

ULSTER COUNTY TRANSPORTATION COUNCIL  
Policy Committee Meeting

Meeting Transcript

April 27, 2021

Meeting held via zoom at 10:00 am

0:00:05.360,0:00:06.800

DC: The proxy's in Amy's name though.

0:00:09.680,0:00:12.857

BS: We have done retroactive letters in the past.

0:00:15.971,0:00:22.472

We got John Schultheis  
coming in, great. That's our quorum.

0:00:24.560,0:00:30.000

So good morning everyone, um people are  
still joining. I expect a few more people

0:00:30.000,0:00:40.560

to chime in in the next few minutes. Welcome to the  
April 27th meeting of the UCTC Policy Committee.

0:00:40.560,0:00:46.960

I'm Brian Slack for those of you that don't  
know me. I'm joined here today with uh our

0:00:46.960,0:00:53.840

senior transportation planner David Staas, Dennis  
Doyle cannot attend today's meeting. He has a

0:00:53.840,0:01:00.080

conflict that will prevent him from joining us  
this morning he sends his regrets.

0:01:01.280,0:01:06.240

So, it'll be a little less interesting for  
everyone. Maybe a little briefer, we'll see. Um

0:01:08.160,0:01:11.920

so this is only the second meeting that  
I'm aware of in my 10 years here that

0:01:11.920,0:01:17.920

Dennis hasn't been able to make um and  
we do have a brief agenda um and I'm sure

0:01:18.720,0:01:25.280

David's put that up in front of everyone and  
we have a few other points to go over, some

0:01:26.400,0:01:33.360

announcements and such that we'd like to cover  
with members today as well. So, right now I'm

0:01:33.360,0:01:42.960

going to go through our roll call and I will  
name off the municipality. If the voting member

0:01:43.600,0:01:50.240

present please state their name, I will then check  
them off and then we'll do regular introductions.

0:01:50.880,0:01:53.796

All right. So, Ulster County.

0:01:53.796,0:01:55.271

AE: Andrew Emerick.

0:01:55.271,0:01:56.905

BS: City of Kingston

0:01:56.905,0:01:58.472

JS: John Schultheis

0:01:58.472,0:01:59.600

BS: Town of Saugerties

0:02:02.720,0:02:04.131

BS: Vern, I know you're here.

0:02:04.131,0:02:05.600

VB: Yeah, I thought I saw Leanne here.

0:02:06.277,0:02:10.720

LT: Vernon, you're the official voting member so yeah confirm

0:02:12.560,0:02:15.000

BS: Town of Ulster

0:02:15.000,0:02:17.314

JM: Here, John Morrow.

0:02:17.314,0:02:21.560

BS: Thank you John.

New York State Department of Transportation

0:02:21.560,0:02:24.081

AM: Here, Amy Mackenzie

0:02:24.081,0:02:26.556

BS: New York State Thruway Authority

0:02:26.556,0:02:28.948

LP: Lizie Philip, uh good morning.

0:02:28.948,0:02:31.040

BS: Good morning. Village of Saugerties

0:02:33.280,0:02:36.897

Town of Rosendale

0:02:36.897,0:02:39.031

Town of Lloyd

0:02:39.031,0:02:41.530

JW: Brian, Jeanne Walsh. I'm here.

0:02:41.530,0:02:42.560

BS: Hi Jeanne, thank you.

0:02:44.960,0:02:45.680

Town of Lloyd

0:02:48.320,0:02:54.240

Fred I did see you uh logged on. You may be muted. Town of Plattekill

0:02:56.480,0:02:57.600

Village of Ellenville

0:02:59.760,0:03:01.492

Town of New Paltz

0:03:01.492,0:03:03.333

NB: Neil Bettez

0:03:03.333,0:03:04.240

BS: Town of Woodstock

0:03:06.560,0:03:07.920

And Town of Rochester

0:03:13.760,0:03:20.640

That's nine members present, we have a quorum and I expect a few more again to join shortly.

0:03:20.640,0:03:28.960

uh David do you want to run through some of uh our other members present the participant list?

0:03:28.960,0:03:40.640

DS: Yeah, sure. We have Herb Litts on, Greg Krupp, uh let's see here, Leanne and Vernon and it's here

0:03:40.640,0:03:49.120

Diane Beitel, Greg Jewell, John Schultheis, Kristen Wilson, Martin Hull, Sajaa Ahmed, Scott Levine,

0:03:49.840,0:03:53.520

and Dan Coots. Did we miss anybody while we were going through that?

0:03:58.320,0:04:05.360

BS: Great well thank you everyone again for joining us. Moving on on the agenda to item number two,

0:04:05.360,0:04:09.360

call for citizens comments. Are there any citizens comments this morning?

0:04:12.480,0:04:19.760

VB: Perhaps I can take this moment to uh comment on the fact that DOT has installed the three-way light at

0:04:19.760,0:04:26.800

the uh thruway exit in route 32 and I have to say that there has been a palpable decrease in

0:04:26.800,0:04:33.120

anxiety at that intersection that I've noticed especially uh vehicles trying to hastily turn

0:04:33.120,0:04:38.720

into the thruway coming south. So, I appreciated it and the Town I'm sure is very happy with this and

0:04:39.280,0:04:45.440

you know it's it's two three months early. They said in September so we're looking forward to

0:04:45.440,0:04:50.560

further studies on this and perhaps the need for a roundabout as time goes on.

0:04:52.560,0:04:59.040

BS: Yes uh we noticed that as well. David and Dennis sent a uh essentially thank you note to the

0:04:59.040,0:05:07.440

project manager for a job well done and there were a few additional stop signs that still

0:05:07.440,0:05:14.160

needed to be taken down and I believe by close of business uh mid week last week those were removed

0:05:14.160,0:05:20.106

as well. So, thank you to the New York State DOT for for that action.

0:05:20.106,0:05:27.920

LT: I'd like to just second Vernon's comments. We have a transportation advisory committee meeting tonight and the

0:05:27.920,0:05:35.520

committee members are just amazed at how after so much time and planning and discussion and studies

0:05:35.520,0:05:43.040

that the traffic light is there it seems to be working uh beautifully. There's no backup getting

0:05:43.040,0:05:48.640

off the thruway. I've personally gone through there a couple of times in the last few days so um

0:05:49.440,0:05:55.120

kudos to all the departments involved I mean job well done and everybody in this community

0:05:55.120,0:06:02.291

really appreciates a safer exit and transportation for route 32 corridor.

0:06:02.291,0:06:05.840

BS: Excellent, thank you.

0:06:10.720,0:06:18.080

JW: Thank you, Town of Rosendale uh has asked DOT to look into the right-of-way

0:06:18.640,0:06:23.280

and ownership of the sidewalks because we have individuals

0:06:25.840,0:06:34.720

uh writing um kids on the sidewalk. We just need to understand uh the legality of that and uh it's

0:06:35.440,0:06:42.080

you know then asked it's been almost a month  
now that we're trying to find out uh what the

0:06:42.080,0:06:50.720

history is of how the sidewalks were taken uh that  
property um and to just kind of legal opinion from

0:06:50.720,0:06:58.960

the DOT attorneys. So, if maybe uh the DOT staff  
here could pass that along I would appreciate that.

0:07:00.160,0:07:04.579

BS: Supervisor, to to whom did you submit  
that request?

0:07:04.579,0:07:11.839

JW: uh to Dave uh Corrigan who is the area um supervisor

0:07:11.839,0:07:18.080

BS: Great, and Amy had  
noted that she will follow up on that so we

0:07:19.440,0:07:21.680

appreciate that Amy and thank you supervisor.

0:07:24.720,0:07:28.907

Are there any other citizens comments this morning?

0:07:28.907,0:07:37.600

MB: Brian, it's Mike Baden. I apologize for being late. I just wanted to let you know I was here. I  
actually just had a a thank you to the DOT

0:07:37.600,0:07:46.800

uh for uh the additional uh no parking signage  
that was put up along 44/55 by the Minnewaska area.

0:07:48.960,0:07:57.600

The combination of that and and they have put  
up cones uh over the weekend and the additional

0:07:57.600,0:08:04.240

parking that's now available there we have not had any issues with parking on along 44/55. But

0:08:04.240,0:08:09.920

I just wanted to say I'm not sure if anybody from the DOT is on the call but uh just say thank you

0:08:09.920,0:08:15.840

to them for uh being proactive and getting that, the additional signage up. It appears to be helping

0:08:18.240,0:08:25.040

BS: Great, and I had i noticed that on social media as well. Thank you Supervisor for raising that. And I

0:08:25.040,0:08:31.440

should also note that we do have a corridor study programmed for the route 44/55 corridor

0:08:31.440,0:08:37.760

throughout um the Minnewaska area and we hope to start at some point during this

0:08:37.760,0:08:44.400

calendar year. Okay any other citizens comments?

0:08:46.720,0:08:53.600

JM: You know um I've noticed the City of Kingston effectively has gotten rid of a lot of traffic

0:08:53.600,0:08:58.160

lights and put up stop signs which seems to be working very very well

0:08:58.960,0:09:07.280

and I've noticed a number of traffic lights owned by the county in the Town of Ulster that seemingly

0:09:07.280,0:09:12.160

the same thing could happen to particularly up by the up by the mall where you turn off to go



0:09:12.160,0:09:18.560

to Lowe's, that kind of thing, where stop signs would be more effective than um the traffic

0:09:18.560,0:09:25.280

lights. Seems like you sit at those lights for a long period of time and there's no traffic

0:09:26.640,0:09:32.482

and you know occasionally there is a lot of traffic but the stop sign thing would work well.

0:09:32.482,0:09:37.760

But, I'd like to see the County look at some of their traffic lights and maybe survey

0:09:37.760,0:09:42.560

them to see they could save some money by not paying the electric and upkeep on the lights and

0:09:45.200,0:09:46.756

that kind of thing.

0:09:46.756,0:09:57.600

BS: Thank you for your comment

John. I certainly um can address that. First of all I do not think that those signals are owned or maintained by Ulster County.

0:09:57.600,0:09:59.551

We only maintain..

0:09:59.551,0:10:01.255

DS: One, I think right?

0:10:01.255,0:10:04.080

BS: One or two. One is in the Boices,

0:10:04.800,0:10:07.803

I'm not even sure if the Boices Lane one..

That's not it's not.

0:10:07.803,0:10:09.120

AE: No, it's just Glasco.

0:10:10.000,0:10:17.680

BS: Thank you Andrew. However, we do, speaking of UCTC studies, we do have a corridor

0:10:17.680,0:10:24.240

management plan uh program for the 9W corridor and precisely the location that you're talking about

0:10:24.880,0:10:32.160

councilman. And we can, I think you, you... in order to do this study effectively it's looking at the

0:10:32.160,0:10:39.040

commercial district in Town of Ulster you really do need to look at some of the collector roads

0:10:39.040,0:10:46.000

that feed into route 9W and the signal timing associated. There's quite a bit of turning

0:10:46.000,0:10:51.840

movements and access throughout that corridor and I think many of us have gotten the impression that

0:10:52.640,0:10:58.800

the the signals could potentially be managed or timed uh a little more efficiently

0:10:59.760,0:11:04.000

and that is what I think one of the major components of this corridor management plan

0:11:04.560,0:11:06.320

can potentially address.

0:11:06.320,0:11:08.800

JM: Well if the County doesn't own those lights, who owns those lights?

0:11:10.720,0:11:16.720

BS: I would have to look it up uh in our GIS to see

exactly who owns the signals. I know on the main

0:11:16.720,0:11:23.760

corridor those are state owned signals on the side streets up toward the mall in Target and Walmart

0:11:23.760,0:11:27.840

I'm not sure exactly because I know they're county roads

0:11:30.960,0:11:37.520

right so we can look into that and determining ownership is something that we can can

0:11:38.080,0:11:43.200

access our geographic information systems and and figure that out and get back to you but

0:11:43.200,0:11:48.720

I think a more comprehensive analysis would need to be done in order to determine A if the

0:11:48.720,0:11:57.360

signal is necessary and B if the timing um could potentially be improved for more efficient access.

0:12:01.520,0:12:03.520

Any other citizen comments at this time?

0:12:06.880,0:12:13.840

Hearing none I will move to the next agenda item. Approval of the

0:12:13.840,0:12:19.760

November 24th 2020 Policy Committee meeting summary. Can I have a motion?

0:12:22.160,0:12:24.681

JM: So moved.

0:12:24.681,0:12:29.601

BS: Thank you councilman. Do we have a

second?

0:12:29.601,0:12:31.815

JW: I'll second it.

0:12:31.815,0:12:32.880

BS: Thank you supervisor.

0:12:36.000,0:12:37.840

Discussion?

0:12:41.360,0:12:46.080

Hearing none, any opposed?

0:12:47.600,0:12:56.080

So moved. Thank you and I also want to thank David Staas for, you know, soldiering through

0:12:56.080,0:13:03.760

the preparation of these. They're not meeting summaries anymore they're um uh essentially um..

0:13:05.360,0:13:06.565

DS: Transcripts

0:13:06.565,0:13:14.371

BS: Yeah they're meeting, thank you, meeting transcripts and it's it's very tedious translating uh and and

0:13:14.371,0:13:19.912

preparing those meeting transcripts which are a requirement of the open meetings law if we're doing these virtual meetings.

0:13:19.912,0:13:23.280

So, thank you David for for getting us caught up on those.

0:13:25.040,0:13:29.200

I'm moving on to item number four, communications and announcements

0:13:29.200,0:13:37.360

I have one or two quick communications. We do have

an upcoming virtual public meeting scheduled for

0:13:37.360,0:13:45.040

this Thursday at 6:00 pm uh presenting the draft findings of the feasibility study looking at the

0:13:45.040,0:13:53.040

conversion of the county-owned Ulster and Delaware rail corridor into a rail trail and this would be

0:13:53.040,0:14:00.080

on what we're referring to as the Shandakan section. That's a roughly five mile corridor

0:14:00.080,0:14:07.520

that goes between Big Indian and Highmount um and passes adjacent to the Belleayre beach area

0:14:08.320,0:14:13.760

and the Belleayre ski resort and goes through the historic horseshoe curve

0:14:14.800,0:14:21.840

on the corridor. This study has been, um we've been working on it for about the past six months with

0:14:21.840,0:14:28.080

consultant Barton and Loguidice who some of you may be aware performed our feasibility analysis for the

0:14:28.080,0:14:37.040

Ashokan rail trail and this is essentially looking at a very similar approach and scope of work

0:14:40.000,0:14:44.080

for this segment of rail trail as was applied to the Ashokan rail trail.

0:14:44.080,0:14:52.800

So, you may even want to call it a phase 2 of of rail to trail conversion if it were to be

0:14:52.800,0:14:59.200

pursued. So, please, if you can join us at 6 pm on Thursday for that virtual public meeting we

0:14:59.200,0:15:04.160

have pretty good attendance so far I think we have 50 people registered for that meeting.

0:15:07.280,0:15:10.950

Any other communications and announcements?

0:15:10.950,0:15:18.400

DC: hey Brian just this, this is Dan Coots from NYSDOT, that uh that public hearing, has it got any limitations? Do I need to pre-register

0:15:18.400,0:15:20.746

or can I just kind of pop in if I'm available?

0:15:20.746,0:15:24.400

BS: You, uh, all uh individuals do need to register

0:15:24.960,0:15:30.852

um it's just filling out a form and then you'll be able to pop in and out as as available.

0:15:30.852,0:15:32.169

DC: Okay, thanks Brian.

0:15:32.170,0:15:38.720

BS: Yeah you're welcome and we will be taking public comment during the meeting as well.

0:15:39.360,0:15:44.080

One other announcement I have. It occurred to me this morning as we were going over our

0:15:44.080,0:15:52.080

roll call the annual the the bi-annual two-year turnover for uh voting members is approaching.

0:15:52.720,0:16:03.360

That occurs every June every two years so um uh

David and I will be preparing uh probably a postal

0:16:03.360,0:16:11.680

notice for all of our two-year voting members to notify them and thank you um all of you for your

0:16:11.680,0:16:15.440

service over the past two years and to notify our other two-year members that

0:16:16.000,0:16:25.520

um their their opportunity is going to come up once again for the uh two-year period between 2021

0:16:26.080,0:16:34.240

and 2023 I think. So, please be aware we do have one full meeting cycle. There will be a Technical

0:16:34.240,0:16:39.920

Committee meeting scheduled for next month tentatively followed by another Policy Committee

0:16:39.920,0:16:45.040

meeting and that will be the last rotation for this year's group of two-year voting members.

0:16:47.760,0:16:53.397

Any other communications and announcements before we go on to new business?

0:16:53.397,0:17:02.800

JW: Brian can I just ask you about the two-year um switch? Is the Census going to affect that at all or is that um

0:17:03.440,0:17:08.080

because I know it was based somewhat on population right? I mean, is that going to change anything?

0:17:08.720,0:17:16.720

BS: Not at this time. I, you know, the the original membership was established in part based on

0:17:17.840,0:17:23.760

population of each municipality. I think a few other factors as well, and that of course was

0:17:23.760,0:17:31.840

established and written into the UCTC operating procedures when the MPO was formed in 2003.

0:17:33.840,0:17:40.480

So, while that methodology may have been used to create the turnover it's not, for lack of a better

0:17:40.480,0:17:47.600

word, codified in our operating procedures. So, we could potentially revisit it if the populations

0:17:47.600,0:17:53.840

change significantly in the Metropolitan Planning Area. I don't believe they're going to

0:17:54.880,0:18:01.840

change that significantly. I think the general proportion and share of uh population across their

0:18:01.840,0:18:08.320

municipalities will generally remain about the same there. We are anticipating a slight increase

0:18:09.680,0:18:17.760

in the County population but no significant changes and I do have a brief presentation, David

0:18:17.760,0:18:23.280

and I have a brief presentation at the end of our meeting today to talk about some potential changes

0:18:23.920,0:18:27.840

to the Metropolitan Planning Area based on 2020 census numbers.

0:18:30.400,0:18:32.560

All right, any other



communications and announcements?

0:18:34.960,0:18:38.240

Great. For those of you who joined us a little late I did want to

0:18:38.960,0:18:44.080

make note our director, Dennis Doyle is not able to attend today. He did have a personal conflict

0:18:44.640,0:18:50.320

um but he'll be with us probably again during our next meeting. So, I'll be acting as chair

0:18:50.320,0:18:58.240

this morning. All right, moving on to new business under uh item number five.

0:19:00.160,0:19:10.880

That's item A, UCTC resolution 2021-4, amendment to the UCTC uh federal fiscal year 2024 TIP

0:19:11.440,0:19:22.160

to add a new New York State DOT project PIN 801847 as shown in attachment 1. Can I have

0:19:22.160,0:19:26.020

a motion for discussion please.

0:19:26.020,0:19:27.539

JM: I'll make the motion.

0:19:27.539,0:19:28.942

FP: Second

0:19:28.942,0:19:30.000

BS: Who is that second?

0:19:30.000,0:19:31.464

FP: Fred

0:19:31.464,0:19:33.440

DS: Thank you

0:19:33.440,0:19:35.440

BS: Thank you

0:19:35.920,0:19:41.840

Discussion. I can provide a a little bit of background and explanation here. Of course uh this

0:19:41.840,0:19:47.760

is a new addition, a new project uh addition to the Transportation Improvement Program

0:19:47.760,0:19:54.160

and therefore our operation procedures stipulate that we must have Technical and Policy committee

0:19:54.160,0:20:00.080

approval along with 15-day public comment. We did open a 15-day public comment period. We did not

0:20:00.080,0:20:08.800

receive any public comments on this action. As you can see on the screen, this uh project is to

0:20:08.800,0:20:18.400

add a shared use path in the area of the Onteora public school high school that will travel from,

0:20:19.440,0:20:24.560

I believe that specific project boundaries are yet to be determined as this is a brand

0:20:24.560,0:20:29.920

new project and there is no design, but it will go from the vicinity of the high school

0:20:29.920,0:20:36.560

uh down to route, the intersection of route 28A where it will then ideally join

0:20:37.920,0:20:44.800

some project improvements that the Department of Environmental Protection will be performing at

0:20:44.800,0:20:50.880

that intersection and to the bridge and then beyond that is the trailhead for the Ashokan

0:20:50.880,0:20:56.880

rail trail. So again, specific project boundaries I don't believe are determined yet but the purpose

0:20:56.880,0:21:03.440

is to provide a safe connection from the high school over across that commercial district.

0:21:06.640,0:21:08.560

Trying to think if there are any other

0:21:10.800,0:21:16.160

points of note. This would be on the south side of route 28A if you can picture that in your head.

0:21:16.160,0:21:20.960

That's essentially the side of the commercial district opposite of the high school on Route

0:21:20.960,0:21:26.800

28. Any other comments from the New York State Department of Transportation on this new project?

0:21:29.200,0:21:34.943

AM: As you were talking I heard everything that I wanted to say so you covered it all.

0:21:34.943,0:21:43.840

BS: Great, great. Thank you Amy. Any other questions or comments on the purpose of this resolution and TIP amendment?

0:21:46.960,0:21:49.280

Hearing none, any opposed?

0:21:52.640,0:21:56.160

Hearing no opposed, the motion carried

0:21:57.120,0:22:03.440

and approved. Thank you. We will make that action on the Transportation Improvement Program.

0:22:06.320,0:22:12.000

All right that's the only new business that we had for today's meeting. As I mentioned this

0:22:12.000,0:22:17.520

will likely be a brief meeting, but we do have two other important announcements

0:22:18.160,0:22:23.520

that we wanted to provide to our members this morning. The first is regarding a new

0:22:23.520,0:22:32.080

grant opportunity that was announced a few weeks ago called RAISE discretionary grants and RAISE

0:22:32.080,0:22:40.480

stands for the Rebuilding American Infrastructure with Sustainability and Equity program. Those of

0:22:40.480,0:22:46.480

you who've been paying attention over the past few years, this was formerly known as the BUILD program

0:22:46.480,0:22:52.960

under the Trump administration and pre previous to that it was known as the TIGER program. These

0:22:52.960,0:23:03.840

are very um significant grant opportunities in the sense that the project minimum is between one to

0:23:03.840,0:23:10.400

five million dollars the the rules have adjusted somewhat over the years. Let me explain, it's 1

0:23:10.400,0:23:19.520

million for a rural area project minimum and a 5 million dollar project minimum for urban areas.

0:23:19.520,0:23:26.480

The Kingston urbanized area by this definition is actually considered to be rural by the definition

0:23:26.480,0:23:32.880

used for this grant program. So, it would be if a municipality were interested in applying it would

0:23:32.880,0:23:40.240

be a minimum of a 1 million grant application and I believe a maximum of either 10 or 20

0:23:40.240,0:23:47.520

million. I apologize for not having that number in front of me. The purpose of these grants

0:23:48.720,0:23:54.960

in this grant program is to really spurn significant economic development within

0:23:55.520,0:24:02.560

our metropolitan regions. New York State has received a number of them successfully

0:24:02.560,0:24:10.640

over the years. They are very involved. There's a cost-benefit analysis that requires a fair amount

0:24:10.640,0:24:16.000

of effort put forth by the municipality. I know that Kingston several years ago

0:24:16.720,0:24:25.200

applied for um a TIGER grant and while not successful, it was certainly a learning experience

0:24:25.200,0:24:30.560

and I believe that the actual application

did score very well, it just was not selected.

0:24:32.080,0:24:36.880

Any application put forth by municipalities really needs to be coordinated not only with the MPO

0:24:37.920,0:24:46.240

but also with our regional New York State Department of Transportation and ideally with the

0:24:46.240,0:24:52.160

Albany bureau of the New York State Department of Transportation and our federally elected officials.

0:24:52.720,0:24:59.760

Without that level of coordination and support, it's not likely that your TIGER application will

0:24:59.760,0:25:07.760

really make it to that final level um because of the level of importance and scrutiny that these uh

0:25:07.760,0:25:18.000

grant applications are given. I believe that this uh Secretary of Transportation does do personal

0:25:18.000,0:25:24.480

review of each of these applications themselves after significant vetting by their staff.

0:25:26.160,0:25:34.160

So, the uh there are a number of very uh useful uh webinars that are scheduled, um the first of which

0:25:34.160,0:25:42.960

I believe is tomorrow. So, if you follow the um the links that David has provided up on the screen,

0:25:42.960,0:25:50.160

you can learn more about those webinars and the grant specifics of that grant program.

0:25:51.600,0:25:59.680

Any questions regarding the RAISE program? And one final point, this is this is not new money

0:25:59.680,0:26:06.480

per se, this is actually, I believe these dollars were appropriated um quite a few years back

0:26:06.480,0:26:14.240

by previous administrations but the new Biden administration has essentially um put their own

0:26:14.240,0:26:23.840

stamp on the program by giving it a new name and also um I believe, as stated in the press release,

0:26:24.720,0:26:29.360

giving it some new criteria for selection of projects and that those criteria

0:26:29.920,0:26:36.800

include projects that can demonstrate improvements to racial equity, reduce impacts of climate change,

0:26:36.800,0:26:42.960

and create good paying jobs. So, that is uh the explanation of the new name, but essentially

0:26:42.960,0:26:53.680

same program. Any questions, comments on the RAISE program? All right thank you. Yes?

0:26:53.680,0:27:02.400

JW: I have a question. Would the County be uh interested or able or or this organization in applying to maybe

0:27:03.040,0:27:07.840

um increase broadband uh throughout the County where we're having some gaps?

0:27:09.760,0:27:15.448

BS: Well the RAISE program is, it's it's a

transportation grant program.

0:27:15.448,0:27:15.948

JW: Okay

0:27:16.400,0:27:23.520

BS: So, broadband access would, is not an eligible um uh project under the

0:27:24.080,0:27:31.440

the rules of the RAISE program. So, you might want to talk to Dennis when he becomes available about..

0:27:31.440,0:27:40.880

JW: I was curious because they wanted to increase economic development so, you know, what kind of what kind of transportation projects

0:27:40.880,0:27:43.051

are we talking about that could?

0:27:43.051,0:27:55.280

BS: Right right. I, having not gone over the the grant application uh in detail, I can only uh guess as to what sort of projects might be eligible but I can

0:27:55.280,0:28:03.840

tell you from years past access to freight and ports, transit projects, um projects that increase

0:28:03.840,0:28:11.760

mobility and access um to commerce are the types of projects that would be eligible under this

0:28:12.720,0:28:15.315

call for projects.

0:28:15.315,0:28:17.028

JW: Would trails be able to?

0:28:17.028,0:28:25.550

BS: Trails would be. I know Dutchess County has applied for trails and I know the City of Kingston did apply for



0:28:25.550,0:28:35.600

um improvements to the uptown street network which included sidewalks and streets in their original application among other things.

0:28:37.440,0:28:44.080

JW: I don't think one Town or community really has enough to do for that but

0:28:44.720,0:28:50.400

it was incorporated into how to, you know, connect some of these little gaps that

0:28:50.400,0:28:55.840

are in the trail system or to improve some of them and accessibility in some of them

0:28:55.840,0:29:00.400

but but to just make it for one community or another, I don't think is strong enough.

0:29:02.080,0:29:07.920

BS: Yeah I agree. It is a challenging and highly competitive uh grant application. Some other

0:29:08.560,0:29:16.480

successful projects that have been approved in the past: City of Rochester managed to close off

0:29:16.480,0:29:25.440

and bring up to grade a section of interstate highway. That was a very significant project to

0:29:25.440,0:29:30.800

fill the inner loop in the City of Rochester. I believe the City of Buffalo received uh

0:29:30.800,0:29:36.400

significant money for a similar uh project and Syracuse as well has been looking into it for

0:29:37.120,0:29:44.720

removal of interstates. I mean these are very large-scale projects that require quite a bit of

0:29:46.240,0:29:53.840

regional coordination so without that coordination and without, I might add, a significant preliminary

0:29:54.800,0:30:01.760

planning already in place, it would be difficult, I think, for us to put together a competitive

0:30:01.760,0:30:07.440

and cohesive application for this time. But, it's never too early to start thinking about this and

0:30:07.440,0:30:12.880

this is where the Unified Planning Work Program and our corridor studies can be really helpful

0:30:14.240,0:30:22.160

in starting to formulate consensus and identify needs in the Ulster County area.

0:30:22.160,0:30:26.400

I know the City of Kingston utilized the uptown transportation plan that

0:30:26.400,0:30:32.400

was completed back in 2009 to begin preparation of their TIGER grant

0:30:34.320,0:30:40.720

and even that plan, as detailed as it was, this is a plan about that thick um with detailed counts

0:30:40.720,0:30:47.680

and measurements on throughout the uptown area. I recall working with the grant

0:30:47.680,0:30:55.920

uh grants department in the City. There was not enough detail provided in in our study to

0:30:56.640,0:31:03.520

answer all their questions comprehensively so it is a challenge um but, no, you're right Jeanne that

0:31:04.560,0:31:09.500

successful application would need significant coordination.

0:31:09.500,0:31:10.632

JW: thank you

0:31:13.360,0:31:19.120

BS: All right. Any other comments on RAISE before we go into the next item under old business?

0:31:20.800,0:31:26.080

Next item is the US Census 2020 urbanized area adjustments.

0:31:27.120,0:31:33.760

This is a pretty significant issue that we are happy to bring to the attention of our members.

0:31:35.280,0:31:43.200

Going back to the beginning of this calendar year, the association of Metropolitan Planning

0:31:43.200,0:31:51.040

Organizations in New York State, which consists of all 14 MPOs across the state, uh the directors

0:31:51.040,0:31:59.440

meet regularly and this issue was brought to our attention by our national uh organization AMPO um

0:31:59.440,0:32:07.120

that a new rule is being proposed by the US Department of Commerce Bureau of the Census

0:32:07.120,0:32:15.040

that has been published in the Federal Register

um proposing to change the criteria that is used

0:32:15.040,0:32:20.800  
to define urbanized areas in the  
United States. To take a step back,

0:32:23.200,0:32:31.680  
urbanized areas have been defined using um two  
different types of a variety of criteria with

0:32:31.680,0:32:38.320  
two different definitions going back to Census  
2000. The first definition is an urban cluster

0:32:38.320,0:32:43.440  
and those are, for lack of a more detailed  
definition, essentially our smaller villages.

0:32:44.560,0:32:50.160  
Village of Ellenville in Ulster County is an urban  
cluster and those are areas I believe defined

0:32:50.160,0:32:58.880  
as having 2,500 persons or more in a defined  
space. And then urbanized areas are defined as

0:33:00.080,0:33:07.200  
essentially urban areas with a population  
of 50,000 or more in a defined cohesive

0:33:08.800,0:33:18.640  
coterminous geographic space. And there are a  
number of um criteria that the US Census Bureau

0:33:18.640,0:33:28.320  
uses to define um what constitutes an urbanized  
area. In 2000, for example, the Kingston urban

0:33:28.320,0:33:35.760  
urbanized area came to the level of 50,000 and  
was essentially what created the Metropolitan

0:33:35.760,0:33:45.040

PLanning Organization, the UCTC. So, today under Census 2020, the department of uh commerce is proposing

0:33:45.040,0:33:54.320

a new criteria that would get away from utilizing the 50,000 people threshold and use housing units

0:33:54.960,0:34:03.040

as the primary criterion for determining what constitutes an urbanized area. The Federal Register

0:34:03.040,0:34:12.800

also proposes to do away with the urban cluster uh definition which doesn't have significance to

0:34:14.880,0:34:21.520

Metropolitan Planning Organizations and transportation funding that I'm aware of. So I'm

0:34:21.520,0:34:27.440

not going to talk about the urban cluster issue as much as I am going to talk about the urbanized

0:34:27.440,0:34:34.240

area issue this morning. Some other points that we've been um cobbling together as we've sat

0:34:34.240,0:34:41.840

through various webinars and having discussions with the other directors statewide um the the

0:34:41.840,0:34:51.680

transition to using housing units as opposed to um persons is uh considered to be, and I'm quoting now

0:34:51.680,0:34:59.040

the Census Bureau, "a more direct measure of the developed landscape" and uh I would generally agree

0:34:59.040,0:35:09.600

with that. What the Census Bureau uses

is a term called hops and jumps in order to define

0:35:10.160,0:35:17.520

how these urbanized uh areas connect. If you think about, and David has some maps that he's going to

0:35:17.520,0:35:23.840

show us in just a minute, if you think about the Kingston, greater Kingston urbanized area and how

0:35:24.800,0:35:31.440

it relates to some of our surrounding areas, the Kingston urbanized area includes Rosendale, Hurley,

0:35:32.960,0:35:40.160

as well as Saugerties, and in 2010 even extended out.. you can see here to go up the

0:35:40.160,0:35:47.280

375 corridor to include the hamlet of, uh the business district, in Woodstock.

0:35:48.240,0:35:53.520

The reason why, you know, we know when we travel through these areas they're essentially rural.

0:35:54.080,0:35:55.916

JM: You left out Ulster.

0:35:55.916,0:35:59.600

BS: And yes definitely includes the Town of Ulster um as well.

0:36:00.320,0:36:07.040

The gaps in between some of these spaces are largely rural because of the geography of Ulster

0:36:07.040,0:36:15.280

County. We have this valley and undevelopable um steep sloped areas and that's where the

0:36:15.280,0:36:24.560

the hops and jumps rule comes into effect. Under

the rules of Census 2010, you can have a distance

0:36:24.560,0:36:32.400

of up to 2.5 miles that where the urbanized areas, the developed areas don't connect with

0:36:33.280,0:36:39.120

other urban spaces so you can have gaps and they would allow a 2.5 mile jump which

0:36:39.760,0:36:46.560

is what essentially why we include Saugerties and why we include Woodstock in the Kingston

0:36:46.560,0:36:54.080

urbanized area. Thank you Dave. Dave's showing that that big jump going up uh the the corridor into

0:36:54.080,0:36:58.988

the Town of Woodstock and Saugerties. And this also affects Rosendale.

0:36:58.988,0:37:06.960

DS: One thing, if you're looking at the map, the green represents the existing urbanized area as defined by the 2010 census.

0:37:06.960,0:37:13.960

The red shows areas that would be considered urban underneath the new housing density um change.

0:37:13.960,0:37:16.640

BS: Right.

0:37:17.600,0:37:26.400

So, the, not to.. There are quite a few arcane details involved in this issue and how these boundaries

0:37:26.400,0:37:30.960

are drawn and then the steps and implications for Metropolitan Planning Organizations.

0:37:31.600,0:37:38.320

We did put together a very short briefing on the issue that is on the meeting, uh it's a

0:37:38.320,0:37:43.440

document on the meeting web page. This, that's AMPOS summary and we use that information to prepare our

0:37:43.440,0:37:49.840

own summary that Dave has up here. This is on again with the meeting packet for today. The big issue is

0:37:51.040,0:37:55.600

with these proposed changes, if they are enacted, and that is an if, this is

0:37:55.600,0:38:01.760

a proposed change at this point in time. It may have a very significant effect on the Kingston

0:38:01.760,0:38:07.920

urbanized area. The Kingston urbanized area may, essentially, cease to exist under these new

0:38:09.360,0:38:16.960

definitions and that is because the proposal is to decrease the jump distance from 2.5 miles

0:38:16.960,0:38:26.160

to 1.5 miles. We have had, we had a uh a one-on-one presentation with the Federal

0:38:26.160,0:38:33.760

Highway Administration. Our rep in Albany and our rep in uh Washington DC gave a great presentation

0:38:33.760,0:38:40.720

to staff um for the entire Mid-Hudson TMA on what these potential implications were and they walked

0:38:40.720,0:38:46.880

us through it and we did some essentially our own case studies and it would appear that if



0:38:46.880,0:38:53.440

that distance is decreased, Saugerties would no longer meet the criteria to be included

0:38:54.240,0:39:02.000

excuse me to be included in the Kingston urbanized area. That's close to 20,000 people um

0:39:02.000,0:39:07.040

up in that greater Saugerties area. If we lose Saugerties we may as well,

0:39:07.040,0:39:15.120

we may very well, no longer be an urbanized area. The implications of that are several.

0:39:15.920,0:39:26.240

The big one is that it would directly impact funding for our Transit system. Transit funding,

0:39:26.240,0:39:32.560

as we know through the many resolutions that this body has passed over the years on an annual basis.

0:39:36.320,0:39:42.000

We get a very significant amount of money for the Kingston urbanized area to fund the Ulster

0:39:42.000,0:39:49.600

County Area Transit system. If it's no longer defined as an urbanized area, we would have to

0:39:49.600,0:39:55.600

rely on rural funds. We're making a number of assumptions at this point in time because there,

0:39:55.600,0:40:01.120

I want to emphasize, there are many unknowns as to what the exact implications might be but

0:40:01.120,0:40:08.640

it could very well impact our transit funding and  
it could also impact funding um for the MPO itself

0:40:09.440,0:40:16.240

in terms of planning funds that are allocated  
based on the urbanized areas and populations.

0:40:17.280,0:40:22.320

So, that is a very brief summary of

0:40:24.320,0:40:32.320

our understanding of what these potential rule  
changes may mean. I did sit through a recorded

0:40:32.880,0:40:38.240

webinar yesterday that was put forth by the Census  
Bureau and the Federal Highway Administration

0:40:39.280,0:40:48.000

and I did hear something of interest in that the  
FHWA rep who is a statistician and demographer

0:40:48.000,0:40:55.440

in Washington, uh actually now they're based out  
of new jersey, did say that under the new rules

0:40:55.440,0:41:03.200

MPOs do not go away even if the urbanized  
area decreases although he did not provide

0:41:03.200,0:41:10.320

any significant details um regarding uh that  
point and I have reached out to him

0:41:10.320,0:41:19.840

to request further clarification. So, um that, in a  
nutshell, is the issue. It is an issue of concern

0:41:20.480,0:41:27.680

in terms of next steps. What the MPO  
staff is considering at this time is

0:41:28.880,0:41:36.080

continuing to learn about the issue.  
There are multiple webinars on this issue

0:41:36.080,0:41:43.920

coming out on a regular basis and the  
discussion is ongoing among our partner members

0:41:44.640,0:41:51.920

across New York State but we believe what our next  
step will be will be to prepare a position paper

0:41:52.880,0:42:02.880

um for uh the chair of the transportation  
council, um Patrick Ryan, to submit as a comment

0:42:03.600,0:42:10.080

to the Federal Register. You'll note on the  
um the the brief summary it's essentially

0:42:10.080,0:42:16.080

the white paper that we prepared. There is a link  
to the Federal Register language. It's exhaustive.

0:42:17.040,0:42:20.800

If you're really interested, you can find  
everything you need to know through that link.

0:42:21.440,0:42:29.120

And, the schedule for comment um and and next steps  
that the US Department of Commerce will be taking

0:42:29.120,0:42:39.360

as shown on our on our brief page as well. So, it's  
not an insignificant issue, but again, at this time,

0:42:39.360,0:42:45.920

we're really... there are many unknowns  
but we do not plan on just sitting idly by

0:42:46.560,0:42:53.120

to let this take place if it's going to have a

significant impact, particularly on our funding for

0:42:53.120,0:43:04.240

our transit system and for our MPO. And again, some of the suggested solutions um that we may

0:43:04.800,0:43:10.960

raise in our comment to the Federal Register are listed on the white paper. One of them is to just

0:43:11.760,0:43:19.360

clarify that existing MPOs be held harmless that whatever new rules are established are fine

0:43:19.920,0:43:25.840

um but going forward but essentially existing MPOs and urbanized areas could be grandfathered in

0:43:26.800,0:43:33.600

going forward and we also put forth a few other potential proposals.

0:43:36.320,0:43:38.720

So, please take a look at our memo.

0:43:39.680,0:43:46.640

Take a look at some of the resources that David's posted online and just by googling them.

0:43:47.600,0:43:51.760

The Census Bureau and the Federal Highway Administration have been great about putting

0:43:51.760,0:43:59.120

out information and providing recordings of their presentations on these potential rule changes.

0:44:01.760,0:44:04.080

That is essentially my my

0:44:04.800,0:44:13.040

summary. If there are any questions or comments

this time, I'd be happy to entertain them or try to.'

0:44:18.800,0:44:27.440

We will certainly keep you posted and again, if the uh MPO staff and our chair reach an

0:44:27.440,0:44:33.840

agreement and decide to comment, we'll certainly share that correspondence with our members.

0:44:35.040,0:44:42.800

And, we also uh will be reaching out or or encouraging our chair to reach out to

0:44:42.800,0:44:49.040

our Congressional representatives on this issue as well. Congressman Delgado is a

0:44:49.040,0:44:55.040

member of the transportation committee and does certainly have some swaying input on these issues

0:44:55.040,0:45:03.840

in Washington DC. So, we'll be happy to keep you posted as this issue continues to evolve.

0:45:04.800,0:45:13.040

All right. Going into the um final two items under old business: upcoming meetings. I already

0:45:13.040,0:45:18.960

mentioned our U&D meeting is this Thursday. Please attend if you have the time drop in. It should

0:45:18.960,0:45:24.880

be an interesting presentation with some good pictures of a very scenic and beautiful corridor

0:45:24.880,0:45:32.960

in Shandakan. Project updates. I guess before I go into our final project updates, are there any

0:45:32.960,0:45:38.160

other important upcoming meetings that our members might want to raise in the next month or so?

0:45:42.560,0:45:48.400

Great. And, if you do have announcements like upcoming meetings please let David

0:45:48.400,0:45:52.640

and I know through email. We're happy to notify our members to our distribution list.

0:45:53.840,0:46:00.320

uh finally project updates um I'm very pleased to present to you the

0:46:01.600,0:46:10.400

final revised Long-Range Transportation Plan. This is a reformatted document you know the

0:46:10.960,0:46:20.880

Policy board approved this document back in September and then we went to work on reformatting

0:46:20.880,0:46:27.840

the content so all the content is the same in this document but it really has been gussied up and

0:46:29.040,0:46:33.120

all the illustrations have been I think improved significantly

0:46:33.920,0:46:43.440

and it is also, most importantly, now ADA accessible so individuals with visual impairments um are

0:46:43.440,0:46:49.520

able to access um all of the content in this document um going forward.

0:46:50.800,0:46:57.920

So, um I just put this document up online this

morning um and we will be doing a small printing

0:46:59.200,0:47:06.480

of the new document and distributing those to our members. I think it's a really useful desktop

0:47:07.200,0:47:14.080

compendium or reference manual for information on the transportation system. It also includes some

0:47:14.080,0:47:22.960

really key nuggets about demographics and housing and economics in the greater Ulster County area.

0:47:23.520,0:47:29.600

So, please take a look at it. I hope you enjoy it and we'll be doing that printing probably later

0:47:30.160,0:47:37.840

this spring and summer and we'll find a way to distribute hard copies to all of our members.

0:47:40.160,0:47:47.440

Any other comments on that Dave? And there's a question.

0:47:49.840,0:47:55.920

VB: Yes I, you know this transpired during this period when so much attention was being paid

0:47:55.920,0:48:04.960

on the state level to CLCPA and climate change. Is this incorporated very thoroughly or in any extent

0:48:04.960,0:48:08.363

in this plan? I mean to go to 2045?

0:48:08.363,0:48:20.240

BS: Yes, yes it certainly is and we've mentioned this before during our presentations. You know the Long Range Transportation Plan is a very regimented

0:48:20.240,0:48:30.720

document and requirement of MPOs. The components of the plan are laid out in great detail um in the

0:48:30.720,0:48:37.600

metropolitan planning rules and regulations I think, and that said, there is no requirement to

0:48:37.600,0:48:44.800

include a discussion on climate change. However, we did include one and that's uh chapter five Dave

0:48:44.800,0:48:53.520

has up on the screen right now the sustainability climate change and resilience section. So, this

0:48:53.520,0:49:01.440

is where you'll find um it's it's a I think a useful narrative discussion on the issue.

0:49:01.440,0:49:07.360

I think it frames the issue. transportation is the biggest contributor of greenhouse gases

0:49:07.360,0:49:16.320

in the United States and in New York State when you look at all um factors.

0:49:17.600,0:49:27.200

We do also include an estimate. It is a rough estimate of uh emissions over time in Ulster

0:49:27.200,0:49:36.720

County and we use our vehicle miles traveled along with the mix of known vehicles on the road

0:49:37.280,0:49:45.840

to estimate exactly how much transportation is emitting on an annual basis in terms of

0:49:45.840,0:49:53.600

greenhouse gases and that's shown online uh on the



page right now as well. So, that that's that was I

0:49:53.600,0:49:57.840

think a big step forward for us. We also tried to include whatever information we could gather

0:49:58.480,0:50:11.760

on solutions and transitions given the state's pledge to become I believe carbon neutral by

0:50:11.760,0:50:19.920

I think it's 2050 or 2045. Apologies for not having that, those specifics um in front of me.

0:50:21.280,0:50:29.680

We also do have uh an estimate of the number of EVs on the road and also talk about the

0:50:29.680,0:50:36.560

implications in terms of transportation resiliency and a changing climate on the transportation

0:50:36.560,0:50:43.680

system. I'm not sure if everyone noticed but yesterday, I believe the New York State Senate took

0:50:43.680,0:50:52.080

up a measure to which was already passed in the Assembly to require that all new uh vehicles be

0:50:52.080,0:50:59.760

electric that's cars and trucks by 2035. so that's going to play into this too. I think in in time

0:51:01.440,0:51:10.560

it is a rapidly evolving subject um I think in in this next decade we're going to see a massive

0:51:11.600,0:51:19.280

swing in the share of vehicles on the road swinging from um essentially gas

0:51:19.280,0:51:25.440

powered vehicles over to electric vehicles. The infrastructure is being developed as we speak

0:51:25.440,0:51:31.280

nationwide and the I think if the incentives are there, the financial incentives are there,

0:51:31.920,0:51:38.720

we'll start to see that transition occur at a more rapid pace. And already the

0:51:38.720,0:51:45.760

the auto manufacturers have certainly recognized the need and the trend as well

0:51:45.760,0:51:50.880

and I've, I'm reading more and more every day about how we're really on the cusp of

0:51:50.880,0:51:56.880

a significant shift in the types of vehicles that are going to be traveling on our highways.

0:51:59.840,0:52:01.061

VB: Thank you.

0:52:01.061,0:52:11.600

BS: You're welcome so please again take a look at the document. It's it's not actually linked yet it is it is on our website. I'll get that information um and our web web links um

0:52:12.720,0:52:19.920

active um within the next few days but um please take a look. We're pretty proud of it it's taken a

0:52:19.920,0:52:27.040

lot of work and we used as many local photographers as we could for for some of these uh photographs.

0:52:28.720,0:52:29.645

JW: Brian?

0:52:29.645,0:52:30.277

BS: Yes.

0:52:30.277,0:52:35.815

JW: Just a little uh something I'd like to add about the electric vehicles. Rosendale is going to be getting

0:52:35.815,0:52:41.129

our first uh electric police car this week.

0:52:41.129,0:52:42.252

BS: That's exciting.

0:52:42.252,0:52:48.772

JW: Yes and I believe it might be the first in New York State that for a police department.

0:52:48.772,0:52:54.718

BS: And did you receive any type of special grant to purchase that?

0:52:54.718,0:52:59.680

JW: Yes. I got a member from when Senator Metzger was in office

0:52:59.680,0:53:04.880

we got \$30,000 so it's taken this long to put everything into place but yes.

0:53:05.520,0:53:09.360

BS: That's that's great it's great to hear and of course we've mentioned before

0:53:09.360,0:53:16.240

uh UCAT will be taking possession of its the first three fully electric uh transit vehicles.

0:53:16.240,0:53:24.240

We're purchasing three 35-foot electric vehicles for use uh on our routes locally in Ulster County.

0:53:25.040,0:53:28.160

Hopefully those will all be up and running by the end of this year.

0:53:28.720,0:53:34.800

We're planning for the charging infrastructure right now. I mean there is, being an innovator, there

0:53:34.800,0:53:38.160

is a lot of risk involved because there are so many unknowns with the technology.

0:53:39.280,0:53:42.335

JW: This is a Tesla by the way.

0:53:42.335,0:53:43.892

BS: That's great

0:53:43.892,0:53:52.560

JW: Yeah, so, it's a little different. We've had we had to go to somebody that was willing to make the the changes to make it a police, you know, police vehicle

0:53:53.360,0:53:58.400

I found somebody who's very excited about getting his hands on a Tesla to be able to

0:53:58.400,0:54:01.182

do that. And hopefully that will open the door for others.

0:54:01.182,0:54:08.160

BS: Well that's great. From what I've seen on the the Teslas that I've seen driving on the highway, I don't think they'll have any

0:54:08.160,0:54:14.720

trouble pursuing other vehicles because they're they're pretty zippy. They accelerate very quickly

0:54:15.360,0:54:21.920

which is another benefit of the electric motors so that's great and we'll keep you posted on our uh

0:54:22.560,0:54:28.720

transit electrification transition as well. I think uh at a certain point in time we may be able to

0:54:28.720,0:54:34.880

provide members with a more detailed presentation and overview. Our Department of the Environment,

0:54:34.880,0:54:40.320

they completed an electrification study sponsored through NYSEERDA that we assisted

0:54:40.320,0:54:48.320

them as well as UCAT in preparing that um draft plan. And, we also have um yeah there's

0:54:48.320,0:54:56.480

there's a lot going on in terms of preparation for a transition to an electric fleet. Other project

0:54:56.480,0:55:02.276

updates. Dave do you have anything to add on the uh county wide crash study?

0:55:02.276,0:55:09.040

DS: Right now we're going through the, um where we've done the contract extension for for the final, for two more months.

0:55:09.600,0:55:14.720

where you're going through the highway safety manual methodology to look at the top locations

0:55:14.720,0:55:21.120

that we have identified we've identified an array of different types of locations rural

0:55:21.120,0:55:24.960

urban and different issues that are facing each of them and we're going to be identifying counter

0:55:24.960,0:55:31.680

measures at those locations and providing benefit cost analysis on improvements for those locations.

0:55:32.400,0:55:38.800

BS: Great and thank you everyone for participating and providing their input on formulating and drilling

0:55:38.800,0:55:49.520

down on those locations. We just completed a study with Pasero associates on uh the location

0:55:50.160,0:55:57.840

a site selection analysis for an expanded UCAT storage facility. That project plan document is

0:55:57.840,0:56:05.360

on our project website. I think we summarized at the last technical committee meeting. The study

0:56:05.360,0:56:11.600

identified uh a parcel adjacent to the existing UCAT facility, essentially across the street as

0:56:11.600,0:56:21.360

the preferred location. If and when um UCAT should build an expanded facility, the facility would cost

0:56:21.920,0:56:28.480

um so anywhere between \$10 to \$20 million depending on how you phase the structure and

0:56:28.480,0:56:35.040

and complete the structure. If you do just a simple uninsulated open air facility that could

0:56:35.040,0:56:41.440

be as low as \$8 million I think is what was projected. But, if you do a full fully constructed

0:56:42.000,0:56:49.520

insulated facility with all necessary bays, a full build out that could be as high as \$20 million.

0:56:49.520,0:56:56.000

So, clearly costs will be an issue and identifying funds will be important. And then this is another

0:56:56.000,0:57:02.800

issue that loops around back to our urbanized area discussion. So, that study is available online and

0:57:02.800,0:57:09.440

we will also be pursuing funds for designing that structure in partnership with UCAT and the the

0:57:09.440,0:57:16.320

Transportation Management Area that is the next step to come up with designs because our transit

0:57:16.320,0:57:22.720

system is does still have many vehicles that are sitting outside and need to be housed indoors.

0:57:24.480,0:57:30.560

Other than that we have are now transitioning after putting quite a bit of uh effort

0:57:30.560,0:57:34.640

into our Long-Range Transportation Plan and some of our other studies we're closing those

0:57:35.200,0:57:43.200

and transitioning to new studies. We have a um an RFP is now open for a resiliency study

0:57:43.200,0:57:48.480

this is going to look at a risk assessment of our transportation system we're talking roads,

0:57:48.480,0:57:55.920

bridges, trails, transit facilities, highway maintenance facilities to look at their

0:57:57.280,0:58:08.560

susceptibility to levels of risk associated with climate change flooding and weather events and

0:58:08.560,0:58:17.600

various other uh implications um that that may  
um that may affect them. So, that study hopefully

0:58:17.600,0:58:24.000

will be under contract within the next three  
months. We're reviewing applications right now.

0:58:24.720,0:58:32.560

David is also working on a study to focus on rail  
safety in the City of Kingston, primarily in the

0:58:32.560,0:58:39.040

City of Kingston we have, I believe it's eight at  
grade crossings, six to eight at grade crossings

0:58:39.040,0:58:48.000

in the City of Kingston so we're looking at issues  
of um reducing trespass on the CSX uh right-of-way

0:58:48.000,0:58:56.000

as well as intersection safety where um local  
roads traverse the CSX west shore railroad.

0:58:57.840,0:59:02.800

And then other studies that we may be pursuing  
this year include the 9W study that I mentioned

0:59:02.800,0:59:12.400

earlier 9W corridor study. Also the Route 44/55  
study corridor management plan as well as a

0:59:14.160,0:59:20.000

wayfinding study for the trail system  
in Ulster County so those are three

0:59:20.560,0:59:24.000

other scopes that we will be  
developing in the next several weeks.

0:59:26.240,0:59:30.000

Those are all the project updates that  
I have at this time and that concludes



0:59:30.000,0:59:34.320  
all the elements or items rather  
on our agenda. Are there any other

0:59:34.320,0:59:37.120  
comments from our members  
before we move to adjourn?

0:59:42.160,0:59:46.480  
Hearing none uh can I get a motion to adjourn?

0:59:48.800,0:59:50.000  
VB: So moved

0:59:50.000,0:59:51.680  
BS: That's Vern. Second?

0:59:53.760,0:59:55.709  
AE: Second, Andrew.

0:59:55.709,1:00:01.839  
BS: Thank you, great. And I think uh I  
don't think anyone's going to be opposed to that motion.

1:00:01.839,1:00:07.763  
So, thank you everyone. Our next meeting is  
tentatively scheduled for May 25th on the UCTC Technical committee.

1:00:07.763,1:00:15.468  
I do not have any agenda items  
at this time but stay posted we'll let you know if that meeting will be necessary. Thank you.

1:00:15.468,1:00:16.280  
VB: Thank you

1:00:16.280,1:00:18.960  
BS: Enjoy uh this beautiful spring day hope to see you Thursday.

1:00:19.680,1:00:22.014  
HL: Everybody be safe, stay healthy.

1:00:22.014,1:00:23.793

BS: Thanks, you as well.

1:00:23.793,1:00:25.716

AE: Thanks Brian, well done.

1:00:25.716,1:00:27.840

BS: Thank you.

**Meeting concluded at ~11:25 am**

DRAFT