08.560,0:38:13.040

Sandra Jobson (NYSDOT): program, so I just wanted to throw those out again we talked about this at the last planning meeting,

0:38:13.680,0:38:17.840

Sandra Jobson (NYSDOT): but I know there's some new folks on this meeting, so I hope that helps.

0:38:19.680,0:38:24.240

Gedalye Szegedin: But the the project here

0:38:24.880,0:38:31.040

Gedalye Szegedin: has a few differences, the fact is that this was on the TIP and we're okay

0:38:31.040,0:38:36.960

Gedalye Szegedin: if it's placed back with the same pin number that project already had. It was on the TIP I believe in

0:38:36.960,0:38:42.720

Gedalye Szegedin: the last year, when it was dropped off or maybe two years ago, very short, not that long ago.

0:38:42.720,0:38:46.080

Gedalye Szegedin: And, and the fact that.

0:38:46.080,0:38:53.120

Gedalye Szegedin: The Congressional earmark say on the TIP, or eligible for the TIP that doesn't

0:38:53.120,0:38:57.600

Gedalye Szegedin: mean that it has the same importance in the eye of the

0:38:57.600,0:39:03.200

Gedalye Szegedin: Congressional committee that's going to make the selections, yes, there may be a checkbox

0:39:03.200,0:39:08.800

Gedalye Szegedin: that you were able to check off, but it's definitely may be viewed as a negative

0:39:09.440,0:39:16.480

Gedalye Szegedin: from from from the selection process, so I haven't seen any project that was

0:39:16.480,0:39:22.960

Gedalye Szegedin: submitted with that type of language that was actually funded so it's very hard to speculate.

0:39:23.680,0:39:27.600

Gedalye Szegedin: The fact, the fact is that that

0:39:28.400,0:39:33.120

Gedalye Szegedin: some projects needs engineering before it could go forward.

0:39:33.120,0:39:39.040

Gedalye Szegedin: On the project, for example, the workshop that the State DOT

0:39:39.040,0:39:44.000

Gedalye Szegedin: on the 17th is also a project that only had funding for the engineering doesn't

0:39:44.000,0:39:49.680

Gedalye Szegedin: have funding for, nobody has funding for adding a third line to the 17, but there is funding

0:39:49.680,0:39:51.360

Gedalye Szegedin: for doing the workshop for doing

0:39:51.360,0:39:52.800

Gedalye Szegedin: the study.

0:39:52.800,0:39:54.160

Sandra Jobson(NYSDOT): That is correct,

0:39:54.160,0:39:57.840

Sandra Jobson(NYSDOT): but let me, can I just add that is very correct and that's a good example

0:39:58.560,0:40:03.600

Sandra Jobson(NYSDOT): of using nonfederal aid for the engineering portion that that we're using state

0:40:03.600,0:40:07.040

Sandra Jobson(NYSDOT): funds to do the engineering so that I'm glad you

0:40:07.040,0:40:11.280

Sandra Jobson(NYSDOT): brought that up because that's a really good example. Okay go ahead, I'm sorry.

0:40:11.280,0:40:22.320

Gedalye Szegedin: So, so, for example, if if the Village would now be willing to invest let's say

0:40:24.160,0:40:24.601

Gedalye Szegedin: \$100,000

0:40:24.601,0:40:30.240

Gedalye Szegedin: to study this project can we commit that \$100,000 and become

0:40:30.240,0:40:36.000

Gedalye Szegedin: a part of the TIP? I would consider making such investment in order to get

0:40:36.000,0:40:43.520

Gedalye Szegedin: this project on the TIP and to make it eligible for future applications, whether it's RAISE

0:40:43.520,0:40:47.760

Gedalye Szegedin: or, more earmark, because I do feel strongly

0:40:48.560,0:40:52.880

Gedalye Szegedin: that without being on the TIP, we're put at a major disadvantage.

0:40:52.880,0:40:59.680

Sandra Jobson (NYSDOT): And I'm going to hand that question over to Julie and Ashlee,

0:40:59.680,0:41:02.080

Sandra Jobson (NYSDOT): I don't see why we, they

0:41:02.080,0:41:05.360

Sandra Jobson (NYSDOT): couldn't do something like that, because

0:41:05.360,0:41:10.560

Sandra Jobson (NYSDOT): all the Members would have to vote and support that and that provides the Village,

0:41:11.120,0:41:15.920

Sandra Jobson (NYSDOT): you know what they're looking for, which is regional support of this project.

0:41:16.840,0:41:19.360

Harry Porr: Well, let's ask Julie or

0:41:22.480,0:41:24.133

Harry Porr: Julie you there? Oh, Julie's not there. Ashlee?

0:41:24.133,0:41:26.000

Ashlee Long: I'm here, yes.

0:41:26.000,0:41:27.280

Harry Porr: Yes, could you that first question?

0:41:27.280,0:41:32.560

Harry Porr: The County is supportive of this project and perhaps

0:41:32.560,0:41:33.600

Harry Porr: we should include a letter in with your submission

0:41:33.600,0:41:37.352

Harry Porr: of County support. We've done it for other groups.

0:41:37.352,0:41:40.880

Gedalye Szegedin: Nothing would come close

0:41:40.880,0:41:46.720

Gedalye Szegedin: to being on the TIP and we're prepared to put up some money for

0:41:47.920,0:41:51.040

Gedalye Szegedin: the engineering part of it, in order to get on the TIP

0:41:51.040,0:41:55.742

Gedalye Szegedin: and get a project actually going, I mean the presentation that we did

0:41:55.742,0:41:57.822

Gedalye Szegedin: today there is an expense

0:41:57.822,0:42:02.160

Gedalye Szegedin: there also so the Village is incurring expenses, when the County said,

0:42:03.040,0:42:08.560

Gedalye Szegedin: someone should pick up sponsorship we didn't take that lightly, we gave it full consideration.

0:42:08.560,0:42:11.120

Gedalye Szegedin: And we're ready to put some money where our mouth is.



0:42:11.120,0:42:13.520

Gedalye Szegedin: In order to make this project.

0:42:13.520,0:42:17.680

Gedalye Szegedin: move forward and we believe that having it on the TIP

0:42:17.680,0:42:21.280

Gedalye Szegedin: would open a lot of opportunities that are not yet open

0:42:21.280,0:42:26.560

Gedalye Szegedin: for this project, and we're prepared to put some money in order to give ourselves

0:42:26.560,0:42:31.520

Gedalye Szegedin: and the surrounding communities that are going to be benefiting from this project that opportunity.

0:42:31.520,0:42:35.440

Harry Porr: Well, I'll let Ashlee answer that for us.

0:42:35.440,0:42:40.056

Ashlee Long: Okay, so just to make sure I understand -- you would be willing to put non

0:42:40.056,0:42:45.120

Ashlee Long: federal dollars towards the project if that means it's being added to the TIP.

0:42:45.120,0:42:46.880

Gedalye Szegedin: That is correct.

0:42:46.880,0:42:53.120

Gedalye Szegedin: So please, I have a very strong desire to get it on the TIP

0:42:53.120,0:42:58.080

Gedalye Szegedin: I would prefer to have a state or federal dollar to do it.

0:42:58.080,0:43:05.120

Gedalye Szegedin: If there is a consensus from DOT that we cannot use a state or federal dollar,

0:43:05.120,0:43:11.120

Gedalye Szegedin: at this point for the project, then we would put some local funds on the project in order

0:43:11.120,0:43:16.720

Gedalye Szegedin: to get it on the TIP and we're going to fight the next battle at a later date.

0:43:18.880,0:43:19.360

Harry Porr: Ashlee?

0:43:19.360,0:43:24.640

Ashlee Long: Okay, I think I understand, yes, using federal dollars, unfortunately

0:43:24.640,0:43:28.720

Ashlee Long: from what Sandra saying is that FHWA won't approve it unless you can

0:43:28.720,0:43:32.400

Ashlee Long: cover the entire project costs with those you know with the.

0:43:32.400,0:43:36.560

Ashlee Long: You can identify where your entire project cost is coming from, so if you want to be

0:43:36.560,0:43:42.080

Ashlee Long: on the TIP it does sound like that's the best option to use local or nonfederal dollars.

0:43:42.080,0:43:45.760

Harry Porr: Is \$100,000 enough for a placeholder?

0:43:45.760,0:43:50.320

Ashlee Long: I would think so, Sandra does that

0:43:50.320,0:43:52.800

Ashlee Long: work on the DOT end?

0:43:52.800,0:43:57.680

Sandra Jobson (NYSDOT): I think so, I mean we can what we'll do is

0:43:57.680,0:44:02.320

Sandra Jobson (NYSDOT): it's a good question so just to make sure that we're all on the same page I'll take

0:44:02.320,0:44:08.160

Sandra Jobson (NYSDOT): the question to our Albany office to get their confirmation. I know Harriet is on the call,

0:44:08.160,0:44:13.760

Sandra Jobson (NYSDOT): so, she's hearing this firsthand but we'll put in a formal

0:44:13.760,0:44:15.920

Sandra Jobson (NYSDOT): ask to Albany to get clarification.

0:44:17.200,0:44:23.200

Sandra Jobson (NYSDOT): And I do want to clarify too it's just non-federal aid so if the Village was able to

0:44:23.200,0:44:28.720

Sandra Jobson (NYSDOT): it just has to be non-federal so state or local funds

0:44:28.720,0:44:31.295

Sandra Jobson (NYSDOT): for engineering only

0:44:31.295,0:44:35.200

Sandra Jobson (NYSDOT): on to the TIP should be feasible and we'll get

0:44:35.200,0:44:39.840

Sandra Jobson (NYSDOT): we'll get an answer on that, Ashlee, maybe you and I, together

0:44:39.840,0:44:41.360

Sandra Jobson (NYSDOT): will submit this question

0:44:41.360,0:44:43.600

Sandra Jobson (NYSDOT): to Albany, okay.

0:44:43.600,0:44:44.480

Ashlee Long: That sounds good.

0:44:44.480,0:44:46.560

Gedalye Szegedin: and

0:44:46.560,0:44:47.040

Gedalye Szegedin: We

0:44:47.040,0:44:48.560

Gedalye Szegedin: And we also reserve

0:44:48.560,0:44:57.760

Gedalye Szegedin: the right to go directly to FHWA, to federal highway and ask clarification that

0:44:57.760,0:45:05.360

Gedalye Szegedin: this is a national policy that they wouldn't permit projects to be studied before it has

0:45:05.360,0:45:13.538

Gedalye Szegedin: already secured construction funding, which sounds unfair to me how could you even know?

0:45:15.360,0:45:20.080

Sandra Jobson (NYSDOT): So, we'll verify that yep so, we'll clarify that they do, and I think I said it earlier,

0:45:20.080,0:45:22.480

Sandra Jobson (NYSDOT): they don't look upon it very favorably

0:45:22.480,0:45:28.320

Sandra Jobson (NYSDOT): because what happens is it puts the sponsor at risk, for having

0:45:28.320,0:45:33.440

Sandra Jobson (NYSDOT): to pay back any of the federal aid, and that has become a real issue

0:45:33.440,0:45:35.680

Sandra Jobson (NYSDOT): over the years,

0:45:35.680,0:45:40.000

Sandra Jobson (NYSDOT): and I think Lance kind of alluded to that earlier to that you know,

0:45:40.000,0:45:45.280

Sandra Jobson (NYSDOT): I don't really like using the term wish list project,

0:45:45.280,0:45:48.080

Sandra Jobson (NYSDOT): because you know you hope it's more than a wish list,

0:45:48.080,0:45:50.800

Sandra Jobson (NYSDOT): but they don't like this, you know, putting projects on the TIP,

0:45:50.800,0:45:54.160

Sandra Jobson (NYSDOT): too hastily, these days,

0:45:54.160,0:46:00.080

Sandra Jobson (NYSDOT): they really prefer that the construction funds if you're using federally for engineering

0:46:00.080,0:46:03.680

Sandra Jobson (NYSDOT): that you have secured the federal aid for construction.

0:46:03.680,0:46:06.720

Sandra Jobson (NYSDOT): They won't even, let us anymore put

0:46:07.520,0:46:12.000

Sandra Jobson (NYSDOT): construction phases on multiple years that was also something we had done in the past,

0:46:12.000,0:46:14.800

Sandra Jobson (NYSDOT): so, you know, things do change over time.

0:46:14.800,0:46:18.640

Sandra Jobson (NYSDOT): And it's really to ensure project delivery so it's not

0:46:18.640,0:46:22.880

Sandra Jobson (NYSDOT): to penalize anyone it's actually just to help the money you know

0:46:23.520,0:46:25.520

Sandra Jobson (NYSDOT): get to construction and get projects built.

0:46:26.960,0:46:29.120

Gedalye Szegedin: Isn't that a cause

0:46:29.120,0:46:34.160

Gedalye Szegedin: for why projects are never properly estimated

0:46:34.160,0:46:38.720

Gedalye Szegedin: the cost, because the estimates are done before the engineering before the planning.

0:46:38.720,0:46:42.160

Gedalye Szegedin: So, it's basically shooting from the hip isn't it more

0:46:42.160,0:46:46.880

Gedalye Szegedin: a better public policy to study a project and come to a number

0:46:46.880,0:46:49.920

Gedalye Szegedin: of what construction cost is and then go for the construction.

0:46:49.920,0:46:52.080

Sandra Jobson (NYSDOT): I agree with you,

0:46:52.080,0:46:55.040

Sandra Jobson (NYSDOT): it's the, it's that 10-year PE thing that

0:46:55.040,0:46:59.200

Sandra Jobson (NYSDOT): gets everyone I would totally agree with what you just said, let us let

0:46:59.200,0:47:05.200

Sandra Jobson (NYSDOT): Julie, Ashlee and myself, let's just present this scenario, at least

0:47:05.200,0:47:10.400

Sandra Jobson (NYSDOT): this scenario, you know that we've come up with, as a group, and just make sure it's viable.

0:47:10.400,0:47:13.360

Sandra Jobson (NYSDOT): And then we can as part of that question will

0:47:13.360,0:47:18.320

Sandra Jobson (NYSDOT): also get confirmation on you know, is it a soft policy or firm policy

0:47:19.040,0:47:23.840

Sandra Jobson (NYSDOT):

on you know, putting a project on the TIP with federal aid for engineering only.

0:47:23.840,0:47:25.680

Sandra Jobson (NYSDOT): You know

0:47:25.680,0:47:26.720

Sandra Jobson (NYSDOT): understanding, especially,

0:47:26.720,0:47:31.360

Gedalye Szegedin: especially on a project that already has a few hundred thousand

0:47:31.360,0:47:36.880

Gedalye Szegedin: dollars federal aid to engineering, which is to the original Larkin Drive project now,

0:47:36.880,0:47:42.960

Gedalye Szegedin: we do have other projects on the TIP that we're prepared to offer as

0:47:42.960,0:47:46.320

Gedalye Szegedin: freeing up some of the money so we're not taking anything

0:47:46.320,0:47:50.320

Gedalye Szegedin: from any other communities have, but that would only be.

0:47:51.840,0:47:54.320

Sandra Jobson (NYSDOT): We'll you're presenting a whole other, you know you're presenting a whole

0:47:54.320,0:48:00.880

Gedalye Szegedin: another option, and this is where we don't have our local program unit manager on the call right now.

0:48:00.880,0:48:04.240

Sandra Jobson (NYSDOT): But you know you are presenting almost a whole other option

0:48:04.800,0:48:11.200

Sandra Jobson (NYSDOT): which is right now the County is working through our local projects unit with Albany and FHWA

0:48:11.200,0:48:14.080

Sandra Jobson (NYSDOT): you know, on whether or not the engineering

0:48:14.080,0:48:18.000

Sandra Jobson (NYSDOT): funds need to be repaid or not on Larkin Drive project,

0:48:18.640,0:48:22.720

Sandra Jobson (NYSDOT): you know, maybe there's a whole other conversation that needs to take place

0:48:22.720,0:48:25.760

Sandra Jobson (NYSDOT): with our local project's unit with our

0:48:25.760,0:48:29.920

Sandra Jobson (NYSDOT): Albany office and FHWA where we say okay,

0:48:29.920,0:48:37.200

Sandra Jobson (NYSDOT): you know, we have a rescoped project it's similar you know,

0:48:37.840,0:48:41.120

Sandra Jobson (NYSDOT): like you're always saying earlier, using the same pin I don't know,

0:48:41.120,0:48:45.040

Sandra Jobson (NYSDOT): maybe there's another bigger conversation that needs to be had,

0:48:45.040,0:48:47.840

Sandra Jobson (NYSDOT): with that respect so.

0:48:51.566,0:48:56.320

Gedalye Szegedin: Because of course I'm aware that the 10 years of federal highway

0:48:56.320,0:48:59.280

Gedalye Szegedin: could be appealed to 20 years and that could avoid

0:49:00.000,0:49:05.520

Gedalye Szegedin: having the County repay those engineering fees because we're taking over

0:49:05.520,0:49:07.280

Gedalye Szegedin: project sponsorship and Harry I'm getting a

0:49:07.280,0:49:10.880

Gedalye Szegedin: a 10% Commission for that savings.

0:49:10.880,0:49:12.560

Harry Porr: The check's in the mail.

0:49:12.560,0:49:14.960

Sandra Jobson (NYSDOT): I'm just throwing it out there, this is, you know,

0:49:14.960,0:49:20.720

Gedalye Szegedin: this is all very well beyond my area of expertise, but I think these are like three conversations.

0:49:20.720,0:49:22.560

Sandra Jobson (NYSDOT): You

0:49:22.560,0:49:26.720

Gedalye Szegedin: know that we could have with people who are experts in this area and find out.

0:49:26.720,0:49:31.262

Gedalye Szegedin: And if we have to have this conversation between the County,

0:49:31.262,0:49:31.840

Gedalye Szegedin: the state,

0:49:31.840,0:49:34.080

Gedalye Szegedin: and the sponsor ourselves,

0:49:34.080,0:49:36.720

Gedalye Szegedin: we don't need to bore the entire group.

0:49:36.720,0:49:41.200

Gedalye Szegedin: We're prepared to have a meeting or a zoom call

0:49:41.200,0:49:46.480

Gedalye Szegedin: and flush out all these ideas on how to make it work for everybody's benefit.

0:49:46.480,0:49:47.840

Harry Porr: Right, with the goal of trying to accomplish the project

0:49:47.840,0:49:54.080

Harry Porr: We'll get to that and I think that has been a very productive discussion and Sondra and

0:49:54.080,0:49:57.840

Harry Porr: Ashlee, you will get back to Gedalye as soon as you can.

0:49:57.840,0:49:59.840

Ashlee Long: Yeah.

0:49:59.840,0:50:01.400

Harry Porr: Thank you, both.

0:50:01.400,0:50:04.720

Gedalye Szegedin: Thank you all

0:50:04.720,0:50:07.120

Harry Porr: Right any other any other comments from anyone else on this Council about this project.

0:50:08.600,0:50:12.080

Harry Porr: Okay, thank you all, let's move on now.

0:50:12.080,0:50:14.000

Frank A. Filiciotto, Creighton Manning: Thanks for the opportunity everyone.

0:50:14.000,0:50:14.560

Frank A. Filiciotto, Creighton Manning: Appreciate it.

0:50:14.560,0:50:16.880

Harry Porr: Thank you Lance and Sandra appreciate it too.

0:50:17.920,0:50:25.840

Harry Porr: Let's see, new business, any other new business that anyone would like to bring up at this time?

0:50:26.720,0:50:31.200

Harry Porr: Hearing none I'll go to Lauren air quality conformity determination.

0:50:31.200,0:50:34.640

Lauren Burns: Yeah, so we

0:50:35.240,0:50:43.200

Lauren Burns: So, you can see we're presenting the draft transportation

0:50:43.200,0:50:45.760

Lauren Burns: air quality conformity determination

0:50:45.760,0:50:48.880

Lauren Burns: the Dutchess County

0:50:49.840,0:50:54.480

Lauren Burns: Metro or Dutchess County Transportation Council which is DCTC and

0:50:54.480,0:50:59.280

Lauren Burns: the New York Metropolitan Transportation Council which is NYMTC are both

0:50:59.280,0:51:04.560

Lauren Burns: updating their metropolitan transportation plans or their long-range transportation plan.

0:51:04.560,0:51:10.480

Lauren Burns: So because we're in a non-maintenance area for the Poughkeepsie ozone

0:51:10.480,0:51:12.800

Lauren Burns: and maintenance area for PM 2.5

0:51:13.600,0:51:18.080

Lauren Burns: we also have to update our regional emissions analysis and our conformity determination.

0:51:18.080,0:51:24.640

Lauren Burns: So, this is bigger than some of the other conforming determinations, we've

0:51:24.640,0:51:31.840

Lauren Burns: done we're now going out to 2055 which is NYMTC's forecast year for their MTP update.

0:51:31.840,0:51:37.760

Lauren Burns: We also did a big overhaul of the model, the travel demand model

0:51:38.320,0:51:44.000

Lauren Burns: and of the forecast, which we presented at the last Planning Committee meeting.

0:51:44.000,0:51:53.360

Lauren Burns: So with that we plan to go to public comments with DCTC and NYMTC on

0:51:53.360,0:52:00.720

Lauren Burns: June 16 for 30 days and hopefully look to adopt it at our next Policy Committee meeting in August.

0:52:03.520,0:52:04.400

Lauren Burns: You have any questions?

0:52:06.960,0:52:07.920

Harry Porr: Any questions?

0:52:08.520,0:52:12.640

Harry Porr: Okay, so we don't need to vote on this do we Lauren? Or Ashlee?

0:52:12.640,0:52:16.240

Lauren Burns: No, no, we'll send out the public comment,

0:52:17.520,0:52:18.880

Lauren Burns: an email with the public comments.

0:52:19.920,0:52:26.080

Harry Porr: I'm going to skip the OCTC staff reports until we go to the Policy Committee and the other

0:52:26.080,0:52:31.840

Harry Porr: member reports, what is this save the date Planning Committee meeting July 13 Ashlee?



0:52:31.840,0:52:37.520

Ashlee Long: Yep! This is just one of our standards save the dates we'll have a planning

0:52:37.520,0:52:43.040

Ashlee Long: committee meeting in July to review some other things like the public participation plan and

0:52:44.160,0:52:47.720

Ashlee Long: minor updates, operating procedures so just stay tuned.

0:52:47.720,0:52:50.880

Harry Porr: Okay does anybody have any questions at all?

0:52:50.880,0:52:53.120

Harry Porr: regarding this this agenda for the Planning Committee.

0:52:53.800,0:52:59.840

Harry Porr: If not, then I'll ask for a motion, to close this meeting.

0:52:59.840,0:53:01.600

Michael Sweeton: So moved.

0:53:01.600,0:53:04.240

Scott Manley: Scott Manley, I'll second.

0:53:04.240,0:53:06.640

Harry Porr: Thank you, okay, all in favor.

0:53:06.640,0:53:08.240

(Multiple Speakers): Aye

0:53:08.240,0:53:13.040

Harry Porr: Meeting is closed and now we will open the Policy Committee meeting.