



ORANGE COUNTY TRANSPORTATION COUNCIL

**Meeting Transcript
Planning Committee
September 7th, 2022 at 10:00 AM**

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

Dial-in Number: (646) 876-9923

Meeting ID: 852 9954 0961

Passcode: 148477

Zoom Meeting Link:

<https://us02web.zoom.us/j/85299540961?pwd=TVdjZVhSUGlEU3UvbGdUeFR2ZytKdz09>

Meeting Participants (In-Person)

Name:	Organization:
Alan Sorensen	Orange County Department of Planning
Lauren Bennett	Orange County Department of Planning
Jessica Ridgeway	Orange County Department of Planning
Rob Parrington	Orange County Department of Planning
Travis Ewald	Orange County Department of Public Works
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
Charles Carnes	Town of Crawford

Meeting Participants (Virtual)

Zachary Coleman	Orange County Planning
Erik Denega	Orange County Department of Public Works
Olu Folarin	Metropolitan Transportation Authority
Kristen Resnikoff	New York State Thruway Authority
Jay Shuffield	Port Authority of New York & New Jersey
Sandra Jobson	NYSDOT Region 8
Harriet Lewis	NYSDOT Main Office
Gedalye Szegedin	Village of Kiryas Joel
Josh Wojehowski	Town of Cornwall
Al Fusco	Fusco Engineering
Moishe Gruber	Village of Kiryas Joel

Call to Order / Introductions

Mr. Sorensen called the Planning Committee meeting of the Orange County Transportation Council to order. Introductions were made from 0:00:14 to 00:02:28.

Opportunity for Public Comment

Mr. Sorensen asked if there was any public comment. There was none.

Accept Meeting Transcript – August 09, 2022

00:03:49,00:03:55

Alan Sorensen: Okay, hearing none. I will move on to an acceptance of the meeting transcript of August 9th, 2022. Are there any comments with respect to our revisions to the Transcript?

00:03:55, 00:03:56

Alan Sorensen: Hearing none, I will call for a motion to accept the meeting transcript of August 9th.

00:03:55, 00:03:56

Alan Sorensen: Ok, I see Jacob.

00:03:56, 00:03:57

Jacob Tawil: Yes.

00:03:57,00:03:58

Alan Sorensen: Ok, Second?

00:03:58,00:03:59

Gary Spears: Yes.

00:04:00,00:04:05

Alan Sorensen: All those members in favor?

00:04:06,00:04:07

[Group]: *Aye*

00:04:0,00:04:08

Alan Sorensen: Are there any members opposed? *None*

00:04:08,00:04:08

Alan Sorensen: Okay. The motion passes.

Transportation Improvement Program (TIP)

Public Presentation of Draft FFY 2023-2027 OCTC

00:04:09,00:05:32

Alan Sorensen: Ok. Next, we're going to have the Transportation Improvement Program, a public presentation. I'll just start off before Lauren goes into the presentation, just a little prelude to the presentation. So as part of the Transportation Management Area, Orange County Transportation Council

is required to hold a public meeting during the TIP development process that's per 23, CFR 450.326B, the Orange County Transportation Council, Public Participation Plan, which outlines the guidelines for public involvement in the transportation program. Orange County Transportation Council will hold a formal presentation during an Orange County Transportation Council Planning Committee meeting.

This presentation will meet the requirements. The meeting will be posted online in a draft of the Orange County Transportation Council fiscal year, 2023-2027 Transportation Improvement Program and accompanying documents will go out for a 30-day comment period beginning tomorrow, September 8, 2022. I'm going to turn it over to Lauren Bennett to give us the presentation. Thereafter, I will open the over comment with respect to the presentation.

00:05:32,00:06:17

Lauren Bennett: Thank you. Yeah, so welcome to the Orange County Transportation Council, Transportation Improvement Program or TIP, as it will be referred to, update for the Federal Fiscal Year (FFY) 2023-2027 public presentation. [So] The presentation outline will just give a brief overview of the Orange County Transportation Council or OCTC and the TIP. We'll highlight previous accomplishments, and then dive into the draft of the FFY 2023-2027 Transportation Improvement Program. We'll give an outline of the update process, the financial overview and plan as well as highlight some of the projects on the draft TIP. And then we'll end with concluding remarks and how to access the draft TIP and provide an opportunity for public comment before closing out.

00:06:18, 00:08:09

Lauren Bennett: So [to start], the Orange County Transportation Council is the Metropolitan Planning Organization, or MPO for Orange County. MPOs are established by the Governor for urbanized areas with populations greater than 50,000. The OCTC is also part of the Mid-Hudson Valley Transportation Management Area or TMA, with Ulster County Transportation Council and Dutchess County Transportation Council. The OCTC is a consortium and cannot enter contracts, therefore Orange County acts as its host agency to the MPO. The OCTC is comprised of a Planning Committee which is represented by all municipalities in Orange County, and a Policy Board. The council is a consensus based decision-making body, and is responsible for the continuing, comprehensive and collaborative transportation planning process. The Council, or the OCTC Board, is comprised of permanent voting members, voting members on a rotating basis, and permanent non-voting members. So, for more information on the makeup of the OCTC and its Planning Committee and Policy Board, you can reference the Operating Procedures, which are located on the OCTC website.

The OCTC is required to develop three core documents: The Long-Range Transportation Plan, which is a long-range plan with a 20-year planning horizon - that was last updated in November 2019, [it's] updated every four years, so we'll be looking for our next iteration of the LRTP in November 2023, so that work will begin shortly. There's the Unified Planning Work Program, which is the annual work program, updated with the State fiscal year so April 1st, and, finally, the Transportation Improvement Program.

00:08:10, 00:09:29

Lauren Bennett: So, what is the Transportation Improvement Program? It is also known as the 'TIP' and is a five-year capital program for Federal-funded transportation projects that follow the Federal fiscal year, which runs October 1st through September 30th, and includes projects on local Highway Transit Bridge, NYS Bridge Authority projects, NYS Thruway Authority projects, MTA/Metro North projects and NYSDOT multi-county projects. The TIP must be fiscally constrained, which means that the proposed improvements must balance the cost, with expected revenues to be available. Finally, each

MPO's TIPs are compiled to create the State Transportation Improvement Program, or the 'STIP', and the STIP is a four-year program with the MPOs TIPs being a five-year capital program. The types of projects on the TIP include, but are not limited to, bridge projects, traffic improvement projects, bicycle and pedestrian projects, transit projects, safety projects, etc.

So, how [to] read the TIP...this is what we would refer to as a 'TIP strip'. It includes a project, given a unique ID or a PIN number and projects are broken out by phase and funding by fiscal year. How To Read the TIP [presentation] is available on the OCTC website, and it is also included in the appendix of the TIP narrative.

00:09:31,00:11:48

Lauren Bennett: Before we dive into the FFY 2023-2027 draft TIP, I want to highlight some of the accomplishments that were constructed during the 2020-2024 TIP cycle. Some of the projects completed include Route 208 sidewalk project in the Village of Walden, the Heritage Trail extension from Hartley Rd. to downtown Middletown, the East Main Street Bridge, Rehabilitation and East Main Street Reconstruction, and also the Sidewalk and ADA improvements in the City of Port Jervis, and then the Lake Road Metro-North Railroad Bridge replacement in the Town of New Windsor.

Some projects that were obligated, and are either going to go to construction, or are currently in construction, includes the Orange County Safety Improvement Project, which was funded through a statewide solicitation of the Pedestrian Safety Action Plan, or PSAP, in the Village and Town of Cornwall, construction began in 2021, and they're expecting the project completed sometime at the end of 2022. Then we also have the Lake Drive bridge over the Quassaick Creek project. [Our] Staff was lucky enough, a few years ago to go out to the city of Newburgh and see this project- you can actually see the buckling of those culverts. So the culverts were replaced with a bridge, the bridge includes sidewalks, and also has space for it as a future trail connection of the Quassaick Creek Trail.

00:12:04, 00:12:48

Lauren Bennett: Now, these are projects that were obligated for construction; The city of Middletown traffic operations was a \$30 million project altogether, and upgrades 28 intersections and ADA sidewalk improvements, and was authorized to begin construction in May 2021, and the project will continue phase construction through fiscal year 2024. We also have the Warwick bike route and pedestrian trail, which was obligated, but has not been constructed yet. The Lake Street and Stage Road pedestrian improvements, which was a TAP project in the Village of Monroe and then the Town of Crawford pedestrian improvements, which I believe was just obligated in August.

00:12:49,00:13:45

Lauren Bennett: I wanted to highlight this because the COVID pandemic had a substantial impact on the MPO. Although the Council continued to meet virtually throughout the pandemic, we did see a lot of ongoing trends with the fiscal year 2020-2024 TIP, mainly [about] the increase funding of costs for construction and construction inspection due to increased demand of labor and supply chain issues. The OCTC gets many funding requests from members due to the differences in the original project, estimation and final estimation bidding prices. This impacted project timelines and further increased construction costs, and it often fell on local project sponsors to make up for that funding gap.

This greatly impacted the TIP development process, especially you'll see in the first two years, there's a lot of construction projects that were rolled into fiscal year 2023 and 2024 on this draft TIP. I didn't want to forget to mention that.

00:13:46, 00:15:44

Lauren Bennett: Now, we'll go to the TIP, update process and key milestones. The update process: What is the TIP update process? It is outlined in 23 CFR 450.326, and that is the development and content of the Transportation Improvement Program. Therefore, the TIP shall be developed for the Metropolitan Planning Area (MPA), which is Orange County, in cooperation with NYSDOT and its public transportation operators, and that was represented by Transit Orange Staff, who work closely with the transit operators. It also needs to reflect investment priorities established in the current Long Range Transportation Plan (LRTP), provide all interested parties with the opportunity to comment on the proposed TIP, provide at least one formal public meeting, and will be published and made readily available for public review.

Some of that highlights for the update process: we began meeting with existing project sponsors in December 2021 and January 2022, to review existing projects so that costs, scopes and schedules reflect the most up-to-date information available. And then, in March 25th of 2022, NYSDOT circulated the fiscal targets and instructions to MPOs. We held multiple TIP development discussions during the OCTC Planning Committee meetings, and we had concurrence from the Planning Committee to move forward on the draft program at the August 9, 2022 Planning Committee meeting. After that, we started the consultation process, especially important, with the Inter-agency Consultation Group [ICG] for air quality, beginning in August 2022.

00:15:45,00:16:49

Lauren Bennett: Now, the draft OCTC TIP- As stated, NYSDOT released the planning targets for MPOs on March 25th. The regional targets were developed without assumptions of the new surface transportation authorization. While the bipartisan infrastructure law is a once in a generation investment on transportation system and provided planning, stability, guaranteed funding levels- it was mostly targeted at two programs: the new Supplemental Bridge Formula Program, and the National Highway Performance Program. Other funding programs are largely distributed through discretionary programs, such as competitive solicitations and new formula programs, and those are still being developed throughout the summer. It's important to remember that the targets are for planning purposes and do not represent a commitment of funding on behalf of the FHWA Federal Highway Administration and/or New York State Department of Transportation.

00:16:50, 00:18:04

Lauren Bennett: Ok- so, the TIP financial overview. TIP financial plans are required per CFR23 450.326(IJ) which [must] demonstrate how the TIP can be implemented, indicate resources from public and private sources that are reasonably expected to be available to carry out the program, and identifies innovative financing techniques to finance projects, programs and strategies. The TIP financial plan must also demonstrate fiscal constraint.

To highlight here are the Region 8 targets, the Region 8 program includes local program targets for the MPOs; those MPOs include Orange County Transportation Council, the Mid-Hudson South TCC- which is part of the New York City Metropolitan Council, or NYMTC, Dutchess County Transportation Council, Ulster County Transportation Council, and CTAC, which is the Columbia Transportation Committee - they are not an MPO, but they do have a Transportation committee- and then NYSDOT.

00:18:04, 00:21:09

Lauren Bennett: So, we presented this, I think, back in April or May, the breakdown of the funding. It's largely about 78%, of the total Regional 8 program [that] goes to NYSDOT, with Orange County, just seeing about 5% of the overall program. For local program targets, here's a snapshot of the targets we received for the local program. For OCTC there's approximately \$40M over the next five years for planning purposes, which breaks out to almost \$8M a year, that's \$18.5M for CMAQ, \$18.7 M in STBG Large-Urban, and \$4.4M in the STBG Off-System Bridge. Those are the three core funding programs that OCTC receives and must be fiscally constrained.

I'll give a brief program overview, and these are estimates so this may change slightly in the final version... the local program includes a total of 21 projects with just over \$49M in core Federal Aid Funding. Not all of that counts against the targets because some of it is rolling over from the current TIP, onto the new draft TIP, and about \$4.2M is in the discretionary funding like TAP, HSIP, [Earmarks], Safe Routes to School programs, etc. It totals just over \$50M on the local program.

The NYSDOT projects include bridge, highway safety and mobility projects: there is a total of (15) [projects] in Orange County, with almost \$125M in Federal-Aid funding, and \$85M in State funds, and there's 5 multi-county projects on the OCTC TIP, just under \$10M.

And then finally, the Transit Program- which uses FTA funding for the operation, maintenance and purchase for future capital projects on the transit system- and OCTC's programming is of just over \$100 million over the next (5) years.

So, the total program funding in the OC Planning area: there is going to be just under \$300M in federal-aid funding programmed over the next (5) years. \$187M is FHWA funding and \$105M is the FTA funding; with the State and Local matches - we are looking at almost \$410 million dollars planned to be programmed over the next 5 years in Orange County.

We're definitely seeing a significant investment in infrastructure in Orange County.

00:21:11, 00:22:48

Lauren Bennett: [And] Just a breakdown of some of the project highlights for local projects; the City of Newburgh has a combined project with Broadway Pedestrian Traffic Signal Improvements and the Traffic Signal Upgrades and that's looking to go into construction in fiscal year 2024. The City of Middletown will continue the construction of its Traffic Operations Improvements into the fiscal year 2023-2024. Orange County has two big projects programmed: the Heritage Trail extension and also the Schunemunk Trail construction, which we'll look to go in the fiscal year 2023-2024 and that's using FTA 5307- [this is] the first time Orange County has used FTA 5307 to construct a trail to connect to existing transit connections. There's also the Village of Kiryas Joel has a combined of just under \$11M in (3) projects. The roadway improvements, roadway and sidewalk improvements, and then, the only new project going on the local program is the new Park and Ride lot expansion at the existing lot on Forest Road. These projects are anticipated in construction in 2023 and 2025, and then finally NYSDOT has an Operational and Safety Improvements project at State Route 94 and County Route 1A in the Town of Warwick.

00:22:49,00:24:02

Lauren Bennett: For the transit project highlights: the transit program it consists of FTA 5307, 5310, 5311 and 5339 funding. The transit program largely includes funding block PINs for operation, service and maintenance, as well as some capital purchase to ensure that OCTC and Transit Orange maintain a system that supports the *State of Good Repair* performance measures, as outlined in the Transit Asset Management (TAM) Plan. The OCTC has a backlog or Transit Orange has a backlog of transit funding from previous FTA grants that reach back to 2019 and total, approximately \$37M for 5307, and about \$3M for 5339 funds. That is important to note, because transit program is a little bit different than the highway program. So, they'll program in grants. And you can also use older grants in projects, so the Schunemunk Trail project is planned in 2023 for obligation; but it uses grants from, I think, 2017, 2018 and 2019.

00:24:06,00:24:09

Alan Sorensen: Yeah, that's part of the current application so that those funds did not lapse.

00:24:12,00:25:14

Lauren Bennett: Yes. And, while the transit program targets are a little lower than what we're programming, with the backlog, we do show fiscal constraint for the transit projects. And for the NYSDOT project highlights... the projects are mainly the NHPP and STBG Flex-funding and also State funding, so there's (3) real big projects to highlight that includes an almost \$30 million project to replace Route 17M Bridge, over the Norfolk Southern/NJ Transit Railroad in the Town and Village of Chester, \$82 million project for the Stage II construction of Route 17, Exit 122 interchange in the Town of Wallkill, and then \$12.3M for project for resurfacing I-84, from the I-87 interchange to Route 208.

00:25:15:00, 00:25:44

Lauren Bennett: The final next slide shows the fiscal constraint table. This is also available in the OCTC TIP narrative, and this shows the full TIP is included in the project listing, the financial plan and fiscal constraint table in the TIP Narrative.

00:25:45,00:26:55:08

Alan Sorensen: Ok. Lauren, thank you.

That's a very thorough overview. I want to take this opportunity really to thank Lauren, in particular, for pulling this all together, and also, to acknowledge the other team members that, also played a role- Donna Showalter, who's our new ARCGIS technician, Zack Coleman, he's our Senior Environmental Planner, Jessica Ridgeway, our Planner who floats between land use, transit and transportation- she's our all-around planner, and Rob Parrington, who's with us here today, who heads up our Transit Unit.

I also want to acknowledge the contributions from the NYSDOT, Sandra Jobson, Nicole Farmer, who's here with us. Jonathan Hill, Patrick Lentlie attributed on the air quality. There's a lot of coordination that goes into this process. Also, Travis Ewald here with County DPW, [again], there's a lot of coordination between the agencies that goes into development of this, and just want to take a few minutes to acknowledge that.

00:25:58,00:26:58

Alan Sorensen: I mentioned at the beginning of the meeting, that following this presentation I would again open it up. If there are any members in the public that we would have any comments or questions? I see none, ok.

00:27:13,00:29:38

Lauren Bennett: We'll just briefly go over the TIP timelines. What's next? So, at the conclusion of the presentation, we will have an opportunity for public comment. We'll also be reviewing, in the Planning Committee meeting, we'll review the fiscal year 2023-2027 TIP, the TIP narrative, the Orange County Self-Certification and also the Air Quality/Transportation Conformity Determination. All these items will be available for public comments starting tomorrow, and it runs through October 7th, and the Council will tentatively adopt the items at the October 11th Policy Board meeting.

On how to access the Draft... the OCTC Draft will be posted on the website

<https://www.orangecountygov.com/1071/Transportation-Improvement-Program>. We'll have a link on the front page. We also have a new initiative which is an ArchHUB site. We really wanted to create a more user-friendly experience. We'll view that in just a second, but that's also available to view and we included that TIP project screening tool as well, it has all the local program projects, and you can look at the projects and compare it to environmental justice areas, and environmentally sensitive areas as well. You can view where the projects are at, and it's a dynamic map. There will be a printed copy at the Orange County Planning Department at 124 Main Street in Goshen, New York on the first floor. You can also request a copy by contacting OCTC Staff and, as mentioned earlier, this public meeting is being recorded, and then posted on the OCTC YouTube channel for future viewing.

To submit public comment, you have the opportunity at the end of the presentation, you can email OCTC@orangecountygov.com or, you can send comments via mail; They'll need to be received during the public comment period, and if you need assistance accessing the materials or sharing public comment, please call OCTC Staff at 845-615-3840.

FFY 2023-2027 TIP Public Meeting - Opportunity for Public Comment

00:29:39,00:29:44

Alan Sorensen: With that I'll just ask once again if there are any members from the public that would like to speak?

00:29:45,00:30:56

Gedalye Szegedin: I want to raise just one point of clarity. In the TIP listing, on the draft listing, there is a few PIN numbers which seems to be like a 'catch-all' just holding money for future distribution. For example: CMAQ, there's a listing for 8BLK.01, which seems to be like a holding pot for CMAQ funding, and the same as the next line, which seems to be a holding pot for this is a Surface Transportation Off-System Bridge, and the next one is a holding pot for an STBG Large Urban Block.

What's the process of distribution from these three holding PINs? It seems to be holding for future distribution.

00:30:57,00:32:42

Lauren Bennett: Yeah, thanks for that. I forgot to mention, thank you Gedalye.

So as part of the development for the TIP, the Council decided to create block PINs for the funding for future years. There's some funding in- very little bit- in [State] Fiscal Year '25, and then I believe, all the targets are full for all funding sources for [SFY] '26 and '27. We will hopefully look to do a call

definitely, for the Off-System Bridge funding. We've talked about that a little bit. We need to update the TIP solicitation. There's not been a solicitation with OCTC since, I believe, sometime in the early 2000s. We really need to update that process and talk with members at previous meetings that we'll look to do, and really start that immediately after the TIP is adopted, possibly Fall 2022, we'll start that process. And then for the CMAQ and STBG, we can also possibly do a call for that. Typically, the funding is... there's just been a lot of funding shortages, as we mentioned with some of those trends we've seen, with projects going way over the estimation coming back for bids. So, at a future date, the Members can decide if they want to use that for existing projects to assist members on project sponsors, or if they want to go out for a Call, but for now- that is block funding in the TIP, in the draft TIP.

00:33:01,00:35:01

Gedalye Szegedin: Thank you for that clarification. One other point of clarification, you mentioned earlier, and it's specifically relevant within the narrative: the idea of environmental justice and disadvantaged communities. This is a new phenomenon that was mostly born in the Bipartisan Infrastructure Bill [BIL] and in other big pieces of legislation within the Congressional term. There is no clear definition yet and what criteria are used to define which community falls within an Environmental Justice area. The State, when they did the PEL study for redoing Route 17 [Future I-86], and all the improvements of adding a lane, they used the criteria, which was broader than is outlined. Because of that- more Federal funding will be made available to the OCTC to distribute, because if it has a more environmental justice communities within the OCTC- the current draft... the current reading has a very narrow definition, basically making only Middletown and Newburgh fall within the definition. There are other definitions out there, used by multiple state agencies, by the DEC, NYSERDA and others. I urge the OCTC take a broader reading of the environmental justice and make itself more open for more little funding coming into the OCTC because of that, and then having more money to distribute to more communities, if more communities fall within the environmental justice area.

00:35:01,00:37:20

Lauren Bennett: Yeah, thank you for that comment.

I do want to clarify, environmental justice was actually established as an executive order in 1994, and it's defined "Federal actions to address environmental justice in minority populations and low-income populations". So, what the environmental justice does is- it looks to identify, address, disproportionately high and adverse health and environmental impacts on low income and minority populations. For the TIP narrative, we use the guidelines of that environmental justice executive order just to analyze where projects are, in relation to these areas. We use census tracts for that. And this is something that the OCTC has been doing for years, as it is a requirement, as part of the TIP narrative. What you [Gedalye], were mentioning with the funding, there is a disadvantaged community, I guess proportion, in the environmental... justice, 40 communities that came out of the BIL and this new... Presidency. Which is different than environmental justice, and they do have different criteria, and I do believe that some of the funding is tied to those communities. And so those are, it is kind of its own thing. So, it's not the same as the environmental justice communities.

With this we're not trying to limit funding to just the environmental justice areas, we're looking to ensure that the projects that are in the environmental justice areas are not disproportionately affecting low income and minority communities, and that kind of comes out of I guess the Robert Moses days of you know, creating the highway through a community in the Bronx and whatnot... we're trying to make sure that doesn't happen again, I guess, on a high level.

00:37:34

Gedalye Szegedin: So let me just add to that. The 1994 executive order is quite old, and if you catch up on reading on the bipartisan infrastructure (BIL) and other new legislation coming out from the Biden administration and from the Congress. They are a lot more liberal, and they have a lot more criteria to it. We have invested a lot to study on the issue of for different agencies, for EPA, DOT and we would ah gladly submit to you our findings, so I think, relying on a 1994 executive order, which was a lot more limited than the current trend is. It would limit the resources that OCTC would be receiving, because they are set aside on the Federal level, that if an OCTC , if an MPO shows that it has a higher percentage that fits the eligibility. That would be more money coming into the OCTC.

00:38:42,00:38:49

Alan Sorensen: Gedalye, I'd welcome the opportunity if you could share that information with us, so we can take that into consideration.

00:38:51,00:39:09

Gedalye Szegedin: Okay. And I did submit public comments today with some of the pointers on that. But if you want to dig in more to the wording and other processes pertaining to this, I would gladly put you guys in touch with the Planner that we have retained for this purpose.

00:39:19,00:39:41

Alan Sorensen: Okay, yeah, I welcome that opportunity.

00:39:56, 00:40:01

Lauren Bennett: And I will add too, we do look at transportation [for] vulnerable populations as well, and that includes limited English proficiency policies or LEP populations, individuals living with disabilities, low-income households. That's 50% of the County's median household income, individuals age 65+, individuals with less than a high school diploma and zero car households. So we have identified these populations as transportation vulnerable. And we're including these maps in the appendix of the TIP narrative. They're also included in the Public Participation Plan. So we do consider other transportation vulnerable populations as well, and we encourage members to, you know, view these maps, when you are bringing projects along.

00:40:20,00:40:25

Alan Sorensen: Okay, with that. Are there any other members from the public that have comments?

00:40:26,00:40:34

John Revella: I just want a question for clarity. The Schunneunk Trail grants, what were those were originally slated for in '17, '18 an '19, were those originally for the trail?

00:40:35

Alan Sorensen: They were not.

00:40:36

Rob Parrington: Well, they weren't actually, sorry I'll jump in. They weren't actually grants, they were apportionments, is really the correct term for them, and they weren't in a grant yet- so this locked them up in a grant. Because they're good, [their] 5307 funds are good for year of apportionment plus five.

00:40:54,00:40:55

John Revella: I just wasn't sure, I was like 'what grant is that?'

00:40:56,00:41:01

Alan Sorensen: Yeah, as Rob said, it's a form of allocation. And we are working to develop a pipeline of projects

00:41:08,00:41:09

John Revella: I like grants!

00:41:10, 00:41:12

Alan Sorensen: So do we!

00:41:15, 00:41:23

Alan Sorensen: Any other public comment, questions from the Board? If not, on behalf of the Board and MPO staff, I want to thank all the attendees and anyone that made public comment.

00:41:30, 00:41:38

Alan Sorensen: and with that this will conclude the TIP public presentation and then we can move on to old business?

00:41:40,00:42:05

Lauren Bennett: Do you just want to go back one to check out the ArcHUB site, see if it shows up? So, we created this as kind of like a one-stop shop for all things 'Transportation Improvement Program.' We'll also post all of the documents on here.

00:42:15,00:42:59

Alan Sorensen: yeah, the ArcHUB really came out nice.

00:43:09,00:43:20

Lauren Bennett: Yes- it kind of explains who the OCTC is and the focus of the three core projects and programs. And then, I will keep scrolling to the development of the TIP, OCTC by the numbers, TIP by the numbers, and then finally the project screening tool. So, and you can zoom in and out of this to see the location of where the projects are. And then there is some environmentally, I think, the layers are environmentally sensitive areas. So sensitive biodiversity areas, flood plains, and then the environmental justice areas. This is just a screening tool so you can see where projects are located. It doesn't replace environmental, that needs to be done with engineering, but at least you can start the screening process with that.

00:43:29

Alan Sorensen: And, you'll see we have the standard County disclaimer on the map.

00:43:36

Jacob Tawil: This is really impressive, I mean the whole presentation going back into what Orange County Transportation Council is, and the whole organization, development of the TIP is very, very

impressive. I don't recall and presentation like this in the past, so comprehensive. Very impressive, very good.

00:44:01

Alan Sorensen: The MPO staff really, Lauren in particular, put all this together. It's a lot of work.

00:44:08

Lauren Bennett: Thank you guys.

Old Business

None

New Business

Draft OCTC FFY 2023-2027 TIP Narrative

00:44:20,00:44:29

Alan Sorensen: Okay, back to new business. So we're going to have discussion on the TIP narrative, and I'm going to ask Lauren to lead us in that discussion.

00:44:32,00:45:42

Lauren Bennett: Yeah. I printed a few copies of the TIP narrative. But this went around with the meeting materials. So the TIP narrative is a required document, that accompanies the Transportation Improvement Program, so that TIP listing and it provides an informative explanation of the capital program. The narrative explains the TIP how is developed, how changes are made, as well as the financial plan and it touches on the congestion management environmental mitigation and resiliency, regional transportation planning, environmental justice and Title VI. And as the TIP narrative, as part of the TIP- is being included in the statewide TIP, and will be submitted to FHWA (Federal Highway Administration) and the Federal Transit Administration (FTA) for approval. I don't know if anyone had any comments or questions or had an opportunity to look through the document, but this will go out. We'll send this out at the end of the day today, and public comment will start tomorrow. And we just have to include some of the appendices in there.

Draft OCTC Self-Certification

00:45:52

Alan Sorensen: Lauren anything further on that or you want to move on to self-certification?

Okay. Well, the going's good, you want to lead us in the Self-Certification discussion?

00:46:04,00:47:29

Lauren Bennett: Yeah. The self-certification is something that is federally required. With the last one being completed in the 2022-2024 TIP update. The certification will go into the appendix of the TIP Narrative, but there will need to be a separate resolution for the self-certification for consideration of the October policy board meeting. So, you did not receive this in the meeting materials, so we can briefly just run through this- this is all prescribed, there's a template that NYSDOT provides us, and so we just went

in and updated information. It includes required agreements. If you want to keep scrolling Jess. The planning technical so the UPWP, the transportation plan, the transportation improvement program, technical areas. So some of the other projects that we're working on that were completed in the last State Fiscal Year, special considerations – Title VI, private operators, planning factors, conduction management process, public involvement. This really outlines everything that the OCTC is kind of required to do, and how we meet the requirements, coordinated human services plan and then administrative management, etc.

So, we are self-certifying that we meet the requirements. We also recently went through the TMA certification, which we believe also certifies us. But we just did this as a complement to the TIP update, and the report is available.

00:47:59,00:48:01

Alan Sorensen: Any questions? If not, we move on next to the draft air quality, transportation conformity determination.

Draft Air Quality/Transportation Conformity Determination

00:48:09,00:49:02

Lauren Bennett: The EPA requires transportation conformity be demonstrated by an MPO in a non-attainment and maintenance area, whenever transportation projects that significantly impact air quality are programmed. The Transportation Improvement Program triggered that transportation and conformity requirement. Orange County is in a non-attainment area for ozone and also the maintenance area for fine particulate matter. Because there were no new non-exempt projects added to the TIP and the horizon years remain the same, OCTC is relying on previous regional emissions analysis completed in 2021. This will go up for 30 days of public comment with the draft TIP and the Council will seek action at the October 11th Policy Board meeting. We can just scroll down through; I just want to show the regional emissions towards the end. So then... Yeah, 12, there you go. Thank you;

So, you can see the OCTC emissions, and the NYMTC emissions are both considered for the particulate matter for PM2.5 and also the NOx and the conclusion is that we pass all the budgets

You can see the STIP budget of top up right below the analysis year. So, we're well within the budgets, for both the annual NOx and the annual PM2.5.

2023 Safety Performance Targets

00:49:36,00:49:42

Alan Sorensen: Okay, we'll keep it moving along next up the discussion on the 2023 Safety Performance Target.

00:49:43,00:50:55

Lauren Bennett: Yes, so this action is an annual support of the NYSDOT established statewide highway safety performance measures. So, by agreeing to support NYSDOT safety targets, we're saying that OCTC will plan and program projects that contributed to realizing these targets. These PMs were established for the highway safety strategic plan and established statewide targets for five federally

required items: Number of fatalities, number of fatalities (per one hundred million) vehicle miles traveled, number of serious injuries, rate of serious injuries (per one hundred million) vehicle miles traveled, and, numbers for non-motorized fatalities and non-motorized serious injuries. Do you want to scroll to the next page real quick? This shows the targets.

We'll look at the 2023 Safety Performance Targets are included in the TIP narrative, and we'll look to adopt these at the October 11th Policy Board Meeting.

Is there any question on these?

00:51:01,00:51:10

Alan Sorensen: Okay. That's very good. Thank you. We can move on next to reports. Transportation Council Staff reports.

Reports

Staff Reports

00:51:17,00:51:42

Lauren Bennett: I didn't add this, but we are doing our annual counts on the Heritage Trail next week, so we also through the Creating Healthy Schools and Communities grant have purchased an automated counter, and we've installed that on the Heritage Trail in Middletown. So we do have update numbers 24 hours I think in 15 minute increments, and we'll keep that up for the lifetime of the grant I believe, so we'll have some counts. We're looking to purchase two more to put along the Heritage Trail. I think purchase has already been made. We're just waiting for it.

00:51:59

Jacob Tawil: Where about is the counter?

00:52:06

Alan Sorensen: We're not going to give the exact location.

00:52:20

Lauren Bennett: It does not split out, that's more expensive and we'd have to install the tubes for the bicycle counts. It is just a generic count of anyone that breaks the plane; an infra-red counter, we won't break it out, but we do have the splits in the manual count. When we go out, we'll go to that location, and we'll have what the splits are, and we'll just estimate from there the bicycles and pedestrians. Jess (Ridgeway) has been pushing this initiative and really taken this on. So, thank you. Do you have anything to add?

00:52:58

Jessica Ridgeway: I don't think so, just figures for nice weather next week when we're out doing the manual counts and if you see us, wave!

00:53:06

Lauren Bennett: And if anyone is interested in volunteering or knows of anyone that is interested in volunteering, please reach out to Jessica. And that's the Wednesday and Saturday.

00:53:19

Alan Sorensen: I'd say, not only are they managing the software, but they also did the installation.

00:53:32,00:53:49

Lauren Bennett: We have a save the day for the Policy Board meeting on Tuesday, October 11th at 1pm; that's the Tuesday following, I believe, Columbus Day. Just a little reminder.

00:53:50,00:53:59

Gedalye Szegedin: It falls on the Sukkot holiday, so I won't be able to attend. But I may be submitting written comments before that.

00:54:01

Lauren Bennett: Thank you. And you can also always send a proxy as well, if interested.

00:54:08

Gedalye Szegedin: Okay.

Other Member Reports

00:54:01,00:54:13.

Alan Sorensen: Are there other member reports?

00:54:19,00:54:39

Jacob Tawil: The Traffic Operation Project is really moving along and we're making major progress. The only thing that's going to be held back is paving this year, because the intersections are not completed and we want to do the paving all at once, not just pave the road and leave the intersection out and come back and pave it again. So that's the only thing being held back.

00:54:46,00:54:59

Alan Sorensen: Okay, if there are no other member reports. I will ask for an adjournment, but simultaneously just ask that all the members stay present, because this is a back-to-back meeting. We have Policy Board meeting next.

So first, for a motion to adjourn the Planning Committee meeting?

00:55:05

Jacob Tawil: I'll make it.

00:55:10

Alan Sorensen: Jacob. Second? Mike.

00:55:11

Alan Sorensen: All those members in favor of adjourning,

Group: *Aye*

00:55:12

Alan Sorensen: Meeting is adjourned.

Planning Committee adjourned at 10:55am.