

Meeting Minutes
Planning Committee Meeting
August 15, 2023 at 1:00 PM
Rowley Center
SUNY Orange Middletown Campus
115 South Street, Middletown, NY

Join Zoom Meeting Link:

<https://us02web.zoom.us/j/87259049015?pwd=K2FuMXBvK2RXemlVd3A2R3dXUHJpUT09>

Dial-in Number: (646) 876-9923

Meeting ID: 872 5904 9015

Passcode: 364342

Meeting Participants (In-Person)

Name:	Organization:
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
Rob Parrington	Orange County Department of Planning
Ryan McGuire	Orange County Department of Public Works
Michael Sweeton	Town of Warwick
Jacob Tawil	City of Middletown
Scott Manley	Town of Newburgh
Mike Nepl	City of Newburgh
Laura Ripley	NYS Thruway Authority
Caitlin Holt	NYS Department of Transportation
Alexandra Fairley	NYS Department of Transportation
Scott Levine	The Transpo Group

Meeting Participants (Virtual)

Charles Carnes	Town of Crawford
Oluseye Folarin	Metropolitan Transportation Authority (MTA)
Denise Quinn	Town of Wawayanda
Korie McAllister	NYS Department of Transportation, Main Office
Moishe Gruber	Rep. Village of Kiryas Joel
David Gilmour	Laberge Group
David Lake	Mid-Hudson South Transportation Coordinating Committee

Call to Order

Mr. Sorensen called this meeting to order.

Introductions / Quorum Determination

Introductions were made from 0:00:01.040 through 0:01:37.520.

Call For Citizen Participation

0:04:09.760,0:04:28.000

Alan Sorensen: So, my apologies for those in the virtual audience- recognizing that, I am just going to back-track the program because I have the Call for Citizen Participation, are there any participants online who wish to speak?

None

0:04:29.020,0:04:32.000

Alan Sorensen: Ok.

Approval of Meeting Minutes- July 11, 2023

Mr. Sorensen requested a motion to approve meeting minutes from the previous OCTC Planning Committee meeting on July 11, 2023 from 04:33:820 through 04:55:020. A motion of support was made by Mr. Sweeton of the Village of Warwick, and seconded by Mr. Tawil, City of Middletown.

With no further action or remark from the Council, Mr. Sorensen moved to the next order of business for the Transportation Council.

Communications & Announcements

0:04:55.020, 0:05:30.040

Alan Sorensen: Ok. We will move to Communications and announcements.

We have a note from Burton Thelander, he states, *“I have participated in OCTC meetings virtually during the public comment section, and I reviewed the above proposal to purchase buses for Orange County transit system use. My recommendation related to this bus purchase proposal is that the County consider purchasing hybrid buses, or perhaps consider purchasing EV buses to reduce or eliminate the use of fossil fuels in our public transportation system. There is ample evidence that the use of fossil fuels in our transportation system contributes to carbon dioxide production. Thank you for considering my public comment.”*

And that concludes the communications we received.

Reports & Actions on Old Business

0:05:30.040,0:05:32.760

Alan Sorensen: We'll go onto Reports and Actions.

Reports

Projects Updates

0:05:36.760,0:05:39.390

Alan Sorensen: So, going along onto Project Updates, I think Lauren's stepping out just to make some additional calls, so I am not sure if she's coming back in. If she doesn't, I will pick up this part, but the Long-Range Transportation Plan- we have workshop #2 will be held in the Rowley Center, which is this building, from 3:30pm – 7:00pm. People of all ages and abilities welcome. Excuse...yes, yes, and the second Advisory Group meeting will be held today, following the Transportation Council meeting and will begin at 2:15[pm]. Our online survey is available through August 22nd, and you can find it at www.octclrt2050.org/survey. Workshop #3 will tentatively be scheduled for the week of August 21st in the Southern Area sub-region.

Next update is on Bikeway Vision- the draft was sent to OCTC Council members on...July 28th for review. Please forward any comments or questions, to me. Next step is for the County Planning Board to review. And the goal is to adopt as supplemental chapter to the County Comprehensive Plan.

With respect to Coordinated Plan, we started the review process by the department Staff, and we are waiting on an updated version before we circulate. Any comments or questions?

0:07:50.080,0:07:57.817

Raina Tawil: Just really quickly on the speakers a little muffled, so if you talk a little loudly, I think Charlie is having difficulty, a few of our members are having difficulty hearing us - thank you.

0:08:04.020,0:08:11.240

Alan Sorensen: Ok. Next, I'd like to turn over to Rob Parrington.

Bus Request Discussion

0:08:16.630, 0:08:31.080

Alan Sorensen: We had a discussion last meeting, how we move bus...how the requests for buses are fulfilled. So, why don't we give Rob the opportunity to explain the process?

0:08:31.080,0:11:21.200

Rob Parrington: Sure. So, I apologize for not being at that meeting, but I did, you know, touch base with Alan right afterwards and then went back and watched the meeting, through modern technology that I am thankful for, and heard the comments. So, I prepared... I'll ask OCTC staff to send out the comparison of Ridership- which is just for the folks that are in-person - which shows the tremendous growth in Kiryas Joel ridership. And, for those who don't have it in front of them, I can give you an idea: in 2020, the fixed-route services in Kiryas Joel carried 162- almost 163,000 trips in that year. In 2021, 382,000, and in 2022 it's 526,000 and they're on target to be over 600,000 trips this year so far, based on the stats. That's a tremendous growth rate. There's a bar and graph, you can see how that's kind of off the charts. They also have - their request is specifically for fixed-route, but I want to point out the Dial-A-Ride also because they... uh, sorry, Dial-A-Ride service began in 2020 and so in that year they carry already just over 28,000 and 2021 they went to 45,000, and 2022 they went down to 35,000, and that's because they realized it's more efficient to get folks on the fixed-route rather than demand response, which is the curb-to-curb service, where they pick you up and similar to like what Newburgh has. So, there's a... there's no denying the tremendous growth.

I heard on the call there were concerns if other operators, you know, what about their needs? And we do twice a year we do visits with the operators - our staff, we go out with help, to discuss all

various needs that the operators have, including this. So, there is an opportunity for them to, you know, we ask them How is service? And, What do you need? How you know the buses are holding up? Are there marquee issues? Is there growth issues that we need to be aware of? So, there's definitely an open dialogue you know I mean between ourselves and the bus operators. In regard to Jacob- you had mentioned Middletown. One of these TIP requests has three additional buses for the Middletown service, so that leaves currently three (3), it's going to go to six (6) when we get those possibilities. They needed a new service. So, it's definitely... we're looking around the County at needs; the Newburgh service- Scott and you are part of that the redesign- we're probably not going to need additional buses there and that's what...

0:11:21.920,0:11:22.920

Scott Manley: So, let me ask you this?

0:11:22.920,0:11:23.400

Rob Parrington: Sure.

0:11:23.400,0:11:25.760

Scott Manley: So, after the redesign, I talked to, is it Mark Miller?

0:11:25.760,0:11:26.920

Rob Parrington: Yeah, yeah.

0:11:26.920,0:11:29.920

Michael Sweeton: He was telling me- is it six (6) buses they have?

0:11:29.920,0:11:31.760

Rob Parrington: They have six (6), they're leasing eight (8).

0:11:32.790,0:11:38.040

Scott Manley: Right, and you can never have more than four (4) on the road, there is always a couple down on the road, one of these buses is eleven (11) years old.

0:11:38.040,0:12:29.480

Rob Parrington: So, this...one of these TIP amendments, that we have on, will replace all the buses. So that problem, they'll have- they have six...so you know, there's a total of eight (8) buses leased to them. Six (6) of them were for the local service [routes], and then two (2) were for the Newburgh-Beacon Shuttle Service. Due to the issues with the hybrid buses and the age of them and that the shuttle service- a lot of it is on the highway- they've stopped using the hybrids on the highway and used their own buses, which caused a bunch of issues, which we're not going to get into right here, but uh, we don't have to buy any additional buses. All eight (8) are going to get replaced, the three (3) current in Middletown will get replaced plus three (3) more. And then, so then they'll- the municipality - will use eight (8) buses in their Local service. There is an increase, there's just not an increase in fleet size, just the interaction.

0:12:34.480,0:12:40.000

Scott Manley: Related but unrelated- Shortline...they call it Shortline, but it's Coach USA-

0:12:40.000,0:12:41.560

Rob Parrington: Yeah, sure. Yeah, yeah.

0:12:41.560,0:12:42.960

Scott Manley: That building is still locked up-

0:12:42.960,0:12:43.600

Rob Parrington: Yeah, yeah.

0:12:43.600,0:12:45.600

Scott Manley: People just go right by it, there's no bathroom, they can't-

0:12:45.600,0:14:40.480

Rob Parrington: I know, we keep saying something to Coach to try again, we'll let them know you brought it up, you know, at this meeting because it's...that's...I brought it up to Dan Coots with New York State DOT when we had the Working Group meeting in Newburgh, to point out how absurd that situation is. We keep trying, you know.

So yeah, I just want to bring up those things with uh, you know, the fleets and that we're out there talking to everyone. I should note too- that Kiryas Joel requests for ten (10) additional fixed-route buses. With the way the grants work-up, the budgeting, because sometimes we're overbudgeted- there's funding available now for three (3) of those buses. So, we would only need additional request for seven (7) to add to the TIP. So, it's funding only seven (7). We already have leftover funds from other grants that it's available for this. And I should note too, that there's not an issue with the funding in the County- those who have been around for a while know that: Coach USA brings in a good amount of dollars to this, and now Kiryas Joel itself brings in- I mean 500,000 trips a year, brings in a good amount of money to Orange County through the NTD which is National Transit Database reporting, which is how a lot of the funding comes back to the County via Transit. So, while there are additional resources available at the TMA level, which involves the three (3) counties and, you folks have voted on, you know, numerous amendments in the past to give those folks funding. And we actually do have a requests for Operating funding from the TMA, but if it's from the Capital side- the County is okay there's... it's not going to put a strain on us right now.

0:14:40.480,0:14:41.480

Michael Sweeton: Can I ask a quick question?

0:14:41.480,0:14:43.480

Rob Parrington: Yeah.

0:14:43.480,0:15:12.870

Michael Sweeton: It makes complete sense to put more buses where people can use them. But just in reading their letter and just knowing how buses are, it seems like there's some duplication there? Between fixed route and their hours? And where...I think we just want someone to put eyes on it, like we did the Middletown study, did the Newburgh study- there should be some look at how they're doing this-

0:15:12.870,0:15:14.200

Rob Parrington: Right.

0:15:14.200,0:15:21.010

Michael Sweeton: Because maybe it's not ten (10) buses, maybe it's six (6) buses? I do not know- it just seems to reason what they had, there's a duplication.

0:15:21.200,0:16:26.200

Rob Parrington: I know, it's the only way I can answer. I agree with you, and I say what I think in the past couple years over that is when...because I'm concerned - when they first got the Dial-a-Rides for that very reason um and they realized like you said the ridership's going down because they realize they use Dial-A-Ride to feed... they asked me, like, you know if someone gets on the Dial-a-Ride, do we have to take him to their destination or can we take them to the Fixed-Route [service]? I said no, legally you can take them to the fixed route, there's no issue. And they realized Paratransit can operate that way too, so they started shifting their model because they realized it was unsustainable to do a traditional Dial-A-Ride with that amount of trips. And then I've heard- and I don't know if there's anybody from the Village on the call, or can say this? But I've heard that the Village of Kiryas Joel itself, when I did an oversight visit in Spring, they mentioned they were doing their own Transit study. I would be very interested to see that, as I'm sure others would. So, you know if that is the case, I think that could be a benefit as well.

0:16:35.200,0:16:36.360

Alan Sorensen: Any further discussion on that item?

0:16:36.360,0:16:42.753

Jacob Tawil: Of course, Middletown, not only just the new buses- we're talking about implementing the whole study that was done-

0:16:42.753,0:16:44.840

Alan Sorensen: Correct.

0:16:44.840,0:16:49.880

Jacob Tawil: Since January- longer hours, the crowds, and so on and so forth.

0:16:49.880,0:16:50.380

Rob Parrington: Yep.

0:16:50.880,0:16:51.520

Alan Sorensen: Yeah-

0:16:51.520,0:16:53.520

Jacob Tawil: So, we look forward to the effects, too.

0:16:55.889, 0:17:01.080

Scott Manley: Yeah, quick question- I know for our Town, just to get cars it's a wait, how far backordered can buses get?

0:17:02.980,0:17:04.960

Rob Parrington: For fixed-route buses, it's about two (2) years.

0:17:07.960,0:17:19.449

Jacob Tawil: Any thoughts, just like the idea on here based on Alan's Bike Routes- any thoughts of adding like a section- some buses are equipped to put your bike right on the bus-

0:17:19.449,0:17:20.520

Rob Parrington: They are right now.

0:17:20.520,0:17:21.400

Jacob Tawil: They are right now?

0:17:21.520,0:17:25.080

Rob Parrington: Yeah, the fixed-route buses that we ordered in 2013, that was the first time we did that- has bike racks. They are on the front.

0:17:35.080,0:17:40.840

Alan Sorensen: Yeah. And if there's no further discussion on that, we'll move on to New Business.

New Business

Transportation Improvement Program

OCTC FY 2023-2027 TIP Administrative Modification 23-E

0:17:44.860,0:17:54.570

Alan Sorensen: First item is Orange County Transportation Council 2023-2027 TIP Administrative Modification 23-E. This action is an update to the TIP for the end of the fiscal year (FFY 2024) snapshot. It includes six projects, I'll just- you have the PIN number so, I'll just read the description of each project- first one is Stewart Airport Drainage Diversion Project on 17[K]. Second, is the Orange County's Heritage Trail Segment 3; third is Kiryas Joel's roadway Improvement on Route 44/Mountain Road; fourth, that's Town of Crawford Route 52/ Pedestrian Safety project. Fifth, is the New York State DOT Culvert Replacement project in Dutchess and Orange counties and the sixth TIP, which actually- DOT has asked that put into an Administrative Modification 23-G, is PennDOT Pike Street/Route 6, over the Delaware River Interstate Bridge Rehabilitation project. With respect to... we're going to work with Project Sponsors to approve this action. There's no further action from the Council is required.

With respect to the PennDOT, DOT- New York State DOT, actually it's PennDOT Pike Street project - it does not impact our local program. But we had an offset from PIN 881375 on the Mid-Hudson South TCC TIP, so it does not impact our Local TIP. Any comments, discussions, or questions on that?

Hearing none, I will move on.

OCTC FY 2023-2027 TIP Amendment 23-05

0:19:51:130,0:21:08.520

Alan Sorensen: Next, we have OCTC FY 2023-2027 TIP Amendment 23-05. This will be adding two new projects from the 2023 Bridge NY solicitation. This includes the rehabilitation of the Midway Road over the Wallkill River; and second is the deck replacement on Bloomberg Road over Platekill Creek in the Town of Wallkill/ Bloomingburg Road, pardon that. The action will go out for a 14-day public comment period, and tentative action at the next Policy Board meeting in September.

I just want to acknowledge that there was a Member request to discuss the scoring of the Bridge NY projects. We will ask the Council to table our conversation to the next meeting, give an opportunity for New York State DOT to provide additional Staff to do some work and explain the

process. I think these two projects that are going on the Bridge NY, will be county-wide projects. I don't know if you [Ryan] want to speak on any of those?

0:21:08.520,0:22:04.000

Ryan McGuire: One of the projects is administered by the Town of Wallkill; Town of Wallkill made the application which is County Route 67- goes back towards Tetz asphalt plant, right near the new interchange, the Exit 122. The County has Bloomingburg Road Bridge, which is located right at the corner of Sullivan County going to Bloomingburg just past the intersection of 17K- that's a superstructure. The intentions are keeping the main precast concrete slabs there, and then to remove the sacrificial concrete deck and replace that; also add sidewalks, extend those to the existing sidewalks and the Village, so that there's actually a pedestrian walkway across that bridge.

0:22:04.000,0:22:05.200

Alan Sorensen: It is going to be helpful.

0:22:05.200,0:22:09.360

Ryan McGuire: We just got the initiation documents last week; we have got to take a look through.

0:22:11.360,0:22:27.200

Alan Sorensen: Thank you. Any further discussion/comments? DOT, anything you want to add?

Local Project Sponsors

0:22:27.200,0:22:40.720

Alan Sorensen: Thank you for coordinating that effort. Okay, I'll just pass around- are there any Local Project Sponsor updates?

0:22:40.720,0:23:05.520

Jacob Tawil: Middletown traffic operations: if you drive around the City, you'll see them working all over. On the granite curbs and sidewalks and pedestrian Crossings, and ADA Ramps, and that progress is moving forward, and we expect the project to be completed by the end of next year 2024.

0:23:05.520,0:23:06.540

Alan Sorensen: Jacob, thank you.

0:23:06.540,0:23:29.710

Michael Sweeton: Town of Warwick project, we got a few comments on the packet, answered those today, so we'll just need their signoffs, blessings to obligate. It is in their hands at this point, ready to bid.

0:23:29.710,0:23:37.880

Alan Sorensen: It's a good project. Anything else from Project sponsors?

0:23:50.840,0:23:52.840

Raina Tawil: Alan, we have one comment from David Gilmore- he's representing Kiryas Joel he wanted to let us know, " *The GEIS documentation formulated for the Town Comprehensive Plan is online and publicly accessible and you can request the documentation including the attendant transport plan from them.*" as well. And that's from David so, thank you David- we got your comment.

0:24:11.560,0:24:12.570

Alan Sorensen: Yes, thank you.

0:24:12.570,0:24:44.690

Ryan McGuire: Alan? Our Otisville Viaduct project is underway, not sure if we went over this at our last meeting, we did implement our needs work, structure demos, I think all the concrete deck is off at this point.

0:24:44.690,0:24:47.480

Alan Sorensen: Very good, yeah. That one's been a long time in the making.

0:24:47.480,0:24:48.153

Ryan McGuire: Yeah, since I started here.

0:24:48.153,0:24:51.480

Laughter

0:24:51.480,0:25:42.880

Alan Sorensen: Very good, think we're making progress. I guess I could provide a little update on the Schunnemunk Rail Trail. We've just completed the NEPA review, so with that, we're starting the process of the formal property acquisition by the County of Orange from OSI, and currently, we hope to be issuing the RFP, I'll say within the coming weeks to retain the design professional to detailed design on the Schunnemunk Rail Trail. So, we're making progress.

Any other updates?

0:25:42.880,0:26:12.992

Jacob Tawil: Heritage Trail Segment/Phase 3 Design, well Travis usually updates on that, but he's not here. We're trying to get a property acquisition from E.A. Morris right now because they're selling the property. And that's, that's where we are- we're getting an appraisal, but the design, I believe, is moving forward. We met with Travis and the consultant a few times in the past, and Jim Brooks as well, and things are moving along.

0:26:13.820,0:26:41.500

Alan Sorensen: Very good.

Draft Air Quality/Transportation Conformity Determination

0:26:41.500,0:26:50.330

Alan Sorensen: Okay. Next, we're going to have...we're going to do an update on the draft Air Quality Transportation Conformity Determination; I will first acknowledge that this is the part of the program that Lauren Bennett really handles for the department, but she prepared some notes for me so, okay...

Oh, here she is. I'm going to ask Lauren to give us an update.

0:26:50.330,0:29:18.480

Lauren Bennett: Yes, so the Air Quality/Conformity Determination: this is being triggered by two actions. The first is NYMTC, New York City's MPO, is amending their Transportation

Improvement Program and OCTC is also adopting our Long-Range Transportation Plan in November, so this action will be the determination for both of those actions. As such, the EPA requires transportation and air quality conformity be demonstrated by an MPO, in non-attainment and maintenance areas, whenever transportation projects that may significantly impact air quality are programmed for Orange County. We are in the Poughkeepsie Ozone Non-attainment Area or PONA with Dutchess and Putnam [Counties] and then, we're in a maintenance area for fine particulate matter with New York City, Westchester, Rockland, and Putnam. So, there were no new non-exempt projects added to our LRTP and the forecast year is not being updated, it's still 2050. Therefore, OCTC is relying on our previous submissions analysis.

The Air Quality Conformity Determination document will go out for a 30-day public comment period. I believe we'll send the notice out today and that will begin tomorrow and ending September, and then we ask the Council to tentatively take action at the next Policy Board meeting in September. So, this is the document [see presentation]- it's almost identical to the previous - there's only been minor updates- do you want to just go through right now? So- just why we're updating, and the introduction has been updated and then- [Raina] if you want to scroll all the way down to the bottom, towards the end...yes. We got feedback from Federal Highway as part of the ICG, Interagency Consultation Group to update our- one more, yeah- to update this table. So, this table has been in all of our previous documents and Conformity determinations, but we have been asked to update it. Those are the main updates that have been made to this document. Otherwise, same Regional Emissions Analysis. We did use previous runs from our Travel Demand Model, everything's the same as it was last year.

0:29:18.480,0:29:21.480

Alan Sorensen: Excellent, Lauren thank you.

0:29:21.480,0:29:45.840

Lauren Bennett: And I will add- sorry- and one other thing: the PONA document that will be linked; so, this is being adopted by DCTC and their draft will be linked into our Plan and sent out and so, we will, when we adopt our Transportation Conformity, this will also be adopted [PONA Conformity Determination]. It does not have to be done separately.

0:29:45.840, 0:29:55.800

Alan Sorensen: Excellent. Any questions or comments? If not, we'll move on to the 2020 FHWA Urban Area adjustments.

2020 FHWA Urban Area Boundary Adjustments

0:29:55.800,0:30:07:040

Alan Sorensen: I'm going to ask Stacy just to give us an overview of that.

0:30:07.640,0:32:33.850

Stacy Butler: I think everyone might have the draft in their package? Just to provide some context: this gets triggered with each decennial Census, and FHWA... wait, let me back up. Just to clarify from the outset- these are not the boundaries that the FTA uses- they go by census boundaries- the FHWA uses the Urban Area...This is the process that gets triggered with each Census.

The Census Bureau published the Federal Register Notice in December of 2022, that listed the qualified Urban Areas, GIS files in January of 2023 and then New York State DOT provided a memo to all of the MPO's July of 2023 outlining the process.

So, the designation of the urban areas has funding implications for urban and rural areas of New York State for several Federal Highway Administration programs, and as part of the Urban Area Boundary adjustment process, the transportation agencies review these boundaries and either accept them as is or adjust them for transportation planning purposes. And the goal, this is part of the NYSDOT memo, the goal of the FHWA Urban Area Boundary adjustment process states an opportunity to adjust the boundaries of the Census Urban Areas to create smooth, contiguous urban transportation planning areas and the adjustments affect the classification of the roads within the adjusted Urban Areas. Mainly- minor collectors are impacted the most because that's the only, rural minor collectors and local roads are not eligible for Federal-Aid highway funds that are not in our areas. And, FHWA has a variety of factors that we can use to consider making adjustments. Those include aligning the Urban Area boundaries with existing planning boundaries, such as like for our MPA [Metropolitan Planning Area], addressing irregularities Urban Areas boundary shapes, maintaining consistency with Highway Functional Classifications, including Transit routes and/or traffic generators.

This version of the draft, the County submitted to NYSDOT on August 7th and that goes to them for review. And they review it in context with the other MPO's- they make further adjustments and will come back to us again in the local concurrence process. It should be available online to view, should be available, we anticipate, September 21st or thereabouts that week. And then the final MPO concurrence is due the week of October 16th and then NYSDOT will submit those adjustments to FHWA October 30th, and so that would require tentative Council action to adopt the adjustments at the September/October Policy Board meeting.

0:33:32.759,0:34:05.140

Alan Sorensen: Yeah, the only thing I would add is, we had a little dog shape area in Port Jervis, to align with the new 2020 Census Urban Areas, and we've added an area around 17M due to potential future development- and that's just to the south of 17M, where there's two RDM warehouses going in and it abuts a county road.

0:34:05.140,0:34:06.900

Stacy Butler: Maple Ave. too.

0:34:06.900, 0:34:07.549

Alan Sorensen: Yeah.

0:34:07.549,0:34:19.540

Mike Sweeton: So just, in terms of the designations, I'm just looking at the area around Middletown, is that based on just density?

0:34:19.540,0:34:27.460

Stacy Butler: It- any area- they used a 5,000 population and up for Urban Areas with the Census designation. So, all of our adjusted boundaries must include the current Census designation of an Urban Area. Beyond that, but it can't delete any portion of it. And our 2020 proposal doesn't exclude anything that was considered Urban in 2010, so all those roads are still eligible for federal aid.

0:35:09.880,0:35:24.080

Alan Sorensen: So that's where we are we'll wait to hear back from NYSDOT and take it from there. I'll open for discussion- any questions?

Next Meeting Date – Wednesday, September 20, 2023 at 10AM

0:35:24.080,0:35:28.600

Alan Sorensen: Okay, doing pretty good here on time. Alright, so our next meeting date will be Wednesday, September 20th, 2023, at 10 AM. Please mark your calendars.

And with that, I'll ask for a motion to adjourn?

0:35:55.490,0:35:56.480

Jacob Tawil: *Motion*

0:35:56.480,0:35:58.480

Scott Manley: *Motion*

0:35:59.480,0:36:02.230

Alan Sorensen: Thank you.

This meeting was adjourned at 1:37 pm.