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ORANGE COUNTY TRANSPORTATION COUNCIL

**Meeting Transcript  
Planning Committee  
June 14, 2022 at 10:00 AM**

Legislative Conference Room  
OC Government Center  
255 Main Street, Goshen, NY

Dial-in Number: (646) 876-9923

Meeting ID: 845 9822 9690

Passcode: 211566

Zoom Meeting Link:

<https://us02web.zoom.us/j/84598229690?pwd=VDkrb2YwNWlvTkFkZDINSXRzNWtKZz09>

Video recording can be viewed at the following link: [https://youtu.be/C\\_y81KvF\\_Fo](https://youtu.be/C_y81KvF_Fo)

Meeting Participants – In Person

Name:	Organization:
Harry Porr	Orange County Deputy County Executive
Alan Sorensen	Orange County Planning
Rob Parrington	Orange County Planning
Lauren Bennett	Orange County Planning
Zack Coleman	Orange County Planning
Zack Coleman	Orange County Planning
Obed Varghese	Orange County Planning
Elizabeth Conley	Orange County Planning
Travis Ewald	Orange County Dept. of Public Works
Sandra Jobson	NYSDOT Region 8
Jason Morris	City of Newburgh
Jacob Tawil	City of Middletown
Mike Sweeton	Town of Warwick
John Revella	Village of Walden
Charles Carnes	Town of Crawford

Meeting Participants - Virtual

Jessica Ridgeway	Orange County Planning
Nicole Farmer	NYSDOT Region 8
Harriet Lewis	NYSDOT Main Office
Gary Spears	Town of Deerpark
Moishe Gruber	Village of Kiryas Joel
Al Fusco	Fusco Engineering
Jeff Pangburn	Creighton Manning
Lauren Carter	Creighton Manning
Kate Ahmadi	Moodna Creek Watershed Intermunicipal Council
Maria Hayford	FHWA

**Call to Order / Introductions**

Introductions were made from 00:00:00 to 0:02:01.920. See list of meeting participants.

**Opportunity for Public Comment**

0:02:06.080,0:02:15.000

Harry Porr: We'll now move to opportunity for public comment, does anyone have anything to say? Either those here or those virtually, now is the time to speak.

0:02:16.830,0:02:28.200

Charlie Carnes: I sent a letter down, my staff sent a letter down regarding a TIP project, we have with a cost increase from the state of \$250,000 I just want to make sure Council received that.

0:02:30.360,0:02:33.570

Lauren Bennett: No, we haven't received anything, when was it sent?

0:02:34.680, 0:02:52.814

Charlie Carnes: Week before last. We got a notice from the State because of the increases in the prices there on the TIP, the Safe Route project and on Main Street there has increased to \$250,000 so we definitely sent you a letter, when I get back up there I will have it resent.

0:02:52.814,0:02:58.320

Harry Porr: Resend it, yeah, and make sure the Commissioner is involved as well.

0:02:59.370,0:03:01.980

Charlie Carnes: I know it went to the Commissioner, I don't know what happened.

0:03:06.030,0:03:08.940

Harry Porr: Thank you, any other comments aside from Mr. Carnes?

**Accept Meeting Transcript – April 12, 2022**

0:03:10.440, 0:03:21.570

Harry Porr: Then we'll move on to the transportation improvement program Draft TIP Amendment OCTC20-13. Excuse me, as a motion to accept the transcripts.

0:03:26.400,0:03:27.690

Harry Porr: All those in favor?

Group in unison: Aye

0:03:28.860,0:03:29.550

Harry Porr: Opposed?

\*Silence\*

0:03:30.030,0:03:31.560

Harry Porr: Thank you.

**Transportation Improvement Program**

*OCTC Transportation Improvement Program (TIP) Amendment 20-13*

0:03:33.180,0:03:34.470

Harry Porr: Transportation Improvement Program, Lauren.

0:03:41.340, 0:06:33.180

Lauren Bennett: Okay, so we have the Draft TIP Amendment 20-13. Two of the projects were previously presented to OCTC the April and May planning committee meetings, we have since added eight more projects so we'll go through project to project, and at the end, we'll send this out for 14 days of public comment and then we're looking to adopt it at the July 5 Policy Board meeting.

So the first action is, next slide Jess, the route 9W Storm King mountain drainage immediate barrier improvement. This kit has been added onto the TIP in fiscal year 2022 under detailed design and state funded and it's about \$250,000 for the detailed design.

The next project is the resurfacing of Interstate 84 from State Route 208 in the town of Montgomery to State Route 32 interchange in the town and city of Newburgh. So this project has been added on to the TIP in fiscal year 2023 construction and construction inspection for about \$7.8 for construction and just under a million for construction inspection for total project at about \$8.8 million, and this is being offset from a PIN on the Mid Hudson South TCC TIP so it does not impact our local project funds.

The next project is being added onto the TIP, it is a new PIN for Route 17 at exit 122, and this is stage two for the reconstruction, I think it was reconstructed like 2010/2012 the stage one. So this is stage two of the reconstruction of the interchange, it will be adding on the preliminary and detailed design and fiscal year 22 and construction, construction inspection in fiscal year 2023 so the total cost of the project will be around \$85 million.

And finally we're adding on another NYSDOT PIN for preliminary engineering and environmental analysis to upgrade Route 17 to Interstate 86 it is \$20 million for a study and that will be in fiscal year 2022.

Sandra, would you like add any comments to any of these four things?

0:06:34.470,0:06:39.900

Sandra Jobson: No, does anyone have any questions? Maybe it's easier to take questions.

0:06:39.900,0:06:40.800

Mike Sweeton: So stage 2 of 122

0:06:40.800,0:06:41.720

Lauren Bennett: Crystal Run Road?

0:06:41.760,0:06:48.320

Mike Sweeton: What does it entail? Is it going to get rid of that funky 84 merge?

0:06:48.320,0:06:55.680

Sandra Jobson: I'm not sure, because I'm not intimately knowledgeable about the plans of what we were able to construct under phase one and two, but I could probably get a concept plan.

0:06:57.600, 0:07:13.380

Rob Parrington: Based on, sorry Sandra, I remember that project, based on what was done in 2010/2011, it would do exactly what you're talking about. If you go to the intersection now, the stoplight is there for the Park and Ride lot, there's already a curb cut across the street that's going to be an on ramp eventually.

0:07:14.460, 0:07:57.900

Sandra Jobson: yeah that's what I will do, get a concept plan that shows, maybe color coded, to show the new, what will be finished in stage two. yeah and that's a very aggressive schedule, but we're really hopeful that we can get the consultants on board quickly, and then we just have to refresh the plans, the plans are actually in metric, yeah just an interesting little tidbit because when Stage one was done,

We were doing everything in metric now we're back to English so we'll have those converted by the consultant, and we probably have to refresh the environmental, but we did all the environmental, we've built on the mitigation, so we should be able to do that.

0:08:01.380, 0:10:56.600

Lauren Bennett: Alright, so moving on, the next three are City of Newburgh projects, the first we already presented at the May meeting this is PIN 876157 Lake Street/Route 32 over Quassaick Creek. The city of Newburgh received \$1.8 million in Congressional earmark, so we're adding that on to the TIP. That does not count against our local targets.

The next two projects, City of Newburgh 876139 and 876140 are the two bridge projects that the City of Newburgh requested funding, the Off-System funds at the last May Planning Committee Meeting, so this shows the block has been offset from the block of the Off-System Bridge in the fiscal year 2022. For this first pan to Lake Drive they requested an additional \$700,000 for construction and construction inspection, and then the Walsh Bridge replacement they requested an additional \$300,000 for construction and construction inspection. So this will use up the entire fiscal year 2022 blocks and it will impact the rollover for Off-System Bridge in the coming year, but it will not impact fiscal year 23's funding.

At our last May meeting we showed like \$300,000 in the fiscal year 23 block, but we just got confirmation that it's going to be this full \$822,000 in fiscal year 23. We'll show that when we go over the TIP development, we have all those numbers there.

Are there any questions on City of Newburgh funding requests and projects?

Okay. Moving on, the next PIN is the block two, which is the Off-System Bridge funding and it just shows the drawdown in the fiscal year 2022 and that's to offset those two, the Walsh Road bridge and Lake Drive Bridge funding requests.

Any questions on that?

Two more projects, so the next one is an Orange County project for PIN 876267, we've already introduced this to the Committee, this is the Bridge New York project.

I don't know if anyone has a questions?

0:10:56.680,0:10:57.960

Harry Porr: Is that a county bridge?

0:10:57.960,0:10:59.960

Lauren Bennett: Yes

0:11:00.750,0:11:02.880

Jacob Tawil: But this will not have anything to do with our funding?

0:11:03.000, 0:12:14.010

Lauren Bennett: Yes, this does not impact the local targets, it has it's own Bridge New York funding. It's actually I think it's on the Federal Aid so it's not even eligible for the Off-System Bridge funding.

And then, finally, the last project is an MTA project, MTA requested a funding swap, they asked the STB Flex funding in PIN 882399 which is on our TIP, the Newburgh Beacon Ferry service operations be

moved to a project on the Mid-Hudson South TCC TIP, which is their cyclical track program and they are backfilling all the funds with MTA funds. So we've been notified, that will not impact the Beacon Ferry Newburgh operations, it's just funding swaps.

So any questions on that?

Okay, so that is the full of the OCTC TIP amendment 20-13 again and it will go out for 14-days of public comment we'll seek action at the next Policy Board meeting.

0:12:15.060,0:12:18.320

Jacob Tawil: So what happened to Middletown projects?

0:12:18.400, 0:12:38.220

Lauren Bennett: So we're talking about that in the update. This is the current TIP, the 2020-2024 TIP. So when we're talking about the TIP development, we do the old business. And we'll talk about that next, these new funding requests that you're referring to in the City Middletown.

*City of Newburgh Funding Request (PINs 8005.26 & 8758.75)*

0:12:39.000, 0:13:37.120

Lauren Bennett: So we received new funding request from the City of Newburgh since the last meeting and that's what you see on the slide, so the City of Newburgh has... oh wait go back one slide. City of Newburgh funding request for PIN 800526, they're requesting an addition \$1.141 million for construction and PIN 875875 they're requesting just over \$200,000 for construction. So I guess I'll pause, Jason do you have anything to add about your project requests?

0:13:37.400, 0:14:49.500

Jason Morris: Sure, so I'll go over the brief history on these PINs. These two PINs, are historically on the TIP for a number of years. One of them was for the reconstruction of Broadway and the other one was for traffic signal updates. And I apologize I just got my voice back. Doing my best, this is the best I've been in a few days. So a number of years ago, about three or four years ago we realized that we do not have enough money in these two PINs to reconstruct Broadway, so we narrowed the scope of the project and combine the two PINs into one general project to redo the ADA pedestrian curb ramps and the traffic signals along Broadway from 9W two Grand street. So that project was rescoped in roughly 2019 and then we advanced through the process to where we are today, which we are very nearly complete, and nearly have an authorization to proceed with construction. We've addressed all DOT's comments, the plans are back in being reviewed and we anticipate getting it authorization to proceed to construction in fiscal year 2022.

0:14:54.180,0:14:55.680

Lauren Bennett: Are there any questions?

0:14:58.920, 0:15:41.800

Jacob Tawil: If I may, we want to make sure that the dates, your dates are solid because that's impacting the funding that is available for Middletown. So what we're trying to do is, we're requesting that you be as firm as possible with your things as much as possible in there, so you know that you're going to be using the funds within this step, rather than being dragged on rather than creating the money and then it will just sitting there and nobody's using.

So that's why we requested that information from Orange County Transportation Council and we need that information to be as accurate as possible for any of the projects that you're requesting additional funding for.

0:15:41.880, 0:16:08.400

Jason Morris: I'll give you a brief overview of the dates that we have, so we have authorization to proceed with preliminary design and right-of-away August 2019. We have our authorization to proceed with detailed design in August of 2021. And then we're waiting for our authorization to proceed to construction, of course it's not a guarantee for this fiscal year, but we project it to happen this fiscal year, can't guarantee anything.

0:16:08.440,0:16:15.000

Jacob Tawil: This fiscal year is going to be over in October, beginning of October. So a couple more months.

0:16:15.330, 0:17:11.160

Lauren Bennett: So there is no more funding available for the City of Middletown, or sorry City of Newburgh.... been working a lot with City of Middletown, I apologize.

So we had a discussion with the City of Newburgh and Jason and let him know that funding wouldn't be available until FY 24 so they would have to be ready to go to construction then with both PINs so they're moving them out of fiscal year 2022 into fiscal year 2024. And we will also let them know that there is, if the Council agrees with funding these projects, there is no more funding available in those fiscal years and, if they were to come back, they would not be prioritized, new funding projects we would recommend be prioritized over this project if they receive funding.

0:17:11.200,0:17:17.720

Jacob Tawil: So I just want to understand, the \$1.14 million and the .2 million?

0:17:17.800,0:17:20.320

Lauren Bennett: Is total. So then they break out federal and local.

0:17:20.360,0:17:22.760

Jacob Tawil: Understood. But that's going to be in 2024?

0:17:23.000, 0:17:57.600

Lauren Bennett: 2024, yes. So in total, it will be just over a million dollars that staff is recommending be programmed to the project for the STB Large Urban in fiscal year 24. We will look at the impact of the City of Middletown and the City of Newburgh's funding on the program in the next item. So we'll do local project sponsors then when we go to the TIP Development we'll discuss and see what impact those funding requests have on the overall TIP.

### *Local Project Sponsor Updates*

0:18:08.040, 0:18:14.430

Harry Porr: Ok, local projects? Anybody want to update us on any projects they're doing locally?

0:18:15.570, 0:21:22.770

Jacob Tawil: I'll start. The traffic operations project, it's about \$21 million through Orange County Transportation Council, this is the local share for City of Middletown and we have an additional about \$8 million for funding on top of it to make this project viable. Because this project, the traffic operations, by itself would have made a swiss cheese out of the entire City of Middletown because it covers so much curbs and sidewalks away from the intersection that would be upgraded, the signalized intersections, so we had to come up with our own money which is millions of dollars to cover the gap there and to continue to upgrade the entire stretch of the block, so we don't have gaps between the signalized intersections, some of them are upgraded some not. and then there's the landscape component to this project. So you know the project is almost like \$30 million now and we're still getting into, like everybody else, price increases and confrontation, almost confrontation with the contractor about price

increases and DOT they're very strict about where the price increases are to be given for certain items, not for everything.

So that's what we are going through, right now, construction is proceeding very fast, to be honest with you, I like the pace we're going, and you know a drive through downtown Middletown will show you show you and outside downtown Middletown we opening up intersections all over in order to get it done soon as possible, but we have to live with our funding. So we have the price increases, we have our own money that we are putting and the point I'm trying to make while construction is proceeding at a very expeditious pace, financially, we need some assistance, we're falling behind financially.

Last meeting we were excited about the additional funding that potentially could be programmed for us. I know it was could be programmed for us, you know it wasn't guaranteed, just programming until Newburgh came up with their request and maybe I should reserve those comments, this only an update for this project. So be very happy to network with Newburgh, we understand the financial obligations with them, but the idea is we want to make sure that all the funding is used, all the program funding is used like Sandra she keeps repeating from the DOT that it's important for us to use up our funding in an efficient manner, we have to show the state and everybody who's operating funds that we are serious about this money we're not just letting it sit there. So just keep that in mind, please and we're willing, obviously to work with Newburgh.

0:21:25.530, 0:21:49.800

Mike Sweeton: Can I ask a question, just so just so I can wrap my head around this and Jacob you're doing a great job and I know you're a great advocate for the city, but so this project was programmed at \$9 million and it's now it's almost \$30 million. How does that happen? and I get the price increases, but it's almost a three time increase to the cost of the project, could you maybe just explain to us how that is happening?

0:21:49.880, 0:22:31.640

Jacob Tawil: Absolutely, this project was born probably 20 years ago when Al Fusco was the Commissioner of Public Works for the City of Middletown, it was only signalized intersections to be upgraded, and like I just explained a moment ago is, we can't just do the signalized intersections in here to make it ADA accessible and leaving small gaps or sometimes large gaps within the stretch of road unlivable. That's what we came up with. However, we added this much money to it. So that's the project, the prices went up, the project was born 20, almost 20 years ago, and just the price increases kept going up escalating and that's where we are.

0:22:31.720,0:22:38.870

Michael Sweeton: So the scope of the project has changed as well?

0:22:38.970,0:22:51.840

Jacob Tawil: For the change in the scope, including the gaps between the signalized intersections, that's where we added all our money to make that up, we're not asking for OCTC or DOT to fund that section.

0:22:53.370,0:23:02.700

Michael Sweeton: So, only the signalized intersections increased from \$9 million to \$30 million, well \$24 million, outside of your rate.

0:23:03.840,0:23:16.000

Jacob Tawil: That's what happens when you wait another year this number is already is going to up with inflation, its going to be sky high.

0:23:16.120,0:23:18.900

Michael Sweeton: This is not a criticism of Middletown.



0:23:24.930, 0:27:07.320

Sandra Jobson: I'm just going to chime in on this conversation a little bit, because I'm seeing this on all the MPOs, this is not unique here at this table at all.

0:23:36.180, 0:23:48.000

Sandra Jobson: Now, when it comes to your discretionary MPO money, all the members of this board are making decisions, selecting projects and deciding whether or not to give them additional funding.

Historically what I've noticed is that the MPOs make good project selections, because all the projects are good, you know you're never talking about project, make project selections. And for a variety of reasons, what ends up happening, I see this and all the MPO's project sponsors come back for money would have been the reason, maybe. And historically the MPOs have had this mentality in the Hudson Valley. That, if an existing project needs more money, we're going to look at the existing project before we look at funding new projects that's kind of their philosophy and that's fine, however, you'll notice that the State of New York has discretionary programs now like TAP, Bridge NY and that's a no go. No extra money. Do not come down for this discretionary program and ask for more money.

Make sure that when you put your scope together, you put your estimate together, that you submit a good application and you're signing off that you will be responsible for any additional funds. There's an argument to be made for both approaches philosophically, but what I'm seeing is that, as part of this TIP update.

All the MPOs' additional funding is almost going to fund overtures on existing projects and that's happening in every single MPO not just here. So I think philosophically that MPOs may want to after this TIP update rethink how you're programming funds and projects. Because I go back to this analogy, think about everyone knows low bid in this room right? Okay, we all know a low bid. What happened? You get a low bid, give it to the low bid and then suddenly "oh there's a mistake the plans here", right? Next thing you know the money that you've given the low bidder is equal to bid two or three, is that fair? So, I think what happens is and I don't think this is necessarily done on purpose, but you're awarding wording projects at a low amount, and then you're feeling like you're obligated to make up the difference as the scope or the prices change over time. That's okay, I'm just trying to give that analogy, because some people understand the construction, you know analogy, a little bit better than some of this planning funding stuff, so I would say there's a current philosophy and I think it's fine, I think it's legitimate, but you know, there is a different way of approaching funding. If they're not seeing sponsors come to the table, all the MPOs, this is not critical to OCTC, but they come to the MPO like well our projects over, almost as if the MPO owes them something. And back at the state every time a sponsor gets phase authorization, we're having them sign off that they will incur the additional costs, so you know cost control is important.

0:27:08.400, 0:27:30.800

Michael Sweeton: And, in fairness to Middletown and Newburgh, these projects, as stated, were back way long ago so that's part of the issue. But we're robbing the future here. You look at this adjustment there's no money before 2025 in Orange County, think about that for a second.

0:27:31.000, 0:27:33.240

Sandra Jobson: In the Hudson Valley you could almost say.

0:27:33.240, 0:28:20.430

Michael Sweeton: So it's just a problem and we're better now about looking at projects on their merit, we're not funding all these wish list things that we did back 10 years ago, but this is a problem.

And my question to follow up, is anybody at the end of the day, looking at that fact that you brought up that how many change orders have been made by the contractors, not that Jacob isn't on top of them, but still, how many of those are in this project, in this \$21 million, how much of this was added stuff that you



know these contractors are forcing on us? Does somebody look at that at the end of the day when they look at these?

0:28:20.730, 0:28:56.160

Sandra Jobson: Well, I know that from a state DOT project, when our projects go out into construction if a change order is submitted, it's really scrutinized because we cannot legally be doing exactly what you said, which is like building things that are outside of the original project's intent. You know what I mean that's like a big, no, no. The state does provide some level of oversight on a local program from a construction perspective, and I do think we do get involved in the change order.

0:28:59.550,0:29:02.280

Jason Morris: Every change order is scrutinized by DOT to the nth degree.

0:29:03.960, 0:30:36.000

Jacob Tawil: With the specs and itemized proposal many times we encounter something the field there's no bid like it, what do we do we have to scramble and so on and so forth. By the way, this project in beginning of January, reduce the scope by \$800,000 just to save money in order to go from concrete pedestrian crossing to stamp asphalt heat treated pedestrian crossing \$800,000 and DOT they came to us and said, wait a minute this is a value engineering, the contract there should get half the savings that's the DOT policy.

And was our idea, it was not the contractor's idea to try to save money, the \$800,000. We said whoa, whoa, this is not value engineering by the contractor, we proposed this method as a change for us to reduce the scope of work so we're not going to split it. So here we are. You know the DOT also, they have very rigorous standards that they stick to we can't do anything without them. You're enforcing it for the Highway administration standards and there is an auditor during the project, they come as a team to audit all the books during the project and then there's an audit at the end of the project and anything they don't like they're not going to fund it. You did this on your own, we did not approve it, that's outside the scope of work, you're responsible for the payment.

0:30:37.400, 0:32:18.640

Alan Sorensen: Mike, if I may, I've been thinking about this, you know quite a bit in my experience its actually half the applications, it's exactly what Sandra says. Here's our budget don't come back to DOT asking for more and so I've kind of seen how OCTC has been working with the applicants coming back time and time again, and it is robbing the future. It's gonna be a number of years, even if we decided to do a call for projects that we'd have any funding available to do so. I think moving ahead it's something that OCTC really should discuss in a little more detail in terms of how do we move forward, because if all we're doing is funding legacy projects we're not taking on any new initiatives or new projects that may be priorities for the Council. So I think I'd like us to be in a position when funding finally becomes available again where we could do a call for projects and then, if you do so that you know I think we have to make that very clear to local sponsors that come in with conservative estimates, you know and make sure you address the feasibility issues to move the project forward, because if we're coming into the project, and you have right away acquisitions you know, you may go through several years going through that whole process before you can even get to design and that's just gonna it's going to push a project out two, three, four five years. So we want to avoid that.

0:32:20.700,0:32:24.990

Mike Sweeton: What complicates this is there still legacy projects.

0:32:30.000, 0:34:46.920

Jacob Tawil: May I just say something here, we have a program, a five year program all these projects, they take years like he's just said about the right of way acquisition these couple of years to go through the DOT if you're lucky, sometimes more. So we go we go round around and try to avoid construction, constructing anything in the right of way, so that we will not get into complications.

We remember the Heritage Trail, Travis was there we went with the Commissioner of Parks and the Mayor and myself and we went arguing with them and explaining to them, the DOT about the right of way acquisition, in order to expedite the process, because it was just painful.

You can put the burden on the sponsor of the project, you can ask them to be extra conservative with their numbers what's going to happen is all the numbers on the inflated at some point, materialistic so that I don't have to come back and take the money out of my own pocket, my taxpayers pocket well everybody's pocket. And then we'll have this money available for project if we've got to become overly aggressive and overly conservative and overlay avoiding and ignoring the hoops that we have to jump through to get any project approved from the DOT. And I'm not picking on the DOT, that's their job that's you know it's federal standards that they have to enforce and say this is what you have to do.

My point is the project process is good but its burdensome on the sponsor. Just can't make it any more difficult that's one aspect of it, the other aspect of it when. This is a five-year program, all the projects are there, this is not a wish list for somebody to come in within the five year and start the process all over again. All these projects have been programmed anybody who is on the list can come in and ask for additional funding like Newburgh. We asked for additional funding because funding was available within the TIP. This is not the time to bring somebody from the outside and here allocate another million or \$2 million for your wish list and it's going to take you five to 10 years to do the actual construction. That is the nature of the beast, that's how we always function in this Orange County Transportation Council, Harry was there.

0:34:47.920, 0:35:09.300

Sandra Jobson: It really is a case by case though because I appreciate what you're saying. And you're really saying if money is available within the next year or two, and we know it is smarter to give it to an existing project. Because the likelihood of getting something off the ground..... There has to be flexibility and it's a mix of both I think of what we're talking about but you have to be strategic.

0:35:09.840, 0:35:51.930

Jacob Tawil: Many people they back out, they said look we can't come up with 20%, that's it we're out. So here's the money just sitting there. Happened to us million times in the past, many people they just back out. Newburgh used to back out of projects, just because they cannot come up with the money. And we didn't have much on our end we have this one big project, we have other projects, but we'll earmark through DOT earmark funding but this the nature of the beast there's nothing wrong with what we're doing. You know we don't have to reinvent the wheel because one big project is taking most of the money.

0:35:55.110, 0:36:26.560

Lauren Bennett: I do think though, you know when we do do a call for projects, you know we can look at the foundation of you know, this CMAQ and the TAP application, the Bridge NY, where you set kind of like a timeline and say you know, maybe we favor projects that don't have right away acquisition, that have all their environmental in place, so you can do these projects in three years, we had a project that can get on the TIP and get off, but then the same thing which seems impossible.

0:36:26.640, 0:37:20.460

Jason Morris: Can I add something real quick? So I think right now, you have a unique time in which you have rapidly increasing construction costs due to uncontrolled inflation and that's its own scenario that we're dealing with, supply chain issues, rapidly increasing costs.

Aside from that, I think you have another inherent problem in the TIP programming process because you're looking to allocate a construction costs years out before you actually do a preliminary design. You're looking to fund right of way acquisition costs before you know how much right of way, you need so you're never going to get better than a guess at those numbers, unless you change the way in which you

come up with those numbers or delay the time in which you can look at those numbers. I don't know the right answer, but I think that's a lot to do with the problem that we're having.

0:37:22.740, 0:37:56.160

Harry Porr: We have some clauses in our contracts now, so assuming that it's going to be increasing the price. Every project has what we call change orders. The construction this building, we had hundreds of change orders, but we are paying the bill. If you negotiate a little bit higher a little harder than you would otherwise so point is that we get X and that's what you get no more? or we continue as we have? To the Port Jervis bridges, they started out with X, we had to go back and give them more. And its a great project, so it's really an impossible question.

0:37:59.250, 0:38:50.520

Charlie Carnes: Out of the blue two weeks ago, that's why I sent you guys down the letter, we got a \$250,000 increase on small project, you know. Because of this, inflation and stuff in it and it's an important project for the Town of Crawford and so he's advocate for Middletown. And I go visit Middletown, eat in your restaurants but I'm going to be an advocate for the town of Crawford to connect uptown and the business district, only \$250,000 so if Newburgh, Middletown, Mr. Sweeton and everybody take all the money, you know I think we have to examine this. I know Middletown, Jacob's good at putting in his requests, but you know ours isn't even an old project, and I get a \$250,000 increase and the State moved it back I didn't move it back we're ready to go. So, you know as Jacob's an advocate for Middletown, I'm going to be an advocate for the other communities around.

0:38:51.480,0:38:57.000

Harry Porr: As you should be absolutely, we will try to address them during this year and beyond.

0:38:57.080, 0:39:26.720

Michael Sweeton: Going forward, we have to look strategically or how the county and the call for projects doesn't mean you fund all those projects, but I think we need to know where those projects are and then figure out where we're going to allocate this money to it. And then we can deal with the overages and all that other crap but for all we know there's a bridge in Wawayanda that needs to be fixed within the next three years right? We don't know that because we're not asking. We need to do that.

0:39:26.720, 0:39:50.160

Sandra Jobson: Well, I was gonna mention that too. So if you do end up thinking that you're gonna have blocks in 25/26. It would be smarter, and I know it's a lot of work, but get solicitation in sooner than later, so that you can flush out the good candidates, and get them programmed because you know, it goes back to it takes, three years to get a project going.

0:39:50.160,0:40:02.480

Michael Sweeton: And I think we've all been educated about now with what we need to do to really fund these properly right as opposed to the old days when it was give me \$500,000 and I'll build whatever I'm gonna build.

0:40:02.940, 0:42:01.590

Jacob Tawil: So I think I if I might add just the final comments, I mean this is a good problem to have. Years ago we were sitting there and just my mind remembers, the projects just like sitting there and sitting there like that for 20 weeks and it takes time, yes, but it takes also commitment from the client or the sponsor to make the project go forward and then before we were sitting there, we could not even have a quorum sometimes have a meeting and just the projects just sitting there and it rolls into the next day and into the next day, and nothing, no construction is taking place. Now, we have a good problem I think it's a good problem to have. We have a lot of construction everybody is trying to get as much as possible. But you know if there's an emergency project, the funding doesn't come from the TIP. If there's a bridge that's going to collapse someplace or whatever it is, close imminent danger this is not the place for it to come and get some funding for it.

This is all planned for the future. And it takes years and years and years to tap into this money. It is an ally, that will power on the hoops you have to jump through. It does, and a lot of will power with all of the hoops you have to jump through. So the price increases that we're fighting with the contractor it's not even on the table now. Inspection, I remember you complaining about inspection. Inspection that DOT requires how many engineers we have to have at the site comedy and engineers will have to be sitting in the trailer...it's mind boggling just crazy.

\*followed by general commentary\*

And we kept going back and forth. We didn't say okay here's the \$3 million, where do we sign? You know we went back and forth, we cut it down to 2.5, now we're back to 2.6 we just signed the contract

0:42:12.750,0:42:16.020

Charlie Carnes: \$300,000 for a sidewalk in Crawford, inspection fees... a sidewalk!

0:42:16.080,0:42:22.880

\*general commentary\*

0:42:22.980, 0:42:50.120

Sandra Jobson: You know my academic background is architecture and I did practice for a couple of years, but I never understood when you look at civil engineering and transportation, the amount of inspection and oversight they require compared to a building it's absolutely unbelievable, and I'm telling you that it's just like a cultural thing, that just goes back historically like 50-75 years.

0:42:50.120, 0:43:02.550

Harry Porr: The MTA just spent \$30 million on a 28-step staircase. Okay, you go from Times Square subway station, you walk up \$30 million 28 steps.

0:43:02.560,0:43:08.920

\*general commentary\*

0:43:09.000,0:43:17.820

Sandra Jobson: It's something about, at some point in time, society felt that you needed a lot of inspection for transportation projects.

0:43:18.480,0:43:29.250

Jacob Tawil: We do our own projects, you know the municipal projects we do very extensive ones, 30 million wastewater, 30 million water...

0:43:29.250,0:43:31.230

\*general commentary\*

0:43:31.230, 0:43:55.000

Sandra Jobson: Right they're not collapsing. And same with buildings I mean there's critical points, so it's the critical points, it's not every day, you have 10 inspectors walking around. I've often wondered why no one necessarily questions that from a much broader perspective. But again we're dealing with the requirements, goes back to the FHWA requirements.

0:43:55.000,0:43:57.800

Jacob Tawil: Huge overhead and then the consultants, they have to justify every hour.

0:43:59.600,0:44:02.520

Sandra Jobson: I'm sure a lot of it goes back to safety, right?

0:44:04.000,0:44:10.920

\*general commentary\*

0:44:14.560,0:44:22.740

Harry Porr: Do we have any other local project sponsor updates? Okay lets move on.

0:44:24.030,0:44:35.920

Michael Sweeton: You know I had put in a response request, but I can't even justify that in light of everything else so I'm trying to reduce that scope somehow to make it work. And we'll see where it goes

0:44:36.080,0:44:43.350

Lauren Bennett: Did you see the parcel that they added from the county? That was in the transcript, that actual parcel SBL now I added to the transcript.

0:44:44.220, 0:45:09.280

Michael Sweeton: I didn't see it, but I look at it. We had a deal, we thought we had a deal, with the Open Space Institute for a parcel that would allow this probably be made at a better much cheaper. They withdrew. It's a consortium of doctors, they withdrew it but it's now back on the market so we're trying to see what we can do. If we can acquire that we can probably get this done and that was a high priority project for who knows how long.

0:45:13.020, 0:45:22.800

Harry Porr: And since we did meander a little bit, let me ask Sandra one more question, the federal construction bill. All that money is going to the state?

0:45:22.800, 0:46:16.480

Sandra Jobson: No, actually what's happening with that is more that is they've created a lot of large national discretionary programs. But there will be some formula funds that definitely come to the state that will then be distributed either similar to this process or for statewide discretionary programs. So you know there's really three different ways that we could see that one day come our way.

Federal discretionary programs, which maybe even state DOTs have to compete for that. statewide discretionary programs like a TAP or CMAQ or sometimes what they refer to as formula funds, where it would come to the region and distribute it to the MPOs, so there is still the potential for some of that.

But I know that, like a lot of these programs the States are still waiting for the information to make it there.

0:46:16.480, 0:46:29.640

Harry Porr: What about the Congressional directed spending? Like Maloney said he was going to spend \$5 million on a dock in Newburgh and something at Stewart airport. Does that go with him if he goes to a new district? Does that money go with him? Or does it stay here?

0:46:29.640,0:46:33.000

Sandra Jobson: No, it definitely stays with the project because those are earmarks.

0:46:33.480,0:46:36.680

Sandra Jobson: And you just added one didn't you?

0:46:36.800,0:46:38.680

Jason Morris: We got the earmark for Lake St bridge.

0:46:38.760, 0:47:13.4100:46:47.550

Sandra Jobson: Those are again, like, they're discretionary, they're to a project, they stick with that project forever. And we're not, I think the only involvement, our offices in Poughkeepsie had with those is maybe if someone's applying for one sometimes the applicant will ask us for a letter just in support of the project, that it is eligible to be put on a TIP. So our involvement with those Congressional discretionary earmarks is very limited.

0:47:14.820,0:47:18.120

Harry Porr: Alright, any other local project sponsor updates?

0:47:18.120,0:47:26.040

Jacob Tawil: I hope Harry's fears are not realized because Congressman Maloney he did a press conference and gave us \$3.5 million for the waterline.

0:47:27.840,0:47:28.760

Harry Porr: Show me the money!

0:47:28.760,0:47:34.000

Jacob Tawil: Yeah, we haven't seen it yet, hopefully we'll get that.

0:47:35.000, 0:47:43.650

Harry Porr: We have a grant for our veteran's cemetery, so we hope it's still there when we go to get it.

Anyway, let's move on to the next item.

## **Old Business**

### *FFY 2023-2027 TIP Development*

0:47:45.150, 0:49:43.230

Lauren Bennett: Yes, we'll go to old business so we're going to walk through that TIP development. So, the next slide, Jess. So this is the TIP without any funding requests, and we realized the town of Crawford, we did not get your funding request so that's not included in this. If you can scan it and send it to OCTC mailbox, we can get that in sooner. So this is just a snapshot of the existing projects and showing fiscal constraint within each year, so some of the projects had to move the schedule.

So without any additional funding, in CMAQ we had just about \$50,000 leftover in 2023. Over programmed in 2024, so that comes out of the 2025 so there's about \$691,020 in 2025 and then 26-27 nothing's program currently so that full target is potentially in a block fund.

For the STBG Large Urban the 2023 is fully programmed, 2024 there's about 2.5 million that would go in a block. In 2025 there's just under \$500,000 that would go in a block and then again 26-27 there are no programmed projects, so those the full part would go into a block fund.

And then for Off System Bridge, as I said, will get the full allocation for 2023. So there's no programs, no projects currently programmed on the Off System Bridge funding, so all of it will go in block funds and we'll look to do a call.

0:49:43.400,0:49:46.360

Michael Sweeton: So, what's eligible for Off System Bridge?

0:49:46.480,0:49:50.400



Lauren Bennett: Any bridges not on the federal aid system that are on a public right of way.

0:49:50.400,0:49:56.970

Sandra Jobson: Yeah, and we have a list of those eligible bridges for Orange County that we can get you.

0:49:58.480,0:50:00.480

Harry Porr: Doesn't matter if its city, town or village? Everyone may be has some, you may have none, but yeah there are usually you know bridges that are on local groups.

0:50:00.760,0:50:11.400

Sandra Jobson: No, everyone maybe has some, you may have none but they're usually bridges that are on local roads .

0:50:11.940, 0:50:43.080

Sandra Jobson: And I would say too you know, it's hard with the Off System Bridge keep in mind that when you do call for projects it's hard to find a bridge project exactly \$800,000 in one year, so when you get your candidates and you prioritize when you see what you want to do, we can balance that out, as long as you kind of stay within \$4 million overall. Maybe you'll end up with two projects because bridges are expensive.

But we can get you the Off System Bridge list, eligible bridge list for Orange County.

0:50:48.390, 0:51:29.040

Lauren Bennett: Okay, so the next part is the funding request from the city of Middletown and the City of Newburgh. So for the city of Middletown PIN 875707 there's a \$1.8 million

0:51:03.270,0:51:14.280

Lauren Bennett: request for construction, a 1.840 million for construction inspection. And then city of Newburgh those two PINs it's \$1.141 million for construction and \$231,000 for construction. So I'm going to present staff recommendations, these are not finalized, these are just

0:51:30.450,0:51:35.760

Jacob Tawil: Can I just ask a quick question, what happened to the \$700,000 Newburgh requested?

0:51:43.480, 0:51:55.680

Lauren Bennett: Because that's in the TIP update, sorry that's in the TIP amendment so if the TIP Amendment is approved, they would get that funding and that's on the existing TIP in the Off System Bridge funding.

0:51:56.600,0:51:59.480

Jacob Tawil: Okay, so shouldn't those numbers be here just to have?

0:51:59.720, 0:52:30.680

Sandra Jobson: This is a good way to keep it straight for balancing this with everyone. You have any existing TIP right now and you're in your existing TIP, your federal fiscal year 22 right now. That's completely separate from the new money. What Lauren and OCTC is proposing to do is

make changes for 22, there's blocks available. That is all on the existing TIP, now this discussion is for the new money and the new TIP for 23 and beyond.

0:52:30.680,0:52:43.760

Lauren Bennett: There is no new money in 2022 for STB Large Urban and CMAQ. So that's why we're discussing the STBG Large Urban and CMAQ funding because that's in the future in that 23, 24, 25, 26, 27.

0:52:43.760,0:52:55.080

Sandra Jobson: Don't mix them up. Because you're fiscally constrained in your existing TIP right now, you want to stay that way and then you're gonna build your new TIP within your planning targets.

0:52:57.300, 0:53:59.070

Lauren Bennett: So two quick tables showing the total request, the federal and local break down. What we're recommending for the total be programmed and then what of that request is being programmed. So, because this is the city of Newburgh's first request for these PINs, we're recommending they be fully programmed 100%. And that would come from 2024 STBG Large Urban because that's the only funding that's the next available funding. And then the city of Middletown we recommended programming 50% of the federal and that project is programmed at a 75/25 local/federal split, so we kept that the same it didn't change that that's not something that's been updated that's just what was on there.

0:54:01.080,0:54:03.480

Jacob Tawil: I thought it was 80/20.

0:54:04.000,0:54:09.360

Lauren Bennett: That project is 75/25, I don't know why.

0:54:10.000,0:54:17.480

Sandra Jobson: I believe because they had to put a local overmatch in order to obligate their construction funds or something

0:54:26.250,0:54:28.560

Jacob Tawil: Something's not right, every project is 80/20.

0:54:28.560, 0:54:43.500

Sandra Jobson: That's what its eligible for, up to 80%. You're eligible for up to 80% but you might have extra local funds in there. So that we would let you go to bid or something. Nicole can help with that

0:54:44.850,0:54:52.140

Jacob Tawil: We've got to look into that. I know we played with the numbers, to let us go to bid, but then it's going to go back to the original breakdown.

0:55:01.000,0:55:05.200

Sandra Jobson: So the city of Middletown project that's the one that's in construction right now that they're asking?

0:55:05.200, 0:55:17.880

Lauren Bennett: Yes, so that was obligated in what? 2022? And you had to put up all the money up front and then all the funding from 23 and 24 is back filling what you put up front?

0:55:17.880,0:55:21.280

Jacob Tawil: Yeah, they changed the numbers on the TIP to make it work.

0:55:21.280,0:55:27.600

Lauren Bennett: Yeah, which isn't normal, and we talked about this with FHWA, they don't normally do that so in the future we won't do that.

0:55:27.600,0:55:31.800

Jacob Tawil: Yeah, I didn't even I didn't even request it, that was done.

0:55:31.840,0:55:37.000

Sandra Jobson: Now the city of Newburgh, the two projects, where are they on your existing TIP? They're traveling in fiscal year 2022 so there'll be a yeah so our application.

0:55:37.840, 0:56:31.960

Lauren Bennett: They're currently in fiscal year 2022 so our obligation rate is gonna go down slightly, but there is no funding for them, so they can be ready to go but there's no funding. So this our staff reasoning. So overall we're proposing, this is in federal funding, we're proposing just over a million go to the city of Newburgh and over a million, just under like \$1.5 million, will still go to the city of Middletown. So even though half of your request is being funded you're getting more than the city of Newburgh proposed.

0:56:32.000,0:56:33.640

Harry Porr: Can you show the reasoning?

0:56:33.870, 0:57:39.920

Lauren Bennett: Yeah, so staff reasoning.

0:56:39.060,0:56:49.290

Lauren Bennett: This is the first funding request for the Newburgh PINs. The city of Middletown has received over 11 million in federal funding, since the 2020-2024 TIP, which we did the math and that project alone was 45% of the STB Large Urban and CMAQ funding for the 2020-2024 TIP, so we also were recommending that they do get the funding, because OCTC has previously been committed to assisting construction ready projects and the funding would otherwise go in blocks.

So this is what it would look like each of the projects PIN by PIN. The top is what it looks like now, it's in fiscal year 2022 for construction so it would shift to 2024 and STB Large Urban would be added to construction. The top of the existing FY TIP, in the bottom is the new TIP, it almost looks like you're accelerating and because we're always used to seeing you know yeah.

0:57:39.920,0:57:40.420

Sandra Jobson: So the top is the existing TIP and the bottom is the new TIP.

0:57:51.030, 1:02:18.750

Lauren Bennett: So this is the first TIP, the next shows Newburgh so again, you have the old TIP, or the current TIP I should say, in fiscal year 2022 the construction/construction inspection that will be pushed on the new TIP to 2024 with those extra funds.

And then finally, the city of Middletown, so this is all color coordinated, so the city of Middletown we swap the funding for STBG Large Urban and CMAQ so there's more CMAQ being shown then in the current TIP and less STBG Large Urban that was just for fiscal constraint. And then, the top is without the funding request, they would have to come up with that \$3.64 million in local funds so that's what it would look like and all in fiscal year 2023. If they were awarded the 50% or full, whatever OCTC recommends they would show that slight increase we'd do the CMAQ funding there's like \$50,000 in 2023 so that would be programmed in fiscal year 2023 on the city of Middletown project, and then we fill in the leftover STBG Large Urban funding in 2024. So it ends up being like \$1.285 million in construction and \$1.28 in construction inspection and those can be changed based on however, the city of Middletown wants.

This is just what's being proposed, this isn't final we'll work with you Jacob, to make sure that programs, I know you I you can only construct and spend what you do each year, so we can program it to meet your needs, but this is kind of overall what we're proposing. So this is what the next slide will show you what the tip would look like, with the funding requests and again this is not including Crawford, so we do want to talk about Crawford and what to do after this but you would be fully programmed for CMAQ and STBG Large Urban in 23 and 2024. Slightly over programmed in 2024 for CMAQ which would come out of the 2025 block, and so we have blocks in 2025, 2026, 2027. And Off System Bridge again, we have no program projects currently so that all going to block funding.

Are there any questions about this?

Okay, so I do want to talk about the process first.

So we need to come to some sort of consensus on how to move forward, so we can get a draft TIP and start to move that through the outreach process for a TIP update. It has to go to federal agencies, it has to go to tribal consultation, so the list has to be sent out, it has to be reviewed.

We're in an air quality maintenance area, so it has to go through that process, so we have to get a draft TIP kind of settled on basically in beginning of July, so we can move forward with that process and present the final draft at the August planning committee meeting.

We can use this time to discuss and kind of come up with a plan on how you would like to see the draft TIP, how that funding is being broken up and staff will do that, work with NYSDOT and get that to all the members to review if we have to still have discussion meetings, we will have a planning committee meeting before the policy committee meeting on July 5.

So with that how do we want to go forward with the percentage and the requests? Are we comfortable with the staff recommendations? And what do we want to do with the town Crawford? Which I don't know what funding would be eligible for the state routes right.

1:02:19.770, 1:02:24.990

Charles Carnes: We sent a hard copy and an email just. I saw a copy of this myself I don't know where it went.

1:02:28.320,1:02:33.503

Lauren Bennett: So, the total cost is around \$200,000?

1:02:33.503,1:02:41.400

Charles Carnes: No it went up to \$250,000 Okay, so one point something million so substantial percentage for two year old project.

1:02:41.970,1:02:54.930

Lauren Bennett: Okay, and you're the PS&E is done you're waiting to go out to allocate for construction, so you need that full funding before you can go on to construction, but I believe it did, and one of the previous.

1:02:56.070,1:03:01.230

Lauren Bennett: tip modifications I got pushed in 2023, yes I.

1:03:04.950,1:03:09.240

Lauren Bennett: So this is being proposed for construction in 2023.

1:03:10.290,1:03:15.491

Charles Carnes: It was supposed to be this summer and they pushed it into it yeah hopefully next spring

1:03:15.491,1:03:19.670

Lauren Bennett: so currently and all uses Safe Roads for school funding, correct?

1:03:19.670,1:03:23.678

Charles Carnes: I believe, so I don't believe, so my grant guys know better so.

1:03:23.678, 1:03:31.290

Lauren Bennett: Okay, so I guess we don't know exactly what funding that we would be able to do the sidewalks it can.

1:03:32.940,1:03:37.023

Charles Carnes: Sidewalks and street crossing

1:03:37.023,1:03:41.208

Lauren Bennett: street crossings do sidewalks exist?

1:03:41.208,1:03:43.731

Sandra Jobson: well, what do you have more of in 2020 right now?

1:03:43.731,1:03:44.610

Lauren Bennett: there's only 50,000 of CMAQ

1:03:46.620,1:03:52.925

Sandra Jobson: You know, go back to your original before you did a little brokering which one had

1:03:52.925,1:03:55.680

Lauren Bennett: only CMAQ. In 2024 there's STBG LG Urban.

1:03:57.210, 1:04:21.511

Sandra Jobson: You know this gets back to like asking some from someone for money, and then they don't even have it, I guess you guys would have to see this project eligible for CMAQ because that's, the only thing you have and then you'd have to adjust. Based on...who were you going to give all the CMAQ to in 23, were you splitting it between the two municipalities?

1:04:21.511,1:04:22.784

Lauren Bennett: CMAQ in 2023 um

1:04:22.784,1:04:25.290

Sandra Jobson: your proposed there you go you have to go up one slide.

1:04:26.520,1:04:28.920

Lauren Bennett: know the full projects but.

1:04:31.980,1:04:33.930

Sandra Jobson: are you obligated construction this year or next year.

1:04:36.300,1:04:40.520

\*inaudible\*

1:04:40.520,1:04:42.182

Sandra Jobson: Okay, then it's the right question

1:04:42.182,1:04:44.760

Charles Carnes: we came prepared, and they asked that they can push it to 23. This group.

1:04:48.240,1:04:52.623

Jacob Tawil: So it should be on the TIP then, it should be under this project.

1:04:52.623,1:04:55.402

Sandra Jobson: the base amount is

1:04:55.402,1:04:56.190

Jacob Tawil: but yeah I don't know what funding is split funding.

1:04:57.600,1:05:01.170

Sandra Jobson: well we can check if it has CMAQ on it then it's easy to answer it seems. but I don't know

1:05:02.430,1:05:08.593

Jacob Tawil: I suppose that funded with CMAQ

1:05:08.593,1:05:14.820

Sandra Jobson: I don't think that they funded safe routes to school with CMAQ money it had its own Program.

1:05:18.810, 1:05:28.680



Lauren Bennett: I have all the projects so we are just pulling those up for CMAQ, so you can see what are the projects being proposed.

1:05:30.120,1:05:34.587

Sandra Jobson: You had Some extra money in CMAQ right to build your

1:05:34.587,1:05:35.994

Lauren Bennett: they need that in 23

1:05:35.994, 1:05:47.310

Sandra Jobson: Oh, then you don't you don't even have the money they can give you \$50,000 that's it you can't give someone money you don't have. um the other option would be you know, for your project,

1:05:50.310,1:05:52.650

Charles Carnes: wasn't all my data confirmed we're ready to go.

1:05:55.140,1:06:02.479

Lauren Bennett: Is there any i'm guessing there's no funding in 2024 right, for any of the other MPOs

1:06:02.479,1:06:04.776

Sandra Jobson: oh god no

1:06:04.776,1:06:11.370

Lauren Bennett: oh yeah some off-system bridge funding, we can trade, maybe in 2023 off-system bridge for CMAQ or STBG large urban yeah.

1:06:12.960,1:06:18.128

Sandra Jobson: You have urban available or you have off-system

1:06:18.128,1:06:20.540

Lauren Bennett: we have the off-system bridge in 2023

1:06:20.540,1:06:21.870

Sandra Jobson: oh yeah you know who you could ask then is Dutchess.

1:06:22.350,1:06:29.552

Lauren Bennett: but they don't I think they're trading for future years,

1:06:29.552,1:06:37.140

Sandra Jobson: no, no, they they could use some they could probably just switch right because you're looking to jump yeah, and you can try some of this.

1:06:38.190,1:06:42.750

Charles Carnes: When I get back to that, then they can call you and i'll try to get in a conference call with them to make sure we got exactly.

1:06:44.280,1:07:04.320

Lauren Bennett: But tentatively, there is no funding and 23 so you like Newburgh had to push their schedule back to 2024 to be eligible for funding, so you would have to move your project back or front at the local um so I guess, we can talk afterwards um.

1:07:06.660,1:07:07.160

Charles Carnes: or yeah, \$50,000

1:07:09.750,1:07:19.500

Lauren Bennett: yeah but you would have to be, we have to do a CMAQ, CMAQ funding you have to be eligible, we have to do a CMAQ analysis to show that there's.

1:07:20.520,1:07:27.000

Lauren Bennett: Air quality benefit so that also process takes time has to be reviewed by the state, approved by the Federal Government.

1:07:28.140,1:07:32.415

Harry Porr: could you blend Community Development Block Grant money in this project?

1:07:32.415,1:07:36.210

Lauren Bennett: that's your best guess, if you have other funding sources of there's any I don't know.

1:07:38.040, 1:07:47.430

Charles Carnes: we are working on that connecting uptown downtown the other way with the walk ways which, on the right now,

1:07:49.980,1:07:51.360

Harry Porr: if you add access curb cuts and all that, so it might be some money there.

1:07:52.500, 1:08:03.763

Sandra Jobson: really what you can do is get your FY 23 project lists, and is everyone really delivering? They say they are right.

1:08:03.763, 1:08:14.820

Lauren Bennett: it's the I think the village of Kiryas Joel has a project for roadway development. And they I think they're pretty ready to go because they don't want to shift schedule.

1:08:16.590,1:08:17.090

Sandra Jobson: Yes.

1:08:19.860,1:08:26.325

Sandra Jobson: it's so soon I would assume that people are using their money.

1:08:26.325,1:08:33.325

Alan Sorensen: I think the question for the Council, is whether you willing to accept the staff recommendations with Newburgh and Middletown projects it's only it's a director in our meetings coming up,

1:08:33.325,1:08:38.310

Jason Morris: I think it's fair.

1:08:38.310,1:08:40.200

Harry Porr: When is the meeting

1:08:40.200,1:08:41.400

Alan Sorensen: July 3rd so it's kind of.

1:08:42.510,1:08:43.110

Charles Carnes: sounds fair.

1:08:47.040,1:08:48.630

Jason Morris: Yeah, City of Newburgh is happy.

1:08:51.360,1:08:53.760

Lauren Bennett: Okay, so.

1:09:03.420,1:09:12.330

Lauren Bennett: Okay, so we'll work on the with the town of Crawford, but we will we have been pretty much a draft tip, so we will send that out to Members to review after this meeting.

1:09:14.070,1:09:14.790

Lauren Bennett: And then

1:09:15.990,1:09:22.503

Lauren Bennett: No action, we want to move forward with a process, so what we just want consensus to move forward with the process

1:09:22.503, 1:09:34.890

Mike Sweeton: and the only comment I would make is looking at where the TIP is after funding this, we do a call for projects ASAP, so we can understand the needs of the rest of the county.

1:09:36.210, 1:09:54.831

Lauren Bennett: We can look them those we need to program that off system bridge funding, so we can look to probably in the fall start that process. We don't currently have a call for projects template so we'll start with that building that for

1:09:54.831, 1:10:03.750,1:10:00.180

Alan Sorensen: yeah we'll definitely want to see that the local sponsors have at least given thought to some of the feasibility issues. I think that has to be part of the process you know.

1:10:05.250,1:10:10.320

Sandra Jobson: Well here's an idea too, so off-system bridge, bridge New York.

1:10:11.670,1:10:25.920

Sandra Jobson: I know you know a lot of municipalities, maybe the county submitted on candidates for bridge New York and they didn't get funded right, you might want to try to find those projects are there any?

1:10:25.920,1:10:27.210

Lauren Bennett: those are federally

\*inaudible\*

1:10:33.240,1:10:35.190

Sandra Jobson: I think they can submit I think they.

1:10:36.240,1:10:42.420

Sandra Jobson: Both I don't think they have, because I know we're using off-system bridge as the fund source for some of those bridges okay.

1:10:44.250, 1:11:14.850

Sandra Jobson: So, with what we'll do is get you that list of eligible bridges if you can make any matches, i'm just saying that those projects have been vetted and might be pretty good and they're already have someone has already dedicated time to an application and they really want to get that done so um, something to think about. Okay, they could help, so you maybe don't even you know go through solicitation or you can approach it any way you want, but it could maybe help you get to programming good candidates quicker.

1:11:15.540,1:11:17.718

Alan Sorensen: yeah why don't you share that with us yeah

1:11:17.718,1:11:24.540

Jacob Tawil: yeah one bridges already flagged by DOT million times in Middletown. Genung Street.

1:11:27.920,1:11:32.450

Lauren Bennett: John Revella reached out to us about a bridge, so we can definitely move that up.

1:11:38.310, 1:11:42.120

Harry Porr: Done? We'll move on to NYS DOT presentation.

1:11:42.120,1:11:55.230

Jacob Tawil: One more thing, Harry, just for the record, you guys have nothing to do with it we object strongly about the 75/25. I don't know where that came from you have nothing to do with it, I understand that it's federal funding 75 verses 80 that's for funding.

1:11:56.940, 1:12:00.880

Sandra Jobson: Look at the numbers it's accounting it's not an eligibility

1:12:00.880,1:12:05.360

Jacob Tawil: 75 and 85, no, no

1:12:05.360, 1:12:11.680

Sandra Jobson: I think what happened is there's an accounting thing because of your you needed to show an extra over match right

1:12:11.680,1:12:14.960

Jacob Tawil: but that's been resolved

1:12:14.960,1:12:20.820

Sandra Jobson: right, but maybe she is looking at something old I get that well that's okay, I know you're getting nervous but I don't think you need to be.

1:12:22.440, 1:12:44.040

Lauren Bennett: I will say though there's only X amount available in federal funding, so I can show it 80/20 right but you're going to do they're going to still see, you're making it up in the local. There's only X amount of federal funding on that project, so we can show it 80/20 but you're still covering that total with the local match.

1:12:45.480,1:12:48.660

Jacob Tawil: I'm not going make any noise okay, just 80/20 please.

1:12:50.730,1:12:52.770

Lauren Bennett: I'll touch base with you after this.

### *NYS DOT Presentation of Capital Program*

1:12:53.880,1:12:57.742

Harry Porr: Okay, so we know the New York DOT presentation capital program

1:12:57.742,1:13:02.280

Sandra Jobson: yeah do we want to do that, next time, oh, you have it okay yeah I can I can cruise through this very good.

1:13:04.050, 1:13:08.250

Lauren Bennett: How are we doing this?... Jess stop sharing. Thank you.

1:13:10.560, 1:15:30.744

Sandra Jobson: UCTC was the MPO really wanted to see this, but then all of the MPOs asked so. So um usually for the TIP update we update our capital program internally so next slide, um now what we do, the way that we program or dollars is, we have what we call four asset teams got a pavement asset team, we've got a structures assets team. We have basically safety system optimization asset team, and then the sustainability team every single one of our capital improvement projects fits into one of those four asset teams okay.

And then um annually our program is about 250 million, and this is kind of the distribution of how much we're spending on pavement structures, all that and i'll show you sampling of the projects and each of these groups so next slide so paving, this is the pavement asset team annually, we spend in the Hudson valley about \$65 million. And DOT continues to be in a preservation first mode of programming projects we're not doing a lot of reconstruction, mostly paving like repeated so you'll see we have our preventative maintenance thing.

You know, basically. kinda like overlays. um, we have a good robust cracking seal program annually, and then we do some focused intersection repaving where we get a lot of shoving of the pavement from the trucks and turning.

Okay, so next slide and then our bridge program to about 85 million annually, we do a lot of rehabs washings, paintings our culverts fall under this program so we do a lot of culvert again rehab some replacements maintenance. And then emergency repair is a bridge gets hit, a barring collapsed, you know something so that this proves that 85 million also have to cover our emergency repairs, so we usually set aside, I forget how much annually for unexpected emergency repairs.

1:15:30.744,1:15:34.530

Harry Porr: We have one right now. There's a sinkhole on Route 9W right by I-84. I mean it's really big

1:15:38.240,1:15:45.720

Sandra Jobson: 9W and 84 just because we have a capital improvement to fix it. Is it by the gas station, yes, yes okay all right.

1:15:45.720,1:15:57.750

Harry Porr: but it's major it's a major safety hazard

1:15:58.950, 1:18:05.229

Sandra Jobson: okay, yeah, I think we have that actually program but I don't know it's gotten worse and it's getting accelerated that we do have that one and then retaining walls also falls under this. On recently to just as a side note we recently inventory at our culverts and well you inventory something you start looking at it, I was saying we haven't done that for retaining walls, yet, but there were starting to so it's just like opening up pandora's box and the good money stays the same.

So we also have a team called safety and our system optimization i'm sorry system optimization um that's we'll see kind of. You know there's a lot of the intersection safety signal improvement sign replacements pavement markings on like the ferry service right that's like a system optimization. Our Transportation Management Center that's located in Westchester County, but oversees the whole Hudson Valley, the health program on our interstates um that's that that 90 million annually goes to those types of projects and then next slide please.

And then, this is kind of you know, sustainability. Again you'll see examples of this, you know graffiti removal so more on maintenance of roadside vegetation and our sidewalk ADA sidewalk program is in this is 10 million annually. So that's it kind of gives you an idea of the four asset teams, how much annually projects will look like so next slide.

This is just to kind of show you again how much of our funds are really being spent on preservation, you know we are doing some renewal. Very, very small amount, mostly in structures, because you have to replace the entire bridge sometimes you just you know you had that point but pavement. Like no full pavement reconstruction projects on our core program um so again, this is just to emphasize that next slide.

1:18:05.229,1:18:10.430

Harry Porr: Route 207 coming from Newburgh to Goshen it's a nightmare. Did you take that route at all?

1:18:10.430, 1:20:15.540

Sandra Jobson: no but I could on my way back. If I want to. Sometimes I'm in the car and I'll hit a Ramp somewhere something pavements really bad like I got to call Amy. What are we not doing here?

And then, this is just to give you with the state doesn't do this is worth you guys understanding to a little bit is that's our core program 250 million annually. Statewide some money is held the side to fund these beyond preservation projects and each region has to go after that money competitively. All right, we have to make a case for this is a good project want to fund this and some of these projects are those projects but in redoing some slope repairs in the Catskill mountain region on 9w we're doing some drainage repairs um to 212 we're doing a nice complete streets project that includes three or four bridge replacements.

And then route 284 now that's in orange county right? oh it is, yes. Okay yeah so we are going to do you know, a nice size project there for paving and some drainage on interstate 84 truck parking we're just doing scoping right now but we're really looking to create some sort of truck parking one in Orange county off of 84 and probably one in Dutchess county off 84 or because you guys know you see it. The trucks have nowhere to go yeah there's parking on the on and off ramps which is not necessarily a good



situation or like in Dutchess County even. They're parking on the ramp into the rest area so we're going to look for some reason to do is a good scoping phase we try to identify some locations for that

1:20:15.540,1:20:19.890

Jacob Tawil: On way to 84 New Jersey and you're driving through the New Jersey it's very nice when you go to state line, when you switch to the other state onto New York state

1:20:23.700,1:20:26.580

Sandra Jobson: oh no we'll be able to project

1:20:26.580,1:20:28.580

Jacob Tawil: No I know that's what I'm getting at.

1:20:28.710,1:20:30.720

Charles Carnes: I can't wait to hit the Jersey line.

1:20:33.060,1:20:37.590

Sandra Jobson: Why well I'm going to say is this into Jersey?

1:20:38.730,1:20:40.650

Jacob Tawil: New Jersey, once you get to see it, New Jersey, it's beautiful there.

1:20:41.670,1:20:46.839

Jacob Tawil: Middletown you can't hold onto your hat.

1:20:46.839, 1:21:48.520

Sandra Jobson: I actually went to Cape May so we're on a lot of their, and like Garden State Parkway we're on 95 came back different ways I got to say that state likes to pave. I- it's noticeable the pavement. Yeah it is amazing, though.

Let's see here. We have Route 50 to 82 in Fishkill we're going to do an intersection improvement Raymond Avenue and then seven Route 17 M. We're going to replace that bridge, those of you that are familiar with it's really falling apart and then we're going to do quite a bit of-pavement improvement and we just recently decided to split the project we're going to leave the bridge replacement we're still working on it in the office but it looks like you know. The regional director supports this, I'm sure we're going to move in this direction we're going to keep the bridge replacement, and I think it's been like 2026/25 but we're going to accelerate the pavement to next year.

1:21:48.560,1:21:51.510

Harry Porr: What municipality is the railroad bridge?

1:21:53.460, 1:22:10.860

Sandra Jobson: Monroe? Right I'm totally so guessing right I'm so guessing. Really. It's in bad shape we get a lot of complaints for the pavement condition yeah.

1:22:13.350,1:22:13.850

Lauren Bennett: Yeah.

1:22:15.240,1:22:22.800

Sandra Jobson: Yeah um it's a big deal very expensive we've been advocating to get the extra money for a couple years now, so it's a big win for us.

1:22:22.800,1:22:29.820

Jacob Tawil: Thank God 17M is being paved from city line, well, it was Goshen that's a that's a big thing.

1:22:30.900, 1:22:56.360

Sandra Jobson: You know, we have good projects coming up, I mean this is a sampling, because it was supposed to be more for the TMA Transportation Management Area um but um. You can print the directive, right? If anyone was interested in seeing all the State DOT projects in Orange County right, I mean that is something that can be generated now so. You can feel free to share that with the numbers yeah.

1:22:56.360,1:23:02.462

Lauren Bennett: Well we'll send that when we send the draft, local program we'll send the state program as well.

1:23:02.462, 1:23:09.066

Sandra Jobson: Exactly and do that and um. So if you send us the programs and we will start entry because we do that for you right

1:23:09.066,1:23:09.720

Lauren Bennett: Yes

1:23:09.720,1:23:10.880

Sandra Jobson: Okay yeah

1:23:10.880,1:23:12.737

Harry Porr: Who is responsible for graffiti removal?

1:23:14.160,1:23:27.480

Sandra Jobson: Um well, I would say we're responsible for maintenance and I consider graffiti removal maintenance, so yeah us. We're gonna be tearing that bridge down, but in the interim, they could go out and paint over it.

1:23:32.340, 1:23:45.540

Rob Parrington: Sandra, in regards to 207, Alan probably knows everyone in the office knows, but it can be very serious if I have the time and I send you two pot hole locations that have been there, you can fish out of one pothole.

1:23:46.680,1:23:48.690

Sandra Jobson: Yea no send it to me.

1:23:50.640,1:23:56.485

Sandra Jobson: In the winter they can't fill the pot holes too well, but we're at the, we're well into pot hole zone.

1:23:56.485,1:24:00.840

Jason Morris: But these are having to fill these two particular ones. If you hit with your tire your should be worried about your tire.

1:24:01.980,1:24:09.000

Sandra Jobson: Anyone here can send me anything DOT related Okay, because one that I feel like when I can do.

1:24:09.270,1:24:18.090

Sandra Jobson: Is I know a lot of people and all the departments, and then I have a function but I may not be able to personally help you, but I will be able to find that person so much faster than you ever well.

1:24:20.730, 1:24:39.120

Lauren Bennett: And I guess it's kind of um coattails off another question, you know, we had someone reach out and say no, we have a concern of a location in our area that's on a State road. So how do we get that project funded it's obviously. They can't be the project sponsor.

1:24:39.120, 1:25:51.006

Sandra Jobson: Good question it's based off of what we were looking at earlier so. If something comes to you like that send it to me Okay, and then we can always follow up with the individual, this is what happens because this happens to us every day we have those four asset teams and those four asset teams meet regularly. And they have usually prioritized list of each region so when we get something new.

What I do is, I take a look at it right, and if it's not something you already have programmed are planning to do. I identify the asset taking that it belongs to, email, and I'll reach out to that chair and I'll say hey look. Someone showed this with us it's obviously need can you discuss it at your next meeting and see where it might fall in ours.

Our with our other priorities and then that's what we do so, we try to be very accountable for everything now doesn't mean. It could well very low on that prioritized list alright or it could already do have many times with painting it's already on our head left right okay it's just a matter of how soon can we get to it that's what I usually find one thing, but some of the other stuff. I'd have to take a look.

1:25:51.006, 1:25:59.940

Lauren Bennett: Because I know we have a few studies that we're currently working on and looking to do in the future, and they do cover state roads and so that's something that you know we compile a list and send that.

1:26:00.630, 1:26:29.490

Sandra Jobson: Right when I had stopped in recently you guys finished a couple of studies, so I had a staff member go through, and it was one was a TMA I think study. And said, please go, I want you to read this study, I want to go through it every recommendation that's related to state highway, pull it out, and then it gets distributed to the asset. But it's not going nowhere we're trying to be yeah make it part of our sister program.

1:26:32.070, 1:26:38.985

Jacob Tawil: I was leaving the city line going to Wallkill was very, very push it.

1:26:38.985, 1:26:41.580

Lauren Bennett: Yeah that's we studied that area in the West Central TLC.

1:26:43.380, 1:26:47.882

Sandra Jobson: Usually major corridors like 211 are usually on our radar.

1:26:47.882, 1:27:06.000

Jacob Tawil: Yeah we just spoke to the regional engineer begging us to worry there because we installed, the water line in there, and he wants to do more repair than we're obligated to because it's not in your radar, it really needs resurfacing often I would have been west from city line going west.

1:27:07.590, 1:27:12.720

Harry Porr: Thank you Sandra, any other questions for Sandra, let's move to the resolution to allow video conferencing.

### *Transit Targets*

1:27:14.340, 1:28:42.000

Lauren Bennett: We missed, we just had one quick- can you go back one, two sorry. So this is the transit program we're currently working on the transit tip projects So these are our Orange County targets so you have 5307 5339 that comes through the Poughkeepsie-Newburgh Urbanized Area and then is distributed through a formula so that's an orange county portion of that and then Middletown Urbanized Area also gets funding. So we are, and then we have the proposed ARPA and CRRSAA funding as well, so we're working on, we have a capital program for bus purchases that we've added on to the TIP and then we're working on the funding blocks, right now, and we will share that with the local program and the safe program to Members in the coming week, two weeks.

That just want to give everyone an update on that as well, so look out for that email, and then the full TIP timeline so the STIP the State Transportation Improvement Program which is made up of all the individual MPOs TIPs go into the STIP. And so the STIP timeline got pushed back, so we are TIP timeline is also being shifted back so before we propose adopt in August we are now tentatively adopting it in September.

1:28:42.040,1:28:46.140

Harry Porr: Is this for some reason, with the state legislature did not act on something.

1:28:47.910,1:28:58.290

Sandra Jobson: Listen, this has to do with just um I think State getting targets out to the MPOs on late side yeah.

1:28:59.250, 1:29:48.150

Lauren Bennett: yeah so and we also were tied to the New York Metro Transportation Committee (NYMTC), New York City's MPO. Whenever we have their regional emissions will be able to go out for public comment, but we can't go out until we get those. So we'll continue to work with NYMTC, we will continue to work with the State DOT and keep everyone apprised on that timeline, but tentatively September. So busy, busy summer for us. And so the next steps will send the draft project list those OCTC members and once we get that set will start to draft that TIP narrative and the Air Quality transportation conformity documents and start to go through that consultation process.

## **New Business**

### *SFY 2022-2023 Unified Planning Work Program (UPWP) Amendment #1*

1:29:56.550, 1:31:10.920

Alan Sorensen: Okay I'm going to keep it very simple, you have a slide up there. At the last planning committee meeting there was interest in allowing for video conferencing um public officers law authorizes boards to have video conferencing, provided that we pass resolution authorizing such activity, so what we're recommending the resolution is passing resolution where the video conferencing at the July 5th policy board meeting.

Subsequent to that we're recommending adjustment to the operating procedures to outline of procedures for video conferencing, and allow for the 45 day public comment, so, if you would authorize the to the resolution on July 5th then, if you have numbers that can't be physically present the meeting again to find a resolution if it hasn't already will be distributed prior to the July 5th policy board meeting, and will be asking for action.

1:31:13.980,1:31:15.688

Harry Porr: Any comments, questions?

1:31:15.688,1:31:16.860

Jacob Tawil: What if the members will not be able to do the quorum?

1:31:19.110, 1:31:32.130

Lauren Bennett: The quorum has to still be in person, yeah once. Once this is adopted, so this will be actually this will be the first thing.

1:31:34.170,1:31:35.940

Alan Sorensen: That we generally we always will.

1:31:37.650,1:31:38.960

Lauren Bennett: We will get one

1:31:38.960,1:31:47.700

Alan Sorensen: We needed a quorum physically present right and then those Members who are visible and video conferencing can't call them.

1:31:49.020,1:31:49.520

Jacob Tawil: Okay.

1:31:51.210,1:31:52.590

Charles Carnes: They can vote on video conference?

1:31:53.880,1:31:56.130

Alan Sorensen: If we pass this.

1:31:57.900,1:32:03.240

Alan Sorensen: We have to have a quorum present here okay yeah.

1:32:04.680, 1:32:19.118

Charles Carnes: Are we encouraging people not to come in? I'm an ol- fashioned person, that is. How are we going to get people to sit in their office? That's wrong, yeah it's just, that's just me, I don't I don't support it.

1:32:19.118, 1:33:01.940

Lauren Bennett: At least eight people will be in this room.

1:32:21.990,1:32:26.190

Lauren Bennett: In this room yeah eight voting members. The proposed next meeting is July 5th it's going to be the first Tuesday the second Tuesday. Alan is at a conference, so we had to move that up, so I will send out the invites all numbers after this meeting, please let me know if you can attend. You know a response whether or not you're going to be there are not with if you're going to be there in person or not so I'll send out a day when to send that by I'll probably be like a week early. So if I just start calling these people down to get quorum

1:33:01.940, 1:33:11.083

Charles Carnes: The same resolution for the towns and counties right correct the town's got the same thing. And I didn't do nothing except read the bill.

1:33:11.083,1:33:13.338

Harry Porr: Your mean for the county legislature?

1:33:13.338,1:33:16.147

Charles Carnes: I don't know what kind of legislation, the town board is doing.

1:33:16.147,1:33:19.097

Alan Sorensen: We're in accordance with the same public officers law,

1:33:19.097,1:33:22.860

Charles Carnes: Okay so you're saying that we have town board members and that don't come to meetings.

1:33:26.280,1:33:34.860

Alan Sorensen: Well, you know we'll pass out the resolution and they're review it, if there are refinements you think you want to make to the policies, let us know.

1:33:37.080,1:33:41.760

Harry Porr: You have to do what the legislature does and make yourselves full time employees, so they have to be there.

1:33:43.440,1:33:46.863

Lauren Bennett: So July 5th at 1PM

1:33:46.863,1:33:50.984

Jacob Tawil: This room July 5th at 1pm

1:33:50.984,1:33:59.550

Lauren Bennett: yes, I will double check that we have this I will send all out immediately.

*American Rescue Plan Act (ARPA)/Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding allocations for UZA 89*

1:34:03.990, 1:34:10.040

Harry Porr: Right so everything was old business so go to new business. Alan, you got the American Rescue Plan and the Corona virus Response Relief Aid.

1:34:10.110, 1:36:50.520

Alan: Yes, we have the American Rescue Plan and CRRSAA funding allocations. Based on discussions with our Mid-Hudson TMA partners at various meetings our current thought is to use the ARPA and CRRSAA allocation provided.

The draft of like the DOT both, with one big exception delaying and or throwing any allocations to the private computer operators, for the time being, the private commuter operators are Adirondack, Hudson and Iprechaun. Our rationale for this is a private commuting operators have received large CARES allocations fairly recently. OCTC and other members of the TMA are not comfortable with allocating 30 million to operators that it may not be running services for not have spent down and CARES Act.

The approach that we're recommending it still ensure that money flowed to our public operators, and, so what do you see listed as unallocated is the funding that were recommended to place on the full. This approach will also open up the possibility of issuing a regional call for projects to suballocate all or some of the private operator ARPA or CRRSAA transit funds. And our thinking is original call for projects will allow some that are identifying invest and transformative transit projects across the three counties. It also allows us to implement or regional transit planning to connect the Hudson um so some of the eligible activities that you can fund through the FTA 5307 funds include the planning, engineering, design and evaluation transit projects and other technical transportation related studies, capital investments and bus related activities such as replacement, overhaul and rebuilding buses, crime prevention, security equipment, construction and maintenance and passing your facilities capital investments even existing highway systems, including rolling stock so there's a whole host of eligible activities.



So the request or what we're seeking consensus on is to least temporarily place a hold on just those portions of the ARPA and CRRSAA funds that are earmarked for lack of better word to the private operators.

1:36:53.880,1:36:54.720

Harry Porr: Questions for Alan?

1:36:57.930,1:37:01.440

Harry Porr: This money has to be spent by 2026?

1:37:01.440, 1:37:36.120

Alan Sorensen: Yeah I have the numbers here so there's no exact lapse date on the CRRSAA funds, but the ARPA Funds have an obligation day December 31, 2024. And the unexpended ARPA funds are subject to recapture return on December 31, 2026. So this might be a good opportunity just in a dust off the Mid-Hudson connect study, if you have your team looking at projects we're going to do the same, maybe or some projects that jumped out at us, you know, being able to advance, of course, will need

1:37:36.120,1:37:38.490

Sandra Jobson: Is it only Transit stuff?

1:37:43.170,1:37:45.000

Harry Porr: Do you have concurrence for all three counties?

1:37:46.140, 1:38:08.070

Alan Sorensen: Yes, were seeking that. Mark Debald is seeking that from his counsel, Dennis Doyle is seeking his Council. I've spoken to both of them, you know and send that I needed to our Council. To seek your consensus. So yeah. It would be the Transportation Management Area.

1:38:10.020,1:38:28.000

Lauren Bennett: Okay, and then all three MPOs as well needs to adopt resolutions adopting the funds as well, for us, so if I'm assuming we have consensus to move forward with the funding split, as it is presented so we'll look to act on that at the July 5th meeting.

1:38:28.000,1:38:30.450

Mike Sweeton: the MTA funding is mandatory?

1:38:34.260,1:38:36.360

Lauren Bennett: that's part of a formula funding so they did a formula.

1:38:37.380,1:38:41.100

Mike Sweeton: A discussion going on that's...

1:38:42.420,1:38:46.685

Alan Sorensen: Yes, we're just looking at the unallocated

1:38:46.685,1:38:48.630

Mike Sweeton: They are going to need about 10 times that much.

1:38:50.580,1:38:54.540

Lauren Bennett: More steps and more so we said okay.

1:38:55.560,1:38:58.140

Lauren Bennett: So that's the ARPA, and this is the CRRSAA split.

1:38:59.760,1:39:03.300

Lauren Bennett: So, will we have the draft resolution so we'll send those around.

1:39:04.620,1:39:08.010

Lauren Bennett: Seven days before the public meeting.

1:39:10.020,1:39:12.570

Harry Porr: On the agenda at the end of August?

1:39:13.650,1:39:16.500

Lauren Bennett: July.

1:39:17.520,1:39:18.510

Harry Porr: see no other questions.

*Unified Planning Work Program SY 2022-2023 Amendment*

1:39:20.760,1:39:21.600

Harry Porr: Unified planning Work Program.

1:39:23.430, 1:41:05.640

Lauren Bennett: Yes. So we had um we presented previously that we had the additional FTA MPP funds through the IIJA bill, so we needed to have an amendment adopting these 2022-2023 grant funds. So we updated that, but we also looked at our UPWP since we're already doing an amendment to see what else we can approve improve on.

So we have, I think three main tasks that have been added to the UPWP in this amendment, the first is we are adding a task for an additional OC Roadway Safety Action Plan. So this will be offset by funding and the route 17 M corridor study for about \$150,000 we are fast tracking this project because with the IIJA there's a new funding programs Safe Roads For All, Orange County and all the municipalities are currently not eligible for any of the roadways like the build portion of the funding of the grant because we did not have a roadway Safety Action Plan, so we are proposing to fast track this plan and the next year we'll have it in place and then. Once we have that in place all the municipalities, will be able to then go for and orange county will be able to go for be competitive, for the safe roads for all funding.

1:40:59.940,1:41:06.500

Sandra Jobson: good idea, this is an example of one of those federal discretionary programs yeah yeah yep.

1:41:07.500, 1:42:33.563

Lauren Bennett: The next is the orange county DPW who is looking to purchase traffic counters, and so we have an estimate of \$70,000 for 15 new counters so we increased the equipment budget and we increased that task budget from about \$70,000 or \$90,000 to \$140,000. And that's being offset by the GIS task and the county pavement management system task and then finally oh yeah and then they additional funding to the equipment line and that's being offset by the contractual line we still have millions over a million dollars in the contractual line.

So the version that was sent around is a red line version, so you will see all the changes are highlighted in red and then the last table the changes are highlighted in yellow because, having that red line is very, very messy, so it is highlighted what was changed, and the additional MPP funds all went into the local planning transit planning task. So we will yeah so this will go out to 14-days of public comment and we'll will move on that at the July meeting as well.

1:42:33.563,1:42:35.377

Harry Porr: will there be a public hearing on the amendment or just seek public comments?

1:42:35.377,1:42:36.990

Lauren Bennett: will take public comments beforehand, and that will seek action.

1:42:39.480,1:42:40.620

Lauren Bennett: Any questions on that?

## Reports

### *Staff Reports*

1:42:45.900,1:42:52.378

Harry Porr: Staff Reports, Review of the funding in the Bipartisan Infrastructure Law

1:42:52.378, 1:44:23.250

Lauren Bennett: the first is this staff so just a reminder, the July 5th meeting at 1pm I'll send out the location in person is required, so please respond. So, and then I just have the different actions that will be meeting on, there's five resolutions currently. Oh yeah so video conferencing, the TIP amendment, ARPA/CRRSAA funding and then the amendment to the UPWP okay.

So the next is funding opportunities, so I know everyone kept asking about the bridge funding, so the bridge investment program has been announced on the bill website so. The link is to the and I could send the slides out the link is to the fact sheet for that so it's a multi year grant program discretionary funding, so I think you apply directly to each of FHWA. So if you're looking at planning grants, those are due at the end of July large Bridge projects which are over 100 million are due by August and then all bridge projects are due September 8th. And then, again, the safe route for all were also announced, since the last meeting if you're not already signed up for those notifications, I would recommend going to the website signing up.

They also have webinars which staff sit on to kind of try to understand and will summarize what we can share with the group.

1:44:23.790,1:44:40.740

Sandra Jobson: and a lot of us are multi-year, so you shouldn't continue you know what I mean I just realized that what maybe for the next five years right yeah I mean you know you don't know that we're going to call every year but it's encouraging you know yeah.

1:44:41.790,1:44:48.107

Jason Morris: Is there a metric part of the bridge grants?

1:44:48.107,1:44:50.141

Lauren Bennet: I think there is don't quote me on that

1:44:50.141,1:44:52.590

Sandra Jobson: no yeah 80/20 but sometimes you'll be surprised, sometimes there will be 90/10.

1:44:52.950,1:44:57.269

Sandra Jobson: or less so, but it's usually around 80/20

1:44:57.269, 1:45:44.040

Lauren Bennett: look at the website, all of them have factsheets what I've seen is almost all of them have different rules so just look into that.

So next we have training opportunities, so I think we're now cooperative they have a local technical assistance program so there's a virtual and in person workshops. So we've highlighted two, the first is an ADA public right of way in person workshop that will be hosted in orange county on June 22. And then, the second is a local federal Aid 101 an overview of the process, and that is a virtual workshop, which is free for registration and this happened in September 13 so I don't know if you have anything to add Travis on the ADA Training?

1:45:45.090, 1:46:07.410

Travis Eward: That was in the town of Wallkill, I've attended previous Cornell workshops for ADA and they're really beneficial to go through. And you know I think the rules change pretty regularly so yeah a couple of our staff going to that, but any of the Cornell workshops i've found to be really beneficial to go to. It's a Good program

1:46:09.630,1:46:10.140

Jacob Tawil: Yeah I'm going to I need to.

1:46:12.510,1:46:13.950

Sandra Jobson: I know I feel guilty for not going.

1:46:14.970,1:46:18.360

Sandra Jobson: it's like a private yes absolutely yes, you.

1:46:19.500,1:46:25.350

Lauren Bennett: So if you're interested, let us know and help connect your staff to this training.

1:46:30.210,1:46:30.840

Harry Porr: Are we there.

1:46:33.300,1:46:35.160

Sandra Jobson: We were all starved of an in-person meeting.

1:46:49.560,1:46:50.610

Harry Porr: Thank you for contributing today.

1:46:51.900,1:46:53.490

Harry Porr: Thank you all for coming in. Motion to Adjourn?

Group response \*aye\*

1:46:58.290,1:46:58.790

Harry Porr: Thank you.

*Meeting adjourned at 11:51AM.*