U.S. Department of Transportation

Federal Highway Administration

Subject: Approval of Urban Area Boundary
Metropolitan Planning Area Boundary
Newburg-Orange County Transportation Council

Date: January 26, 2004

Reply to
Attn. of: HPD-NY

From: Robert Arnold
Division Administrator
Albany, New York

To: Acting Director, MPO Bureau *5-520
New York State Department of Transportation
Albany, New York

On behalf of the Federal Transit Administration and the Federal Highway Administration (FHWA), I acknowledge receipt of your December 29, 2003 memorandum transmitting the 2000 Federal-aid Adjusted Urbanized Area Boundary (UAB) for the Newburg-Orange County Transportation Council (NOCTC). Your memorandum notes that the Metropolitan Planning Area boundary (MPA) for NOCTC remains all of Orange County.

As outlined in Section 101(a)(37) of Title 23, the adjusted urbanized area shall encompass at a minimum the entire urbanized area as designated by the Bureau of the Census. This adjusted boundary is officially known as the FHWA UAB, sometimes called the Federal-aid adjusted boundary. The MPA, which is the boundary used for metropolitan transportation planning purposes, is to encompass the UAB and the contiguous areas expected to become urbanized within the 20-year period of the Long Range Plan (Section 134(c) of Title 23).

Our agencies have reviewed the proposed UABs and MPA and find them to be in compliance with the regulations. We will transmit an electronic pdf map of the UAB map containing our signatures for your use. We look forward to the proposed functional classification changes emanating from the revised UABs.

Robert L. Griffith, AICP
Chief, Planning and Program Development

cc: Mr. Irwin Kessman, Director of Planning and Program Development, FTA Region II
Mr. Timothy Gilchrist, Director, Planning and Strategy Group, NYSDOT *5-309
Mr. Michael McCarthy, Director, Program Management Division, NYSDOT *5-523
Mr. Robert Sack, Director, Technical Services Division, NYSDOT *7A-210
Mr. Richard Peters, Regional Planning and Program Manager, NYSDOT Region 8
Ms. Nina Chung, Transportation Planner, FTA Region II
Mr. David Church, Commissioner, Orange County Planning
Robert Arnold, Division Admin.
Federal Highway Administration
Leo W. O'Brien Federal Building
Seventh Floor, Room 719
Albany, NY 12207

Ms. Letitia Thompson
Director, Region II
Federal Transit Administration
One Bowling Green, Room 439
New York, NY 10004-1415

Dear Mr. Arnold and Ms. Thompson:

This letter transmits for approval the 2000 Federal-Aid Adjusted Urbanized Area Boundary for the Newburgh-Orange County Transportation Council (NOCTC). Please note the Metropolitan Planning Area (MPA) boundary for NOCTC remains all of Orange County.

Attached is a .pdf map of the adjusted urban area boundary as well as the written description of same. The signed resolution indicating formal approval of the adjusted boundary by the NOCTC Policy Committee is also attached.

On behalf of the Governor, the Department finds that the boundary conforms with Section 101 of Title 23 of the US Code as well as with sound transportation planning and programming principles. The Department concurs with the boundary as outlined.

If you have any questions, please contact me at 457-3229.

Sincerely,

John McNeill
Acting Director
MPO Bureau

cc: R. Peters, RPPM, Region 8
    D. Church, Commissioner, Orange County Planning
RESOLUTION 2003-03

TO DEFINE THE URBANIZED AREA BOUNDARY AND METROPOLITAN PLANNING AREA BOUNDARY FOR THE NEWBURGH ORANGE COUNTY TRANSPORTATION COUNCIL (NOCTC)

WHEREAS, the Newburgh Orange Transportation Council (NOCTC) is the designated Metropolitan Planning Organization (MPO) for Orange County, and,

WHEREAS, an Urbanized Area Boundary needs to be updated around the Urbanized Areas in Orange County, based on the 2000 Census of Population; and,

WHEREAS, Section 101(a) of Title 23 U.S.C., permits the State and local officials, in cooperation with each other, to smooth Urbanized Area Boundaries; and,

WHEREAS, Section 134(c) of Title 23 U.S.C., mandates that the “boundaries of a metropolitan planning area shall be determined by agreement between the metropolitan planning organization and the Governor” and that the “metropolitan planning area shall encompass at least the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period and may encompass the entire metropolitan statistical area;” and,

WHEREAS, designation of the Urbanized Area Boundary and Metropolitan Planning Area Boundary must be approved by appropriate local officials; and,

WHEREAS, the Newburgh Orange County Transportation Council embodies those appropriate officials;

NOW THEREFORE BE IT RESOLVED, that the Newburgh Orange County Transportation Council Executive Committee approves the adjusted Urbanized Area Boundary as identified in the attached map and;

THEREFORE BE IT FURTHER RESOLVED, that the Newburgh Orange County Transportation Council Executive Committee approves the Metropolitan Planning Area Boundary as the entirety of Orange County.

9/11/03
Date

By

Robert Dennison, Secretary
Newburgh Orange County Transportation Council
Orange County
Urbanized Area Boundary, Narrative Description
1/7/04

All lands contained with the following boundary description:
Beginning at the southeastern-most corner of Orange County (OC) the Urbanized Area Boundary proceeds north from the Rockland County border following the border of the Towns of Warwick and Tuxedo to the border of the Town of Monroe; then runs northeasterly along the border of the Towns of Monroe and Tuxedo to the intersection with the New York State (NYS) Thruway / Interstate I-87; then runs north/northeasterly along the eastern border of the right-of-way of the NYS Thruway to the intersection with NYS Route 6; then running northeasterly along the Route 6 right-of-way approximately 1.2 miles to the northern boundary of Harriman State Park; then westerly along the Harriman State Park boundary to the NYS Thruway / Interstate I-87 right-of-way; then northerly along said right-of-way to Smith Clove Road (also known as Mineral Spring Road; then northerly along said road to the Town of Woodbury / Town of Cornwall boundary; then running along the said Town of Cornwall boundary east then north to the intersection with US Route 9W; then along Route 9W right-of-way to NYS Route 293; then running southwesterly along Route 293 to Mine Torne Road; then east/southeasterly along Mine Torne Road to a west boundary of Bear Mountain State Park; then running south along said Park boundary to the centerline of Popolopen Creek; then east along said Creek to the eastern border of the Town of Highlands along the Hudson River;

Continuing north along the Town of Highlands border at the Hudson River along said River and the eastern borders of the towns of Highlands, Cornwall, and New Windsor, the City of Newburgh and then the Town of Newburgh to the Ulster County border; then running west in a zig-zag pattern along the Ulster and Orange county border to OC Route 14 (also known as Albany Post Road); then south along OC Route 14 to NYS Route
17K; then running west along NYS Route 17K to Kaisertown Road; then south along Kaisertown Road to the border of the Towns of Wallkill and Crawford; then west/northwesterly along said border to NYS Route 17K; then west along NYS Route 17K to Tarbell Road; then continuing south along Trabell Road to NYS Route 17; then running south along NYS Route 17 to NYS Route 17M; then south along NYS Route 17M to that route’s intersection with Masonic Creek; then southwesterly along Masonic Creek or Bowser Road to NYS Route 211; then west along said route to the border of the towns of Mount Hope and Wallkill;

And continuing north/northwesterly along the border of the towns of Mount Hope and Wallkill; then westerly along this same border to the border of the Orange and Sullivan counties; then running along said County border to the border of the towns of Mount Hope and Deerpark; then south/southwesterly along said Town border to the intersection with the Orange and Rockland Company high voltage electric utility line; then running east along said utility line across Mountain Road and continuing east to Finchville Road; then east across Finchville Road along Mill Pon Road to that road’s intersection with Guymard Turnpike; then continuing along Guymard Turnpike to Tally Ho Road; then running northeasterly along Tally Ho Road; then continuing northeasterly then easterly along Reservoir Road to Van Duzer Road; then running south along Van Duzer Road to the intersection with OC Route 11; then following OC Route 11 west to the intersection with Whipple Road; then south along Whipple Road to Pocatello Road; then running south along Pocatello Road to the intersection with Kirby Town Road; and continuing east along Kirby Town Road to the intersection of said Road and Joe Creek; then southwesterly along Joe Creek to the right-of-way of Interstate 84;

And continuing east along the right-of-way of Interstate 84 to the intersection with OC Route 49; then south along OC Route 49 to US Route 6; then running east along US Route 6 to the intersection with NYS Route 284; then south along NYS Route 284 to the intersection with OC Route 93; then continuing along OC Route 93 to the intersection with Lower Road; then north/northeasterly along Lower Road to the intersection with Onion Avenue; then continuing east then north along Onion Avenue to the intersection with OC Route 37 (also known as Maple Avenue); then across said Route and continuing north along the Wallkill River to US Route 6 / NYS Route 17M; then east along US Route 6 to the intersection with Gate School House Road; then south and east along Gate School House Road; then south along OC Route 31 to Houston Road; then continuing east/southeasterly along Houston Road to NYS Route 17A; then south along NYS Route 17A to Finnegans Corner and continuing south/southeast along OC Route 6 (also known as Pulaski Highway) to the intersection with Big Island Road; then south along Big Island Road to the intersection with Spanktown Road; then continuing east along Spanktown Road to Union Corners Road; then south along Union Corners Road and
across OC Route 1 (also known as Pine Island Turnpike) at Edenville and continuing south along Blooms Corners Road to the New Jersey stateline; then continuing east/southeasterly along said State line to the beginning.