

Meeting Transcript
Planning Committee Meeting
July 11, 2023 at 10:00 AM

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

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Dial-in Number: (646) 876-9923

Meeting ID: 892 3373 0776

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Meeting Participants (In-Person)

Name:	Organization:
Harry Porr	Orange County, Deputy County Executive
Alan Sorensen	Orange County Department of Planning
Stacy Butler	Orange County Department of Planning
Lauren Bennett	Orange County Department of Planning
Raina Tawil	Orange County Department of Planning
Obed Varughese	Orange County Department of Planning
Jessica Ridgeway	Orange County Department of Planning
Michael Sweeton	Village of Warwick
Charles Carnes	Town of Crawford
Rachel Carr	Orange County Department of Tourism
Jacob Tawil	City of Middletown
Denise Quinn	Town of Wawayanda

Meeting Participants (Virtual)

John Revella	Village of Walden
Lucas Olson	Access Support for Living, Inc.
Paul Sharman	Transpo Group
Michael Weeks	City of Port Jervis
Jason Morris	City of Newburgh
Robert Mannix	NYSDOT, Region 8
David Lake	Mid-Hudson South Transportation Coordinating Committee (MHSTCC)
Laura Ripley	NYS Thruway Authority
Owen Winter	Orange County Department of Employment and Training
Travis Ewald	Orange County Department of Public Works
Jay Shuffield	Port Authority of New York & New Jersey
Chris Titze	Transpo Group
Heidi Ganum	Transpo Group
Hael Stewart-Fisher	City of Newburgh TAC
Marianne Marichal	City of Newburgh TAC
Christine Smallin	Orange County Department of Mental Health
Gedalye Szegedin	Village of Kiryas Joel
David Gilmour	Laberge Group, rep. Village of Kiryas Joel
Martin Hull	WSP

Call to Order / Introductions

Mr. Porr called this meeting to order, and introductions were made, from 0:00:01.600 through 0:03:10:680.

Opportunity for Public Comment

00:03:10.680,00:03:14:700

Harry Porr: Alright. There's an opportunity right now for public comments. So we'll open that up. Does anyone have anything to contribute today?

00:03:38.479,00:04:33.859

Lauren Bennett: Okay, so this was submitted by Burt Thelander, and it [the comment] states: "*Alan Sorensen, Planning Commissioner, recently informed the public about a proposal for the Bikeway Vision to be presented at the July 11, 2023 OCTC meeting. I'm away on vacation next week and on behalf of the Pathways Committee, wish to strongly support this initiative our understanding is the vision will propose to provide non-motorized transportation options throughout Orange County with the Heritage Trail connecting several Transportation options to Harriman train station to Otisville, Westbrookville to Unionville: from Goshen to Walden to Salisbury Mills. The benefit includes Community health, promoting recreation, tourism, and providing non-motorized Transportation options that will reduce the public use of fossil fuels to reduce the global warming climate change challenges we are confronting; The Pathways Committee has recently engaged Federal/State/County elected officials to seek funding for Child Development initiatives we will continue our effort to collaborate with OCTC, to provide financial support to supplement other efforts to support the Bikeway Vision. Thank you for considering our public comment.*"

0:04:35.000, ,0:04:38.400

Harry Porr: Thank you. Is there anyone else would like to comment today?

Accept Meeting Transcript – April 25, 2023

0:04:41.160, ,0:04:50.120

Harry Porr: Hearing none, we'll move on to [Agenda item] Number 3: Accepting the meeting transcript; There's no quorum so we won't vote on it. We'll move next to the Transportation Improvement Program. Again, no vote will be taking today...

0:04:50.120,0:04:55.140

Lauren Bennett: I think we do have quorum, online and in the room.

0:04:55.140,0:05:00.320

Harry Porr: So, can I then ask for an acceptance of the meeting transcript, motion?

0:05:00.320,0:05:00.920

Mike Sweeton: I'll vote.

0:05:00.920,0:05:01.320

Harry Porr: Second?

0:05:01.320,0:05:02.340

Jacob Tawil: *motion*

0:05:02.340,0:05:03.520

Harry Porr: All those in favor?

0:05:03.520,0:05:04.240

Aye, aye

0:05:04.240,0:05:06.760

Harry Porr: Opposed?

None

Accepted.

0:05:07.760,0:05:10.000

Harry Porr: Okay. Will we be voting on the TIP changes?

0:05:10.000,0:05:10.520

Lauren Bennett: No.

Transportation Improvement Program

0:05:10.520,0:05:15.760

Harry Porr: Okay. Lauren, Transportation Improvement Program?

OCTC FY 2023-2027 TIP Administrative Modification 23-D

0:05:15.760,0:07:05.440

Lauren Bennett: Yes, thank you Harry. So, we have two (2) actions we'll be reviewing today:

The first is Administrative Modification OCTC 23-D. This includes three (3) projects, all Transit related. The first is PIN 8TO006 and this includes the purchase of five (5) 30-foot transit buses for Fixed-Route Transit services in the Village of Kiryas Joel. The PIN is being spun out of the FTA 5339 Block PIN- which is 8TRO81. So, it's using 2.648 million in FTA 5339 funding with a local and state match of each \$0.331 million.

The next action item is PIN 8TRO81, which is that Block PIN; So, we're reducing that pre-fiscal year 2023 Total, to offset this new PIN- which is the 8TO006. This pre-FY funding comes from FTA allocations in 2020 and 2021, which do need to be sent out. So that's why it's seen in the pre- 2023 column.

And the last action is- 8TRO91, which is adding the MEP Block funding, which is the Modernization and Enhancement program, onto the TIP for informational purchases. MEP funding is one hundred percent (100%) State funding, which is why it's an Administrative Modification instead of an Amendment. And I'll throw it to Alan, he had a comment on that last action.

0:07:05.440,0:07:33.780

Alan Sorensen: Yeah, just to clarify the intended use of MEP funds. The County's in the process now of exploring the construction of re-building- the Erie Street Building- and we can use the Modernization [and] Enhancement Program (MEP) funding towards this new multimodal Transit facility, and so that's one of the reasons also for this action.

0:07:35.700,0:07:41.040

Harry Porr: Okay, we'll open up any questions or comments from anyone? On screen or otherwise.

0:07:41.040,0:07:42.060

Mike Sweeton: How much money was in the Block for 52...?

0:07:42.060,0:08:13.040

Lauren Bennett: that's all informational because it's based on FTA allocations. So, it's not one for one, like there is on the highway side for Transit. So, we estimate for each year and then I think it goes up two percent each year but then that's backfilled with when we actually receive that grant funding allocation- not the 'grant'- but the FTA allocations, those kind of go in within the fiscal year.

0:08:13.040,0:08:15.000

Harry Porr: And this would be for five (5) buses?

0:08:15.000,0:08:17.600

Lauren Bennett: Yes.

0:08:17.600,0:08:19.600

Harry Porr: What size bus are they?

0:08:19.600,0:08:21.600

Lauren Bennett: They are for fixed-route Transit.

0:08:21.600,0:08:22.600

Charlie Carnes: 30-footer.

0:08:27.600,0:08:29.600

Harry Porr: How many...

0:08:29.600,0:08:30.600

Lauren Bennett: I'm sorry-

0:08:30.600,0:08:31.620

Harry Porr: No, no go ahead.

0:08:31.620,0:08:45.300

Lauren Bennett: This is the FTA Grant season, so you'll see a lot of actions; a lot of this is to get the TIP in-line with some of the actions that the Transit Orange team is putting in for FTA grants.

0:08:45.300,0:08:46.320

Harry Porr: Okay.

0:08:46.320,0:08:49.840

Lauren Bennett: So, that's why there's so many Transit actions.

0:08:49.840,0:08:59.940

Harry Porr: Any comments anyone, here on the ether'? Okay. And then, there's no vote today. We'll move on to the next item ...

0:08:59.940, ,0:09:08.640

Lauren Bennett: That actually, that action- we coordinate with the Project sponsor. So that needs no further action, it's been approved by the project sponsor; that's for informational purposes.

0:09:09.720, 0:09:41.440

Harry Porr: Just to comment a little bit of what Alan was saying- we were thinking about building a new office building here on this campus and we're in the soil-bearing and are going to be done in the next day or two. And we'll find out where we're going to locate- we're trying to locate it...we'd like to do it back by the old jail but that stuck around, I'm told, the former County Legislative Chairman Seidman that he once threw a bulldozer half-deep in the mud there so, we're also looking at the corner over here of Erie and Main, and we've seen how it works. But you'll hear more about that as weeks go by.

0:09:41.440,0:09:42.040

Charlie Carnes: The building would be used for what?

0:09:42.440,0:09:46.240

Harry Porr: Well, 1887 building which is a, you know, which was the government for 100 years-

0:09:46.240,0:09:47.240

Charlie Carnes: Right.

0:09:47.240,0:10:19.960

Harry Porr: is just not adequate for Planning and Health, so we moved Planning and Health to the new building, but we're also looking at other departments as well and maybe it might even become more of a Human Services type-module, if you will. We have a lot of offices that we rent right now on Matthew Street, and we'd like to get out of that and get into our own offices, and then hopefully after we get that accomplished, go back to 1887 renovate that and it got available for all accounting officers as well. That's a general broad-stroke plan, but you'll be hearing more about it in the coming weeks.

0:10:20.560,0:10:23.120

Harry Porr: Okay, Lauren?

OCTC FY 2023-2027 TIP Amendment 23-04

0:10:23.120,0:12:08.580

Lauren Bennett: And the next TIP item we'll be covering is the draft TIP Amendment OCTC 23-04. There are three (3) projects on this. I just do want to note that there were changes made to the TIP Amendment as of yesterday so, what we'll be viewing today is not the same as what went out with the meeting materials; so we'll cover each of those projects more in depth.

The first project is PIN 8TRO94 and that is the purchase of two ADA buses for ADA-Paratransit services in Orange County and this is adding a new project on the TIP. It will be using FTA 5307 funding. I think it says 5707 funding- that's a mistake in the slides- with a local and state match of \$208,000 - oh wait, sorry no. It's adding \$208,000 of 5307 funding and the local match is \$26,000 for the state and local matches.

The next project is PIN 8TRO96, is the purchase of 17 Dial-A-Ride buses for demand response services in Orange County. This is increasing FTA 5307 funding by just over a half a million dollars [and increasing] the local and state match [by] around \$66,000 each, and then we also change the project description from '18 buses' to '17 buses,' to match the grant that the Transit Orange team will be putting in.

0:12:08.580,0:12:12.080

Harry Porr: And that's for the Towns- Monroe, Wallkill, Warwick, Highlands, Newburgh?

0:12:12.080,0:12:14.100

Lauren Bennett: Yes.

0:12:14.100,0:12:14.700

Harry Porr: Anybody else?

0:12:14.700, ,0:13:19.000

Lauren Bennett: I believe it's just the urban areas for this PIN because 5307 is urbanized funding for Transit. And then the last PIN is PIN 8TRO98 which is the purchase of 13 fixed-route transit buses for the fixed route service. Those buses are 30 feet and 35 feet. And we will be increasing the FTA 5307 funding by just over \$3M, with a local and state match also increasing by just over \$300,000. So, if you look at the TIP strip, you'll see that we're also rolling it from 2025 to fiscal year - 2023 -which is this year so it can go in that grant. And we're replacing State funding from the previous... from what it is now, so that state funding is going to be transferred to that FTA 5307 funding, which is why it's over that 25% threshold in increase in federal funding.

0:13:19.000,0:13:22.000

Harry Porr: There'll be handicap accessible buses?

0:13:22.020,0:13:22.520

Lauren Bennett: Yes.

0:13:22.520,0:13:26.291

Harry Porr: And it'll be for the cities of Middletown...Newburgh and the Village of Kiryas Joel?

0:13:26.291,0:13:29.120

Lauren Bennett: Yes, the (3) fixed-route service.

0:13:30.000,0:13:37.440

Charlie Carnes: The bulk of this, all these buses, is the bulk of this I'm assuming, is coming through increased fed funding, from the Feds? A good portion of it?

0:13:37.440,0:13:42.480

Lauren Bennett: Yes, yes, it's all the allocations that come through the different Urbanized Areas.

0:13:42.480,0:13:43.480

Alan Sorensen: Yeah

0:14:30.360,0:14:41.040

Charles Carnes: Has Montgomery been in touch here? Since I see all these buses around, has Montgomery been in touch for a replacement bus? Seems to be lots of buses around because Montgomery is a joint deal with us.

0:14:41.040,0:14:43.040

Alan Sorensen: Oh, they are? Ok

0:14:43.040,0:14:45.060

Charlie Carnes: Yeah, it's Montgomery-Crawford Dial-A-Bus.

0:14:45.060,0:14:48.160

Alan Sorensen: Well, if they haven't reached out...

0:14:48.960, 0:14:53.200

Charlie Carnes: Well, they're kind of in transition over there. I'll reach out to them.

0:14:53.200,0:14:55.760

Alan Sorensen: Okay.

0:14:55.760,0:15:02.480

Harry Porr: And is there's any requirement that they be electric buses? No? Ok. Because that will be double the cost, right?

0:15:02.480,0:15:08.800

Alan Sorensen: Yeah, or triple. I think was it Dutchess County? Just purchased a few,

0:15:08.800,0:15:09.480

Lauren Bennett: Ulster.

0:15:09.480,0:15:12.440

Alan Sorensen: Oh, Ulster excuse me.

0:15:12.440,0:15:13.720

Lauren Bennett: Like, two buses for like....

0:15:13.720,0:15:18.760

Alan Sorensen: They're half a million, they were half million dollars each as opposed to \$130,000.

0:15:18.760,0:15:19.760

Charlie Carnes: For electric bus?

0:15:19.760,0:15:23.280

Alan Sorensen: And then they have to build a garage, to store them as well, so...

0:15:23.560,0:15:25.040

Mike Sweeton: Hope it doesn't catch fire.

0:15:25.040, 0:15:30.600

Harry Porr: Right. Okay, is there any comment on either of these items?

0:15:30.600,0:15:42.120

Stacy Butler: I think, sorry, just wanted to double check on 8TRO096, I think Lauren mentioned something out of \$66,000 match but on the handout, that looks like \$225 [thousand].

0:15:49.800,0:15:54.840

Lauren Bennett: That was probably the increase- the total increase. But thank you.

0:15:56.820,0:16:00.200

Harry Porr: Okay, we will ...

0:16:00.200,0:16:09.420

Lauren Bennett: I'll just add, sorry, this action will go out for 14 days of public comment and we are asking the Council to consider action at the next Policy Board meeting in August.

0:16:10.200, 0:16:17.680

Harry Porr: Okay. Alright, and is there any other comments or questions for Lauren? And that [discussion of the August meeting date] will appear [later] on the agenda.

Local Project Sponsor Updates

0:16:17.680,0:16:22.380

Harry Porr: Local project sponsored updates, anybody?

0:16:22.380,0:16:48.880

Jacob Tawil: Traffic operations in Middletown- it's moving full speed ahead and we're making real progress; and we started using stamped red colored asphalt in there which is really very nice if somebody is driving through East Main Street in Middletown, you'll see it. It's very nice, it stands out and it's kind of a traffic calming device as well in there, to make sure drivers will have some visual-

0:16:48.880,0:16:49.880

Harry Porr: What part of East Main?

0:16:49.880,0:16:54.880

Jacob Tawil: East Main from Touro College, all the way to the City now.

0:16:54.880,0:16:55.560

Harry Porr: Oh, okay.

0:16:55.560,0:17:00.160

Jacob Tawil: We're moving all throughout- all the, all the pedestrian crossings are going to be stamped.

0:17:00.160,0:17:02.160

Harry Porr: I go to your bakery all the time, so I'll look forward to that.

0:17:02.160,0:17:03.480

Jacob Tawil: Yes, yes. Absolutely.

0:17:03.480,0:17:05.000

Lauren Bennett: It does look nice.

0:17:05.000,0:17:06.480

Jacob Tawil: Yeah, you saw it? Good.

0:17:06.480, 0:17:10.452

Harry Porr: Good. Alright. Any other Local Project Sponsor updates?

0:17:10.452,0:17:16.120

Mike Sweeton: I'm just waiting for LPU to give me to go ahead to go out to Bid on the bike/hike project.

0:17:16.120,0:17:17.000

Alan Sorensen: That's right.

0:17:17.000,0:17:19.440

Mike Sweeton: it's sitting with them so...

0:17:19.440,0:17:20.400

Alan Sorensen: Okay.

0:17:20.400,0:17:25.440

Mike Sweeton: And they took the agreement with the County Attorney's office.

0:17:25.440,0:17:27.920

Harry Porr: Right, I haven't seen it.

0:17:27.920,0:17:29.920

Mike Sweeton: Yeah, I haven't heard that before but...

0:17:29.937,0:17:32.220

Harry Porr: Anyone else? Is anyone else on the line?

0:17:33.780, ,0:17:58.390

Travis Ewald: Harry this is Travis - Otisville Viaduct, we started construction on that. Our contractor is going to be constructing the bypass road starting next week and we're anticipating that bridge will be closed, and the detour enacted towards the end of the month. We will start demolition probably last week in July.

0:17:58.390,0:18:01.500

Harry Porr: Great, great. Anything else, Travis?

0:18:02.220,0:18:03.189

Travis Ewald: That's all for me right now.

0:18:03.189, 0:18:13.680

Harry Porr: Anybody else with an update on a local project? Okay then, we'll move on to Old Business.

Old Business

0:18:15.780,0:18:16.920

Anybody, old business?

0:18:16.920,0:18:23.920

Rachel, anything on old business? Just wanted to see, make sure you're awake.

Laughter

New Business

0:18:25.560,0:18:31.620

Harry Porr: Okay, we'll go out to new business- Coordinated Public Transit Human Services Transportation [Plan]-

0:18:31.620,0:18:40.980

Alan Sorensen: Okay; it's kind of repetitive for like for the people who are online. I thought I'd just do a little quick explanation-

0:18:40.980,0:18:43.360

Harry Porr: For the transcript too, because it's going to be forever.

Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan)

0:18:43.360,0:19:39.360

Alan Sorensen: Ok- the Coordinated Public Transit Human Services Transportation Plan, which we refer to as the Coordinated Plan, aims to identify the transportation needs of individuals with disabilities, older adults, and low-income people provide strategies for meeting those needs and prioritize transportation services for funding and implementation. We're in the process of updating our Coordinated Plan. It's important to note that the plan is a prerequisite for FTA Section 5310 (funding) program, which assists in transportation funding to assist the elderly and individuals with disabilities. I'm going to turn this over to Paul Sharman, who's the Senior Project manager with the Transpo Group, and they are the consultant team that is assisting us with this the development of our new Coordinated Plan, Paul?

0:19:39.880,0:19:49.080

Paul Sherman: Alright, thanks, Alan. I will share my screen here, let me know if everyone can see this okay?

0:19:49.080,0:19:50.160

Lauren Bennett: We can see it.

0:19:50.160, 0:25:35.460

Paul Sharman: Great. So yeah thanks for the update there, Alan. I'm Paul Sharman, I'm the Project Manager for the update of the Coordinated Public Transit Human Service Transportation Plan, a little bit of a mouthful, but nice background there from Alan. I'll get into a little bit more detail about this project.

So today I'm just going to be talking kind of about the project overview, what we've been working on, kind of the outcomes of the draft Plan. The plan is going to be made available today, so we'll talk a little bit about that and yeah, so if anybody has questions, please interrupt me at any time. I'll try to keep my eye on the on the room here, but there's a chance I may not see anything, so please jump in interrupt me at any time.

Alright, so just quickly what I'm going to cover today - talk a little bit about what the Coordinated Plan is, the Planning process that we follow to update these plans, project schedule that we've been working under; we'll talk a little bit about the Outreach that was done as part of this plan update- that's a really important piece of these plans, and then talk kind of some specifics about some of the work that was done regarding identifying the needs and gaps that are specific to Orange County and some of the strategies that we're recommending to help address those needs and gaps.

Human Service Transportation Planning or 'Coordinated Planning,' as Alan mentioned, is really Transportation Planning that is focused on folks who are maybe left out of traditional transportation planning work. So it's a focus on older adults, people with disabilities, people with low incomes, ensuring that services are provided to help those people meet their daily transportation needs, help them get around get to medical appointments you know, kind of live their day-to-day lives. The, this, is a federal requirement for Section 5310 funding, which is again funding that is that is directed towards services that provide transportation options for seniors and those with mobility challenges.

This plan is what we're calling, the '2023 Update.' Orange County already has an existing plan that was created in 2018. A lot of great work went into that plan, and so we're just updating this Plan to be reflective of what has changed both in Orange County and kind of in the world. Since 2018, [we] went through a pandemic, it changed the way a lot of people travel; so we want this this new plan to be

reflective of the way people move around today and the needs that people have today and then really kind of the one of the major outcomes of these plans is really to encourage coordination among stakeholders so those who were involved in providing these services kind of getting everyone together and making sure that we're maximizing these limited resources, be it buses or people's time or Federal dollars, through coordination among stakeholders, so that's kind of the big goal of this.

So, the Planning process. This is kind of a process that we undertake when we put these Human Services or Coordinated Plans together. It starts off kind-of in the data collection and analysis phase; we review in-depth updated demographic information for Orange County. I'll show some maps and charts later but looking at, you know, where there's a high concentration of senior living, where there are you know, kind of low-income areas, here are there likely, you know, kind-of a higher mobility need? And then pairing that with a really exhaustive list of the current Human Service Transportation 'inventory'. So all the folks that are providing transportation options in Orange County: Where do their services run? When do they run? Who's eligible for those services?

So, that that's kind of the 30,000-foot view of the mobility needs and options within Orange County. And then we pair that with the Second Phase which is the public information and Outreach. For this project that included what we call an 'online Open House,' which is, essentially, a freestanding website that explains this planning process; that includes the link to a public survey, we had, you know, a stakeholder meeting where we invited folks in to comment on the work that we've been doing, and so we pair those two things together kind of the 30,000 foot view of the County at the data level and pair that with the kind-of boots on the ground perspective of someone who's taken the survey or people who provide services what are they seeing, day to day, what needs do they have. We really combine those two things together to form a Needs and Gaps Assessment. So, we document all the existing needs that come through that data analysis, and then identify the gaps between the services that are currently available and what the needs are.

And then the fourth step resulting out of that is to come up with some strategies to help to meet those needs or help kind of reduce the gaps between services and needs. And this is largely an update of the 2018 Plan. So, we have tweaked and updated the strategies that were put together in the 2018 Plan, noting that a lot of those strategies are still relevant, but they've been kind of tweaked and updated based on you know, the new data that we have available to us now. Any questions on that?

Ok, so overall, sorry differences from 2018 to now- a little bit. We do highlight that in the Plan. I don't... this presentation doesn't go into a whole lot of detail about the very specific differences between 2018 and 2023 but, I'm happy to chat about that if you if you want but that's not a main focus of the what's going on here. Ok. So again, here's our just kind of overview the project timeline. [We] got started...well, we were trying to get started in March and ended up being a little closer to April. So a pretty compressed timeline to get all this work done, but here we are early July with the draft Plan will be made available to the County in a matter of hours we're just putting the final tweaks on it right now and then it'll be available for comment, make sure that we're getting everybody's feedback in there and then we will, we've got the review period and then we'll update the final Plan and make it available and actually this is slightly out of date because we're shooting to have this Plan available and recommended for adoption at your August meeting, so a little sooner than what's shown on here.

In terms of the public Outreach that was done for this project, I mentioned earlier we called an 'online Open House,' basically a freestanding website that was launched in May we gathered public survey that was available on the website we also made it available in print both in English and Spanish to help gather feedback from everyone, so we could try to make it accessible to everybody. We had 35 responses, which is I'm told, a decent survey of response for some transportation planning work. The survey responses very wildly when we do this across the country, so I think it's a fairly good response we did get some really great

feedback from folks, which I'll touch on a little bit in a minute here. So the highlights of the of the Outreach are presented in the Plan and then the appendix really has the detailed, kind of, exhaustive list of all the information that we got and the breakdown of all the different questions that we asked- there's really some interesting nuggets in there. And then we also had a stakeholder meeting a couple weeks ago where we invited stakeholders in, to kind of share their thoughts on our strategies that we had come up with and helped us kind of shape that that portion of the Plan, kind of the major outcomes.

Quickly, to touch on some sample survey results: here's just one of one of the questions that noted survey respondents' reasons for not using publicly available transportation, with 77% of survey respondents saying that "service does not go where they needed to go," so that was kind-of far and away the biggest thing that we heard- it just can't get 'where' I need to go given the existing services. Followed closely by "service not being offered when I needed to go," or 'when I need it.' Maybe that's early in the morning or later in the evening we heard through a lot of this this Outreach that folks are often able to get one-way: 'I can get to my destination by the time, you know, I go and do my shopping; or have my doctor's appointment and I need to turn around and come home, the service is no longer running and I have to rely on a taxi', and that makes trips very expensive because taxi is obviously much more expensive than taking a bus. Some interesting things to glean here that helps really shape our strategies that came out of this Plan.

And then again, talked a little bit about the demographic analysis earlier; so, the map on the left here is showing kind of the geographic breakdown of the percent of households who have someone with a disability living here. And so, you'll see that, that percentage kind-of vary widely across the County some areas have very few residents with disabilities, and some have a very high concentration. There's a... it's a Census block group in in Middletown, which has close to 1/3 of the population there living in that Census block that has a disability; so very, very different spread throughout the County. And we looked at a, you know, a large range of these Special Needs populations: older adults, folks with low incomes, people with disability, Youth, Veterans, people with Limited English Proficiency (LEP), and low vehicle ownership. Then we take that - sorry, go ahead-

0:30:34.120,0:30:37.140

Harry Porr: Make that 'Age' thing '75+', or something.

Laughter

0:30:39.120,0:30:49.980

Paul Sharman: you know, it's funny, I've done a number of those Plans and I always get that comment, and I get it. I have my parents are over 65 and they... they're they don't need, they don't need any help getting around, so I get that, but this is the prescribed Federal way of doing this. So yeah, I get that.

0:30:59:150, 0:31:03:15

Lauren Bennett: You should hear, some people call it "elderly"

0:31:03.600, 0:38:19.800

Paul Sharman: Not, not calling it elderly- yeah exactly. And then we also look at population projections: so, on the top there, we're showing 2020 Population from the latest Census and the 2030 projections and...the one thing to note about this really that I'd call attention to is the top end of the of the bracket is showing the percent of residents who are 70 years and older- and we see those bands getting thicker as we expect Orange County, like pretty much everywhere else in the in the country to see an increase and the percentage of the population that is aging so we only really expect these services to be more needed as time goes on.

Alright, and then so again combine that with a review of the existing services showing a map here of the three (3) fixed route services that are available in Orange County, but we also take into account, you know, all the different transportation options that are that are available to folks. The Fixed Route, Paratransit, the municipal Dial-A-Bus, those are kind of the big ones provided by Transit Orange and some of the other publicly available entities, but we also look at what we call the 'Human Service' agencies, those that are providing services for a specific demographic, that's access you know OC Veterans Services, Jewish Family Services, those types of folks. So, the plan has a really detailed list of all the different agencies that we reviewed for this this planned update.

And then we also have you know the inter-county regional services and commuter services; then we also look at Taxi and Transportation Network Companies (TNCs) - that's your Ubers and Lyfts, their availability within the County. People, again, sometimes think it's a little odd that we're looking at Taxi services, but those do play a big role in getting people around I mentioned earlier- that a lot of folks noted that they had to use taxi kind of for their return portion of their trip; so those kind of do fill a gap here.

And then again, so the needs and gaps assessment comes out of the review of kind of the data and the public Outreach and it helps identify kind of broad needs within the county so on the right here are the kind of four resultant high-level needs that were identified so the hours of service and the service areas those kind of came out of the Public Outreach I showed that chart earlier that noted surveyor respondents kind of, top concerns and reasons why they weren't able to use public transportation to get around so hours of service and service areas, so expanding service geographically or later into the evening, fortunately those are kind of two of the most expensive options but we want to make sure that the plan reflects that those needs were identified.

And then the third general need that was identified was County and Regional connections- so people who want to get across the county have limited options where they want to connect to other Regional Services. We heard from survey respondents that those connections are needed, or we need some improvements in those in those options.

And then the last one access to information. This was a was a holdover from the 2018 plan that was really put up at the forefront of kind of one of the needs from the 2018 Plan, but Transit Orange has done a lot of great work updating their website making it more user friendly and so interestingly the Outreach showed kind of less of a need so I guess hats off to you folks for making some updates from the 2018 Plan and helping address that need. We do keep it in here because it was noted a couple times throughout the Outreach that some folks weren't sure exactly where to go to get information about all these Services. There's kind of a lot of disparate service providers and so it can be hard to understand what services are available to residents, so that is a carryover from the 2018 Plan, something we heard again. I just wanted to note a question earlier about differences from the 2018 Plan- that that is a difference so... that priority has gone down but it is still something that we think is worth including in the in the needs here those needs we come up with strategies that we directly tie back to those needs and so the strategies as I mentioned earlier are tweaked from the 2018 Plan based on the updated needs and gaps that were identified throughout this and the goal really here with the strategy update was to make them really actionable.

The previous Plan had six (6) strategies identified that were great and I think we're carrying over I think four or five of them, but we're trying to kind of really increase the actionable quality of them. For example - this one here is 'create and facilitate a coordination Council this would be getting a group of members together from some of these different Human Service Transportation Providers- from the County, from various organizations- to kind of pool resources and talk about how they can work together to deliver services to those who need it and we have developed a set of performance measures and performance targets for, you know, the idea that they would they would meet every quarter and we have a list of questions

they should you know ask themselves at the meeting to really help them kind of have the tools they need to succeed so that they have specific actions instead of getting together and not being sure what they should do. So that was kind of the goals with the strategy update for this Plan- is to make them really actionable and have measures of success that they could... that they could look back and reflect on and kind of check the box and make sure that they're doing what they need to do, to help close these gaps.

Yeah, it would be that the County would be responsible -pointing at Lauren there- yeah. That would that would be their kind of goal to set up with the with the hope that um it would probably become self-sustaining and that you know members would become more active and we had some great discussion about this specific Council during our stakeholder meeting a couple weeks ago; We had someone volunteer their offices as a place to host these meetings they have you know tele-networking setup so we can have you know hybrid meetings, so people can call in, don't necessarily need to travel in... the goal is really that the Council itself really drives that, but it would probably be set up and run by the County.

0:38:19.800,0:38:20.800

Harry Porr: Okay, thank you.

0:38:20.800,0:39:27.120

Paul Sharman: Yeah- yeah and this actually was set up after the 2018 Plan and had a few meetings up and running but then COVID kind of squashed it, so this is a kind of a high priority here. I won't go through all the all the six different strategies that we identify in the plan but just want to note Next Step: So again, the draft Plan will be available later today, we're putting the finishing touches on this morning. And then it'll be out for review for a two-week [14-day] period; the County and stakeholders will have a chance to review it, make sure we incorporate their feedback and that we will make the final Plan available on the 1st of August, so that you all have a week to review it before adoption at your next August meeting, I think that's the next one.

That's my presentation, I'm happy to answer questions if there are any? And we'll make sure that that draft Plan gets out for everyone's review here, end of the day.

0:39:29.240,0:39:33.720

Harry Porr: Okay we'll open it up to those present-anybody have any comments or questions for Paul?

0:39:33.720,0:39:36.320

Charlie Carnes: I'm assuming you're going to email the draft out?

0:39:36.320,0:39:39.320

Lauren Bennett: Yes. Well, we're....

0:39:39.320,0:39:40.320

Charlie Carnes: Well, somebody will.

0:39:40.320,0:39:42.320

Harry Porr: Denise Quinn is with us also today.

0:39:45.320,0:40:08.600

Lauren Bennett: We did two comments on the chat so I just want to read those. Marianne said: *"Yup, when you don't have service after 7:00 p.m. on Monday through Friday and on Saturdays, no Sunday service, you have to count on cabs and much more reliable Uber/Lift service."*

Then Christine Smallin said: *"Department of Mental Health offered our space for meetings we have new technology for hybrid meetings in a larger space," so thank you both.*

0:40:08.600,0:40:24.960

Harry Porr: What's interesting is that in City of Newburgh, historically, it was 24-hour bus service until about 1963 or [196]4 and I don't know why- I mean things change society changed, whatever- but it was that you know, full bus service until that time it has not since.

0:40:24.960,0:40:28.960

Lauren Bennett: Isn't it right around when FHWA was established, and the highway Plan?

0:40:28.960,0:40:31.400

Harry Porr: I'm sure it was related to people getting cars and...

0:40:31.400,0:40:34.400

Lauren Bennett: Not to say that they're completely related, that's funny timing.

0:40:34.400, 0:40:48.420

Harry Porr: Ok. Is there anyone from on the line that would like to make a comment or ask a question? Ok, hearing none, I guess thank you, Paul- and turn it back to Alan.

0:40:48.420,0:40:49.320

Paul Sharman: Great, thanks everyone.

0:40:49.320,0:40:52.800

Alan Sorensen: Paul, thank you.

Bikeway Vision Presentation

0:40:52.800,0:42:05.160

Alan Sorensen: Ok, next up- we have our Bikeway Vision presentation. Before I get into the presentation, I just want to acknowledge a few things: specifically want to acknowledge Jessica Ridgeway with us who's worked very closely with me in developing the draft Plan. And Obed Varughese, who's worked with the GIS mapping refinements on the project; One thing I'll say is, this has been a... we actually do have a draft Plan which we will circulate to the Orange County Transportation Council members, and I hope to be able to do that in in the coming days or weeks. And then I would hope upon your review that this is a Plan, a vision, that the Transportation Council consider adopting; and so, with that, I'm going to go into the presentation.

0:42:05.160,0:42:13.000

Harry Porr: Take it away and congratulations to all of the good work, I had a chance to preview it and it really is a forward-looking document.

0:42:14.000,0:52:24.280

Alan Sorensen: Alright, thank you. So, what I'm going to cover today- we talked a little bit about the history, inception of the idea, the benefits of a county bikeway system, how we propose to establish the network; highlights from the draft Plan, and how we anticipate securing funding for the project. I just want to mention before I get into- and we can stay on the slide- as Harry mentioned, this is a very aspirational plan, but I believe I would say in the same context, a very achievable plan.

The map that is on the screen shows the extensive system of railroads that crisscrossed Orange County, I think is a picture that's worth a thousand words. There were...there was probably no county in New York State that had that many separate railroad lines running through it and during the mid-19th and 20th centuries, the population economic growth coincided with the development of this extensive network of railroads. Over in the 20th century, we saw the demise of the railroads, the rise of highway infrastructure and so many of these railroads- over time - were abandoned. We still have the existing you know, passenger rail service on the Port Jervis line. There are several short lines that run throughout the County, but most of the railroads that you see on that historic map have long since been abandoned. And they provide wonderful opportunities to establish rail trails.

One of the benefits of developing a Bikeway system on the abandoned rail beds is that they already have an average grade of 2.2% [percent], which is ideal for biking and walking. Also, these railroads, because the communities in Orange County grew up along the railroad lines, these rail beds already connect our existing population centers. Whether it's Middletown, Goshen, Washingtonville, Monroe, wherever you go throughout the County almost all the communities with a significant population density grew up along the railroads.

The Inception of the Bikeway: there were really several initiatives the County started to undertake the conversion of abandoned rail trails or abandoned railroad rights-of-way to rail trails with the development of the Heritage Trail that now extends 19.5 miles from Monroe to the City of Middletown; there was another effort in the Village of Walden that included the Towns of Montgomery and the Town of Shawangunk up in Ulster County to develop the Walden/Walkkill Rail Trail that's 3.22 miles. Both of those projects really showed us that by developing these trails along the abandoned railroad rights-of-way, you can begin to connect with communities, and I think one of the critical factors that I think makes the Bikeway Vision both unique and valuable is its focus on connections. If you think of an interstate highway system. Not only is that system effective because of its limited access, but because it allows the user to travel long distances communities are connected throughout the entire system so, if you just have the Heritage Trail and you just have the Walden-Walkkill rail trail, you can get around you know between smaller geographic areas in the County. But, if we're able to grow the system over time and connect the entirety of the County, now you have an active Transportation System that, I think, is unprecedented anywhere in the country.

So, the benefits of the system: the first is Safety. The Bikeway provides transportation opportunities that offer stress-free travel experience and protect the most vulnerable users from the roadway. In recent years post-Covid, there's been a dramatic increase in number of fatalities. Those are vehicular-bike conflicts, vehicular-pedestrian conflicts. If we can provide a safe realm for people to travel that is separated from our highway system, we can do a lot to improve safety on the Bikeway.

Benefits also include Mobility; the Bikeway provides a convenient route to key destinations throughout the county. It connects populated areas which will reduce vehicle miles traveled and Greenhouse Gas (GHG) Emissions in terms of economic competitiveness. What we're seeing across the country is that communities increasingly invest in bicycle and pedestrian trails as destinations and amenities not only for residents, but also to attract new employers. [Employers] know what their employees are looking for in terms of quality of life and through the development of the Bikeway, Orange County can become a leader in creating mixed-use innovation centers that are built along the Bikeway.

And last but certainly not least: Access and Equity, or equity and access. The Bikeway provides benefits for safety, health, and quality of life for all communities of the County the Bikeway will connect areas of concentrations of racial minorities, ethnic minorities, low-income population, and traverse many of the County's Justice40 and Environmental Justice Areas, ensuring that underserved communities have access to the system and activity centers, employment opportunities, and public parks along the way. I talked a little bit before about mixed-use innovation centers. The example that you see there is from the City of San Pablo California-it's a mixed-use center. It is actually developed along a river access trail, and part of

the reason for that development was its proximity to the trail system. That was one of the things that the developer found attractive. We ran some preliminary numbers: over one-third of the County's population lives within the 'biking access shed' of the bikeway- that's defined as within three miles of the bike shed - and somebody could traverse the county stress-free in an interconnected network of split use trails.

And -you can go to the next slide-we also see benefits of the Bikeway in terms of connecting the County's open space. Concurrently, the department is undertaking an update of the 2004 Open Space Plan, and one thing that is referenced in the Open Space Plan is the need to connect Open Spaces. We think the Bikeway affords a wonderful opportunity to provide connections between using protected open space in Orange County to connect linear parks throughout the County and we'll see those in the coming slides how that system will unfold. So, what you're seeing there is just the existing highway system and passenger rail system in a context of the open space. But in coming slides; you'll see the Bikeway how that begins supports an opportunity to connect all those features the Bikeway vision is to establish a separated non-motorized transportation system throughout Orange County, New York that provides a realm for the most vulnerable users of our roadways to travel and recreate safely and stress-free both within communities and over long distances.

What you see on this slide is the extent of the proposed Bikeway system. The dark green lines on that map are the Heritage Trail and if you look to the north, that is the Walden-Wallkill Trail. The other segments that you see in the dashed green line are the proposed extensions to that to create a countywide Bikeway system. I would note that from the Town of Chester up to Town of Cornwall, the County is presently working on the development of a 10-Mile Schunemunk Rail Trail which will be a significant extension of that system and the County already owns 7.9 miles along the Middletown/ New Jersey railroad ROW from Unionville to Slate Hill. So, this coming up one will go up.

0:52:24.280,0:52:27.280

Harry Porr: Is Schunemunk going to go up to New Windsor or Cornwall?

0:52:27.300,0:52:37.840

Alan Sorensen: It'll actually go up to the Town of Cornwall and then just currently terminating at the Moodna Viaduct.

0:52:37.840,0:52:41.142

Harry Porr: Okay, and very close.

0:52:41.142,0:52:46.520

Alan Sorensen: Yeah and it's very close- it's within a few blocks of the Salisbury Mills train station.

0:52:46.800,0:52:48.840

Harry Porr: Could you... could look into the City of Newburgh? That's your population center.

0:52:48.840,0:53:29.520

Alan Sorensen: and that, we do believe that is feasible. It's going to take a little time. I, you know, I would note that you know, some of these segments will be developed utilizing easements; some of the segments will be developed with the need to acquire property; other segments we believe can be developed with... utilizing a rail with trail easement agreement; has been done in other parts of the country and that is something that we definitely want to explore.

So, the Bikeway 'Core,' consists of those segments that would be developed first and connect areas

with higher density and greater propensity to attract commuter cyclists. We envisioned the Bikeway Core in seven (7) segments. First of which is during completion the Heritage Trail 19.5 miles. One segment there that we would really DPW is currently working on Segment 3, which is going from City Middletown, East Main Street out to Ingrassia [Road]. There's another segment that we think is critical to completing the Heritage Trail and that's the segment from Monroe to the Harriman train station. That is also a segment that is feasible to connect it's just going to be a matter of concerning addressing the right-of-way issues there. As I mentioned, Schunneunk rail trail is 10 miles. That's the important part of the core I would envision the Middletown-New Jersey rail trail has their 12.8 miles so that would include the 7.9 miles that the County already owns and hopefully future acquisition of the segment from Slate Hill to the City of Middletown, which is currently inactive.

0:54:55.120,0:54:59.000

Harry Porr: We doing a survey of that now?

0:54:59.000,0:57:04.020

Alan Sorensen: We are currently doing a survey. The RFP is just waiting to get out. The RFP will be issued very soon for a survey of the property from Unionville to Slate Hill. The County has set aside funding for that purpose - and thank you for that.

Then we the fourth segment is Salisbury Mills the Storm King Rail Trail. There's an existing band in the rail bed there, that would be a three-mile segment. There is an underpass under the Thruway believe it or not, walk through it. That's a very feasible connection. And then Campbell Hall to Walden rail-with-trail, that is an example where we think it's feasible to do a rail with trail. There's U.S publication 'Rails with Trails', it's owned by...it's Class 2 railroad; there's a similar railroad in northeast Pennsylvania that has permitted rails with trails, so I think we can use that as a model. And there seems to be, I've walked significant segments of that rail bed, sufficient with there to accommodate that.

Then Goshen to Campbell Hall rail trail that would be a combination of things, believe it or not, right behind us. There is an abandoned rail bed in the woods over there in owned by the Village, so that would be part of it. There's a street that was recently constructed residential street low volume so that it would have some on-street components and then there's some additional segments of abandoned rail bed that could be acquired so that one's a little more involved. We have to stitch pieces together to make that work, but we think it's feasible. And then Storm King to Newburgh rail trail- that's another example where I think we would have to have a rail with trail because there's an active rail bed there.

0:57:04.020,0:57:06.840

Harry Porr: Would that bring you to the Hudson River?

0:57:06.840, 1:00:11.160

Alan Sorensen: That would, yeah, that would bring it right to the Newburgh waterfront. And then the Bikeway Network we envisioned that there will also be peripheral segments- these include the O&W rail trail, the Middletown-Westbrookville Rail Trail- So these segments serve more rural areas in the County with lower propensity for commuting but the greater propensity for recreational uses, since they would connect to the greater Regional Trail networks such as the Long Path, Shawangunk Ridge, etc.

And this map really I think, demonstrates how the Bikeway system not only can serve as an active transportation system but also as a way to connect the County's Open Spaces so that I think as many of you know, the County's you know pursuing the development of Camp LaGuardia into a County Park, so you have the confluence of the Schunneunk Trail and the Heritage Trail at Camp LaGuardia so you can begin to see that if we're able to you know build out this system over time, a significant share of the County's population literally it can happen like to go to the park they can commute from one community

to another safely, stress-free, without having to share the roadway with automobiles. It is a system that we think is really possible to complete.

Okay, so now I'm going to talk a little bit about Segment 3. So, we have within the Plan, details for each of the segments. And so, for the 7.8 mile Segment from Unionville to the hamlet of Slate Hill, as I mentioned County already owns it. We're in the process of surveying that property, so that is one that you know would be early in the build-out of the of the Bikeway system. Segment B is the Five Point mile inactive segment of the Middletown-New Jersey railroad that runs from East Main Street in the City of Middletown to Slate Hill. With the completion of this segment the County will have created a separated bikeway system, spanning and uninterrupted length of over 40 miles. That distance is measured from Unionville to Middletown to Monroe; and then from Chester up to Cornwall, which is an incredible system when you think about it.

1:00:12.160,1:00:15.160

Harry Porr: Are they still going to be managed by the park system? County Parks?

1:00:15.160,1:00:17.440

Alan Sorensen: We do talk about...

1:00:17.440,1:00:19.000

Harry Porr: You had a budget in there?

1:00:19.040,1:01:22.440

Alan Sorensen: I do, I have budgets for each of- these are very good questions - but um, we've thought about that. So, I think as time goes on, they'll need to be partners so that the County can't do it all. If you look at the Walden-Wallkill Rail Trail - that is maintained, you know by the towns that are part of that - Heritage Trail is County- within the draft Plan, there are several examples where partnerships have been developed with the County's not-for-profits, local municipalities. So, I don't envision that some of these segments you know... I think once we identify a standard in which to build them, and I think the county will take a leading role in acquiring the rights-of-ways because, I think we're uniquely positioned to do that especially with the relationship with OSI.

1:01:23.300,1:01:29.580

Harry Porr: I don't want to interrupt your presentation, but I...wasn't it federal money that we acquired to buy the Shawangunk Trail?

1:01:30:07, 1:01:32:14

Alan Sorensen: Schunnemunk, yes. Yep-

1:01:32:140, 1:01:34:410

Harry Porr: And it was...how much money?

1:01:34:410,1:01:41.580

Alan Sorensen: Schunnemunk Trail presently is a \$28 million project, but the property acquisition is a little over \$2 million and the county share is 10% of that; so 10% of that \$28 million.

1:01:54.080,1:01:56.480

Harry Porr: I didn't want to interrupt you, I just-

1:01:56.480,1:01:57.480

Alan Sorensen: No.

1:01:57.480,1:02:19.020

Denise Quinn: I think you might have problems obtaining that section because they're having the projects that are going in that about that railroad upgrade the crossings, so I would think if they were looking to sell it they would not be required requiring that right now.

1:02:20.580,1:03:09.680

Alan Sorensen: Yeah let's... when we were reviewing through the GML reviews, that's one thing that we specifically called out was that you know as these warehouse distribution centers are being developed so everyone make sure they're not infringing on the right-of-way because there is...we had a plan for this future rail trail, but I think that's the other advantage of adopting this as an official policy document. I think it would give us additional strength when we respond to developments because there is a plan- Denise, as you know, like if you could connect from Slate Hill to Middletown- it would be a wonderful connection. The grade is perfect- it goes under [Interstate] 84.

1:03:09.680,1:03:19.440

Harry Porr: Ready for any challenge. Hardly anybody lives in Minisink, we have problems there just trying to survey the property. So, get used to that and push forward.

1:03:19.440,1:04:08.300

Alan Sorensen: Yeah. Thank you- I like...yes. I think if you have a plan...it all starts with a plan. And again though, I do think it's achievable. Alright, so Segment 5: Campbell Hall to Walden. It would require an easement with the Middletown-New Jersey Railroad and, but there appears to be sufficient width there and again that's going to take some time it's going to take cooperation of municipalities along the right-of-way. I see the County, the municipalities involved, but it is feasible.

1:04:08.280,1:04:21.800

Charlie Carnes: Well that one Alan, just so you know, because I grew up there- from the Village of Montgomery to Walden, it's a high raised lift over water bodies with numerous tunnels...

1:04:21.800,1:04:22.800

Alan Sorensen: Okay.

1:04:22.800,1:04:24.800

Charlie Carnes: So, it's going to be a little work on that one-

1:04:24.800,1:04:25.800

Alan Sorensen: Oh, ok.

1:04:25.800,1:04:33.400

Charlie Carnes:[Once] you get from the Factory Street, where the winery is? Closer to the Village of Walden, it's raised, way, way, way in the air.

1:04:33.400,1:04:34.400

Alan Sorensen: Okay.

1:04:34.400,1:04:36.400

Charlie Carnes: But it's doable, but [it will cost] money.

1:04:36.960,1:04:40.840

Alan Sorensen: Yeah, that's important to know-

1:04:40.840,1:04:46.520

Charlie Carnes: Yeah, because crosses it runs along the Wallkill River, it's high because you've got numerous streams running into it.

1:04:46.520,1:04:47.520

Alan Sorensen: Okay

1:04:47.520,1:04:49.520

Charlie Carnes: Okay, so you've got some raised beds.

1:04:50.520,1:04:57.160

Alan Sorensen: I was driving, my family and I went up to Cape Cod like two weeks ago, and I was driving along I noticed at the base of the highway they had built like 5-mile-long bike path.

1:05:08.400,1:05:09.400

Charlie Carnes: Yep-

1:05:09.400,1:06:00.280

Alan Sorensen: So, if there's a will, there's a way, but it just jumped out to me like, "woah!" so that is that's a good point. And you know back in the day when I was a consultant with Walden, of course, we got the grant for the Walden-Wallkill Rail Trail, but I got a second Transportation Alternative Grant to build a Pedestrian bridge over Route 52, and it was funded. I say this, you know just from experience-you always run into obstacles. At the time, the Village and town assured me they owned the bridge abutments and right-of-way. Turned out, they did not own the rights. So, we ended up having to give that Grant back. That kind of broke my heart; but I do think, if we're able to go from Montgomery, from Walden and have that overpass that would be an incredible connection.

1:06:00.280,1:06:06.560

Charlie Carnes: Right, and then from Walden you still can't get around the prison over there in Shawangunk, right? Because that connection would be incredible for the County.

1:06:06.560,1:06:08.580

Alan Sorensen: I believe OSI is currently working on a workaround.

1:06:08.580,1:06:10.520

Charlie Carnes: to get around that prison?

1:06:11.520,1:07:31.400

Alan Sorensen: Yes, yeah so you know, there's other partners. As I mentioned, and Harry's question was this-[the] County can't do this on its own. So, you know we'll need to develop partnerships, but at least this provides a vision for how we might do that. Goshen to Campbell Hall Segment- this one, you know, that little green strip to the south there, that's right behind the Government Center here; and then there's, I want to say it's Harness Road, is that little blue Segment- I anticipate we'll probably have to go a little bit on [Route] 207 which, quote unquote, is a "dedicated bike route" but has no shoulder. So maybe you know maybe we can work with DOT to come up with a plan for that. And then there's a significant segment, kind of where the segment 6 arrow is point, that is undeveloped abandoned rail bed that, if we acquired, would you know allow for that connection but then you know you would connect the Campbell Hall train station to the Village of Goshen, which would be important connection. And then we can go to...

1:07:31.400,1:07:35.400

Harry Porr: Where the train was to where the train is now, I mean it wasn't Village of Goshen-

1:07:35.400,1:07:38.360

Alan Sorensen: Yeah, yeah.

1:07:38.360,1:07:41.320

Harry Porr: That's another discussion for a different day.

1:07:41.320,1:07:47.760

Alan Sorensen: Yeah, that was another uh...when we were researching this the...I forget the name that rail bed that went from Goshen. It's something Boston railroad- that ran all the way up to you know, from Goshen all the way up North.

1:08:03.120,1:08:07.980

Harry Porr: ...There was a choice made in the 80's to go with what we have now as opposed to the other one which went through all the villages, it was mistake but you know.

1:08:14.040, 1:08:15.555

Alan Sorensen: Yeah, but we'll develop the bikeway.

1:08:15.555,1:08:25.880

Harry Porr: Now we have train stations where nobody lives.

1:08:26.400,1:10:36.000

Alan Sorensen: So, you know another aspect of the Bikeway vision is local trails that would also connect to the Bikeway system. So, you'd have this County Line system built you know to a higher standard probably 16-foot width split-use Trail; and at the local level, you'd have these 10-foot wide bike-pedestrian paths that would connect to this countywide system. And so, one that we're currently exploring is the Greenbelt Parkway which would be in City Middletown and next- we can go to the next one so for each segment we did a cost estimate. These are based on 2023 dollars and almost every case the County share is 10%. If we were to pursue a Transportation Alternatives Grant, that's a 20% match. Again, so we do have estimates- if you take all these segments together, it's a very big number, I'll just say that but actually, the County or the local share, is actually under \$20 million. To build out this system which would be an incredible system. I think transformative and I guess we'll end with the scope again. I said it's an aspirational plan make no little plans I'll just read the sub quote there which is, "They had no magic to serve man's blood and probably themselves will not be realized. Make big plans, aim high, and hope and work remembering that a noble, logical diagram- once recorded - will never die. But long after others are gone, be a living thing, asserting itself with ever growing insistency."

1:10:38.120,1:10:39.120

Jacob Tawil: Good job, yeah good job.

1:10:39.120,1:10:40.760

Harry Porr: Really. Is that Robert Moses?

1:10:40.760,1:10:45.880

Alan Sorensen: Daniel Burnham- Robert Moses practice-

1:10:45.880,1:10:46.760

Laughter

1:10:46.760,1:11:06.200

Harry Porr: Anyway, thank you so much, really. That was very confluent and informative. I think what you should do is take it on the road, I think you should meet with the Town Supervisors and Mayors at one of their monthly meetings, and they can make [inaudible].

1:11:06.200,1:11:07.560

Lauren Bennett: We did have one comment...

1:11:07.560,1:11:09.574

Harry Porr: Yes, go ahead.

1:11:09.574,1:11:24.280

Lauren Bennett: [reading from comment box] Marianne said, "*looking forward to when the Bikeway Vision includes the city of Newburgh along the Waterfront rail line, we have an active bike riding community that wants so much to have bike lanes within our city and trails that connect us to neighboring Orange County communities. Yes- rail trail.*"

1:11:24.280,1:11:27.280

Harry Porr: See, there's more than one advocate for the City of Newburgh.

1:11:27.280,1:11:40.240

Alan Sorensen: And we're working on a segment in the City of Newburgh, so that's being funded separately through the CHSC grant, so we will be out in the field tomorrow.

1:11:40.240,1:11:44.160

Harry Porr: Let's open up for questions for Alan on this.

1:11:44.160,1:13:03.480

Jacob Tawil: well, I just may I- you know it's very impressive and I hope the County will support you, Harry and the County Executive, Legislators we should get it approved as a permanent plan to look forward to and develop. From our end, the problem is getting the bike from inner-city, to get to that trail area. So, what you have to do is get to it safely. The mayor and I were working on that and to try to get that developed at some point, but we got our hands full. So, I don't know what the County would ever have- as part of Alan's office- to have a consultant to pursue this- developing some local routes for the bikes to safely navigate from certain neighborhoods to make it up to the trail. So you build a trail right now, and it's beautiful and nice and safe and all that stuff- but you have to drive your bikes, you have to drive your car put the bike and back record drive it over and park it someplace, and then get on the bike and go, rather than having a safe routes to get from your home or from your neighborhood; so I don't know if the County would ever have a vision or not vision- consultant to pursue that, rather leaving it in the hands of say, City of Middletown? Obviously the Mayor and I, as an example?

1:13:03.480,1:13:13.680

Alan Sorensen: I think part of that... part that's covered with our Complete Streets policies...

1:13:13.680,1:13:17.880

Jessica Ridgeway: I'll let Lauren speak to it.

1:13:17.880,1:13:44.960

Lauren Bennett: We have local project plans within the UPWP, so there's currently the Cooperative Coordinating Community task. Currently we're trying to learn, I guess internally, on figuring out how to kind of help staff that and do more local plans. So that still needs to be figured out, but yes there it's definitely an opportunity in the UPWP for that, yes.

1:13:44.960,1:13:46.080

Jacob Tawil: That would be nice.

1:13:46.960,1:14:07.460

Alan Sorensen: Yeah, that's a good one, it's an excellent point its safety is a critical feature of this and I think if you make it stress free and safe environment for bicyclists, you're going to encourage more people-

1:14:00.000,1:14:07.500

Jacob Tawil: That's the key. I mean, I can see how my wife struggles to make it from my house to the trail using the bike. And anytime, I tell her- please use the car you know just put it in the car and go because it's quite...a task, to make it to the trail. And she loves it, and she does it all the time and it's just the idea; so you've got to study it, to designate some routes- for safe routes for these bikes, to make it to the trail.

1:14:23.040,1:14:28.500

Harry Porr: Now this is a Visionary plan, this is the beginning. This is just like, where do you want to go?

1:14:28.500,1:14:29.520

Jacob Tawil: Absolutely.

1:14:29.520,1:14:32.520

Harry Porr: And now we'll find people to help us along the way to get there.

1:14:32.520,1:14:54.640

Mike Sweeton: That's part of the issue; we have the state having designated highways with bikes but they don't put shoulders on them right? So that would help to get people safely these trails. I don't know how we advocate more for that, you can't ride those, those State routes, but they're all designated Bike Routes.

1:14:54.880,1:14:56.984

Jacob Tawil: Mike is right, County Route 78, by Wallkill, its...

1:14:58.880,1:15:00.000

Mike Sweeton: All you're going to do is put a shoulder on it.

1:15:00.000,1:15:01.840

Jacob Tawil: Just put a sign on the bike route.

1:15:01.840,1:15:04.840

Charlie Carnes: With "No Shoulder"

1:15:07.840,1:15:40.220

Lauren Bennett: I do know the State is working on their active...they're going to update their Active Transportation Plan, so that is in the work at the State level so hopefully we'll hear more about how they're going to address that.

There was one more comment online [reading from the comment box] Jay Shuffield said, "*has there been any discussion with NYMTC- New York Metropolitan Transportation Committee about the potential connections around Bear Mountain, with their study of the Palisades Interstate Parkway?*"

1:15:40.920,1:15:46.680

Alan Sorensen: Not yet, but I appreciate you bringing that to our attention, but certainly reach out.

1:15:48.540,1:15:51.840

Harry Porr: Okay, is there any other questions here or comments?

1:15:51.840,1:16:25.880

Mike Sweeton: Before you go to Staff Reports, can I ask you a question - so Bridge New York grants came out right, and I would just wonder at the next planning meeting we could have a sort of the synopsis of that process ranking, how you know I mean there were five (5) projects in Orange County, three (3) went to the County with it I guess? But, I'd like to understand the process and you know, how you might be more competitive going forward. So, if we could- it doesn't have to be long but maybe a brief discussion on that?

1:16:25.880,1:16:27.880

Alan Sorensen: Yeah, we could definitely have [that], yes.

1:16:27.880,1:16:29.896

Harry Porr: Travis, yeah Travis Ewald might have something to add as well assuming.

1:16:32.880,1:16:39.900

Mike Sweeton: I'm assuming projects that were awarded were fully designed which is easy for the county to do right do they have staff doing it constantly- it's a little harder for municipalities, right? But if that's the key criteria for to be competitive right, I didn't know that.

1:16:54.180,1:17:40.480

Alan Sorensen: Right it's well, I know a big part of it was the and surely he had the right-of-way you know certainly that he had been necessary ROW- not only place the bridge but to work around it, but clearly the design of how far along the engineering design was but we...it's better if I had the DOT speak

to that, I was involved in part of the review process uh as was Ryan McGuire from DPW - we were explicitly excluded from rating or ranking the county projects

1:17:40.480, 1:17:52.500

Mike Sweeton: Which is not really what they said in the beginning, they said it was going to be a local, focused analysis right? That was members of County teams who mentioned that?

1:17:52.500, 1:17:53.500

Alan Sorensen: Yeah

1:17:54.500, 1:17:57.500

Mike Sweeton: Then they exclude you from the decision process,

1:17:58.500, 1:17:53.500

Alan Sorensen: Yeah, no, we graciously stepped out of the room.

1:18:01.500, 1:18:27.500

Mike Sweeton: It doesn't seem quite as fair as presented. It'd be nice to understand the process, the winners' criteria for that basis, it would help. I think other municipalities in Orange County decide if they want to expend the energy doing it, right?

1:18:26.320,1:18:28.320

Alan Sorensen: Yeah.

1:18:28.320,1:18:29.320

Jacob Tawil: Absolutely.

1:18:29.320,1:18:31.320

Alan Sorensen: Ok, we'll set that up.

1:18:31.320,1:18:32.340

Mike Sweeton: Thank you.

1:18:32.940,1:18:36.840

Harry Porr: Anybody online if you'd like to ask a question regarding the Bikeway Vision presentation? None. Alright, next item which is Alan- the Village of Kiryas Joel request for fixed-route?

Letter from the Village of Kiryas Joel (Request for 10 New Fixed Route Buses)

1:18:47.280,1:20:39.080

Alan Sorensen: We did receive a letter um and requesting additional buses just want to...I'm going to back up a little bit- The Village currently operates a Fixed-route Transit Service of seven (7) buses, but recently added an additional four (4) fixed routes, running on 15-minute intervals- so the increase in the transit network services, frequency, and ridership, duration of routes, etc., has led to an unanticipated mileage accumulation on vehicles. Additionally, these vehicles are facing mechanical issues [and need] major repairs. Our Transit Asset Management plan calls for useful life 12 years for these buses...with

respect to - Rob provided me with some notes, he was not able to be here today he notes...well currently has... well he says here, eight (8) fixed-route buses so clearly there's significant increase in the county...to the county-owned fleet; they lease buses on their own, we don't currently know how many. There is a misunderstanding in the letter submitted the replacement cycle for this type of bus is 12 years, not 14, which is why there's a TIP Amendment that we reference above, so that the grant could be written for the replacement of the 2013 buses. That said there's been a significant growth in ridership which warrants a sizable expansion of the fleet, and there's [FTA Section] 5307 funding they've used for this request, so we are you know currently exploring opportunities to address this is.

1:20:39.900,1:20:54.200

Jacob Tawil: So what does that, if I may. So they've done their own study and they asked for additional buses so the City of Middletown can go do our own study I can ask for additional routes? I thought the County is doing that.

1:20:54.200,1:21:31.800

Alan Sorensen: Well, the Village at Kiryas Joel actually provides their own transit services...so Middletown Transit Service is contracted by the County, and we provide a service it's a little bit different there...

1:21:15.400,1:21:19.162

Charlie Carnes: I would think that the County should look into the entire bus situation you know, Warwick, Montgomery, and everybody, and take that into account this KJ request, which is they're already just did five (5) here, it's already another ten (10) you know.

1:21:31.800,1:22:07.120

Alan Sorensen: So, we make sure the whole County is being addressed not only just KJ. We do look at it, Charlie, and we have an Asset Management Plan, so that dictates the replacement schedule, and then as communities are growing it needs grow we are adding buses; so like with the Middletown Network Redesign, we've added routes to that system and as a result of that we need some additional buses so we've already begun to in our Capital Plan.

1:22:07.120,1:22:17.140

Charlie Carnes: To look at the age of Middletown, look at Newburgh, look at all of them. You know I see KJ's asking but the entire County should be looked at.

1:22:17.280,1:22:22.920

Alan Sorensen: The other thing I would add, if you recall over the last several months, we got requests from Ulster County and Dutchess County to use some of the unallocated [FTA Section] 5307 funding for their expansion of their bus services. We, OCTC, has never asked for a share of that, but as part of this request and other needs in the County,

1:22:43.560,1:22:48.000

Charlie Carnes: to make a guess for those? Because they did Dutchess- right?

1:22:48.000,1:22:49.020

Alan Sorensen: Both Dutchess and Ulster.

1:22:49.020,1:22:54.360

Harry Porr: How much money is available in that...

1:22:54.360,1:22:54.860

Mike Sweeton: Alan can you clarify something? So that was [what] we voted or will vote on the five (5) 30-foot buses but then there's also the seventeen (17) buses between Middletown Newburgh and KJ...it's just in the addition to that number?

1:23:09.920, 1:23:30.900

Lauren Bennett: Yes so, yeah, it's based on the conversations with Rob. This was our what was scheduled, so they need to understand and go back and kind of look on how the Village of Kiryas Joel requests kind of aligned with that. Those I know that some of the buses that they ask are asking for may be replaced, but that's something that Rob and Martha and the team and Alan are [working on].

1:23:32.840, 1:23:44.840

Harry Porr: Do we know how much money is available through the [TMA] three-county fund? When was the last time we drew down any money at all?

1:23:44.840,1:23:46.860

Alan Sorensen: Oh, I don't believe we'd ever have-

1:23:46.860,1:23:54.180

Lauren Bennett: We get our allocation... so we get money directly, OCTC, and then there's always like, an unallocated pot that they save just for Capital needs ,operating needs, you know.

1:23:59.880,1:24:02.880

Harry Porr: You know what the value of that pot is?

1:24:02.880,1:24:06.540

Lauren Bennett: We just voted on it recently, so I think it's \$8 million right now?

1:24:14.340,1:24:18.060

Alan Sorensen: I think that's the balance...

1:24:22.380,1:24:30.840

Jacob Tawil: Is somebody doing an overall evaluation, who's requesting what? I mean is KJ, they have their own entity, and they are requested for their own and the routes and their buses - how does that compare with the rest of the county? Like we just spoke about like say, Middletown, you know again what percentage, what population?

1:24:46.380,1:24:52.640

Alan Sorensen: We have an Asset Management Plan...

1:24:52.640,1:24:56.120

Jacob Tawil: No, that's for replacing buses-

1:24:56.120,1:24:57.120

Alan Sorensen: Correct.

1:24:57.120, 1:25:08.880

Jacob Tawil: What about adding...extending the number of hours, I mean is there a comparison to make sure that everybody is even and obtaining whatever allocation from this program?

1:25:08.880,1:30:39.060

Gedalye Szegedin: This is Gedalye, I'm on the phone and I think that before we go into the details, I didn't realize that that Rob is not going to be uh at the meeting today; if I had if I would have had I would have asked him to distribute the letter and the study to everybody there at the meeting that we presented to the County; in a nutshell: Kiryas Joel is operating a municipal transit system for since the 1980s. Up to like three years ago and this is all spelled out to the submission we made up to up to here years ago, the municipal transit served about 120,000 to 130,000 passengers per year. That number has jumped up to over 600,000 passengers per year. 600,000 passengers we now have uh in light of light of the jump we had about six (6) large buses from Orange County there was no way that six buses could handle that amount of passengers the Village jumped in on our own and got between local donations and arrangements that we've made with other entities and Transit providers- we now have added nine additional buses to the fleet, that is operating on a daily basis. But those nine buses are not permanently given to Kiryas Joel and the nine buses is not sufficient so what we're facing on a regular basis is arriving to stops with completely jam-packed buses and turning people away telling people sorry there is no room to come on the bus. So, we're not here talking about adding stops the reason why we're adding the 15-minutes interval is because the 30 minutes interval just doesn't have enough capacity and we had to turn people down. We had a two 30-minute interval and we had to have two buses riding together in order to accommodate the passengers. But instead of having two buses riding together and picking up everybody, we're splitting that up to 15-minutes interval just to be able to handle and accommodate people standing at the bus stops. The comprehensive submission to Orange County multi-pages with a lot of data from the Census Bureau a lot of data from the field from the trenches, and the buses that we're adding, is only to accommodate the existing riders that are riding the village buses.

This is the largest by far municipal program that any municipality in Orange County provide. Kiryas Joel has a population of the last census over 33,000 people of that many, many children and many that culturally- choose not to drive, so we have a pedestrian community that has availed themselves to the mass transit system, which is by the way, also a substantial addition to the funding that the County gets because the County's funding source is also based on how much riders are using the system. So, the Kiryas Joel numbers are actually beneficial to all of all of Orange County because the County is getting a lot more funding due to the fact that Kiryas Joel serves over 600,000 passengers per year.

In addition, because of the new dynamics, Kiryas Joel is now a separate Federal Zone for funding we're not...Orange County is not linked anymore to Newburgh-Poughkeepsie, but there is a separate Kiryas Joel Zone designated by the federal DOT by federal Census. All of that is helping all of Orange County get more transit funding to all of Orange County for the County to distribute so the additional buses is not adding additional routes, the additional buses is to accommodate the current passengers that are availing themselves to the Kiryas Joel Municipal Transit system. It's all outlined in the letter that we submitted to the County, and we're here to answer questions, people that read the letter and the petition that we submitted, and people that didn't.

1:30:40.560,1:30:44.440

Harry Porr: Ok thank you, Gedalye. Any comments, questions?

1:30:44.440,1:30:47.440

Jacob Tawil: Well, I haven't seen the letter, so I don't know what to...

1:30:47.440,1:30:48.080

Mike Sweeton: Can't comment.

1:30:48.080,1:30:50.080

Alan Sorensen: Oh, okay well we'll share the letter; Yeah, we severely recognize you know, the growth and the need there and you know, we're working to address those needs.

To answer the other members...

1:31:06.480,1:31:15.240

Gedalye Szegedin: And let me, let me be very clear- I'm in no way discounting or minimizing other Transit providers and other Transit needs within Orange County and I would stand up on the side of Middletown or others that want to add additional services, additional Transit. We heard an hour or close to an hour about a bike service, but when you look at the overall there are more passengers on mass, on Municipal mass transit programs that are on bikes so without saying anything bad about bikes of course, but also encouraging to at least, give equal to Transit, all over the County and that would also respond to Middletown's concern - how would people get to those bike Lanes by mass transit. If you have enough mass transit, getting you to the bike lanes and if you have like New York city has the city bikes -right there at the trail - you could have somebody hop on a mass transit, get his bike right at the trail, go to his destination and park right there and that would interconnect mass transit and bike users in a significant way.

1:32:30.240,1:32:31.260

Jacob Tawil: Absolutely, absolutely Gedalye. We appreciate your support too for Middletown as well, but in Middletown, I mean, the buses they stop running at five o'clock...

1:32:40.160,1:32:42.160

Alan Sorensen: We're changing that-

1:32:42.180,1:32:48.060

Jacob Tawil: I know I understand that yes, we have a tremendous deficit in our program, and we have, I don't even know how it's run.

1:32:48.060,1:32:53.120

Mike Sweeton: That's why we need the Legislature to get behind the County Transit System, right Harry?

1:32:53.120,1:32:54.120

Harry Porr: Yeah. Absolutely right.

1:32:54.120,1:33:02.820

Gedalye Szegedin: I mean but Jacob, if Middletown wants to, the decision to be a municipal Transit provider instead of dealing with the County. Now I'm not in any way implying that the County isn't doing the greatest job they can, but municipalities could operate their own transit system as Kiryas Joel does. Understood, yeah there's no way, there's no way that a local government knows its residents and its needs on a lot more intimate way than the County does but the County is a tremendous partner in in mass transit and I commend them for that in private and oh okay we will operate our own mass transit system and the County's standing at our side whenever necessary whenever needed and if Middletown chooses to do the same- we would support you in any way you need.

1:33:55.200,1:33:56.080

Jacob Tawil: I appreciate that, thank you.

1:33:56.080,1:33:59.100

Harry Porr: Ok. We wanted to bring your letter to the awareness of the rest of the Council; we'll make sure the copies are given out to everyone else and it'll be on the agenda in the future okay thank you, Gedalye.

1:34:08.614,1:34:19.020

Gedalye Szegedin: And now, let me just add one point: funding for Transit is in no way competing with funding for other projects outside of Transit within the County; these are separate Transit funds that we're dealing with and for those municipalities that don't have Municipal Transit this is a non-issue for them, but of course everybody has a say in general public policy. But, I want to make sure that this is, the buses are not competing with anybody's road or bridges or repaving work or any other work. Well we do have to deal with Ulster County and Dutchess County for these funds we're going to get our share, okay?

1:34:54.692,1:34:58.720

Harry Porr: Yep, thank you.

1:34:58.720,1:35:05.880

Charlie Carnes: But it is competing with the existing Middletown/Newburgh and

1:35:05.880,1:35:48.240

Alan Sorensen: I don't see it is... it's not really competing. We have.... as the ridership grows, our [FTA Section] 5307 we get a state operating assistance [STOA], so we get additional funding that's coming in. So, each of the local services were unique for - better or worse - in that we have 16 different service providers for the bus service right, so some of the style of us through own, some of it we contract, like with Middletown, we contract with Coach USA to provide that service. Over in Newburgh, we contract with Gallagher, so you know it's...it's a somewhat of a disjointed system..

1:35:52.180,1:35:53.985

Charlie Carnes: but has there been a tracking? So, Gedalye basically says from 120 to 130 a five-fold increase; has there been any tracking for Middletown increase? Or Newburgh increase? Or any other communities -is there any tracking of their ridership level increases or decreases?

1:36:08.000, 1:36:19.260

Alan Sorensen: Yeah, there are. And we just completed - which was a consultant-led study- the Middletown Network System Redesign- so that was like a year-long study. And we're currently in the middle of the Newburgh Area Transit System Redesign.

1:36:27.300, 1:36:39.060

Jacob Tawil: But, very important question Charlie's asking about the number of ridership. But, if the program is inefficient, how could you compare apples with oranges? I mean KJ- I admire them. They are committed to public transportation, and they really use it and they take advantage of it and I admire them. I wish Middleton would be that way, but however - Middletown doesn't have the efficient bus system that it needs in order to draw people out. At five o'clock, when you, when you close the door at five o'clock...

1:36:57.280,1:36:59.440

Mike Sweeton: Isn't that what this study is?

1:36:59.440, 1:37:05.200

Jacob Tawil: Yeah, I understand that. But Charlie's question was, 'are we tracking,' and the answer is yes. They are tracking the ridership.

1:37:05.200,1:37:06.040

Alan Sorensen: Yeah, yeah.

1:37:06.040, 1:37:09.440

Jacob Tawil: But if the program is inefficient, the ridership numbers are meaningless.

1:37:09.440,1:37:10.575

Charlie Carnes: Correct.

1:37:10.575,1:37:13.129

Alan Sorensen: We're hoping with the redesign, that those ridership numbers from Middletown/Walkill will increase, because we're expanding the hours of service, and we're adding additional weekend hours; we're expanding some of the routes to better connect people from the city to the services that are within the town, because that original network in Middletown was originally designed when downtown Middletown was the center of the community and the Galleria and everything hadn't been constructed. So things have changed.

1:37:45.080,1:37:46.080

Jacob Tawil: Absolutely.

1:37:46.080,1:37:47.360

Alan Sorensen: So, we needed the system.

1:37:47.360,1:37:55.860

Jacob Tawil: Absolutely, no question about it. When is that going to be implemented by the way? One more question and then I'll shut up- when is that going to be implemented by the way? The study is done and took a year to finish?

1:37:57.200, 1:38:09.720

Alan Sorensen: We're currently...we're currently working on that. So our goal is 2024 to be...to go out to bid for that redesign service.

1:38:09.720,1:38:10.720

Jacob Tawil: Okay.

1:38:10.720,1:38:12.280

Alan Sorensen: Yes.

1:38:12.280,1:38:20.880

Gedalye Szegedin: So let me say this- if the request for buses by Kiryas Joel would have the domino effect of improving Middletown system, as we're shining the spotlight on Transit, that would be the icing on my cake.

1:38:28.200,1:38:30.000

Jacob Tawil: Absolutely.

1:38:31.000,1:38:32.000

Mike Sweeton: Forever the diplomat.

1:38:32.000,1:38:35.000

Laughter

Reports

OCTC Staff Reports

1:42:48.640,1:42:49.120

Lauren Bennett: Save the date-

1:42:49.120,1:42:54.320

Alan Sorensen: Yeah- so the next thing: Save the Date, August 8th, 2023. We are tentatively looking at August 8th for our next Orange County Transportation Council meeting; it'll likely be a back-to-back Planning and Policy Board meeting. In-person quorum is required, so please make a note of that and the question if we're going to do this as a back-to-back meeting- is there a preference from the members as to...as opposed from a 10 am meeting or a 1pm meeting?

1:43:24.040,1:43:27.040

Jacob Tawil: 1pm, I prefer,

1:43:30.040,1:43:32.040

Harry Porr: When was the date again?

1:43:33.040,1:43:36.720

Alan Sorensen: Uh, it was August 8th. I guess can we do a Poll?

1:43:37.500,1:43:44.340

Lauren Bennett: Yes, yeah we'll send out a doodle poll so please let us know um

1:44:00.660,1:44:04.980

Alan Sorensen: With respect to the Bikeway Vision we will put that out to members, yes, and the letter from KJ, also okay.

Other Member Reports

1:44:10.740,1:44:13.320

Harry Porr: any other reports many of our members?

Motion to adjourn? one, two; All in favor? *Aye*

Alright thank you, thank you very much.

Meeting adjourned at 11:46 a.m.