

**Meeting Transcript
Planning Committee
July 27, 2021 at 10:00 AM**

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

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Video recording can be viewed at the following link: https://youtu.be/C_y81KvF_Fo

Meeting Participants – In Person

Name:	Organization:
Alan Sorensen	Orange County Planning
Rob Parrington	Orange County Planning
Lauren Bennett	Orange County Planning
Jessica Ridgeway	Orange County Planning
Jaager Ramirez	Orange County Planning
Elizabeth Conley	Orange County Planning
Sandra Jobson	NYS DOT Region 8
Jacob Tawil	City of Middletown
Mike Sweeton	Town of Warwick
Charles Carnes	Town of Crawford
Gary Spears	Town of Deerpark

Meeting Participants - Virtual

Zack Coleman	Orange County Planning
Travis Ewald	Orange County DPW
Nicole Farmer	NYS DOT Region 8
Kristen Resnikoff	NYS Thurway Authority
Olu Folarin	MTA
Jason Morris	City of Newburgh
Moishe Gruber	Village of Kiryas Joel
Gedayle Szegedin	Village of Kiryas Joel
Joan Revella	Village of Walden
Scott Manley	Town of Newburgh
Josh Wojehowski	Town of Crawford
Burton Thelander	Vision Hudson Valley Pathways Committee

Call to Order / Introductions

Mr. Sorensen called the meeting to order. Introductions were made from 00:00:00 to 0:02:13.020. See list of meeting participants.

Opportunity for Public Comment

0:02:16.080,0:02:24.450

Alan Sorensen: looks like we have a forum so we're good there, going to start with the opportunity for public comment. Do we have any members from the public that would wish to speak?

0:02:25.470,0:02:29.430

Burton Thelander: Yeah yes, my name is Burt Thelander I'd like to speak.

0:02:30.780,0:02:32.100

Alan Sorensen: Burt, yes please go ahead.

0:02:32.490, 0:05:22.740

Burton Thelander: Okay um I've participated in past OCTC meetings and I'm representing the Pathways Committee, and I want to thank the OCTC for supporting the Schunnemunk Trail, the transit connection bicycle pedestrian trail. I saw that there's proposals for funding and construction, and I also notice that there's a vehicle transit purchase on section of one of the documents I looked at, and I would urge you to consider purchase of electric vehicles or hybrid vehicles, not only on gasoline diesel powered vehicles, so I wanted to make that comment.

And then, in the past I've talked with you folks about rail trail development, and I think Alan, Lauren, and a number of you are aware of those proposals. As we all know, extreme weather is real and climate change is really having an impact on United States and also internationally. And I think it's important to consider that, in terms of proposing transportation system improvements and use of non-motorized options and I just wanted to ask a couple of questions.

I've talked with Alan and others about rail trails in Orange County and there's the Minisink-Wawayanda rail trail proposal that has had some challenges. Also I'd like to ask about Stage three of the heritage trail from Middletown I think out to towards Howells County Route 78. And then there's a couple of other options there's a Howells, Otisville, Cuddebackville on railroad grades that might be available for consideration of development into rail trails. I talked with Alan about the rail line between Middletown and Slate Hill and how that might be an opportunity to connect with the. Minisink-Waywayanda trail proposal that we've been considering and then the last question, or I just wanted to reinforce and I think Gary Spears is aware of this. There's an O&W railroad grade in western Orange County in the town of Deer Park. There's proposals to study developing that as a rail trail, so I just wanted to highlight that. And again, thank you for your support, particularly the Schunnemunk trail, and I hope we can continue to move this forward, so questions for me?

0:05:24.330, 0:05:57.720

Alan Sorensen: Burt, just to respond to your comments. I'll give just a very brief response with the Minisink-Middletown New Jersey trail that you're referring to. I am still reaching out to town officials there to try to get that project moving. Stage three of the Heritage Trail is moving forward and that will initially go out to Ingrassia Road and then we're exploring options to go further out to Howells.

0:05:59.370,0:05:59.910

Burton Thelander: Thank you.

0:06:00.930, 0:06:07.470

Alan Sorensen: Middletown, Slate Hill - that is still an active line, so that's something that, you know, it's going to take some time, and then currently the OSI has a grant to explore the O&W rail grade from Port Jervis through, so, technically Eddyville in the Kingston area.

0:06:29.340,0:06:30.060

Burton Thelander: So, yes.

0:06:30.120,0:06:40.080

Alan Sorensen: Those efforts are moving forward, so still a lot of work ahead. I'll have an update more specific update on the Schunnemunk trail later in the presentation.

0:06:41.190,0:06:52.290

Burton Thelander: Thank you, I will look forward to hearing about that, and I just wanted to highlight the options that are available for the OCTC to consider so Alan, thank you for that description.

0:06:53.190,0:06:56.820

Alan Sorensen: Well you're welcome now, are there any other members from the public on the call?

0:06:59.850,0:07:04.260

Alan Sorensen: Okay, with that I'm going to conclude public comment.

Accept Meeting Transcript for July 27, 2022 Planning Committee Meeting

0:07:05.550, 0:07:26.160

Alan Sorensen: I'm going to ask the members present now, are there any questions on the meeting transcript? questions, comments? If there are none I'll just ask for motion to accept the meeting transcript

0:07:26.160,0:07:27.240

Jacob Tawil: I'll motion

0:07:27.740,0:07:28.240

Mike Sweeton: I'll second.

0:07:28.240,0:07:32.240

Alan Sorensen: Okay all those members in favor.

Aye

Transportation Improvement Program FY 2020-2024

OCTC Administrative Modification 20-Z

0:07:33.930, 0:09:15.305

Alan Sorensen: Alright next item on the agenda is the transportation improvement program and the first item on the that we're going to discuss is Orange County Transportation Council Administrative Modification 20-Z. That is the Schunnemunk Trail, and just a very brief update. We are in the process of formally submitting the FTA application to get that project underway, the modification reflects just a guidance from the FTA as it relates to the initial application so we were originally going to submit an application for everything related to the design, right of way acquisition, and construction/ construction inspection, but breaking the application in two phases.

So the first phase of which will be the preliminary and detailed design, and so we also had some 2017 FTA funding that was that risk of lapsing so in this initial application for detail design work. We're rolling that through this administrative modification, so that we can commit those funds, and then there is a

likelihood that we will be coming what we will be coming back for in the future. For either an administrative modification or an amendment

0:09:15.305,0:09:17.250

Lauren Bennett: We're just going to add into the new TIP.

0:09:18.270, 0:10:18.280

Alan Sorensen: That's correct yeah so added into the new TIP, and that's pretty much it.

The project is moving forward we're hoping to be in a position where we can issue an RFP for the detailed design work. I'm overly optimistic, but I'm hoping we'll have that out in September, and perhaps have its own firm onboard in October, and perhaps if all of those go to plan, we would maybe be able to break ground in September 2023. So that's a pretty aggressive schedule, but the right of way has been acquired, so that was the major hurdle, so we're moving forward with the application.

0:10:11.280,

Alan Sorensen: And the next item is Administrative Modification 20-AA, and I'm gonna let Lauren speak to that.

0:10:18.280, 0:11:19.770

Lauren Bennett: Yeah so this Administrative Modification adds two new projects on to the existing 2020-2024 TIP and there'll be an offset from the 5310 block pin which is 8TRO82. So these projects were selected as part of the 2022 5310 solicitation that includes the purchase of six buses for access supports for living and non-vehicle purchases for the Jewish Family Services of Orange County. So both projects, there were two projects that were submitted as part of the application process, and both in Orange County were fully funded, so this is what the administrative modification shows it's just adding these new projects from that block PIN. So we will reach out to NYSDOT to approve and move that administrative modification.

Town of Crawford Funding Request for PIN 8780.46

0:11:20.820, 0:11:32.521

Alan Sorensen: In the next one is town Crawford funding request for PIN 8780.46 for \$250,000 I'll ask Lauren to...

0:11:32.521, 0:12:05.250

Lauren Bennett: Yeah, so at the last meeting, the June 14th meeting, Mr Carnes requested an additional \$250,000 for PIN 8780.46, which is a Town of Crawford pedestrian improvements project for New York State Route 302 from Edmunds Lane to Ulsterville Road in the Hamlet of Pine Bush. So the project sponsor is requesting an additional \$250,000 total which is \$200,000 in federal funding due to the inflation cost to cover construction and construction inspection.

0:12:07.110, 0:12:54.630

Charlie Carnes: So they get an update on that so we've got a hold of CHA. They got a letter from them. CHA is concerned that this project will not be constructed this year due to delays from the New York State DOT and the FHWA, as you can see, the New York State DOT has taken over two months to approve this project. Based on your current schedule the earliest the construction project will be October 2022. July DOT hopefully if issues authorization advertise July 29 might begin advertisement bids and August board project in September 10 and contractor mobilized on site October 24. So no fault of the Town of Crawford. DOT and the feds going back and forth, so we got a letter that obviously that the cost increases from this delays pocket with \$250,000.

0:12:56.850, 0:14:00.300

Lauren Bennett: So yeah so it's \$166,000 for construction and \$84,000 for construction inspection and total which, for the Federal portion of it would be \$133,000 for construction and \$67,000 per construction

inspection, so the proposed um. I guess answer solution for this would be to program the funding in FY 2023 using STBG Large Urban. The TIP will then be over programmed in Fiscal Year 2023 for that funding source, but, overall, the program is fiscally constrained, it will just come out of the FY 2025 STBG Large Urban Block PIN.

This solution does not impact the City of Middletown or the City of Newburgh current funding requests, and what was proposed by the Council at previous meetings, so we can open it up for discussion.

0:14:02.700,0:14:04.146

Mike Sweeton: Is there something that has to move it?

0:14:04.146, 0:14:13.414

Lauren Bennett: No, we're just over programing it right now. So, not the best but...

0:14:13.414,0:14:14.700

Sandra Jobson: It's not a huge amount, but can probably live with it.

0:14:18.510,0:14:19.010

Mike Sweeton: Okay.

0:14:22.290,0:14:24.720

Sandra Jobson: But it does decrease your block in the future.

0:14:26.130,0:14:36.120

Lauren Bennett: And we'll show the impact on the fiscal constraint tables in the Old Business [section], when we cover the TIP update.

0:14:36.120, 0:15:01.433

Charles Carnes: So everyone's aware of this, you know, it's a fairly important project, it's not like its out in the woods, it's right there at town hall and the school, which is probably the busiest area of Crawford with exception of maybe down in the hamlet, so it's not a pie in the sky, it's a useful project to get. All the kids will walk along the edge of the road there. It's a pretty important project.

0:15:01.433,0:15:08.370

Lauren Bennett: Yeah and they're saying with the schedule, you anticipate that will actually be obligated in that FY 23 as well as you are almost ready for construction.

0:15:09.390,0:15:18.450

Sandra Jobson: Exactly so really this is more of a TIP update kind of conversation, and you're going to show the entire project and the new TIP in 2023.

0:15:18.450,0:15:19.528

Lauren Bennett: Yeah

0:15:19.528,0:15:21.630

Jacob Tawil: How much is the cost for the whole project?

0:15:27.270,0:15:29.160

Charlie Carnes: The whole project, I don't know.

0:15:30.300, 0:15:47.800

Lauren Bennett: I have it here. So currently there's \$682,000 in construction and construction inspection programmed.

0:15:47.800,0:15:48.640

Jacob Tawil: Thank you.

0:15:48.640,0:15:49.600

Lauren Bennett: I don't have [the original project cost].

0:15:49.600,0:15:51.320

Mike Sweeton: Was that a Safe Routes to School project?

0:15:51.320,0:15:53.581

Lauren Bennett: It's listed as STP Enhance [funding].

0:15:53.581,0:15:55.260

Sandra Jobson: That would be like a TAP or a Safe Routes to School.

0:15:58.860, 0:16:20.100

Nicole Farmer: Just to clarify something, we have a pending obligation with FHWA on this project. Apparently, there is an approved PS&E package, so this would just be to cover some shortfalls after the obligation. We wouldn't be moving the entire project costs to FFY 23, just the additional funds would be there.

0:16:21.660,0:16:28.660

Sandra Jobson: You really should call your consultant, because I'm kind of hearing two stories – I'm hearing that your project has been approved,

0:16:28.660,0:16:30.780

Charlie Carnes: Yea it has been.

0:16:31.980,0:16:32.480

Sandra Jobson: Oh good.

0:16:35.160, 0:16:45.720

Nicole Farmer: I think he said, it would be awarded in the fall so that's just construction would start in FFY 23, it's just a difference in obligation versus construction start, I believe.

0:16:47.550,0:16:51.390

Mike Sweeton: What I heard, is he authorized to go to bid.

0:16:53.130, 0:17:05.700

Sandra Jobson: Nicole is saying that the PS&E has been approved. Nicole, when you say that do you happen to know if they then authorized to like go to construction and advertise?

0:17:06.240,0:17:20.490

Nicole Farmer: We are waiting on the federal obligation from FHWA, and then after that, there is sometimes a delay between when LPU will actually give authorization to proceed, but we're still waiting on the FHWA piece to be approved.

0:17:21.030, 0:17:46.380

Sandra Jobson: Oh OK, so yeah it's going through the many little mini steps. It's right at that point between two federal fiscal years, so it sounds like the \$600,000 is being obligated this year and then the additional funds will be available to you in the beginning of the new federal fiscal year.

0:17:47.160,0:17:50.880

Charlie Carnes: We've been waiting, we wanted to start. It's just been sitting here.

0:17:51.560,0:17:57.040

Sandra Jobson: Yeah, this is much better for TIP performance purposes.

0:17:58.040,0:17:59.280

Lauren Bennett: Thanks Nicole.

0:18:01.320,0:18:04.520

Alan Sorensen: Are you ready to move on to village of Kiryas Joel

0:18:04.520,0:18:05.040

Lauren Bennett: Yes

Village of Kiryas Joel Park & Ride Expansion Project at Forest Rd

0:18:05.040, 0:18:15.000

Alan Sorensen: So the next item is Village of Kiryas Joel Park and Ride Expansion Project at Forest Road, which was a CMAQ application. I'm going to ask Lauren to speak to it.

0:18:15.000, 0:21:14.000

Lauren Bennett: Yeah, so I'll just give a brief overview of the project, we have a few slides and then I know Gedalye just joined us, so after this, then I'll open up the floor to you, does that work?

Yeah, so this was brought up, I believe, back in January or February at a meeting. The village is looking to pursue a Park and Ride expansion project at Forest Road and Garfield Lane. So they are proposing to offset the existing project for this new project with an existing park and ride at Bakertown Road. The facility exists, but the project PIN 8761.42 is proposing an expansion.

So the existing projects funds will offset this new park and ride expansion project. The project is proposing to replace an existing 45 space surface lot with a 90 space parking structure. Going to the next slide, so this is just a map of the existing park and ride a Bakertown Road and then the proposed lot at Forest Road see the existing lot already exists. Want to go to the next slide, so this is just a sketch that the Village provided just kind of showing what's proposed with the upper and lower level plan, and then the building the structure of the bottom there.

So we're undergoing a CMAQ determination now. We're proposing this project be added as part of the 2023-2027 TIP update. Currently PIN 8761.42, the construction funding is sitting in Fiscal Year 2025. The new project is proposing splitting the phases, so the scoping preliminary design and detailed design will go in Fiscal Year 2023, and then the construction and construction inspection will go in Fiscal Year 2025. If they're ready before then, we can talk about moving the project up.

But this is how it will go on the TIP for now so we're looking for a consensus to add the new project on to the TIP and we'll look at how it impacts the fiscal constraint, because it's moving up to 2023 for the scoping, we will be over programmed in 2023 for CMAQ but the project is not over the existing funds. It's actually slightly under so they're just kind of moving those funds up a little, but there was still will be a slight block of CMAQ in 2025.

0:21:15.150,0:21:23.760

Mike Sweeton: So what happens so they have to go to a whole new design for this new thing and what happens to Bakertown Road?

0:21:25.840,0:21:42.240

Lauren Bennett: Yeah, so that PIN I believe I'd have to verify with Orietta and LPU, but just in the beginning talks the PIN would be closed out so it won't go on the new TIP and they would have to pay back the design funding [they received reimbursements for from NYSDOT].

0:21:45.540,0:21:48.040

John Revella: Is a budget there from that PIN to cover this?

0:21:48.040,0:21:49.200

Lauren Bennett: Yes.

0:21:49.840,0:21:50.340

John Revella: Okay.

0:21:53.610,0:21:55.410

Lauren Bennett: So Gedalye do you have anything to add?

0:21:57.270, 0:23:48.720

Gedalye Szegedin: So, since we discuss this project a few times already, I don't want to take everybody's time on the details. In real life, this is a simple transfer from one location to another location where we have concrete to parking to park and rides, municipal parking. One on Bakertown one of Forest Road and we're moving the funding that we had for additional space said, make a town to build additional space to set apart as road.

Technically, this is like a closure of the Bakertown Road project in the opening of a new project and Forest Road same budget same purpose same community and same funding part for both of them and, yes, we will reimburse what we use for the design of the Bakertown Road project.

But in the same time we're going to do the design on the Forest Road project so it's not going to cost anything to the CMAQ part and to the state, whatever work we're already did on the Bakertown Road component. The years for this to be built more flexible if it's going to put extra strain on CMAQ for one fiscal year we're flexible moving it for the next fiscal year we appreciate everybody's time and to listen to these ideas for the last few meetings, and finally it's coming to a head by having good the switch formulated and formalized in in the to the new TIP, so appreciate everybody's help and if there's any questions we're ready to answer.

0:23:51.690,0:23:52.380

Alan Sorensen: Gedayle, thank you.

0:24:05.610,0:24:08.130

Alan Sorensen: Are there any other local project sponsor update?

0:24:10.950, 0:24:19.170

Jacob Tawil: Middletown traffic operation which is. A lot of issues come out, it's been dealt with and it's moving along very nicely.

0:24:20.880,0:24:21.420

Alan Sorensen: That's great.

0:24:24.780,0:24:29.160

Alan Sorensen: If there are no other local project sponsor updates will move on to old business.

Old Business

Draft 2023-2027 TIP Development

0:24:30.750, 0:24:50.040

Alan Sorensen: And I'm going to ask Lauren to lead us in the discussion of the draft 2023-2027 TIP development discussion, and our goal out of this exercise is to get consensus so that we can really move forward with nailing down the FY 2023-2027 TIP.

0:24:50.040, 0:25:06.840

Sandra Jobson: And as a side note, [Ulster County Transportation Council] UCTC adopted it's TIP officially yesterday at their policy board. You guys are tied schedule-wise along with NYMTC, you can only go so fast, but you've made great progress.

0:25:08.310, 0:27:26.520

Lauren Bennett: Yeah, so next slide, so without all the funding request and the City of Middletown, the City of Newburgh, town Crawford and the new Kiryas Joel PIN, this is what the TIP would look like We're over-programmed in 2024 for CMAQ. So just showing as the base, but the next slide, so this is, with all the funding requests. So we are over programmed in 2023 and 2024 and CMAQ and we're over programmed in 2023 and 2024 for STBG Large Urban, so those that funding balances will come out of both FY 2025 block funds. So you'll see there's a smaller amount there so that's what's offsetting it, and then we have blocked PINs for FY 2026 and FY 2027, and then the off system bridge, there are no projects currently programmed on the TIP, so everything is going in a block and we will look, I know there's been a lot of interest in this, off-system bridge funding, we will look to move that basically after the rush of September and putting the TIP together we'll start on the process of a call for projects and setting all that up, so I know it's a priority for the members.

So overall we hope today to come to a consensus to basically freeze the new TIP, so we can start to draft the TIP narrative go out for the Air Quality/Transportation Conformity document, to start that process, we also based on the TIPs public input process, which is federally mandated, we do need to consult with federal agencies and tribal consultation, so we need to begin that process as well.

So we're hoping to come to a consensus today there's anything else, we will need to talk about it now so once we leave this meeting we'll send out everyone's projects, so the project sponsors, they can review it and then at August meeting, we will have a final draft TIP so we can begin all that process.

0:27:29.460,0:27:33.600

Mike Sweeton: are the final numbers going to be the second [table]?

0:27:34.080,0:27:43.650

Lauren Bennett: Yes, and we will have more, the final tables will have more funding as funds are rolling [from FY 22 into FY 23] but just on a more simplistic level, yes that's what it will look like.

0:27:47.130,0:27:48.870

Lauren Bennett: um what else.

0:27:52.530,0:28:01.830

Sandra Jobson: Do you have dates yet for when you plan on going out for public, starting your public radio and then are you going to do a public meeting or there's going to be part of one of these meetings?

0:28:02.310, 0:29:25.260

Lauren Bennett: Yes, so our September meeting will be our public TIP meeting. We will do a presentation on where the money's going and all the projects. So that will be a big meeting, and then the public comment period begins September 8th, I begin believe it of course forgot to add the last to do the math there, but 30 days after September 8th. We'll send out reminders yeah but, so the reason we can talk about we'll talk about this in the reports, but we need to move up the September planning and policy back to back meetings, because our October meeting is the second Tuesday is like the 11th the 14th NYMTC is adopting their final TIP, and then the STIP is being adopted that Friday [the 15th].

So it is a very tight timeline but usually takes like a month to get all the signatures they're asking FHWA and FTA to sign it a day, so we can't move with that. And then moving backwards if we had it the second week of September we actually wouldn't have time for the 30-day public comment period, so we're moving that up. So that's the process, we will send this out an email as a reminder as well, just do some public outreach.

0:29:29.250,0:29:31.530

Alan Sorensen: Questions or comments?

0:29:31.590, 0:29:40.440

Gedalye Szegedin: Just be vigilant for the October high holidays that some of your Jewish Members may not participate.

0:29:41.730, 0:29:54.810

Lauren Bennett: Yes, I was looking at the schedule, I will. I can consult with you on I don't believe anything conflicts, but if we were to move it be a very.

0:29:55.620,0:29:59.640

Gedalye Szegedin: The first Tuesday, Wednesday, I believe, of October is Yom Kippur.

0:30:00.270,0:30:02.340

Lauren Bennett: The second Tuesday October 11th?

0:30:03.540,0:30:12.330

Gedalye Szegedin: No, I said, the first Tuesday okay I'll consult with you wouldn't need everybody's but I'll provide you a calendar so you're aware of Rosh Hashanah, Yom Kippur.

0:30:12.930,0:30:14.400

Lauren Bennett: That would be great Thank you so much.

0:30:14.400,0:30:15.390

Alan Sorensen: Thank you.

0:30:19.020,0:30:28.320

Alan Sorensen: Okay, so I guess I'll just ask is there a consensus to move forward with the development of the 2023-2027 TIP?

0:30:29.790,0:30:30.290

Alan Sorensen: Okay.

0:30:31.400,0:30:32.200

Gedalye Szegedin: Absolutely

New Business

FFY 21 & 22 FTA 5339 & 5307/5340 Allocations

0:30:32.700, 0:30:48.930

Alan Sorensen: Okay, thank you, thank you are going to move on to new business, discussion the Fiscal Year 2021 and 2022 FTA 5339 and 5307/5340 allocations.

0:30:50.850, 0:33:07.080

Lauren Bennett: Yes, so we sent out two drafts. In-person, we've provided four tables, so what we sent out originally had just what would be distributed. We thought it is really important to show. The graphs and how the allocations were come to through the formula process. Because the funding is distributed to the Poughkeepsie-Newburgh urbanized area, so it comes to, and then it is split out between New Jersey and New York, and then it splits out between the three MPOs, which is the Dutchess County Transportation Council, Orange County Transportation Council, and Ulster County Transportation Council.

So for FY 21 [5307/5340 Allocations], Orange County's receiving just over 2 million for public operators and just over 5 million for commuter services, so a total of just over 7 million. And then for FY 22 we're receiving just over 3 million for public operators and almost six just under 6 million for the commuter so a total of just over 9 million. So those are pretty standard formulas and allocations.

And then for the fiscal year 21 and 22 for the 5339 allocations, they change the definition of what a non-commuter bus vehicle fleet was. So it was originally the full fleet and then they I guess they changed it to only the urban fleet, so our bus totals went from 54 buses to 15 buses in 21 and 21 buses in 22 so that cut our allocation.

From our 2020 allocation compared to the 2021 allocation, it was cut by 46 percent. We were receiving just over a million and now we're receiving just over \$500,000.

0:33:08.220, 0:34:02.100

Alan Sorensen: Obviously there's some, I have some concerns just with that substantial reduction in Orange County receives and actually it does benefit Dutchess County their share goes up quite precipitously.

Mark Debald [DCTC] had inquired whether that formula is being mandated or whether it is something that administratively has been changed. So my inclination would be if we can to stay with the formula as it was, and I'd like to convey that message back to the powers that be. It may be that we can't change it, but if there's not a compelling reason why the formula was changed.

0:34:04.020, 0:34:28.200

Sandra Jobson: Where does it come from did it come from an office like Tom Vaughan, oh okay, if you want to do a conference call with Tom and any other MPO staff on the TMA area, set something up with Tom to find out the history of the formula that they're using

0:34:28.200,0:34:28.720

Alan Sorensen: Okay.

0:34:28.720,0:34:35.696

Sandra Jobson: and you need that just understanding history what it's based on you know may help you know,

0:34:35.696, 0:34:45.800

Jacob Tawil: Obviously we support Alan's concern, all of us, and if there is any challenge we will support him.

0:34:45.800,0:34:52.800

Alan Sorensen: So yeah Lauren and I, and I'll rope Rob into this one set up a call reach out to you to set up a call with Tom Vaughan.

0:34:52.800,0:34:54.900

Sandra Jobson: yeah yeah.

0:34:56.190, ,0:36:02.000

Sandra Jobson: Because I'm not honestly, I'm not familiar with the formulas how they were established, but you know, it is at least worth to revisit.

0:35:09.360,0:35:22.360

Lauren Bennett: MPO staff will reach out and if nothing is changed, we might look at the next August meeting to adopt the allocations as is, but there is an opportunity to change that will come back with a new allocations.

0:35:22.360, 0:35:36.240

Sandra Jobson: Well I think the other MPOs are adopting theirs so this could get. I'm just saying these questions should probably should have been raised. When did you receive these numbers?

0:35:36.240,0:35:38.520

Lauren Bennett: Like the day before

0:35:38.520,0:35:41.670

Alan Sorensen: The emails have been going back and forth.

0:35:44.610,0:35:46.360

Sandra Jobson: When did you receive them?

0:35:46.360,0:35:50.732

Lauren Bennett: Like the day before [public notice went out], so eight days ago.

0:35:50.732,0:36:02.000

Sandra Jobson: Oh so you just received them. Maybe they were just doing other numbers okay well yeah we should set something up as soon as possible.

0:36:02.000,0:36:03.450

Alan Sorensen: Okay.

0:36:03.450,0:36:05.450

Sandra Jobson: If you're concerned.

0:36:09.330,0:36:11.070

Alan Sorensen: Any further discussion on that?

0:36:13.350,0:36:14.070

Alan Sorensen: If not.

0:36:14.070,0:36:20.010

Sandra Jobson: This is the 5339?

0:36:20.010,0:36:20.510

Alan Sorensen: yeah.

0:36:24.090,0:36:24.590

Lauren Bennett: yeah.

0:36:26.010, 0:36:33.300

Olu Folarin: Lauren, yes, I have a question. Just go back to the previous slide to talk about...the previous one to this.

0:36:34.280,0:36:35.160

Lauren Bennett: The 5307?

0:36:35.160,0:36:36.360

Olu Folarin: yes.

0:36:38.250,0:36:59.400

Olu Folarin: Now, I just want to I'm not I don't have any question through numbers, but when is the resolution going to be adopted or you finalize because MTA looks forward to the utilization of this money in this fiscal year, so I just want to pin down the time does your resolution will be adopted.

0:37:00.570,0:37:14.760

Lauren Bennett: yeah so I guess, we can propose if it's okay with the Members to possibly move the 5307 allocations forward for resolution at the next meeting, which is August I believe ninth is the next meeting.

0:37:14.760,0:37:15.570

Lauren Bennett: So there's.

0:37:15.570, 0:37:24.000

Lauren Bennett: A possibility, we can move the 5307 up and then the 5339 allocation and resolution so that's all so.

0:37:25.230,0:37:25.860

Alan Sorensen: I think that's good.

0:37:27.360,0:37:28.950

Olu Folarin: That would be nice, thank you very much.

0:37:29.490,0:37:30.120

Lauren Bennett: Thank you Olu.

0:37:32.850,0:37:34.500

Alan Sorensen: So is there consensus move forward and In August we prepared to adopt the 5307.

0:37:43.890,0:37:56.520

Sandra Jobson: I don't think our offices were included in the distribution of the 5339, you mentioned you're talking about from like a few days ago. Can you send me what was sent to you, from what I'm assuming it was Tom.

0:37:56.520,0:37:57.810

Lauren Bennett: It was Laura?

0:37:57.810,0:37:58.853

Sandra Jobson: She probably works for him.

0:37:58.853,0:37:59.708

Alan Sorensen: yeah, yeah.

0:37:59.708,0:38:00.270

Sandra Jobson: Okay, yes, send me that so I can see.

Reports

Staff Reports

0:38:10.240,0:38:14.580

Alan Sorensen: Okay so, to reports.

0:38:18.240,0:38:19.720

Alan Sorensen: So, Lauren?

0:38:20.520,0:39:56.400

Lauren Bennett: Yes, so just want to remind everyone of the meetings schedule. So if we are adopting the 5307 allocations, it will be a back to that planning and policy committee meeting on August 9th so that will require in person quorum from the voting members, and that will be at 10am. So August 9th at 10am in this room and also will be available via zoom, so I will send out a reminder, and if you're a voting

Member, please, please, please respond, whether or not you will be able to attend and if people are planning to attend in person for virtually. It's greatly appreciated.

September is also going to be a back-to-back planning committee and policy board meeting. Because we will need to introduce the final draft TIP, the TIP Narrative and Air Quality Conformity, but will also need to adopt traffic congestion measures which we are actually need to adopt before October 1st so that will need to go in the September meeting, and we will introduce those targets at the next planning committee meeting in August.

So, because the September meeting is moving up to the first week of September there two days either Tuesday September 6th or Wednesday September 7th I will warn everyone Tuesday September 6th is the day after Labor day so

0:39:56.400,0:39:57.736

Jacob Tawil: So the 7th is a good time

0:39:57.736, 0:40:13.320

Lauren Bennett: yeah. Are there any known conflicts on Wednesday, the seventh because I currently have this room booked for the entire day so, any times that do not work, so we will not set those times up. No big meeting? Okay

0:40:13.320,0:40:15.457

Mike Sweeton: I'll have to do it remotely.

0:40:15.780,0:40:17.280

Lauren Bennett: Okay.

0:40:17.280,0:40:18.000

Charles Carnes: So 10am?

0:40:18.000,0:40:31.710

Lauren Bennett: So we will send out times in a doodle poll, please respond and then based on, I guess, as many voting members that can make it as possible that's the time we'll set so be on the lookout for that email.

0:40:33.630,0:40:34.980

Gedalye Szegedin: Is that is that September 6th or 7th?

0:40:38.040,0:40:40.440

Lauren Bennett: 7th we'll do Wednesday September 7th.

0:40:40.890,0:40:41.390

Gedalye Szegedin: Okay.

0:40:42.570,0:40:44.700

Gedalye Szegedin: Okay okay, that's good.

0:40:45.510,0:40:50.840

Garry Spears: Are you doing both in case we don't have enough in person members on the 7th?

0:40:52.800,0:40:58.640

Lauren Bennett: Is everyone...I'm just afraid of vacations on the 6th are people out on the 6th?

0:40:59.760,0:41:01.000

Lauren Bennett: I can send both.

0:41:01.000,0:41:03.240

Gedalye Szegedin: Well the 7th is better than the 6th.

0:41:03.240,0:41:03.750

Lauren Bennett: Yeah.

0:41:09.570,0:41:10.070

Alan Sorensen: I think it's.

0:41:11.070,0:41:12.090

Lauren Bennett: yeah so.

0:41:18.960, 0:42:19.860

Lauren Bennett: Okay, so yeah and that the 30 day public comment period has to start Thursday the 8th, so it really sets us off on a tight timeline so I appreciate everyone's attention to the [schedule] coordination.

So finally, the last thing, I guess this is kind of new business, this was sent to us late yesterday so didn't make the agenda but the New York-New Jersey Trail Conference reached out the planning department for a letter of support for a CFA application they're going for...I guess it's a regional trail study for lower Hudson Valley. So we have a copy of the support letter so we're proposing sending a support letter from OCTC And so we'll show the draft support letter.

0:42:19.860,0:42:22.860

Sandra Jobson: How much do they have so far?

0:42:22.860,0:42:23.700

Lauren Bennett: I don't know.

0:42:24.000,0:42:25.880

Alan Sorensen: They didn't give us that

0:42:25.880, 0:42:58.200

Lauren Bennett: So it's to develop a Long Distance Trails Plan for the mid-Hudson region and outdoor recreation for the lower Hudson Valley. So the Appalachian Trail the Highlands Trail and the Long Path all traverse Orange County and are pivotal pieces of the larger regional trail network across the county. So the OCTC, we're proposing to support the project and the trail conference efforts in maintaining these trails and encouraging continued and growing recreation use so.

0:43:00.030,0:43:00.870

Jacob Tawil: I don't see any harm.

0:43:03.690,0:43:04.980

Alan Sorensen: Okay, good yes good.

0:43:06.810,0:43:07.310

Alan Sorensen: Thank you.

0:43:12.060,0:43:13.980

Alan Sorensen: Any other Member reports.

0:43:19.920, 0:43:24.750

Alan Sorensen: Hearing none I will ask for a motion to adjourn.

0:43:27.060,0:43:32.580

Burton Thelander: Could I ask a brief question before you adjourn this is Burt Thelander again?

0:43:36.330,0:43:37.440

Alan Sorensen: Very brief, Burt.

0:43:37.800,0:43:39.030

Burton Thelander: Very, very brief.

0:43:39.750, 0:44:03.870

Burton Thelander: I ride a bicycle a lot in western Orange County and I've often wondered when county roads and state roads are reconditioned, how and why they make the shoulders that might be something that would promote nonmotorized transportation use in those venues, so I just wanted to ask that question, and thank you for listening.

0:44:05.220,0:44:14.880

Alan Sorensen: Burt thank you for that question I don't have the definitive answers that's something I'll pick back to DPW and DOT and we'll try to get an answer for you on that.

0:44:15.450,0:44:16.440

Burton Thelander: Thank you very much.

0:44:17.070,0:44:26.430

Alan Sorensen: Okay, so with that I'll once again just confirm our motion and the second to adjourn. Meeting is adjourned Thank you everyone have a good day.

Meeting adjourned at 10:47AM.