

ULSTER COUNTY TRANSPORTATION COUNCIL
Joint Technical and Policy Committee Meeting

Meeting Transcript
June 16, 2020

Meeting held via freeconferencecall.com at 10:00 am

0:00:00.000,0:00:05.910

DD: let's go okay everyone good morning
everyone welcome to the June meeting of

0:00:05.910,0:00:09.540

the Ulster County Transportation
Council Technical Committee followed by

0:00:09.540,0:00:13.620

a meeting of its Policy Committee but
we'll start with the Technical Committee

0:00:13.620,0:00:21.360

Call to Order order will do welcome and introductions. My name is
Dennis Doyle I'm the Transportation Councils director.

0:00:21.920,0:00:25.580

BS: Brian Slack Ulster County
Transportation Council

0:00:25.580,0:00:29.440

DS: David Staas Ulster County Transportation Council

0:00:30.640,0:00:35.300

HL: Herb Litts Ulster County Legislator

0:00:39.060,0:00:43.060

NB: Neil Bettez Town of New Paltz

0:00:45.140,0:00:48.260

TW: Tom Wilkin Town of Plattekill

0:00:48.940,0:00:53.300

FC: Fred Costello Town of Saugerties

0:00:58.840,0:01:02.440

BS: We got 27 people this will take a
minute

0:01:02.600,0:01:06.920

LP: Lizy Philip New York State Thruway Authority

0:01:08.180,0:01:10.498

DD: You still need to know.

0:01:10.498,0:01:14.360

BS: But this is not
the roll call session. This is

0:01:14.369,0:01:20.160

introductions to technical. When I do roll
call I name the municipalities.

0:01:20.160,0:01:24.810

DD: Okay I tell

0:01:24.810,0:01:30.360

you what we're going to do will cancel
introductions save the

0:01:30.360,0:01:34.440

introductions and roll call for the
policy committee. Thank you all for

0:01:34.440,0:01:38.399

coming and we'll do a call for citizen
comments. Are there any

0:01:38.400,0:01:41.180

citizen comments?

0:01:41.480,0:01:43.020

HL: Yes

0:01:44.340,0:01:46.220

DD: Please identify
yourself

0:01:46.220,0:01:56.039

HL: Herb Litts. There's been
a lot of talk about funding and the

0:01:56.039,0:02:00.539

word on the street that the DOT may
cancel the Bridge New York program for

0:02:00.540,0:02:05.760

this year if DOT is on can we get some
input on that?

0:02:05.760,0:02:09.080

MB: Mike Baden

0:02:09.080,0:02:17.160

SJ: State DOT is on the call Herb. This is Sandra Jobson and unfortunately I don't have any
information

0:02:19.200,0:02:23.900

HL: I mean I think older New York has already started and there's a

0:02:23.910,0:02:31.319

lot of projects underway but it seems like the funding for bridge New York may

0:02:31.320,0:02:32.360

be withheld.

0:02:33.200,0:02:34.520

JW: Jeanne Walsh

0:02:35.760,0:02:38.740

DD: Thanks Jeanne.

0:02:38.740,0:02:40.680

We'll see if we get you any

0:02:40.680,0:02:42.780

information

Herb okay.

0:02:43.020,0:02:46.240

HL: Thank you, I appreciate it.

0:02:47.180,0:02:50.060

DD: Any other citizens comments?

0:02:50.480,0:02:55.320

TW: Tom Wikin from Plattekill. Yesterday I noticed

0:02:55.320,0:03:02.120

North of Medina in

between Medina and New Paltz there by

0:03:02.129,0:03:08.740

Jenkinstown, the bridge has been lowered down to twelve ton limit

0:03:09.190,0:03:14.740

on that "S" turn there. I was wondering does that mean it's going to be rebuilt?

0:03:14.740,0:03:17.760

Is it in the program to be rebuilt in a few years?

0:03:20.760,0:03:27.670

Or maybe that ties in with what Herb is saying too but seeing it go down a 12-ton just kind of raised a flag with

0:03:27.670,0:03:32.440
me I was just wondering if there was any updates on what might happen there.

0:03:32.440,0:03:37.690
NB: Hi this is Neil, if I'm thinking of the

0:03:37.690,0:03:41.200
right bridge, and maybe DOT would weigh in on this, or this might

0:03:41.200,0:03:47.160
be done by the Thruway, but I think that that bridge was hit again last year.

0:03:47.160,0:03:54.670
TW: No different bridge, this is on route 32 right there where

0:03:54.670,0:03:58.710
Jenkins Town Road comes out. It's actually in the town of Gardner section.

0:03:58.710,0:04:04.360
It's next to Locust Lawn. It's the Plattekill Creek bridge, Plattekill

0:04:04.360,0:04:09.880
stream goes underneath it there right on the "S" turn by Dubois Road.

0:04:09.880,0:04:16.510
DD: All right thank you for that. We'll see if we can follow up on that. It may just be an

0:04:16.510,0:04:19.684
inspection report we'll see if we can follow up on it.

0:04:19.684,0:04:24.930
TW: All right, well it has new signs with 12 ton limits now on the road.

0:04:24.930,0:04:30.244
DD: Okay any other citizen comments?

0:04:30.244,0:04:33.630
MB: Dennis, Mike Baden.

0:04:35.150,0:04:36.843
DD: Go ahead Mike.

0:04:36.843,0:04:43.469

MB: yeah I just wanted to say thank you to the County DPW crew for the work that was

0:04:43.469,0:04:45.479
done on the Boodle Hole Road Bridge.

0:04:45.479,0:04:57.653
It was done faster than was expected and a really great job and I know it had surprised everybody how

0:04:57.653,0:05:04.583
quickly the steel underneath had corroded away and I just figured I'd bring it up because

0:05:04.583,0:05:13.280
my highway superintendent is seeing similar experience with any bridges that were put in in sort of the mid to late 90s

0:05:13.280,0:05:19.070
with the quality of the steel from that time it appears to not be handling the

0:05:19.070,0:05:23.666
salt well and I think we're going to start seeing a lot more of these.

0:05:23.666,0:05:27.980
They anticipate the Boodle Hole bridge I think would have had another 5-10 years

0:05:27.980,0:05:33.482
where they would've had to replace it.

0:05:33.482,0:05:42.460
DD: Okay thanks Mike. Any comments? Ed? I know Ed Pine is on. Any comments Ed?

0:05:42.460,0:05:46.760
EP: That's just what we're seeing with any of the bridges with

0:05:46.760,0:05:50.018
the weathering steel that we bought back then.

0:05:50.018,0:05:52.671
DD: Okay that's the Core-10 issue right?

0:05:52.671,0:05:55.610
EP: Yes it is.

0:05:55.610,0:05:58.457
DD: Okay thanks again Ed. Thanks Mike. Go ahead Herb.

0:05:58.457,0:06:03.189
HL: I just wanted to say thank you to the
Transportation Council

0:06:03.189,0:06:13.353
for the information you forwarded on to the DOT about the 299 corridor. I appreciate it and thank
you for that effort.

0:06:13.353,0:06:21.404
DD: No problem Herb. Any other citizen comments?

0:06:21.404,0:06:29.391
Hearing none, approval of the March 24th 2020
Technical Committee meeting summary. Do I have a motion for discussion purposes?

0:06:29.391,0:06:30.997
Please say your name.

0:06:30.997,0:06:33.553
TW: Tom Wilkin

0:06:33.553,0:06:35.367
DD: Who's the second?

0:06:35.367,0:06:38.971
JM: John Morrow

0:06:40.510,0:06:43.926
DD: John Morrow. John are you the second?

0:06:43.926,0:06:45.906
JM: I'm the second.

0:06:45.906,0:06:52.304
DD: Thank you. Sorry, I didn't quite hear you.
Any comments, discussion?

0:06:52.304,0:07:00.275
Hearing none, I'm not going to ask for everybody in
favor, I'm just going to ask is there any opposed?

0:07:00.275,0:07:02.984
Any abstentions?

0:07:02.984,0:07:07.411
Thank you, so carried. Communications and announcements. Brian?

0:07:07.411,0:07:13.370
BS: I have no communications and announcements I need to go into any great detail right
now.

0:07:13.370,0:07:17.855

I do have a few items which I'll discuss under old business,

0:07:17.855,0:07:24.940

one of which is a new technical documentation on regulations on street lights in New York State

0:07:24.940,0:07:30.266

but we'll go over those and some other documents at the end of the agenda.

0:07:30.266,0:07:33.006

DD: Okay. Thank you.

0:07:33.006,0:07:38.590

New business. Item A. Draft UCTC resolution 2020-07:

0:07:38.590,0:07:46.594

distribution of supplemental federal fiscal year 2020 federal transit funding for the Corona Aid Relief and Economic Security

0:07:46.594,0:07:51.631

CARES Act in the Mid-Hudson Valley Transportation Management Area.

0:07:51.631,0:07:54.739

Can I have a motion for discussion purposes please?

0:07:54.739,0:07:57.100

TW: Tom Wilkin.

0:07:57.100,0:07:59.230

DD: Do I have a second?

MB: Mike Baden

0:07:59.230,0:08:03.303

DD: Thank you Mr. Baden, Mr. Wilkin, much appreciated. Brian?

0:08:03.303,0:08:12.818

BS: Sure. Draft resolution 2020-07 is the primary reason why we called the special joint meeting of the Tech and Policy committee.

0:08:12.818,0:08:26.496

The agenda explains on March 27, 2020 the CARES Act was signed into law and it sets aside 25 billion dollars

0:08:26.496,0:08:33.708

in federal funding to help the nation's public transportation system during the pandemic.

0:08:33.708,0:08:44.710

UZA 89 which is the area in which Ulster shared by Ulster, Orange, and Dutchess counties through the Mid-Hudson TMA

0:08:44.710,0:08:55.959

was apportioned a total of \$83 million. If you refer to attachment 1 under draft resolution of 2020-07,

0:08:55.959,0:09:07.937

the breakdown of the distribution of those funds goes from there. The majority are being provided to the Metropolitan Transportation Authority.

0:09:07.937,0:09:13.813

Ulster County Area Transit is eligible to received just over \$1.5 million

0:09:13.813,0:09:29.270

and you'll note Orange County just over \$11 million, Dutchess just over \$6 million. New Jersey also is eligible to receive \$1.1 million.

0:09:29.270,0:09:34.730

The intercounty commuter bus services are eligible to receive as much as

0:09:34.730,0:09:41.300

\$34 million.

So the total distribution in UZA 89 is

0:09:41.300,0:09:51.560

\$83 million. This distribution and arrangement has been the subject of a very detailed discussion over the course

0:09:51.560,0:09:58.100

of the past several months between the New York State DOT, the FTA, and the

0:09:58.100,0:10:05.930

three MPOs. The general consensus was reached on May 15th between the three

0:10:05.930,0:10:09.359

MPOs, NYSDOT, and the other eligible recipients.

0:10:09.359,0:10:13.490

DD: We're getting a lot of static so we're going to mute all and then we're going to bring Brian

0:10:13.490,0:10:18.394

back in and then we'll unmute for the vote. You back in Brian?

0:10:18.394,0:10:21.778

BS: Yeah. can everyone hear me?

0:10:21.778,0:10:26.981

DD: Dave will let us know.

DS: Go ahead I think they can hear you.

0:10:26.981,0:10:36.650

BS: Great. In short the funding, as laid out in the resolution, is made available immediately to our public

0:10:36.650,0:10:43.360

providers. No resolution was originally required as documented in the CARES Act

0:10:43.360,0:10:51.110

legislation but the MPOs and the FTA agreed that it would be a good idea to

0:10:51.110,0:10:56.360

not only draft a joint letter identifying that funds have been agreed

0:10:56.360,0:11:05.060

to and the split has been agreed to but also pass resolutions by each MPO detailing the

0:11:05.060,0:11:14.420

distribution. The letter will be shared in a separate email to members

0:11:14.420,0:11:18.077

immediately following this meeting.

0:11:18.077,0:11:24.529

DD: So the other thing, a quick update. The funding can be used under the CARES Act the funding can be used for any purpose

0:11:24.529,0:11:32.050

of the normal funding that 5307 funds can be used for

0:11:32.050,0:11:39.529

including 100% for operating. So we anticipate that most of this funding

0:11:39.529,0:11:44.029

will go to essentially move to 100% reimbursement on operating costs.

0:11:44.029,0:11:50.000

Typical reimbursements on operating cost under 5307 are at 50% so this

0:11:50.000,0:11:54.560

will be, most of this money will be used to essentially cover operating costs for

0:11:54.560,0:11:59.839
those transit systems as they come back
online or if they had cost during the CARES

0:11:59.839,0:12:07.000
Act as well as some of the increased
costs for cleaning etc etc so with that

0:12:07.000,0:12:12.765
they've built and everybody back up
again?

0:12:12.765,0:12:13.741
David?

0:12:13.741,0:12:21.912
DS: Yep I'm trying to get them all out here. I think we should be good aside from people who
have muted themselves.

0:12:21.912,0:12:28.240
DD: Okay so for those folks...
Any comments or discussions with respect to this?

0:12:32.878,0:12:39.560
Hearing none. I'm not going to ask
all in favor. Any opposed?

0:12:39.560,0:12:48.639
Any abstentions?
Did I hear a no?
Any abstentions?

0:12:50.250,0:13:05.543
DD: So carried. Thank you.
Moving on to item B on agenda.

0:13:05.543,0:13:11.650
Item B on the agenda is draft UCTC resolution
2020-08 its an apportionment of federal

0:13:11.650,0:13:17.410
fiscal year 2020 Federal Transit
Administration section 5307/5340

0:13:17.410,0:13:22.680
formula funds in the Mid-Hudson Valley
Transportation Management Area

0:13:22.680,0:13:26.679
Can I have a motion for discussion
purposes? David?

0:13:26.679,0:13:28.948

TW: Tom Wilkin

0:13:28.948,0:13:32.013

DD: Thank you Mr. Wilkin. Do I have a second?

0:13:32.013,0:13:34.395

JM: Second, Morrow.

0:13:34.395,0:13:38.742

DD: Thank you Mr. Morrow. I have a motion and a second. Brian?

0:13:38.742,0:13:49.164

BS: Resolution 2020-08 as Dennis indicated is our usual distribution of funds eligible for UZA 89

0:13:49.164,0:13:58.073

this is the Mid-Hudson Valley TMA 5307/5340 formula funds for transit operations.

0:13:58.073,0:14:11.196

We have already apportioned 2019 funds earlier this year. All three MPOs again are required to pass a resolution

0:14:11.196,0:14:22.249

acknowledging the distribution of funds. For 2020 the full allocation is \$22.9 million eligible to the Mid-Hudson Valley TMA

0:14:22.249,0:14:33.670

with \$541,000 of that is eligible for Ulster County public providers and then there's also as identified in

0:14:33.670,0:14:41.200

attachment 1, \$3.3 million is unallocated to any specific eligible

0:14:41.200,0:14:45.990

entity and therefore will remain in savings for future use. The other

0:14:45.990,0:14:50.850

distributions are detailed in attachment 1 as well.

0:14:52.380,0:14:56.190

DD: Any comments or questions?

0:14:58.199,0:15:02.465

Hearing none any opposed?

0:15:02.465,0:15:06.140

Any abstentions?

0:15:06.140,0:15:08.176

Thank you. Moving on.

0:15:08.176,0:15:17.318

Item C: draft UCTC resolution 2020-09 it's an apportionment of federal fiscal year 2020

0:15:17.318,0:15:24.635

Federal Transit Administration section 5339 formula funds in the Mid-Hudson Valley Transportation Management Area.

0:15:24.635,0:15:29.804

Do I have a motion for discussion purposes?

0:15:29.804,0:15:33.241

TW: Tom Wilkin

JM: So moved, John Morrow don't move

0:15:33.241,0:15:36.715

I have a motion, I'll take Mr. Morrow do I have a second?

0:15:36.715,0:15:40.303

TW: Wilkin

0:15:40.303,0:15:45.000

DD: Thank you Mr. Wilkin. Brian?

0:15:45.000,0:15:58.496

BS: Similar to resolution 2020-08, resolution 2020-09 is addressing federal fiscal year 2020 FTA section 5339

0:15:58.496,0:16:04.827

formula funds which is for the bus and bus facilities program these are capital funds

0:16:04.827,0:16:19.127

that can be used for buses and bus facilities. Ulster County is eligible to receive \$416,083

0:16:19.127,0:16:25.744

The distribution and formula distribution for these funds is based on fleet size

0:16:25.744,0:16:36.015

and that's how the the allocation is is calculated by the New York State DOT each of the three MPOs must agree to this distribution

0:16:36.015,0:16:42.754

and they will be putting forth similar resolutions as well.

0:16:42.754,0:16:47.010

DD: Any questions, comments?

0:16:47.370,0:16:50.835

Hearing none, any opposed?

0:16:51.616,0:16:54.228
Any abstentions?

0:16:54.228,0:16:59.339
So carried. Thank you.

0:16:59.570,0:17:02.993
Other old business, project updates Brian?

0:17:02.993,0:17:10.050
BS: Sure, and I just want to remind everyone that this is a somewhat unique meeting where we're having a joint

0:17:10.050,0:17:16.770
technical and policy committee. Please stay on your lines after we get through

0:17:16.770,0:17:22.290
old business because we will then convene the policy committee and run

0:17:22.290,0:17:25.590
through the resolutions as well and we want to make sure we maintain our quorum

0:17:25.590,0:17:31.637
so please stay on the line after we get through the other old business.

0:17:31.637,0:17:39.510
Project updates we have three planning projects that our consultant base that

0:17:39.510,0:17:45.990
are presently underway. The Ellenville wayfinding plan. I received draft

0:17:45.990,0:17:52.650
materials from our consultants on Monday that are addressing signage and

0:17:52.650,0:17:58.020
wayfinding in the Town of Wawarsing and Village of Ellenville. I have not yet

0:17:58.020,0:18:04.440
reviewed those documents but that project is very much underway and on

0:18:04.440,0:18:09.390
schedule and I look forward to being able to share those results with

0:18:09.390,0:18:17.510
committee members in the very near
future. We also will be conducting a

0:18:17.510,0:18:22.650
public meeting associated with the
Walkkill Valley Rail Trail community

0:18:22.650,0:18:29.190
opportunity plan. This is a planning study
where we've been looking at the portion

0:18:29.190,0:18:34.530
of the Walkkill Valley Rail Trail within
the Village of New Paltz and working

0:18:34.530,0:18:43.790
with a landscape architecture firm
Weintraub Diaz to develop a variety of

0:18:43.790,0:18:50.790
solutions for improvements to that
corridor including trail condition, trail

0:18:50.790,0:18:56.490
materials, trail width, safety features at
each intersection, and some very

0:18:56.490,0:19:03.600
interesting landscape designs in some
key zonal areas particularly around

0:19:03.600,0:19:09.880
Market Street along the trail.
So we will be hosting a virtual public

0:19:09.880,0:19:17.110
meeting on June, 21. I will be submitting the
press release later today actually

0:19:17.110,0:19:22.059
announcing that. We'll also be putting up
signs along the corridor so trail users

0:19:22.059,0:19:27.520
are aware of the virtual public meeting
where we'll be presenting our draft

0:19:27.520,0:19:34.590
concepts and then opening up the floor
for public comment. So we look forward to

0:19:34.590,0:19:39.250
hosting that meeting and all are welcome
to attend if you're interested in seeing

0:19:39.250,0:19:43.313
what those designs look like.

0:19:43.313,0:19:47.428
BS: David do you want to talk a little bit about the road safety project?

0:19:47.428,0:19:55.799
DS: Sure of course. Yes the road safety project that we're doing is a countywide road
safety plan as we have updated you before.

0:19:55.799,0:20:01.090
Right now we've finished out the initial
analysis with all of the crash data

0:20:01.090,0:20:06.460
that we have and we have just this past week
have done some revisions to the

0:20:06.460,0:20:11.289
maps. So we're finalizing the design on
that and then we're going through and

0:20:11.289,0:20:18.010
going ahead with the network screening
for facilities and that component we're

0:20:18.010,0:20:23.080
focusing in on the intersection
calculations and how those are handled

0:20:23.080,0:20:27.130
we've done the segmentation to identify
the peak segments but right now

0:20:27.130,0:20:30.429
we're just double-checking our
methodology on the intersections to make

0:20:30.429,0:20:35.530
sure it's matching up with similar
results to what DOT has just to kind of

0:20:35.530,0:20:40.059
do a gut check and make sure that what
we're doing is right. So we're reviewing

0:20:40.059,0:20:45.700

that and then once those are out then we'll have a top list

0:20:45.700,0:20:50.919
of intersections and segments which will then take to our TAC and and from there

0:20:50.919,0:20:57.059
we'll we'll be going out for some stakeholder meetings with municipalities

0:20:57.059,0:21:02.559
following TAC approval and whatnot. So things are moving ahead and

0:21:02.559,0:21:05.251
going well.

0:21:05.251,0:21:10.976
BS: Another project that we had intern assistance on over the course of the spring semester

0:21:10.976,0:21:21.150
was our sidewalk digitization project. Can you talk a little bit about progress made there David?

0:21:21.150,0:21:25.990
DS: Yeah. We've been working pretty diligently on this Chris White, the

0:21:25.990,0:21:29.620
deputy director of the planning department has been doing some

0:21:29.620,0:21:34.300
supplemental field work expanding our coverage of the condition ratings

0:21:34.300,0:21:38.620
throughout the county. So I've just pulled up a quick version of the web map

0:21:38.620,0:21:44.559
to give you an idea of what we are dealing with. As time allows with LRTP

0:21:44.559,0:21:48.430
we're going to be focusing back in on getting this data more readily available

0:21:48.430,0:21:58.059
to local municipalities where you'll be able to view it. It's going well

0:21:58.059,0:22:02.830
and I think it's just getting it

available to the local

0:22:02.830,0:22:06.724
municipalities at this point.

0:22:06.724,0:22:17.460

BS: So members of the Technical Committee can see online. We've managed to complete the City of Kingston.

0:22:17.460,0:22:22.990

We've done Rosendale around Main Street. We've gotten into the Town of

0:22:22.990,0:22:29.290

Lloyd, Village of Saugerties, Village of Ellenville. So we've covered a large

0:22:29.290,0:22:37.150

portion of non-state roads with sidewalks. We're not 100% there but we're

0:22:37.150,0:22:41.559

getting close and hopefully we'll be able to complete that.

0:22:41.559,0:22:45.490

DS: Yeah I just realized that I think we've done the digitization for

0:22:45.490,0:22:48.790

Ellenville but we haven't done the condition rating for Ellenville yet.

0:22:48.790,0:22:50.329

BS: Great.

0:22:50.329,0:22:56.276

MB: Brian, with the map that you're showing what is the color what are the various colors mean?

0:22:56.276,0:23:07.660

DS: Yes this is Dave. So we have, if I can show that in here, there we go. Right, so this is following DOT's methodology and how they did the

0:23:07.660,0:23:12.970

condition ratings so they don't necessarily dive into specific

0:23:12.970,0:23:18.010

cross slope grades and whatnot, but it's more of an

0:23:18.010,0:23:22.480
accessible, less accessible, not
accessible, and fully accessible.

0:23:22.480,0:23:27.610
There is a guide that details what each one of those

0:23:27.610,0:23:33.650
conditions means from DOT and how
they have

0:23:33.650,0:23:36.980
done it and from there if
you can identify some sections that are

0:23:36.980,0:23:41.480
not accessible and you only
have good sections on either side, then

0:23:41.480,0:23:45.440
you can really dive in and take a look
at that what the requirements

0:23:45.440,0:23:49.130
will be to do an improvement there so
it's more of a more of a guide rather

0:23:49.130,0:23:54.700
than a hard look at ADA.

0:23:55.360,0:23:59.574
MB: Great, thank you.

0:23:59.574,0:24:03.198
BS: David did you want to show the trial count dashboard real quick?

0:24:03.198,0:24:18.500
DS: Yeah sure we can definitely go into that. So we do have some trail counters that are been
put out on the Ashokan trail and I know

0:24:18.500,0:24:22.790
this is just a chart here and no map
right now to associate with it, but it does

0:24:22.790,0:24:27.140
give you a good idea of the
usage that we've seen. Each one of these

0:24:27.140,0:24:32.120
lines represents a different trailhead
counter so these are three different

0:24:32.120,0:24:36.650
locations and just kind of giving you an
idea over time of what you've seen with

0:24:36.650,0:24:39.500
the trail usage. Now we don't
necessarily, since the trail was

0:24:39.500,0:24:46.010
you know just opened in October officially, we don't have a

0:24:46.010,0:24:49.670
year-over-year comparison but it's
something that we've been talking about at

0:24:49.670,0:24:54.620
the state level just to see what trail
usage is and what has happens with

0:24:54.620,0:25:00.320
trail usages with regard to COVID-19.
So we can see some pretty stable

0:25:00.320,0:25:07.850
numbers and if you dive into the
you know the trail traffic on a

0:25:07.850,0:25:10.880
daily basis, you know, Sundays it really
Peaks out.

0:25:10.880,0:25:15.170
So I believe that this is by week that
we're seeing here. So just some

0:25:15.170,0:25:18.620
interesting data that we're starting to
get out of there and it's nice to see

0:25:18.620,0:25:23.412
the usage as high as it is.

0:25:23.412,0:25:26.578
DD: Dave do yo have a
total? Do you know what the total usage was?

0:25:26.578,0:25:34.670
DS: I will leave that to Chris to report out on. The
current year we do have this total but

0:25:34.670,0:25:39.320

you know again that's that's across the three stations here

0:25:39.320,0:25:44.860

so I don't know what number they're officially reporting.

0:25:44.860,0:25:49.152

DD: Wow it's over 100,000

0:25:49.152,0:25:55.067

DS: Across three stations so you might get people counted twice.

0:25:55.067,0:26:02.030

NB: I mean this is this is Neil in New Paltz where I've been told that trail counts have doubled over

0:26:02.030,0:26:07.550

this time last year during COVID so usage is up people are taking advantage

0:26:07.550,0:26:12.750

of it they're happy to have them so you might see the same thing.

0:26:12.750,0:26:19.239

DS: Neil do you have counters down on any of the trails?

0:26:19.239,0:26:23.419

NB: OSI has counters on the River to Ridge.

0:26:23.419,0:26:25.023

DS: Ok great.

0:26:25.023,0:26:38.017

NB: and we might have the Wallkill Valley Land Trust might have them as well, I can ask. The usage is up.

0:26:38.017,0:26:41.017

DD: Anything else Brian?

0:26:41.017,0:26:50.799

BS: That's all under project updates. Do you want to talk about the U&D corridor?

0:26:50.799,0:26:58.454

DD: Well just to say that you know we did have a UPWP project to do some work up in the Big Indian area on the U&D corridor

0:26:58.454,0:27:05.527

to see what the future of the trail could hold up there. We have gone through a procurement process,

0:27:05.527,0:27:13.840

are in the process of issuing an intent to award on that so that project could start very shortly.

0:27:13.840,0:27:24.230

BS: So that does it for a project updates. Next item is the UCTC 2045 Metropolitan Transportation plan this

0:27:24.230,0:27:29.830

has really been where the bulk of my energy has been focused in the past

0:27:29.830,0:27:35.540

number of weeks. We are required to have the Metropolitan Transportation plan

0:27:35.540,0:27:39.230

also known as the long-range transportation plan updated every five

0:27:39.230,0:27:46.340

years so this is our update year and we're still on course for having a first

0:27:46.340,0:27:51.830

draft prepared for technical committee review in early summer. It will be

0:27:51.830,0:27:55.880

largely complete by the end of this month and then David and I will

0:27:55.880,0:27:59.650

invariably be patching things up here and there working on a

0:27:59.650,0:28:10.210

few maps and charts. The process forward now will be to release a draft for for

0:28:10.210,0:28:16.800

review but then we're going to be engaging in a rather detailed public

0:28:16.800,0:28:22.690

involvement and engagement process related to the long-range plan and we

0:28:22.690,0:28:26.560

have hired a consultant to assist us through that process but we do not have

0:28:26.560,0:28:32.560

an executed contract at this point in time. So we'll be looking for comments

0:28:32.560,0:28:39.970
from a very general perspective what the public feels transportation priority

0:28:39.970,0:28:47.110
should be in Ulster County what specific areas are of interest to members. That

0:28:47.110,0:28:51.550
entire public outreach process will still need to be designed in detail

0:28:51.550,0:28:59.430
we'll need to develop surveys to the extent practical. We will try to do

0:28:59.430,0:29:06.310
face-to-face contact interviews in the public. That needs to be discussed with

0:29:06.310,0:29:13.750
our consultant to see to what degree they're comfortable doing those types of

0:29:13.750,0:29:18.310
interactions with the public but otherwise we're prepared to do a series

0:29:18.310,0:29:25.600
of virtual public involvement seminars and surveys as well. That contract has

0:29:25.600,0:29:33.280
been delayed due to the public health crisis but we do hope to have that

0:29:33.280,0:29:37.750
moving forward this month so it's essentially been a four month delay on

0:29:37.750,0:29:46.470
that side. We will also be engaging with a graphic illustrator to

0:29:46.470,0:29:54.670
redesign the format of the long-range plan. Overall this has been considered to

0:29:54.670,0:30:00.130
be a minor update therefore we're not

changing the overall framework and

0:30:00.130,0:30:05.620
outline of the existing document so I
would strongly encourage our members to

0:30:05.620,0:30:10.690
go on to the UCTC website, on the left
hand

0:30:10.690,0:30:16.620
you'll see the long-range plan link
to the plan. The 2040 plan is up there.

0:30:16.620,0:30:22.390
We're only going to be adding a few
additional sections to this document

0:30:22.390,0:30:28.060
that are now new requirements since the
last plan was developed and obviously

0:30:28.060,0:30:33.510
updating facts and figures where the
data is available but we are in between

0:30:33.510,0:30:39.510
decennial census year so there's very
limited data available right now.

0:30:39.510,0:30:46.540
We do have 2018
American Community Survey data that

0:30:46.540,0:30:52.180
we're swapping out with some of the old
facts and figures. We've consulted with

0:30:52.180,0:30:56.650
New York State DOT on our financial
plan and we have a preliminary tentative

0:30:56.650,0:31:01.240
agreement on some of the figures we're
using there so we think Sandra Jobson

0:31:01.240,0:31:08.110
and her staff for feedback in that
regard. I've also been adding a

0:31:08.110,0:31:13.360
section on climate change and resiliency

and I've been consulting with our

0:31:13.360,0:31:18.250

Department of the Environment on that section so the document will not be

0:31:18.250,0:31:22.810

exactly the same. It will be hopefully much improved more readable. There will be

0:31:22.810,0:31:30.450

a new executive summary and we'll be able to present the first

0:31:30.450,0:31:37.592

initial draft to the technical committee later this summer.

0:31:37.592,0:31:41.890

DD: Any questions? Anything else Brian?

0:31:41.890,0:31:48.083

BS: Not under item... That's all for the Metropolitan Transportation Plan.

0:31:48.083,0:31:50.561

Finally under other old business,

0:31:50.561,0:32:00.124

I did want to let members know that Congress has been working on a new transportation authorization act.

0:32:00.124,0:32:11.769

The existing act, the FAST Act was passed in 2015 and transportation bills are typically last five years so

0:32:11.769,0:32:18.056

that the current transportation Authorization Act will be expiring at the end of this federal fiscal year.

0:32:18.056,0:32:26.260

Typically in years past the bills are extended and you know this is going to be highly contentious election

0:32:26.260,0:32:33.190

year so it's not very likely that we will have a new transportation bill asked prior to

0:32:33.190,0:32:39.840

the end of the federal fiscal year but there is a framework that has been

0:32:39.840,0:32:45.580
developed by members of Congress called
moving forward, moving forward framework.

0:32:45.580,0:32:51.250
I'm sure this will go through several
more iterations but I think we should

0:32:51.250,0:32:56.320
all remain hopeful and optimistic that
sometime in the next federal fiscal year

0:32:56.320,0:33:00.929
this bill can move forward some of the
major highlights and I will send out

0:33:00.929,0:33:08.679
after this meeting a fact sheet on the
moving forward framework. On the

0:33:08.679,0:33:14.289
highway side, \$329 billion is
proposed in this in this initial

0:33:14.289,0:33:21.039
proposal. Some of the new focus areas
that we're seeing is an effort to

0:33:21.039,0:33:29.890
add funds for complete streets which is
interesting to see as a reaction to the

0:33:29.890,0:33:34.690
public's general concern about
pedestrian and cyclist safety. So

0:33:34.690,0:33:40.210
it remains to be seen how it
will come out in the new bill but it may

0:33:40.210,0:33:46.080
be an improvement to the TAP program or
it may may be a separate standalone

0:33:46.080,0:33:54.340
program. But again additional funding for
modernization of infrastructure, a focus

0:33:54.340,0:34:02.409
on decreasing emissions from the
transportation sector, as well as a

0:34:02.409,0:34:08.320
\$105 billion to improve and
expand transit service in the United

0:34:08.320,0:34:12.369
States. So that would be not just
maintaining existing service but as

0:34:12.369,0:34:17.050
proposed, it would provide
municipalities with public transit

0:34:17.050,0:34:23.889
agencies the opportunity to expand
service. So you know the Devils in the

0:34:23.889,0:34:30.060
details. There's a lot of you know, a lot
of debating I'm sure that will occur but

0:34:30.060,0:34:38.409
it's a very ambitious proposal. We
look, we'll continue to provide you with

0:34:38.409,0:34:44.169
updates as we are made aware of them.
Finally under old business we did

0:34:44.169,0:34:49.929
receive in the past several weeks a
white paper issued by Cornell University

0:34:49.929,0:34:58.510
Law School professor Peter Martin who
developed a white paper on the

0:34:58.510,0:35:04.150
regulation of bicycles and E-scooters
issues and options a guide for New York

0:35:04.150,0:35:11.619
State communities. This was sent out to a
variety of stakeholders across New York

0:35:11.619,0:35:18.430
State for their edification. We will forward
this out to municipalities as well for

0:35:18.430,0:35:22.524
your information. Dennis did you have
anything..

0:35:22.524,0:35:28.420

DD: No, I think it's a well-written paper and it gives you what other communities are doing and with the

0:35:28.420,0:35:34.251

legal status is with respect to e-bikes which has changed under the new law.

0:35:34.251,0:35:39.490

NB: Hi, this is Neil from New Paltz. I would love to read that. We've already started

0:35:39.490,0:35:46.750

discussing e-bikes here in New Paltz now that they're allowed with the governor's

0:35:46.750,0:35:52.900

budget. For us, the main issue with that, my understanding is that under the

0:35:52.900,0:35:57.010

current rules there they're not allowed on roads where the speed limit is

0:35:57.010,0:36:03.279

greater than 30 miles per hour and unless local municipalities enacted resolution

0:36:03.279,0:36:09.039

or a law allowing that. So we we're trying to do something, whatever we do,

0:36:09.039,0:36:11.980

the same thing in the Town and the Village so we don't have a patchwork of

0:36:11.980,0:36:15.900

different laws and any guidance would be helpful.

0:36:15.900,0:36:23.321

We appreciate it.

0:36:23.321,0:36:29.745

DD: Yeah that that is what the statute says that effectively it's a 30 mile an hour speed limit for them.

0:36:29.745,0:36:37.757

They removed ebikes as being classified as Motor Vehicles.

0:36:37.757,0:36:44.757

MB: Dennis, what's the county's thoughts on how to address the use of these on rail trails?

0:36:44.757,0:36:49.450

DD: We haven't, well I mean on the Ashokan rail trail we know

0:36:49.450,0:36:52.750

there's a specific requirement in our agreement with the City of New York

0:36:52.750,0:36:57.910

relative to that so we know where we stand there. But on the other trails, we

0:36:57.910,0:37:02.109

haven't developed, we only have one other trail that we own. I think it's more of

0:37:02.109,0:37:05.020

the nonprofits they're gonna have to deal with this issue and some of the

0:37:05.020,0:37:08.216

communities rather than the county.

0:37:08.216,0:37:15.430

NB: This is Neil. We know we talked about this and you know there are some of these e-bikes you can't even tell that

0:37:15.430,0:37:19.630

they're an e-bike and so enforcement really becomes a problem. I think they

0:37:19.630,0:37:22.630

they had them in the Tour de France and they didn't even pick up on it right

0:37:22.630,0:37:26.050

away
and I think going into the future it's

0:37:26.050,0:37:30.400

going to be impossible to to regulate whether they're an e-bike or not and

0:37:30.400,0:37:34.810

also they they don't really... you can go faster on a regular bike than you can on

0:37:34.810,0:37:38.530

these e-bikes that's that's kind of the big thing they what these do allow is

0:37:38.530,0:37:45.420

people with different abilities to
access the trails. So you know we're

0:37:45.420,0:37:49.060
that's that's kind of where we're stuck.
You know you want to allow them because

0:37:49.060,0:37:51.940
you're letting other people use the
trails but you got to make sure they're

0:37:51.940,0:37:58.810
safe. For us the big issue is making sure
it's kind of a uniform policy so you

0:37:58.810,0:38:02.609
know if you're riding from New Paltz to
to Kingston and you have to go through

0:38:02.609,0:38:09.130
Rosendale you're allowed to do it. You
know the average distance these bikes

0:38:09.130,0:38:15.069
can go is like 25 to 35 miles anyway so
it really should be done locally but not

0:38:15.069,0:38:21.250
you know in really local and then my
question and maybe Dennis or David knows

0:38:21.250,0:38:26.770
this, so if we pass the local law does
that mean they're allowed on state and

0:38:26.770,0:38:28.658
county roads?

0:38:28.658,0:38:30.559
DD: I'm not sure about that.

0:38:30.559,0:38:38.537
Particularly with respect to the state road system I just don't remember the paper that well so I'd
have to go back and take a look at it.

0:38:38.537,0:38:47.710
NB: So for us in New Paltz like right now you would not be able to drive to Tops and get
groceries on the e-bike

0:38:47.710,0:38:53.470
because the speed limit on part of that
is 35 miles an hour so we're kind of

0:38:53.470,0:39:00.888

stuck here you can't really do anything.

This is why we're talking about changing though the law here

0:39:00.888,0:39:07.240

DD: California has developed a, and I'll just add this,
California has developed a tiered

0:39:07.240,0:39:11.110

regulatory system for use on trails
based on the capacity of the bike

0:39:11.110,0:39:16.120

whether it's a fully assisted, not fully
assisted, and it's in its top speed in

0:39:16.120,0:39:19.005

terms of whether they'll allow them on
their on their trails.

0:39:19.005,0:39:26.200

and that's a similar approach that the law takes as
well. You do have an opportunity under

0:39:26.200,0:39:32.808

the law to start to classify the bikes.
Anyway, anything else Brian?

0:39:32.808,0:39:33.867

BS: No

0:39:33.867,0:39:37.431

DD: okay we're going to adjourn the Technical Committee meeting.

0:39:37.431,0:39:40.913

Can I have a motion to adjourn?

0:39:40.913,0:39:43.442

JM: So moved, Morrow.

0:39:43.442,0:39:44.732

DD: Do I have a second?

0:39:44.732,0:39:47.311

MB: Second, Baden

0:39:47.311,0:39:50.214

DD: Okay, I have a motion and a second. Any opposed?

0:39:50.214,0:39:56.368

Any abstentions? Everybody please stay with us, don't hang up. Don't hang up.

0:39:56.368,0:40:03.853

Take a deep breath, turn around, stand up okay.

0:40:03.853,0:40:10.000

We're going to.. Calling the meeting to order of the
Ulster County Transportation Council's Policy committee meeting

0:40:10.000,0:40:15.620

for June 16th, 2020. Begin with a roll call, Brian.

0:40:15.620,0:40:23.255

BS: I will name off the municipality if the voting
member present could please state their name.

0:40:23.255,0:40:24.791

Ulster County

0:40:24.791,0:40:27.465

EP: Ed Pine

0:40:27.465,0:40:29.582

BS: City of Kingston

0:40:29.582,0:40:31.518

JS: John Schultheis

0:40:31.518,0:40:34.383

BS: Town of Saugerties

0:40:34.383,0:40:36.580

FC: Fred Costello

0:40:36.580,0:40:38.720

BS: Town of Ulster

0:40:38.720,0:40:40.775

JM: John Morrow

0:40:40.775,0:40:44.746

BS: New York State Department of Transportation

0:40:44.746,0:40:47.357

SJ: Sandra Jobson here

0:40:47.357,0:40:49.750

BS: New York State Thruway Authority

0:40:49.750,0:40:52.005

LP: Lizy Philip here

0:40:52.005,0:40:53.987

BS: Village of Saugerties

0:40:53.987,0:40:57.323
AW: Alex Wade

0:40:57.323,0:40:59.471
BS: Town of Rosendale

0:40:59.471,0:41:01.386
JW: Jean Walsh

0:41:01.386,0:41:04.020
BS: Town of Lloyd

0:41:04.130,0:41:07.096
BS: Town of Plattekill

0:41:07.096,0:41:09.280
TW: Tom Wilkin

0:41:09.280,0:41:12.832
BS: Village of Ellenville

0:41:12.832,0:41:15.184
BS: Town of New Paltz

0:41:15.184,0:41:17.117
NB: Neil Bettez

0:41:17.117,0:41:20.489
BS: Town of Woodstock

0:41:20.489,0:41:22.224
BS: Town of Rochester

0:41:22.224,0:41:25.122
MB: Mike Baden

0:41:25.122,0:41:31.229
BS: That's 11 members present, that's a full quorum. Thank you.

0:41:31.229,0:41:37.525
DD: Call for citizens comments. Do I have any citizens comments?

0:41:37.525,0:41:41.332
DD: We have a meeting summary we have to approve, minutes?

0:41:41.332,0:41:42.325
BS: Yes.

0:41:42.325,0:41:45.176
DD: I don't have an agenda for the technical.. for

the Policy Committee.

0:41:45.176,0:41:50.890

BS: It's on the back. You should. Flip it around

0:41:51.339,0:41:57.459

DD: Citizen comments? Hearing none, Thank you.

0:42:05.425,0:42:09.259

Approval of the April 28th, 2020 Policy Committee

0:42:09.259,0:42:12.365

meeting summary. Do I have a motion?

0:42:12.365,0:42:16.360

TW: Tom Wilkin

0:42:16.360,0:42:18.067

DD: Do I have a second?

0:42:18.067,0:42:23.142

MB: Mike Baden

FC: Fred Costello

0:42:23.142,0:42:25.712

DD: Alright, I got Mr. Baden. Sorry Fred, didn't make it in time.

0:42:25.712,0:42:29.199

Any discussion?

0:42:29.199,0:42:33.044

Any opposed?

0:42:33.044,0:42:35.410

Any abstentions?

0:42:37.630,0:42:40.251

So carried. Thank you.

0:42:40.251,0:42:42.443

Communications and announcements. Brian anything?

0:42:42.443,0:42:44.026

BS: No

0:42:44.026,0:42:52.532

DD: Okay, new business. Item A: UCTC

Resolution 2020-07, distribution of fiscal year 2020

0:42:52.532,0:42:58.641

federal transit funding for

the Corona virus Aid Relief and Economic Security CARES act

0:42:58.641,0:43:04.884
in the Mid-Hudson Valley Transportation Management Area. Do I have a motion for discussion?

0:43:04.884,0:43:06.917
TW: Tom Wilkin

0:43:06.917,0:43:12.922
DD: Thank you Mr. Wilkin. Do I have a second?

0:43:12.922,0:43:15.321
MB: Mike Baden

0:43:15.322,0:43:19.145
DD: Mr. Baden. Thank you Mr. Baden.

0:43:19.145,0:43:23.178
Any discussion? Brian you want to...

0:43:23.178,0:43:31.384
BS: As previously discussed this is the CARES Act funding. This resolution was not required through the federal Authorization Act

0:43:31.384,0:43:36.619
but it was requested by the FTA the three MPOs did prepare resolutions.

0:43:36.619,0:43:42.059
Each MPO Dutchess, Orange and Ulster will be preparing and passing an identical resolution.

0:43:42.059,0:43:50.655
There is no public notification requirement associated with this distribution.

0:43:50.655,0:43:54.175
DD: Any other discussion?

0:43:54.176,0:43:59.411
Hearing none, any opposed?

0:43:59.411,0:44:02.002
Any abstentions?

0:44:02.002,0:44:04.408
Hearing none, so carried. Thank you.

0:44:04.408,0:44:15.884
Item B: UCTC resolution 2020-08 apportionment of the federal fiscal year 2020 federal transit administration section 5307/5340 formula funds in

0:44:15.884,0:44:19.835
the Mid Hudson Valley Transportation Management Area.

0:44:19.835,0:44:22.134

Can I have a motion for discussion purposes?

0:44:22.134,0:44:26.687

MB: Mike Baden

DD: Thank you Mr. Baden. Do I have a second?

0:44:26.687,0:44:28.571

TW: Tom Wilkin

0:44:28.571,0:44:32.784

DD: Thank you Mr. Wilkin. I have a motion and a second. Brian, quickly.

0:44:32.785,0:44:40.613

BS: Again nothing new under this item. Each of the three MPOs must pass a an identical resolution Dutchess and

0:44:40.613,0:44:50.766

Orange will be moving forward with similar resolutions. At this time and there is no public notification requirement associated with this distribution.

0:44:50.766,0:44:55.741

DD: Any discussion? Questions?

0:44:55.741,0:45:02.151

Hearing none, any opposed?

0:45:02.151,0:45:07.394

Any abstentions? So carried.

0:45:07.394,0:45:17.910

Item C: UCTC resolution 2020-09 apportionment of the federal fiscal year 2020 Federal Transit Administration section 5339 formula funds

0:45:17.910,0:45:24.344

in the Mid-Hudson

Valley Transportation Management Area. Can I have a motion for discussion purposes?

0:45:24.344,0:45:26.132

MB: Mike Baden

0:45:26.131,0:45:29.307

DD: Thank you Mr. Baden. Do I have a second?

0:45:29.307,0:45:31.242

TW: Tom Wilkin.

0:45:31.242,0:45:34.995

DD: Thank you Mr. Wilkin. I have a motion and a second. Brian?

0:45:34.995,0:45:41.009

BS: Yes, as described during the Technical Committee meeting, each of the three MPOs must pass a similar resolution

0:45:41.009,0:45:44.343
and those are being moved forward by Orange and Dutchess County.

0:45:44.343,0:45:50.000
There is no public notification requirement associated with this apportionment.

0:45:50.000,0:45:55.910
DD: Any questions? Additional discussion?

0:45:55.910,0:46:00.491
Hearing none any opposed?

0:46:00.491,0:46:04.587
Any abstentions? So carried.

0:46:04.587,0:46:07.386
Other old business, Brian.

0:46:07.386,0:46:11.034
BS: No other or old business to report at this time.

0:46:11.034,0:46:17.891
I'd like to remind everybody that we will be hosting a virtual public meeting on June 29th at 7 p.m.

0:46:17.891,0:46:25.745
I'll send out a public notice to the Technical Committee later today or tomorrow so that you have that login information.

0:46:25.745,0:46:27.039
DD: Virtual media is on?

0:46:27.039,0:46:37.369
BS: And the virtual images on the Wallkill Valley Rail Trail Community opportunity plan. I strongly encourage everyone to attend.

0:46:37.369,0:46:42.812
DD: Any other old business from the policy members?

0:46:42.812,0:46:47.960
Hearing none, a motion to adjourn?

0:46:47.980,0:46:51.157
JM: So moved, Morrow.
MB: Second

0:46:51.157,0:46:57.039
DD: I got Morrow for adjournment

and Baden for a second.

0:46:57.069,0:47:02.960

Thank you very much everybody.

Stay well stay safe everyone take care.

0:47:02.960,0:47:12.999

Various: Stay safe and healthy Take care of yourself. Thank you bye.

Meeting concluded at ~10:45am

DRAFT