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ORANGE COUNTY TRANSPORTATION COUNCIL

**Meeting Transcript**  
**Policy Board Meeting**  
**July 5, 2022 at 1:00 PM**  
Legislative Conference Room  
OC Government Center  
255 Main Street, Goshen, NY

Dial-in Number: (646) 876-9923

Meeting ID: 831 0452 4986

Passcode: 884157

Zoom Meeting Link:

<https://us02web.zoom.us/j/83104524986?pwd=YkNaaWcvU255alg4Qy9pV3l6WDlOQT09>

Previous Policy Board Meeting Recordings Link:

[https://www.youtube.com/playlist?list=PLTwjp62\\_3OioTvLPGLF7YEmpzdJW4\\_j8C](https://www.youtube.com/playlist?list=PLTwjp62_3OioTvLPGLF7YEmpzdJW4_j8C)

**Meeting Participants (In-Person)**

Name:	Organization:
*Alan Sorensen	OC Planning, <i>proxy for Steven M. Neuhaus (OC Executive's Office)</i>
Lauren Bennett	Orange County Planning
Zack Coleman	Orange County Planning
*Caitlin Holt	NYS DOT, Region 8
*Jason Morris	City of Newburgh
*Jacob Tawil	City of Middletown
*Mike Sweeton	Town of Warwick
*Scott Manley	Town of Newburgh
*John Revella	Village of Walden
*Gary Spears	Town of Deerpark
*Jim Farr	City of Port Jervis

**Meeting Participants (Virtual)**

*Catherine Corless	Metropolitan Transportation Authority
Travis Ewald	Orange County DPW
Sandra Jobson	NYS DOT Region 8
Harriet Lewis	NYS DOT Main Office
Rob Parrington	Orange County Planning
Jessica Ridgeway	Orange County Planning
David Lake	Mid-Hudson South TCC
*Gedalyze Szegedin	Village of Kiryas Joel
*Charles Carnes	Town of Crawford
Al Fusco	Fusco Engineering
Moishe Gruber	Village of Kiryas Joel

\*Voting Member (or proxy to voting member)

**Call to Order/Introductions**

Mr. Sorensen called the meeting to order, and introductions were made from 0:00:04.020 to 0:03:58.430

**Opportunity for Public Comment**

0:03:59.280,0:04:06.780

Alan Sorensen: Okay next up let's go on to opportunity for public comment, do we have anyone from the public would like to comment.

0:04:14.220,0:04:14.730

Alan Sorensen: Okay.

0:04:16.410,0:04:24.930

Alan Sorensen: Hearing none, I will move on to acceptance of the meeting transcript for March 1 2022.

**Accept Meeting Transcript – March 1, 2022**

0:04:25.950,0:04:31.890

Alan Sorensen: Everyone should have had that in your packet. Are there any comments or questions on the transcript?

0:04:37.470,0:04:39.360

Lauren Bennett: I didn't print that out so it should be sent out with the meeting materials.

0:04:43.710,0:04:47.430

Alan Sorensen: I'll make a motion to accept. (motion)

I'll ask for a second

0:04:47.430,0:04:49.430

Jason Morris: Second.

0:04:49.620,0:04:50.760

Alan Sorensen: All those in favor.

0:04:50.760,0:04:52.530

Group: Aye.

0:04:52.530,0:04:53.550

Alan Sorensen: Anyone opposed?

0:04:55.890, 0:06:45.320

Alan Sorensen: Right, next item on the agenda is Orange County Transportation Council Resolution 2022-03

**OCTC Resolution 2022-03: Allowing Video-Conferencing for Policy Board Meetings**

0:05:03.180,0:05:08.880

Alan Sorensen: This is a resolution allowing video conferencing for our Policy Board meetings. This is a matter that was discussed at prior meetings, and I'm just going to take a moment to go through some of the highlights. So Public Officers Law, 103-a(2) authorizes public bodies to conduct meetings using video conferencing technology as long as a quorum is physically present, which is the case here today.

A resolution was passed back in at the June Planning Committee meeting recommending that we adopt such a policy based on feedback from the Transportation Council members. Language was included to further define virtual presence as only under extraordinary circumstances to continue to promote an in-person attendance at our meetings. It states 'a member of the board may attend virtually via video conferencing only under extra ordinary circumstances such as disability, illness, caregiving responsibilities, other unexpected factors. Precluding attendance, the Planning Committee and subcommittees can continue to meet virtually and in-person. And we had forwarded an updated resolution to the members for review and this resolution will stand until we have an opportunity to update the OCTC Operating Procedures. So that is an explanation of the resolution.

0:06:46.320,0:07:04.770

Garry Spears: Just a question,

Alan: Yes

Garry Spears: [reading resolution] Quorum must be physically present under a minimum of five when the number is eight

Alan Sorensen: Yes, that is a typo, we need eight members present

Garry Spears: Right, so five gets crossed out to eight, yes okay, thank you.

0:07:06.030, 0:07:48.420

Alan Sorensen: Thank you, that's good catch. So, I am accustomed to asking for a motion and second. I don't know if you've done it that way, but if everyone's okay with that, that's what I'll do. So I'll ask for a motion on the resolution, and a second? Okay, then. So, we have a motion and a second on the resolution as amended. So, I'm going to call to question on the resolution, as amended, all those in favor of the amending of the resolution. So, all those in favor?

0:07:50.560,0:07:51.800

Group: Aye

0:07:52.260,0:08:03.600

Alan Sorensen: Okay, are there any objections to amending the resolution? Okay seeing there are no objections I will now call to question on the resolution, as amended, so all those in favor of voting for the resolution as amended.

0:08:03.600,0:08:05.340

Group: Aye.

0:08:05.340, 0:09:01.760

Alan Sorensen: Anyone to opposed okay, so the motion carries. I'm sorry I should have asked for discussion. I got lost in that moment.

**OCTC Resolution 2022-04: OCTC FFY 2020-2024 Transportation Improvement Program (TIP) Amendment 20-13**

0:08:30.780,00:09:07.650

Alan Sorensen: So the next resolution is OCTC Resolution 22-04: Transportation Improvement Program Amendment 20-13, so this time we're going to last for a motion in a second, then I will ask for discussions.

0:09:01.760,0:09:08.320

Jacob Tawil: Motion

Alan Sorensen: Jacob, a motion. Second? Mike, okay, is there any discussion on the resolution?

0:09:13.320,0:09:23.280

Alan Sorensen: Lauren, are there any highlights that you want to cover? If not...

John Revella: This is the amendment that we're talking about?

0:09:24.330, 0:10:06.390

Lauren Bennett: yeah, OCTC Amendment 20-13 and it has 10 actions. Four new NYSDOT projects, additional funding for three City of Newburgh bridge projects, production of the OFF-System Bridge block funding in FY 22. And then, adding the Orange County Bridge project that was funded through Bridge NY and a funding shift for an MTA project that does not impact the cost, the allocation for funding has been switched.

This went out for 14-days of public comment, it received one public comment, which I will now read into the public record. Do I need a motion for that?

Alan: Nope, go ahead.

0:10:09.210, 0:11:55.700

Lauren Bennett: So this is from Gedalye Szegedin, on the addition of pin 8065.12 Preliminary Engineering and Environmental Analysis activities for New York State Route 17 to Interstate 86.

Comment 1- In the PEL process DOT received multiple comments and letters from many elected and government officials asking that the final design choice should be adopted as interchange 130 option one plus and two plus. My support of this TIP amendment is conditioned on this vital point.

Comment 2- I understand that this EIS process funded by this PIN may be taking up to three years to complete, please try to have this process accelerated to be as quick as possible. Also, I suggest, considering specifically breaking out and accelerating the interchange 130 option one plus or two plus component as a standalone project similar to how interchange 131 was done as a standalone and was completed from start to finish, in less than three years.

Comment 3- The state capital program has allocated \$1 billion for this project, but this project may cost more than this amount allocated, I therefore, requested the selection process of what component of this project may be built in the first phase, including the \$1 billion should be decided by DOT with input from the OCTC and local communities. Priority should be given to disadvantaged communities and environmental justice communities.

So, with that, the comments were forwarded to the project sponsor who is NYSDOT and before we give NYSDOT the opportunity to respond and I know Gedalye you're on the line, if you wanted to add anything.

0:11:56.160, 0:13:58.250

Gedalye Szegedin: I did have communication with DOT on this issue and because there is another project listed in the one listing before this is for interchange 122. And I was, I was raising the issue if interchange 122 is not a part of this project and it seemed odd that here we're doing an EIS for the entirety of Route 17, but at the same time we're ready approving \$85 million of funding for one component of the project that is only now being studied.

And, according to the DOT project interchange 122 was already done on a separate EIS and it says it's already a phase 2 of a project, so, in light of that architects should be aware that this EIS actually, is not for the entire 17 road widening and all the interchanges because interchange 122 is already accelerated far beyond the EIS stage, and to that I would just add if there is ways to accelerate other components during the course of the three years, EIS interchange 130 should be next in line for acceleration. And if nothing

is accelerated, I guess, everything is going to be studied at the same time, so basically interchange 131 and 122 is excluded from the next \$20 million that we're allocating for an EIS.

0:13:58.350,0:14:03.810

Alan Sorensen: Okay. Any further discussion on the resolution?

0:14:07.170,0:14:13.560

Jacob Tawil: Is it possible, just run through them project by project just to remind everybody, maybe what the funding for the changes are?

0:14:14.640,0:14:15.150

Alan Sorensen: Yeah.

0:14:16.230, 0:16:49.640

Lauren Bennett: Sure. So, the first project is NYSDOT PIN 8062.59 and that's the resurfacing of Interstate 84 from Route 208 in the Town of Montgomery to the State Route 32 interchange and that's adding \$8.8 million and that's an offset from another NYSDOT PIN on the mid-Hudson South TCC TIP so that does not impact our local program.

Second project is another NYSDOT project 8065.10, and this is the project that Mr. Szegedin just mentioned Route 17 at exit 122 stage two, an interchange reconstruction. And adding the project onto the OCTC TIP, it will use statewide funds it will not impact our local program and it's \$85 million. The preliminary and detailed design is being scheduled for this fiscal year 2022 with construction in the next fiscal year 2023.

The next project is the NYSDOT PIN 8065.12 preliminary engineering and environmental analysis activities upgrade of New York Route 17 to Interstate 86 that is adding this project this PIN on to the OCTC TIP, it will be using statewide funds it does not impact a local program so it's \$20 million for the preliminary design and as Mr. Szegedin and said it's the EIS.

For PIN 8761.39 City of Newburgh Lake Drive over Quassaick Creek bridge replacement and this project had requested additional funds that is being offset from the block pin 8BLK02 so this is the OFF-System Bridge fund. And then City of Newburgh PIN 8761.40 Walsh Road over Quassaick Creek bridge replacement, this is another City of Newburgh bridge project, this also requested funds and it's being offset from the OFF-System Bridge block fund as well, so that will eat up the entire fiscal year 2022 block pin.

0:16:49.640,0:16:54.280

Alan Sorensen: We haven't had additional congressional funding too Right?

Lauren: No there's another.

Alan: That's this next one

0:16:54.280, 0:18:34.920

Lauren Bennett: City of Newburgh PIN 876157 which is Lake Street Route 32 over Quassaick creek bridge rehabilitation and this project received additional Congressional earmark funding and this will not count against the targets, it has its own funding.

The next is PIN 8762.67, which is an Orange County bridge project, this was awarded with bridge New York funding, so it does not impact the local program. PIN 8816.36 route 9W Storm King Mountain drainage and needing barrier improvements in the town of Cornwall, this has been added for detailed design in fiscal year 2022 it's using state funds, it will not impact the local program.

The next is PIN 8823.99 Newburgh-Beacon Ferry Service Operations, so they're switching the funding for the STBG FLEX and MTA is requested that'd be moved to a PIN 8031.01 on the Mid-Hudson South TIP and it's been backfilled with MTA funds.

Finally, PIN 8BLK02 this an OFF-System Bridge block funding and you can see it's reduced by \$0.964 million, which is the offset for the City of Newburgh bridge funds.

0:18:39.570, 0:18:45.270

Alan Sorensen: With that are there any questions? If not, I'll call into question all those in favor of the resolution.

0:18:45.270,0:18:46.980

Group: Aye.

0:18:46.980, 0:19:14.850

Gedalye Szegedin: I would like to ask one question, though the \$85 million and the \$20 million that you said this from statewide funding. Is that coming out of the \$1 billion for the 17 improvement that was part of this year's capital plan? Or this funding is coming out from another part and there is still a billion dollars available for the 17.

0:19:16.890,0:19:17.970

Alan Sorensen: I have to ask the DOT.

0:19:19.470,0:19:19.970

Lauren Bennett: Sandra, yeah.

0:19:21.420,0:19:28.200

Sandra Jobson: Yeah, hi everyone, the intent is that is taken out of, that's been made available from the \$1 billion.

0:19:30.090,0:19:43.140

Gedalye Szegedin: So going forward there's going to be only \$900 million available for doing all other DOT 17 project.

0:19:45.090, 0:19:57.930

Sandra Jobson: Yeah based on the estimates in the PEL, we should be fiscally still in very good shape, based on the estimates that came out of the PEL.

0:19:59.190, 0:20:21.720

Gedalye Szegedin: I see I see okay. Even though the estimates did not include the current economic climate, and the cost of construction and cost of interest rates and cost of everything associated, so the value of the dollar is less now than it was when we did the Pell so just take that into consideration.

0:20:22.920, 0:20:36.960

Sandra Jobson: I know, thank you, I mean we're feeling that significantly even from when we just did our capital program update just this past fall, you know we're seeing that, but thank you.

0:20:36.960,0:20:37.770

Gedalye Szegedin: Okay.

0:20:37.770, 0:21:04.980

Alan Sorensen: I just want to make sure I finished, so I asked all those in favor, was there anyone opposed? Okay, so the resolution passes.

**OCTC Resolution 2022-05: Distribution of Federal Transit Funding from the American Rescue Plan Act (ARPA) in the Mid-Hudson Valley Transportation Management Area**

So next resolution is OCTC 22-05 it's with respect to the distribution of federal transit funding from the American Rescue Plan Act (ARPA) in the Mid-Hudson Valley Transportation Management Area. I'll ask for a motion.

0:21:04.980,0:21:06.980  
Jacob Tawil: I'll motion

0:21:07.350, 0:21:33.120  
Alan Sorensen: Jacob. A second? Second. Second discussion or Lauren you want to provide just a brief overview of this?

0:21:34.500, 0:22:27.000  
Lauren Bennett: yeah, so on March 11, 2021, the American Rescue Plan Act of 2021 or ARPA was signed into law, so the Poughkeepsie-Newburgh New York-New Jersey urbanized area was apportioned a total of \$66,480,000 approximately.

And that amount was further apportioned by an agreement between the states of New York and New Jersey, where New York received just over \$65 million and New Jersey received just over \$1 million, so the three MPO's within the TMA, which is the Dutchess County Transportation Council, Orange County Transportation Council, and Ulster County Transportation Council, will be adopting these resolutions to further distribute the ARPA funding it's 5307 funds and I believe Orange County is receiving \$4,426,000. And this was discussed at the June meeting we're keeping just about \$28 million unallocated for the time being.

0:22:31.710,0:22:33.390  
Alan Sorensen: Any discussion?

0:22:34.650,0:22:39.150  
John Revella: I just want to make sure it's on the record that we're getting less money than Dutchess County in Orange County. I don't like it. That's all.

0:22:41.040,0:22:46.050  
Jacob Tawil: Why is the remaining money unallocated? Why aren't they allocating that?

0:22:47.670, 0:23:43.470  
Alan Sorensen: I can explain that a little bit. The unallocated funding is being set aside so that potentially the TMA can do a call for projects. Otherwise, that funding traditionally just would have gone directly to Hudson Transit, Leprechaun and Adirondack. They still have CARES funding that they have to draw down, and so the feeling amongst the MTA space within TMA, based on our discussions, was that we should hold that money for the time being, a look for opportunities for transport transformative projects within the region and do a call for projects.

Lauren Bennett: and if those operators do need the funding, it's still available.

Alan Sorensen: It's still available

0:23:43.470,0:23:46.140  
Lauren Bennett: It's just a lot to allocate to them if they still haven't drawn down.

0:23:46.140,0:23:48.140  
Jacob Tawil: Thank you

0:23:51.360,0:23:55.290

Alan Sorensen: So, with that, so I guess I'll call the question and all those in favor.

0:23:55.290,0:23:57.290

Group: Aye.

0:23:57.870, 0:24:29.070

Alan Sorensen: Is there anyone opposed? Good motion carries.

**OCTC Resolution 2022-06: Distribution of Federal Transit Funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) in the Mid-Hudson Valley Transportation Management Area**

Alan Sorensen: Next resolution is very similar, it's dealing with the CRRSAA funding so it's Orange County Transportation Council Resolution 22-06 distribution of federal transit funding from the Coronavirus Response and Relief Supplemental Appropriations Act, CRRSAA, in the Mid-Hudson Valley Transportation Management Area.

I'll ask for a motion. Jacob.

A second on the motion? Mike. And discussion?

0:24:31.590,0:24:34.380

John Revella: You got the distribution amongst the county based on population?

0:24:35.820,0:24:40.830

Alan Sorensen: It's based on, some of this distribution is actually based on ridership.

0:24:43.260,0:24:55.350

John Revella: So, if we get more money for Orange County to make more stations and more trains we lack more riders, to get more money.

Alan Sorensen: Correct.

John Revella: So, we're being penalized for that? That's nice.

0:24:56.940, 0:25:08.742

Mike Sweeton: That's just how they run the transit system. Which is not what we do, but that's how we would get more money.

0:25:08.742, 0:25:51.839

Alan Sorensen: so, it is yeah, I will I'll try not to go on too much of a tangent, but something that we are currently exploring is doing a Countywide Transit Feasibility Study we have funding set aside in the UPWP for that purpose, but I don't want to get too far down there, but the point is well taken. And we are exploring, Rob will speak to in a few minutes, we're doing a study for the redesign Middletown bus transit service, doing a similar study for Newburgh. So yeah, we're looking for those opportunities for public transit throughout the county.

0:25:51.839, 0:26:02.377

John Revella: Yeah, we were going to do an Orange Link, you can ride anywhere in the county hop on hop off, linked schedules through an app, you talked about it at the Subcommittee for transportation, I didn't know if that was still-

0:26:02.377, 0:26:17.850



Alan Sorensen: That's something that's being explored, and we have the Transit Orange website, which is kind of a gives the illusion of being in one consolidated system, but it does make it easier for riders to connect to various points, but yeah that's something the feasibility study will be looking at.

0:26:18.900,0:26:24.960

Mike Sweeton: just the shape Dutchess County, the way to go up and down, they have the advantage over us the way our county is shaped.

0:26:26.880,0:26:30.570

Alan Sorensen: Yeah, we have, yeah there are differences.

0:26:32.610,0:26:33.150

Mike Sweeton: Oh yeah absolutely.

0:26:35.820,0:26:41.022

Alan Sorensen: Okay, so any further discussion on that resolution?

0:26:41.022, 0:27:20.011

Lauren Bennett: Just that we received an email from DOT that currently it states, where is this paragraph? The sixth paragraph in Resolution 2022-06, it says FTA section 5307/5337 this was based on a table we were using the same resolution for all three MPO's. We got clarification that to only add in 5307 into the resolution so we'll take out the 5337 mentioned in this resolution.

0:27:20.011, 0:27:54.630

Alan Sorensen: So, I will ask for motion to amend the resolution, actually it shows up in two places so in the final results so I will ask for an amendment to strike all references the 5337. Second? Mike, okay. All those in favor of the amendment?

0:27:54.630,0:27:56.630

Group: Aye

0:27:57.180,0:28:01.290

Alan Sorensen: Then I'll call question all those in favor of the resolution?

0:28:01.290,0:28:03.290

Group: Aye.

0:28:04.950, 0:28:28.260

Alan Sorensen: Anyone opposed? Okay the motion carries.

**OCTC Resolution 2022-07: Amendment to the SFY 2022-2023 Unified Planning Work Program (UPWP)**

Alan Sorensen: One last resolution so OCTC Resolution 22-07 an Amendment of the fiscal year 22-23 Unified Planning Work Program. I will ask for a motion? Jacob. A second?

0:28:28.260,0:28:30.260

Scott Manley: I'll Second.

0:28:30.260, 0:28:40.680

Alan Sorensen: Good, thank you. So, we have motion and a second discussion. I'll ask Lauren just to provide a brief overview if you would please?

0:28:40.680, 0:30:07.620

Lauren Bennett: Yes, so we adopted the 2022-2023 Unified Planning Work Program on March 1, 2022. There are two funding sources for the UPWP, there's planning funds FHWA PL planning funds and FTA 5303 MPP funds. So when we adopted the UPWP it was an estimate. FTA finalized those allocations and we got more money, so we previously estimated \$132,000 approximately and we're now receiving \$167,000.

So, we presented the amendment at the last planning committee meeting in addition to the additional 5303 funding, we also added a task on the OC Roadway Safety Action Plan Task, and that was offset by the route 17M Corridor Study for \$150,000. We also added funding to the traffic count program to cover the purchase of new counter equipment which was offset by the GIS task and pavement management task, and then we added additional funding to cover that equipment purchase and that offset was by in that contractual line for \$50,000. This went out for 14-days of public comment and did not receive any comments.

0:30:11.220,0:30:16.590

Alan Sorensen: Any discussion amongst members? Hearing none I'll called the question all those in favor.

0:30:16.590,0:30:18.090

Group: Aye

0:30:18.090, 0:30:42.060

Alan Sorensen: Anyone opposed? Motion carries.

### **New Business**

Alan Sorensen: New business? Okay no new business.

### **Reports**

#### *Staff Reports*

Alan Sorensen: Reports. The TAP/CMAQ awards were announced, so I'm going to turn it over to Lauren.

0:30:43.770, 0:31:05.970

Lauren Bennett: Yeah so, the Town of Crawford received a TAP Award for this last round of 2021 TAP awards so hopefully NYSDOT will reach out, Charlie if you're on, hopefully NYSDOT has reached out to you about that. And if you have not seen the awards, they are posted on the NYSDOT website.

0:31:06.030,0:31:14.220

Charles Carnes: Yeah, I'm familiar with it it's a project we applied with before and we reapplied, and we received it so great job.

0:31:15.930,0:31:17.160

Alan Sorensen: Congratulations.

0:31:17.520,0:31:18.090

Charles Carnes: Thank you.

0:31:21.870,0:31:26.820

Alan Sorensen: Okay I'm going to next go to the discussion on the Middletown bus network redesign.

0:31:28.890, 0:33:13.680

Lauren Bennett: We have the- there's a notice the funding opportunity. There's a new bipartisan infrastructure law. There's a bunch of funding programs that are slowly releasing, if you have not signed up for those I highly, highly recommend signing up for those notifications. The newest program that was

announced was the Reconnecting Communities Pilot Program (RCP). So, the fiscal year 2022 RCP program are to be awarded on a competitive basis, national competitive basis for projects that reconnect communities by removing retrofitting or mitigating highway and other transportation facilities that create barriers to community connectivity, including mobility access for economic development. The variety of transformative solutions to knit communities back together can include high quality public transportation, infrastructure removal, pedestrian walkways, and overpasses, capping over highways, linear parks and trail connectors, roadway redesigns and complete streets conversions, and Main Street revitalization. There's up to \$190 million available for this first round with \$50 million dedicated to planning grants and \$145 million dedicated to capital construction grants. Applications are due on October 13, 2022, through the Grants Program. Which I've heard takes about a month to sign up for and be approved for so if you are looking for these BIL grants sign up, it takes a while so don't wait last minute you might not have a chance to apply. There's also a webinar Thursday July 14 at 12 to cover this program by FHWA.

0:33:14.820,0:33:16.580

Alan Sorensen: Very good.

0:33:16.580,0:33:21.840

Jacob Tawil: Is the county applying for this? Are you guys are applying for this, the planning department, you mentioned the busses and transportation or are you going to look into it?

0:33:24.270,0:33:26.164

Alan Sorensen: we're going to look into it.

0:33:26.164,0:33:27.750

John Revella: Do rail trails count as well? Pedestrian connections?

0:33:28.860, 0:34:31.170

Alan Sorensen: Um it could be. From what I can see, you know just putting in context it's \$195 million across the country so it's a very competitive program. We'll certainly look for opportunities and if our local sponsors, you know, have a project in mind we're willing to take a look into it to see how we might be able to assist. For the buses, I think you know we'll probably continue to look more through our traditional funding sources for that, but if there's a unique project that comes to mind that maybe doesn't fit one of the more traditional funding sources, we're definitely open to exploring it with you. So, with that, Rob now you're on. Middletown Bus network redesign, I'll ask Rob Parrington to bring us up to date on that.

0:34:32.160, 0:35:40.650

Rob Parrington: Yeah, earlier this spring, like the end of May, beginning of June, I think it was we kicked off the redesign. We looked at the fixed route in the Middletown and Wallkill area, what we call Middletown Area Transit Service. We had our first working group meeting last week which Jacob and some others in the room were able to attend to start to get some feedback. We know from doing some of the other studies we've done in the county there was a need to look at the routes in Middletown and adjust them to be more modern. The routes are kind of antiquated the way the system runs, so that's our goal, and we have an aggressive schedule to get it done and get the routes figured out by October is our plan so that next year we can hopefully go to bid depending on... we need to go to bid regardless but if there's a need for capital, we may have to build in some time to purchase vehicles. We have funding for buses, but it takes time to make buses, these types of buses take a couple years to make so we'll see how it plays out but that kicked off that's ongoing I like said, the working group being kicked off last week.

0:35:43.170, 0:35:47.039

Alan Sorensen: Rob Thank you. Yes, productive meeting I thought.

0:35:47.039,0:35:49.040

Jacob Tawil: Yes, it was

0:35:49.040,0:35:53.460

Mike Sweeton: So, the concept is you're going to be adding more routes, so you need more buses, is that what-

0:35:53.460,0:35:54.030

Alan Sorensen: It may.

0:35:54.720, 0:36:37.860

Rob Parrington: Sorry, we could be adding more routes, we have to see. If there's more routes added it could be a phased approach until we get the buses in place but folks may remember this happened in Newburgh when the county did the Newburgh Area Land Use and Transportation Study the recommendation came out in like 2011 that we needed additional buses, the plan was compared that we need to do routes that included additional buses but we couldn't actually launch that till it was the end of 2014 with the buses brought by so we're mindful of that we just have to see how it plays out the coming months, with what we think the recommendation shows as far as service levels.

0:36:39.450,0:36:39.950

Thanks.

0:36:41.880, 0:38:00.780

Alan Sorensen: We do think there will be some adjustment to the design of the system so it's currently like a spoke-and-hub system, it was designed when you know downtown Middletown was the center of the community before the Galleria and other businesses so it may end up being in the redesign of course, we don't know the answer yet but one thing that will be explored, is whether it should be a trump long line along 211 and then kind of hubs at either end to provide better connectivity and service so we'll be looking at all options and so it's finally underway. And then I know Rob there's some interest, more pressing probably offline here, but Newburgh is interested in you know, with the casino opening in November so after this meeting, we can circle back and have a conversation with them, I explained that in our schedule, we're about a year off from the Middletown or Newburgh area bus network redesign but we could talk a little bit about that, after this meeting.

0:38:01.170,0:38:01.670

Rob Parrington: Yup.

0:38:03.630, 0:38:07.620

Alan Sorensen: We'll set something up. Any other member reports?

0:38:09.390,0:38:10.350

Lauren Bennett: MPO staff?

0:38:11.880, 0:38:18.720

Alan Sorensen: no I have my- I'll get to that. Anything else?

0:38:27.330, 0:39:51.300

Lauren Bennett: Yeah so, meeting schedule. I know usually the summer is light on meetings, we have so much going on and so NYSDOT has reached out, we need to adopt an amendment with the 5310 projects which are still in draft form but by the end of July or by the beginning of August so we'll look to have a Planning Committee meeting at the end of July. We also need to discuss the Town of Crawford funding request so we need to figure that out, and then also the village of Kiryas Joel has submitted their CMAQ application for the park and ride, so we can assess that as well. And then, so we have a doodle poll, which I will send a follow up for the end of July, so if you could please respond to that soon as possible and we'll set a meeting date up. You do not need to be in person for this, it will be virtual and in person. I know it's last minute. So, August 9th will be having a back to back planning committee meeting to tentatively adopt the 5310 amendment, we also have to introduce some performance measures for the CMAQ performance measures.

0:39:52.280,0:39:54.560

Mike Sweeton: What time will that be?

0:39:54.560, 0:41:23.671

Lauren Bennett: I don't know yet this all just happened, so we can do 10 or 1. Since they're all back to back whatever I guess it's more convenient. For the July there's a bunch of different times. But for August, 10 or 1 whatever works for more committee members, because that has to be in person, a quorum. And then the September we'll need a back to back planning committee because we have to adopt the CMAQ measures before October 1st. And we also need to introduce the final draft TIP before that goes out for 30 days of public comment and then we're tentatively adopting the TIP at the October 11th policy board meeting. And so, this timeline got shifted back because we are tied to NYMTIC. Through the Air Quality conformity, we cannot go with a TIP without going through the Air Quality conformity, we can't go to air quality conformity until we have NYMTIC submissions so we're just kind of waiting so we hope to have those by September 6<sup>th</sup> or 7<sup>th</sup>. That September 6<sup>th</sup> or 7<sup>th</sup> is actually the first Tuesday or Wednesday if we did it the second, we would not meet that 30-days of public comment period timeline, so we are shifting that up. So, all this will be sent in an email, but a lot of meetings a lot, I know.

0:41:23.671,0:41:26.988

John Revella: we're changing the 13<sup>th</sup> to the 6<sup>th</sup> or 7<sup>th</sup>?

0:41:26.988, 0:41:47.370

Lauren Bennett: yes, and there's going to be a July meeting. So yeah, I will send out save the dates to finalize so you guys have that on your calendars. Please once we send emails just please respond if you're coming in person, so we can track that and make sure we have quorum.

0:41:47.370,0:41:53.640

Alan Sorensen: That should cover it.

0:42:05.940,0:42:07.500

Alan Sorensen: I'll ask motion to adjourn.

*Meeting Adjourned at 10:43am*