



ORANGE COUNTY TRANSPORTATION COUNCIL

Agenda
Policy Board Meeting
October 11, 2022 at 1:00 PM

First Floor Conference Room
1887 Building
124 Main Street, Goshen, NY

Dial-in Number: (646) 876-9923

Meeting ID: 872 9187 6179

Passcode: 597545

Zoom Meeting Link:

<https://us02web.zoom.us/j/87291876179?pwd=Sl djWU1ia0JlNHFiNkt1T0t2T3phQT09>

Previous Policy Board Meeting Recordings Link:

https://www.youtube.com/playlist?list=PLTwjp62_3OioTvLPGLF7YEmpzdJW4_j8C

Meeting Participants (In-Person)

Name:	Organization:
Harry Porr	Orange County, Deputy County Executive
Alan Sorensen	Orange County Department of Planning
Lauren Bennett	Orange County Department of Planning
Raina Tawil	Orange County Department of Planning
*Nicole Farmer	NYSDOT, Region 8
*Jason Morris	City of Newburgh
*Jacob Tawil	City of Middletown
*Mike Sweeton	Town of Warwick
*John Revella	Village of Walden
*Gary Spears	Town of Deerpark
*Jim Farr	City of Port Jervis
*Scott Manley	Town of Newburgh
Denise Quinn	Town of Wawayanda

Meeting Participants (Virtual)

Rob Parrington	Orange County Department of Planning
Travis Ewald	Orange County Department of Public Works
*Oluseye Folarin	Metropolitan Transportation Authority
Sandra Jobson	NYSDOT Region 8
Harriet Lewis	NYSDOT Main Office
Gautam Mani	Federal Highway Administration

*Voting Member (or proxy to voting member)

Call to Order/Introductions

0:00:07.280,0:00:11.070

(Harry Porr): I call the meeting to order, and we do have the quorum correct.

Opportunity for Public Comment

0:00:11.110,0:00:16.599

(Harry Porr): Okay. The first item is an opportunity for public comment. Does anyone have anything like to share with us?

0:00:16.700,0:00:19.590

(Harry Porr): If you do? Now is your time.

0:00:22.930,0:00:29.260

(Harry Porr): Okay, Seeing none, we'll move on to number three: accepting the meeting. Transcript from September the seventh, two thousand and twenty two.

Accept Meeting Transcript – September 7, 2022

0:00:29.540,0:00:31.440

(Harry Porr): And can I get a motion?

0:00:31.500,0:00:32.460

(OCTC Council Member): Yeah-

0:00:33.500,0:00:37.150

(Harry Porr): All those in favor?

Aye

OCTC Resolution 2022-13: Endorsement of Targets for Safety Performance Measures Established by the New York State Department of Transportation (NYSDOT)

0:00:37.480,0:00:47.719

(Harry Porr): Okay. Then we'll move to Orange County Transportation Council Resolution 2022-13. Endorsement of targets for safety performance measures established by the New York State DOT.

0:00:50.540, 0:02:02.999

(Lauren Bennett): Thank you, Harry. Yeah, so the final highway safety improvement program rule requires states to set performance measure targets. This action is an annual support of the NYSDOT established statewide highway and non-motorized performance target or measures. So, by agreeing to support the NYSDOT safety targets, we are saying that OCTC will plan and program projects that contribute to realizing these targets, NYSDOT has established targets for five performance measures for the five year, rolling average for 2023. That includes: number of fatalities, rate of fatalities [per] one hundred million vehicle miles traveled or (VMT), number of serious injuries, the rate of serious injuries per one hundred million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

We introduced these targets at the September Planning Committee Meeting [so] we shared these with everyone. These are set by NYSDOT and we are supporting the safety targets.

0:02:05.970,0:02:08.080

(Harry Porr): Okay, Is there any discussion?

0:02:08.180,0:02:10.690

(Harry Porr): New York State DOT do you have any comment on this?

0:02:12.070,0:02:14.030

(Nicole Farmer): No comment.

0:02:14.030,0:02:19.072

(Harry Porr): Ok then I would ask for a motion:

0:02:19.072,0:02:23.050

(Harry Porr): All those in favor? Oppose? Ok. Passes.

OCTC Resolution 2022-14: Adoption of the Air Quality/Transportation Conformity Determination for the Orange County Portion of the NY-NJ-CT PM_{2.5} Maintenance Area and the 1997 Poughkeepsie Ozone Nonattainment Area

0:02:23.050,0:02:41.690

(Harry Porr): Thank you. Lauren, OCTC Resolution 2022-14: adoption of the air quality Transportation Conformity Determination for the Orange County Portion of the NY-NJ-CT PM. A maintenance area, and the 1997 Poughkeepsie Ozone Nonattainment area. Lauren?

0:02:41.700, 0:03:49.699

(Lauren Bennett): Thank you, yes. [So] OCTC, DCTC, (Duchess County Transportation Council), and the New York Metropolitan Transportation Council, or NYMTC, are adopting transportation improvement plans and as such the EPA requires that transportation/ air quality conformity be demonstrated by an MPO in a nonattainment or maintenance area whenever transportation projects may significantly impact air quality, are programmed.

So the Orange County is in the Poughkeepsie Ozone Nonattainment Area, with Dutchess Orange and Putnam, and we are in a maintenance area for fine particular matter (PM) with New York City, Westchester, Rockland and Putnam counties. So, there were no new non-exempt projects added to the OCTC 2023- 2027 transportation improvement programs. We did rely on previous regional emissions. This air quality/ transportation conformity determination was introduced at the September planning Committee Meeting. It went out for thirty days of public comment from September 8th, through October 7th and it received no comments.

0:03:51.140,0:03:53.200

(Harry Porr): Ok. Is there any comment here today?

0:03:54.620,0:03:56.330

(Harry Porr): Any questions for Lauren?

0:04:06.790,0:04:18.539

(Harry Porr): OK, the motion passes.

OCTC Resolution 2022-15: Adoption of the Federal Fiscal Year (FFY) 2023-2027 Transportation Improvement Program (TIP)

0:04:06.790,0:04:18.539

Harry Porr: Number six, the Orange County Transportation Council Resolution 2022-15: Adoption of the federal fiscal year (FFY), 2023-2027 Transportation Improvement Program, and I'll ask Lauren to discuss that.

0:04:18.990, 0:06:43.760

(Lauren Bennett): Yes, So the Federal Fiscal Year [FFY] 2023 to 2027 Transportation Improvement Program [TIP] is the capital program that shows Federal and State funded projects over a five year period for the Orange County Transportation Council. The TIP is developed in coordination with State and local officials, regional multiple transit operators and other affected agencies. We've been going through this of the last six plus months, so I hope everyone's familiar with the TIP at this point.

So we introduced the TIP/TIP Narrative and the Self-Certification at the September 7th meeting. We also had (1) public comment during the public meeting, and we also went out for a 30-Day public comment period from September 8th- through October 7th, and we received one public comment. That that is in the appendix, [one moment]...Okay, So we received one [comment] during the call, if you remember, Gedalye had a comment on the environmental justice screening, and he also followed up with an email. So, staff address that. You can see our comments here; So we did add in something...The White House recently adopted an Equity Tool. So, we added that into the TIP [Narrative], but we do remind people that the environmental justice is a high level analysis.

We have not adopted as part of any sort of project selection or funding allocations, or anything like that. So it does not determine funding sources or anything like that. But that could be something, we could look at equity, and different types of equity if we were to update the project selection criteria, so that can be uh discussed at a future meeting.

The other comment was from Burt Thelander, who is part of the Pathways Committee Um, which is Vision Hudson Valley, I believe. Um, and he was just asking. He had three questions....mostly around non-motorized transportation options. So Staff also answered those, and that can be found Appendix, G and Appendix G of the [TIP] Narrative.

0:06:44.350,0:06:54.279

(Harry Porr): to that point, the county has many projects with trails and bike paths, and all that kind of thing. So I'd say that he's probably quite on point, in terms of his comment.

0:06:55.080, 0:08:16.081

(Lauren Bennett): Yes. So the appendices, some of these are new, so we added the Self-Certification into the TIP Narrative. We also- sorry for scrolling hopefully no-one's getting sick- we also added in some of maps of different socioeconomic indicators. [so] the yellow indicates above the county average. And then its the different segments, and Gedalye had asked the us to add these into the appendices, so we did do that.

These are transportation- vulnerable population- maps, and then the TIP can also be found in the Narrative...And, we did not make any changes to the TIP from what was shown at the September meeting. Yes, and I just went over the things that changed. We also had some NYSDOT, they provided some comments....all were on the narrative pages...funding things that were off. So it doesn't substantially change anything in the TIP or the TIP Narrative.

0:08:20.210,0:08:25.350

(Harry Porr): All the funding commitments are guaranteed?

0:08:25.350,0:08:26.610

(Lauren Bennett): Um, I'm not a 100% sure, but..

0:08:26.610,0:08:29.050

(Harry Porr): [ok] Right. Anything else, Lauren? Any questions for Lauren?

0:08:29.420,0:08:37.190

(John Revella): So, to make sure the comments, the responses to the comments on there, were sent to the individuals as well. Right?

0:08:37.190,0:08:37.830

(Lauren Bennett): Yes. Yes they were.

0:08:37.830,0:08:52.930

(Harry Porr): Moving along quickly, because John's going to leave at 1:30. Anyway, so I would ask then, if there's any other comments? Now is the time. If not, I would ask for a motion to adopt this.

0:08:59.230,0:09:01.070

(Jacob Tawil): Second.

0:09:01.070,0:09:03.070

(Harry Porr): All those in favor? Opposed? Adopted.

New Business

0:09:06.890,0:09:12.269

(Harry Porr): ok. New business. Is there any new business? If not, i'll move on to Mr. Sorensen for OCTC Staff Updates.

Reports

OCTC Staff Reports

0:09:12.510, 0:11:39.350

(Alan Sorensen): Okay, Okay, yes. First update is on the County's County-wide Resilience Plan. We started the creation of that plan [...] earlier this year. So the past ten months, together with our consultant WSP, we reviewed existing local, regional and national plans and documents. We've coordinated several working groups to harvest institutional knowledge; hosted (2) public meetings and conducted research on climate projections and best practices, to identify climate change risks and vulnerabilities, and inform a selection of prioritized resilience-based projects with funding, and implementation strategies.

The plan is countywide, and considers impacts and the images from many sectors, including housing and economics, transportation and utilities, government services, agriculture, social infrastructure and natural and cultural resources. We wanted to extend the special thank you to the transportation utilities working group members which included representation from the Orange County Office, environmental management, NYPA, Orange County Department, DPW, MTA, Central Hudson, and West Point. We want to emphasize, and ask each of you to join us for our final virtual public meeting and presentation of the plan on Thursday, October 27th. That'll be from 6 – 7:30 PM. Registration is required for more information on the Orange County of Resilience plan you can visit...we have the website link posted. I don't know if it's showing up there on the screen. But if you go to a county planning website you'll see a link: <https://www.orangecountygov.com/2113/Climate-Resilience-Plan>.

So we'll we'll publish the [link], we can follow up. Yeah. So, that's where that plan has come along it. I think we're gonna have some really good recommendations coming out of that and some specific projects. So we're excited on how the plan is progressing.

0:11:39.390, 0:12:42.219

(Alan Sorensen): Route 17/Route 6 Transportation Corridor Study. I prepared a uh draft scope of services for the corridor study. We're referring to as a Corridor Management Plan. The study area will run from Goshen at the intersection of Route 17M and Route 17A, and extend all way out to Interstate 84 and Exit 15A and 15B. And actually it extends a little beyond that, to our intersects with Route 6.

So there...not that I expect anyone to see this, but you may like a little red lines on this map? Those are all development projects that are currently either under construction, or proposed to advance. There's been a lot of development occurring within that transportation corridor, [and a lot of customers for Middletown].

0:12:42.240,0:12:45.399

(Jacob Tawil): Yeah, absolutely. We have hotels, brewery, lot of stuff coming in.

0:12:45.399, 0:14:18.889

(Alan Sorensen) So we're going to...[we'll] just name a few: There's a several RDM Warehouses, there's World Lines Corporation, Amy's kitchen, the in Science and The Souls facility. Um, there's just a lot of development occurring within the quarter, so we want to get ahead of that curve. And I've circulated the draft Scope of work with the DOT, so they've provided some comments already on it. I'm going to work to get that finalized and then get the RFP out, with the goal of commencing this Corridor Management Plan in the beginning of 2023. [I would like to have had it] done a year ago, but there's a lot of things, We've been a little short staff, but I think we're well on our way to getting this RFP out and getting a consultant on board, and , having a study will help to manage growth along that uh transportation corridor. So we're not only looking at, uh, you know the trip generation and development projects. But, we will also be looking at the zoning along the corridor land-use, seeing, you know, how we can manage future growth...maybe even encourage some other types of development in the corridor, so that there are more opportunities for people to live closer to work uh some of those scenarios as well. So we'll We'll look at all of that.

0:14:19.960, 0:14:29.015

(Jacob Tawil): So 17M, from Middletown to Goshen, it's not going to be a parking lot anymore?

0:14:29.015, 0:15:16.280

(Alan Sorensen): We hope [We didn't say that]; we know there are deficiencies within the corridor. I don't know if the funding is in that in a new team. It's a State highway. Uh, we will form a study advisory group. Uh, once we get the consultant on board that will include State DOT, the Town, of Wawayanda, the Town of Goshen, the Village Goshen uh members from OCTC who are interested. We're excited to get that project in the way.

0:15:22.140, 0:16:51.069

(Jacob Tawil): So everybody knows how he knows is Uh, we have. The city has an agreement with the county to develop indigo as a water resource...and in return, the city will provide water to 17M, and water and sewer service to 17M. All over the ocean. That's an agreement that was signed. Harry was there...[first three hundred and fifty thousand gallons per day!? I like that] Well, we can. We can commit up to a million gallon of water, and the County would have a search for it to make some money, \$18.00 per thousand, whatever that was, it was more than few dollar. And now the mid Hudson psychiatric center, the forensic center in the they, you know. They want to extend the line all the way to Middletown.

Also, I've been talking to Harry and Steve and that and their group in there to see what we can do possibly to enlarge it, so that it will service industrial development, because that's the agreement between the county, and this is all sewer plants. There they are only going to have end and all that. [They almost took it over...]. It's very bad. So their engineers from Albany. They they they're going to have. They're going to put a water line and sewer line all the way up to Middletown.

0:16:51.080, 0:16:58.379

Denise Quinn: On the railroad track.. on the trail? [No, no, 17M]...So they're going to go under it, because I mean we looked at that. and that's you know, about seventeen years ago we've got a price, and it was almost two million dollars then, [so] I can't imagine what it is now?

0:16:58.620, 0:17:37.599

(Jacob Tawil): That's DASNY who is doing the project for them. It's basically replacing the existence. I get to something on the whole North facility. Yeah, the whole state-of-the-art facility for abandoned and existing lines, abandon sewer lines the pump station, everything; Put in new ones, and then bring it up to Middletown. So that's the plan right now. They're only talking about forty thousand gallons per day. But we need to talk to you and you guys, all of you guys about potentially. What do you have in mind and size it the pipe, so that we don't oversize it, but we don't undersize it at the same time. All this stuff. So we're going to start the conversation very soon. Okay.

0:17:37.660, 0:18:38.069

(Alan Sorensen): This is why I am involved in that conversation. Okay, this will play into this whole corridor management plan, because if you have the water into our infrastructure, we can. You know we, as we look at the zoning...you might be able to accommodate uh different uses, that you don't do so with the road networking, so we're not going to matter, you know we have to look at it in a holistic manner. If someone can share that agreement with us. So it's you guys, and it, Jacob, if there's anything like potential routes of where this, water and sewer infrastructure is going to go? That would be helpful too. [17M; The State is designing it right now as we speak.] It's really important. Anything you can share would be helpful, because we want to share.

0:18:38.280, 0:19:28.509

(Alan Sorensen): I have one last thing to cover for staff updates one. I would like to welcome our Planner trainee, Raina Tawil. Welcome to the department, and Administration, and is currently working on her Masters (MPA) at Rockefeller College of Public Affairs and Policy, very excited to have her on board. And we're growing a team here and...So actually it's very good. So with that, we will conclude staff updates.

0:19:28.509,0:19:29.156

(Harry Porr): So we'll move next to...actually, Lauren. MTA- First Mile, Last mile?

MTA First-Mile/Last-Mile Toolkit

0:19:29.380, 0:20:30.410

(Lauren Bennett): Yes, So MTA created a toolkit with their consultant (BHB). They're working with all 7 counties in the MTAs Commuter Rail service territory, including Orange County. I believe Port Jervis is a pilot program right now, a pilot community. The toolkit is an online toolkit, and it can be used to look at station access gaps, identity, identify strategy, strategies to address unique station needs and design first mile last mile um pilot program and determine steps for implementation.

So Jessica [Ridgeway] and I sat in on an symposium where they showed us the tool. It's a really powerful great tool. So any communities with stations, we encourage you to um sign up and look at the tool, if you need assistance, or if you're interested in having some sort of pilot project, please let Staff know or reach out to MTA.

0:20:31.070, 0:21:02.680

(Harry Porr): I was having a conversation prior to our meeting, Lauren and I, and Alan, and again i'm, [i'm] so old I was here when we talked about changing the lines around and Goshen used to have a train going right through it. And it was a discussion in the early eighties, and the County made a decision to move the stations out of the downtowns and to where they are now; and really, in retrospect, it was probably a big mistake. But that's why you need us, the Planners, right?

Okay. And then, Lauren also - October?

October is Pedestrian Safety Month

0:21:02.690,0:21:29.410

(Lauren Bennett): Yes. [So] October is Pedestrian Safety month. Um, the planning staff. We're going to work with the County Executive's office to pull together some social media post on Pedestrian safety. We also have some fact sheets- if anyone wants to take any, we can share language. If your community is interested in sharing some of the posts, or you are welcome to share on Facebook- Just go in and click the share button- so, be on the look out for that!

0:21:35.820,0:21:37.950

Harry Porr: [That includes] safe routes to school?

[nod of agreement]

0:21:38.180,0:21:42.600

(Harry Porr): and then last [law], Lauren, Bipartisan Infrastructure Law?

Bipartisan Infrastructure Law – Funding Updates

0:21:53.620, 0:22:40.400

(Lauren Bennett): Yeah, So everyone keep was asking about Bridges- bridge funding. So I have some good news On the bridge funding. We heard at the last NYSAMPO directors meeting that they will for BRIDGE NY this year: they're not going to do a statewide solicitation. They're going to do allocations at the County level, so [that means] they'll be local solicitations. So we have an opportunity to, and they're using some of the Bridge Investment Program funding. I know everyone was interested where that money was going, so it looks like it will be partially through this program. We also have block funding for the [STBG] Off-system Bridge funds.

We will share more information, as we know, is kind of just announced. So We don't have details right now. Hopefully, we'll have them at the next meeting, But look for that. And if you have bridges, I would say, start looking into your program, and hopefully, we can get some bridges funded on the next TIP.

0:22:40.400,0:22:44.400

(Harry Porr): Do you think there might be 1 project funded in Orange County, when it comes to funding?

0:22:46.200, 0:23:18.200

(Lauren Bennett): We don't know the allocations yet. We don't know it's.... I think, going to be regional, and then down to the counties, so we have not seen what that funding is going to look like.

We've heard that It's going to be kind of a collaboration between the MPOs and the regional [um] the regional NYSDOT offices. But again, we don't know about the program. We just know that it will not be a statewide solicitation this year.

0:23:18.210,0:23:23.599

Mike Sweeton: Do we know what the number was? It went to the DOT, and how much? What are we talking about here?

0:23:23.670,0:23:29.189

Alan Sorensen: Sandra, does NYSDOT have any answers that they can share with us?

0:23:29.360, 0:24:17.600

Sandra Jobson: no, I mean, I don't have those numbers off hand. But I do know that I would expect before your next committee meeting that hopefully, you know, a lot of times we have what we refer to as planning target.

Um. So really think of this rather than going through this statewide, you know each of the individual counties now. Um working through their MPOs, you know, can if they decide if you do a call for project,

or you know where your needs are, and then decide the best way to program those funds. But I don't have a sense yet of how much that will be, sorry.

0:24:18.750,0:24:20.519

OCTC Conference Room: Do you know, when that'll be released?

0:24:21.100,0:24:23.730

Sandra Jobson: I would expect over the next month.

0:24:24.400,0:24:28.280

John Revella: But when would that be funded, though? That'd be like looking at 2024, or?

0:24:28.680,0:24:40.840

(Sandra Jobson): Yeah, um, I would expect that the project probably has to go to construction within two years similar to the other BRIDGE NY program years.

0:24:46.720,0:24:50.650

(Harry Porr): Okay, Lauren anything else?

0:24:50.660,0:26:05.060

(Lauren Bennett): Yes, so the FHWA, Federal Highway also released a new US DOT Pedestrian and Bicycle funding opportunity table. If you've ever seen it, like a grid with all the different projects, and what's eligible by funding source. They updated the funding sources to include some of the new BIL formula funding and discretionary Grant programs. So we will share that out to OCTC members after this meeting.

They also have three new BIL funding programs were announced recently. There's a SMART grant program, the ATTAIn program which is advanced transportation technology and innovation program, and [the] FTA has announced the project for Advanced Driver Assistance systems and Automated Transit Bus Maintenance and Yard Operations. So all of those grants are due in mid-November. Um. We will also send out the BIL [the] Bipartisan infrastructure law website which has all those notice of funding opportunities.

If you're interested in any of those programs, we do ask if you do plan to submit a grant- just let MPO Staff know, so we can also share that with our Federal partners, because they are interested to know if anyone from the area is going to be submitting for the grants.

0:26:06.560,0:26:11.080

(Harry Porr): Thats it? Ok pretty much [a lot] on our plate.

Member Reports

0:26:11.560,0:26:21.280

(Harry Porr): Just quickly then i'd like to do some Staff updates and um Rob Parrington- I know you're on the um video- Would you have anything to share with us today?

0:26:21.730, 0:26:44.340

Rob Parrington: I'd like to thank Jacob in the City Middletown. We get our public outreach for the Middletown redesigned a couple of weeks ago. We're at the Bus Depot, and we...we're there for like five hours, I think, talking to people about what they thought of the bus service and how to improve it. And the City came out and checked on us, not once, but twice, and we appreciate the collaborative effort on that.

0:26:44.860,0:26:46.730

Jacob Tawil: Absolutely, you're very welcome.

0:26:46.790,0:26:48.300

(Harry Porr): Got anything else for us, Rob?

0:26:48.480,0:26:51.080

Rob Parrington, Orange County: Not right now, no.

0:26:52.000,0:26:56.400

(Harry Porr): Okay, Travis. I see you on the call, and from Orange County DPW, that you'd like to share?

0:26:58.000, 0:27:18.709

Travis Ewald: Thank you, Harry. The one project I'd like to share about is Otisville viaduct. We're finally approaching the finish line of getting this project uh let out to bid. The right away (ROW) has been filed, and we're going to get those certifications up. So like I said, we're planning on having that hit the streets before the end of the end of the year.

0:27:19.670,0:27:27.009

Harry Porr: Okay, thank you. And Olu from MTA, I know you're on there, there anything to share today?

0:27:28.080,0:27:31.800

Oluseye Folarin (MTA): Uh no, nothing to share, so thank you.

0:27:32.200,0:27:54.860

(Harry Porr): Yeah, I have a little bit of MTA news. Stewart Airport Commission meets in November, and the MTA construction crew is going to give a presentation on a possible rail link to the Stewart Airport. It's been talked about for a long time, decades, but we thought it was appropriate to have an update. So you'll be doing that at the next meeting.

0:27:55.090,0:27:57.120

(Harry Porr): New York State DOT anything else?

0:27:58.440,0:27:59.200

(Nicole Farmer): I don't have anything Sandra, do you?

0:28:01.000,0:28:06.280

Sandra Jobson: Um, no! I just wanted to say congratulations on uh adopting your TIP. I know that's a really big effort. So nice job.

0:28:07.700,0:28:12.250

Harry Porr: And is anybody here from the port authority today with us?

0:28:14.140,0:28:22.249

Harry Porr: No, okay. And I was just asking, is there any other questions? Issues anyone like to bring up today?

0:28:22.800,0:28:24.200

Harry Porr: If not, i'll ask for a motion to adjourn?

Aye

0:28:31.380,0:28:41.679

Harry Porr: Thank you very much, and thank you for accommodating us with this last minute change of location.

Meeting adjourned at 1:33 pm