

ULSTER COUNTY TRANSPORTATION COUNCIL
Technical Committee Meeting

Meeting Transcript
March 28, 2023

Meeting held in-person and via zoom at 10:00 am

0:00:07.950,0:00:15.780

UCTC: good morning, everybody. Welcome to the March meeting of the Ulster kind of Transportation Council. This is the Technical Committee meeting.

0:00:15.930,0:00:17.080

UCTC: so

0:00:17.160,0:00:30.880

UCTC: will go around what people in the room introduce themselves, and i'm gonna ask Dave to reute off the names of those folks that are on on the meeting at remotely so. My name is Dennis Doyle. I'm. The planning director, also Director of the Transportation Council.

0:00:37.040,0:00:52.390

UCTC: Ed Pine Ulster County DPW, Brian Slack, Ulster County Transportation Council Transportation Council and then on the line. I'm just gonna go down the line and let me give you guys over onto the screen so that way when the room can see hopefully.

0:00:53.750,0:00:55.610

we have Cheryl Snyder.

0:00:55.660,0:00:58.240

UCTC: Chris K. Chris, Hannah

0:00:59.230,0:01:02.580

UCTC: James on an Ipad not sure.

0:01:02.630,0:01:17.800

UCTC: Jay Hubert. We're a Petite Leanne Thornton Peter Cristiano. Shelley, Johnston. and the town of Gardner. There's also a Us. M. 6 7 4 0 8 4

0:01:17.950,0:01:26.110

USMH674084: Yup! That's Martin Hall. Here at Wsp

0:01:26.630,0:01:34.000

James's iPadq: clarification. It's changed quickly from the town of Ulster.

0:01:34.940,0:01:37.600

UCTC: That's it. Thank you. Everyone.

0:01:39.520,0:01:44.850

UCTC: So number 2 on the agenda's call for citizens, comments. Any citizens comments from anyone in the room.

0:01:45.310,0:01:50.180

UCTC: and then

0:01:50.200,0:01:52.590

UCTC: I all my only thing

0:01:52.850,0:02:00.470

UCTC: development of things highway, and also a request for

0:02:00.810,0:02:05.140

UCTC: I

0:02:06.430,0:02:12.120

UCTC: thank you any. We have one from the Wine trail. Snyder, I'm gonna ask Cheryl to unmute.

0:02:12.800,0:02:31.390

Cheryl Schneider: Good morning, everybody. My name is Sheryl Snyder, from the town of Rosindale, the hamlet of Bloomington, in reviewing the packet for this week. I'm. Looking at the financial plan. The 2 2,023 update financial plan, for 2020 to 2020, 25.

0:02:31.450,0:02:33.620

Cheryl Schneider: It is overwhelmingly.

0:02:33.780,0:02:51.380

Cheryl Schneider: overwhelmingly. 1.1 billion to almost 400 million is the ratio of motorized transportation to all other forms of transportation. This county, this goes through to 2,045, which is a very long arc

0:02:51.380,0:03:10.830

Cheryl Schneider: of time when we can foresee huge transitions in the way we move people and things around, and I want to just speak to a desire to see those ratios inverted at some point. Also, I want to speak to the fact that we are putting millions and millions and millions

0:03:10.830,0:03:12.310

Cheryl Schneider: into

0:03:13.360,0:03:25.530

Cheryl Schneider: rails, which is great. We already have a substantial trail system in our county. But again, I want to see more of this money going to help people get about their lives.

0:03:25.530,0:03:38.090

Cheryl Schneider: People are living in a rental situations and large complexes and buses. Rarely, if ever, come to their complexes. People cannot get about their daily lives. It's grocery shopping, going to the pharmacy, going to doctors

0:03:38.150,0:03:43.800

Cheryl Schneider: just going to work. They can't do it reliably with our system. So I look

0:03:44.000,0:03:50.780

Cheryl Schneider: very forward to working towards transitioning to a more human-based transit system. Thank you very much

0:03:52.350,0:04:00.280

UCTC: any other comments for like people. 1. One looks like Leanne Thornton. They have her hand raised. I'm going to see if I can ask you to unmute and see if we can get back on.

0:04:00.700,0:04:04.040

Leanne Thornton: Oh, okay, I just wanted to know if there's any

0:04:04.180,0:04:10.650

Leanne Thornton: push on the county level to have any specific regulations with regard to

0:04:10.680,0:04:12.880

the E. But e bicycles.

0:04:12.900,0:04:27.880

Leanne Thornton: This came up after our stack meeting last week from Chief Inaugur. I know, in the town of New Paul they have passed a local legislation with regard to e bikes, and i'm wondering if the county has any plans to

0:04:27.960,0:04:36.810

Leanne Thornton: get involved here with any kind of counting legislation? Or is it going to be left up to individual towns and villages to basically draft

0:04:36.850,0:04:39.200

their own policy. With regard to

0:04:39.360,0:04:54.150

Leeanne Thornton: what type of roads they'll be allowed on if it's going to be where any bicycles can travel is there? The State has a speed limit, Max, of 30 miles per hour, just wondering where the county stands on this. If they have taken a position.

0:04:54.830,0:05:02.840

UCTC: we just a quick, just a quick response. I am not aware of the county taking position with respect to on road travel.

0:05:02.880,0:05:13.160

UCTC: We are looking at what in conversations with respect to the Trail Committee at the county level, looking at discussions with respect to their use on trail.

0:05:14.180,0:05:14.970

Leeanne Thornton: Okay.

0:05:16.000,0:05:21.910

Leeanne Thornton: Alright, thank you.

0:05:22.050,0:05:29.640

UCTC: And we have been discussing it within that body. Whether to

0:05:30.180,0:05:40.680

UCTC: present any sort of recommendation to the Legislature is the request that I can keep doing so at this point it's still in discussion within our own body of

0:05:41.430,0:05:48.790

UCTC: what form it should be, and how how to do it. So we we are actively discussing that on a on a very regular basis.

0:05:49.840,0:05:50.550

Okay.

0:05:50.850,0:05:51.640

Leeanne Thornton: thank you.

0:05:52.410,0:06:04.170

Town of Gardiner: And I think, supervisor majestic. Let me have a comment.

0:06:04.210,0:06:23.920

Town of Gardiner: The approaches, both east and westbound have a huge dip. I had some gentleman tell me he almost lost his trailer, I fear, for motorcyclists lives with the nice weather coming up. I've mentioned this to the State D Ot. And i'm just gonna mention it. So I get on the record wherever I can.

0:06:23.920,0:06:32.230

Town of Gardiner: That this bridge is a problem, and it better be looked into. I think it's on somebody's radar, but the timeline may not be

0:06:32.580,0:06:38.440

Town of Gardiner: work with the use of the bridge you have a You have a crossing stream crossing for that bridge

0:06:38.450,0:06:44.600

Town of Gardiner: the Walk Hill River on 44 55 right by Farmers turnpike. Thank you.

0:06:50.310,0:06:53.940

UCTC: Anything else any other comments

0:06:58.710,0:06:59.800

UCTC: hearing none

0:06:59.980,0:07:07.500

UCTC: moving on. Item: 3 approval of January, 24, 2,023 Technical Committee meeting summary. Do I have a motion for discussion purposes.

0:07:07.740,0:07:14.020

UCTC: Mr. Baden, do I have a second it on? Is the second any discussion

0:07:18.200,0:07:21.240

UCTC: I don't? I don't see anyone raising their hand somewhere.

0:07:21.390,0:07:22.790

UCTC: hearing none

0:07:24.610,0:07:26.050

UCTC: any opposed

0:07:28.660,0:07:30.260

UCTC: and the abstentions

0:07:31.770,0:07:33.420

UCTC: so carried. Thank you.

0:07:36.930,0:07:42.650

UCTC: Item Number 4 communications and announcements. Brian. Yes, thank you, Dennis.

0:07:42.810,0:07:52.200

UCTC: Later today, or possibly early tomorrow, you will send out an email blast to our distribution list and several items of interest.

0:07:52.420,0:07:54.000

UCTC: One is a number

0:07:54.070,0:07:58.690

UCTC: that I've made available for everyone today. So it is in your packet.

0:07:58.700,0:08:05.270

UCTC: and that is regarding the use of Uctc's allocation of carbon reduction.

0:08:05.440,0:08:12.440

UCTC: The carbon production program is a new program made available to you. The bipartisan infrastructure law.

0:08:12.520,0:08:22.480

UCTC: and we have a direct sub allocation which is provided to Metropolitan or or I'm sorry it's provides urbanized areas throughout New York State

0:08:22.840,0:08:35.330

UCTC: so the the memorandum, as I've written, that shows what the available funding is at this time. We have federal fiscal years 22 and 23 are available for immediate programming

0:08:35.400,0:08:43.059

UCTC: through the transportation booming program. So what we've decided to do since we don't have any

0:08:43.419,0:08:54.380

UCTC: clear projects identified at this point in time we are seeking expressions of interest from our members, which include all municipalities in Ulster County.

0:08:54.460,0:08:59.930

UCTC: if they have need or use or desire for these funds within

0:08:59.980,0:09:07.510

UCTC: their respective jurisdictions, or even outside their jurisdictions. I think there's a project that we think is

0:09:07.700,0:09:20.280

UCTC: warranted. The rules of the program are attached in the memorandum Eligible carbon reduction program project categories. I'll run through this category very quickly.

0:09:21.070,0:09:25.000

UCTC: They include primarily transportation alternative.

0:09:25.240,0:09:33.250

UCTC: Therefore, any project that is authorized to the transportation alternative program is very likely eligible for these funds.

0:09:34.240,0:09:39.590

UCTC: Other types of projects include those that will reduce transportation in missions.

0:09:39.820,0:09:45.000

UCTC: traffic, monitoring and management. public transportation projects.

0:09:45.420,0:09:47.980

UCTC: congestion, management.

0:09:48.020,0:09:50.500

UCTC: intelligent transportation systems

0:09:50.620,0:10:01.880

UCTC: and signalization that would that would decrease emissions and decrease motor vehicle idling are among the types of projects that are available. Not a lot of money

0:10:01.990,0:10:09.650

UCTC: just under \$400,000, total Federal, and there is a required 20% local match.

0:10:10.070,0:10:18.840

UCTC: The last point i'd like to make is that if municipalities have an existing project that is already programmed on the tip.

0:10:19.030,0:10:27.380

UCTC: and it is a meets, does meet the eligibility criteria. These funds can be used to supplement or well

0:10:27.510,0:10:32.040

UCTC: still a gap. If there is a current budget gap for a project.

0:10:32.810,0:10:37.940

UCTC: so it can be a new project or one already program on the transportation zoom program.

0:10:38.030,0:10:42.930

UCTC: This will go out today or tomorrow. Do you have any further questions? Please let me know

0:10:46.140,0:10:55.860

UCTC: to stop. There is no deadline. I forgot to put a deadline, so I will update the memo before we send it out. Would they? Deadline? I figure about 4 weeks.

0:10:58.220,0:11:02.100

UCTC: Yes, it's gonna go out to everyone.

0:11:02.160,0:11:02.900

UCTC: Thank you.

0:11:02.950,0:11:11.840

UCTC: Then, along with that email distribution notice that we will do. We did also want to notify

0:11:11.870,0:11:20.420

UCTC: folks about charging and fueling infrastructure. Opportunities are also being made

0:11:20.500,0:11:42.050

UCTC: available through the Federal highway administration. So we'll send that notice and running the opportunity out as well they have to be, They have to be certain criteria. Right? I Haven't, revealed the rules. But you you would ask me to distribute that to numbers, so we will be at so at the local level. If you're looking for charging and an infrastructure charging infrastructure, then

0:11:42.350,0:11:44.290

UCTC: it's. It's something you should look into.

0:11:44.550,0:11:55.130

UCTC: and I know patterns also has a report out with respect to the charging stations in the Hudson Valley, so you can use that report to take a look in terms of where in your community

0:11:55.210,0:12:06.240

UCTC: there are charging stations, and where there are no where you think you need them. I believe they have to be within a mile of a of a State route that's identified

0:12:06.280,0:12:08.640

UCTC: as a as a critical route.

0:12:08.700,0:12:12.570

UCTC: I believe they have. So the through way. I think the national highway systems are

0:12:12.630,0:12:19.750

UCTC: identified in terms of where they, where they have where they have to be, so not every community would be eligible. We'll make sure we check those eligibility

0:12:19.760,0:12:23.930

UCTC: looks like. There may be a comment on the line from about the key might ask you that on Mute.

0:12:24.460,0:12:41.320

Laura.Petit: Thank you. And you mentioned that you were going to be sending these funding opportunities or or recommendation requests out. Will that just go to supervisors or everybody on this committee? Or and will you have details on it, because

0:12:41.430,0:12:45.450

Laura.Petit: I think a lot of what you were saying went over my head, so i'd like to be able to read it.

0:12:46.210,0:12:49.020

UCTC: It's a it's in the packet.

0:12:49.470,0:12:51.570

UCTC: Right? Yeah, it's part so

0:12:51.590,0:13:04.480

UCTC: legislative, you can check the packet that you receive the agenda packet. The memo is should be included in that. If it's not our apologies, it will be sure to get that out. Yes, it's gonna go to the full distribution line.

0:13:05.270,0:13:11.440

UCTC: so it will be beyond just the the highest elected officials. It will go out to technical committee folks as well.

0:13:13.070,0:13:14.310

UCTC: anything else for

0:13:16.640,0:13:17.290

UCTC: okay.

0:13:17.530,0:13:23.860

UCTC: it just one final note. We, if a community does want to express their interest.

0:13:24.560,0:13:29.260

UCTC: We are expecting from the municipality signed by the high selected official

0:13:29.410,0:13:31.290

UCTC: regarding what that interest may be.

0:13:31.490,0:13:37.220

UCTC: and depending on what responses we receive will then put our way forward on how to program the phone.

0:13:37.360,0:13:40.660

UCTC: So it's not a traditional call, for.

0:13:40.750,0:13:44.010

UCTC: We want to see what interest there is for the funding

0:13:46.360,0:13:49.480

UCTC: any other communications or announcements. Brian, you know.

0:13:50.230,0:14:07.610

UCTC: Okay, Moving on to new business item a graph resolution, 2023 0 2 resolution to support New York State Department Transportation nice dot targets for performance measures related to birds and pavement conditions on the national highway system and system and freak performance on the national highway system.

0:14:07.910,0:14:10.210

UCTC: I have a motion for discussion purposes.

0:14:11.880,0:14:17.980

UCTC: I'm. Mr. Priming, the motion do I have a second

0:14:18.080,0:14:19.080

UCTC: ryan

0:14:19.630,0:14:33.170

UCTC: Sure. So resolution 23 d 2 continues our compliance with the national performance management program, which came into effect in 2,013 under map 21

0:14:33.170,0:14:42.010

UCTC: and we're, so drawn forward to the fast act, and it's now continues to be the log of land under the bipartisan infrastructure law.

0:14:42.310,0:14:50.330

UCTC: We will continue to utilize our option as to all metropolitan plan organizations in New York State

0:14:50.420,0:14:54.180

UCTC: to accept the New York State dealt's targets.

0:14:54.280,0:14:57.660

UCTC: The way the law is written is we can establish our own target.

0:14:57.920,0:15:09.230

UCTC: but it makes makes much more sense to establish. or rather except the state targets for our system. So these are statewide performance targets.

0:15:09.550,0:15:11.950

UCTC: This particular performance measure

0:15:12.700,0:15:17.650

UCTC: we generally refer to as they the the system performance management.

0:15:17.820,0:15:19.050

UCTC: So we're looking at

0:15:19.230,0:15:38.590

UCTC: travel conditions on the national highway system in Ulster County. The national highway system includes 9 W. We 28. You have 209 portions of the State system within the city. Kingston, route 32, I believe.

0:15:38.590,0:15:45.120

UCTC: I mentioned 9 W. Of course the New York State through way as well, and a few other roadway settings as well.

0:15:45.440,0:15:51.490

UCTC: The national highway system has been designated to essentially

0:15:51.710,0:15:56.820

UCTC: promote or establish national interests in terms of commerce and public safety

0:15:57.030,0:15:59.820

UCTC: generally. So the

0:15:59.910,0:16:10.350

UCTC: resolution, as it says on page one, there are 4 main areas of focus that the system performance measures

0:16:10.390,0:16:22.910

UCTC: I do have. We're looking at bridge performance these again, our bridges on the national highway system. payment performance system performance which refers is a

0:16:23.020,0:16:27.240

UCTC: reference to congestion on the highway system and grade performance.

0:16:27.480,0:16:33.480

UCTC: So i'm going to go through these briefly. If you refer to a passion of one.

0:16:33.570,0:16:40.140

UCTC: All the targets that the State is setting for the system are listed there.

0:16:41.680,0:16:51.000

UCTC: When the New York State go to provides these targets to metropolitan client organizations, we are provided essentially a 30 page manual.

0:16:51.090,0:16:56.880

UCTC: It goes through all the details as to how these targets are established.

0:16:57.910,0:17:04.819

UCTC: I didn't think it made much sense to a step to provide that manual to everyone. So I prepared some crib notes

0:17:04.990,0:17:08.630

UCTC: to walk us through what these targets essentially say

0:17:09.440,0:17:13.220

UCTC: for the New York National Highway System Bridge condition targets.

0:17:13.390,0:17:20.819

UCTC: The New York State Ot. Uses the structures, management system and SMS. The forecast future conditions

0:17:20.990,0:17:35.670

UCTC: based on delivery of projects that included on the State transportation improvement program so short-term bridge condition trends 2 year and 4 year targets as they're shown in this table are declining from current conditions.

0:17:36.140,0:17:43.390

UCTC: Typically, when we set targets over the course of a period of time, we're hoping to improve conditions on the system.

0:17:44.000,0:17:54.400

UCTC: The dot explains the deteriorate. The deterioration rate of bridges which is affected by weather, bridge, age, and traffic levels is difficult to reverse.

0:17:54.840,0:17:57.840

UCTC: Given the projected budget, the nearest they currently have

0:17:58.080,0:17:59.700

UCTC: modeling runs

0:17:59.710,0:18:05.630

UCTC: indicate that funding levels for bridge construction must reach over 2 billiondollars annually

0:18:06.030,0:18:11.920

UCTC: to reduce the deck area for Nhs bridges to 10% or less in 10 years.

0:18:13.580,0:18:19.980

UCTC: therefore, the poor condition level is projected to increase at this point in time.

0:18:20.090,0:18:26.440

UCTC: So essentially what we're talking about here is turning a cratership

0:18:26.590,0:18:35.700

UCTC: on a dime. Obviously it takes a long time to turn around the system where it just receive a massive investment of Federal funds

0:18:35.860,0:18:42.450

UCTC: into the system through the bipartisan infrastructure law, and we expect that over time

0:18:42.570,0:18:50.350

UCTC: the trend line will start to turn around on bridges. But right now we're the investments are slow to to turn

0:18:50.620,0:18:58.610

UCTC: the the the condition of bridges at this time, which is why the projection that in the year 4 is increasing

0:19:00.180,0:19:09.740

UCTC: for pavements. State dot indicates that significant progress in reducing percent of core payments on the interstate system of the past 4 year period

0:19:09.820,0:19:23.510

UCTC: is evident in the needs of the water highway system near C to anticipate that they'll be able to hold those conditions relatively steady, with only minor total increases in percent for pavement.

0:19:24.070,0:19:28.100

UCTC: Moving on to reliability on the national highway system.

0:19:28.430,0:19:36.960

UCTC: the measures that is chosen, and this is a measured dictated by the Federal highway administration that the near State is to abide by

0:19:36.970,0:19:40.820

UCTC: is percent person. Miles travel that our reliability

0:19:41.590,0:19:46.890

UCTC: and we think about congestion and being stuck in traffic on the highways.

0:19:47.100,0:19:51.400

UCTC: I think people have a lot of different interpretations of what congestion means.

0:19:51.470,0:19:58.500

UCTC: In this instance, Travel, time, reliability essentially refers to the dependability and travel Times

0:19:58.590,0:20:01.580

UCTC: day to day on our transportation system.

0:20:01.740,0:20:12.210

UCTC: And that's how this measurement works. It's the percent of time that travelers are finding consistency and dependability on the transportation system.

0:20:13.130,0:20:17.340

UCTC: So the trouble with this measure is, we just came through the pandemic.

0:20:17.440,0:20:26.540

UCTC: and the dot has indicated the trends, and working from home. Uncertain direction of the economy. Account for the variability of annual data.

0:20:26.780,0:20:32.140

UCTC: So therefore, the 24 and 26 values will decrease all the way down to 70%

0:20:32.180,0:20:46.640

UCTC: This added margin is less than 10% of the value that was used for the initial first performance period target. So the baseline target of 82 that's really 82.5. I apologize. You know 82.2%

0:20:47.200,0:20:48.460

UCTC: is the hypo there

0:20:49.810,0:20:55.950

UCTC: that's the current condition in 2,021. You're projecting it to get worse. But as the data

0:20:56.260,0:21:01.670

UCTC: essentially regulates itself when we return to a post pandemic.

0:21:02.750,0:21:04.170

UCTC: normal thing.

0:21:04.220,0:21:16.860

UCTC: there is such a thing. Then we're expecting the data to also follow that trend. But for now there's a is indicating that they're only put to. They can 75%

0:21:18.110,0:21:24.930

UCTC: of travel time reliability. So I we would expect the next time we update this measure. 5 years increase.

0:21:24.970,0:21:29.370

UCTC: Reliability goes to it. Yeah. So essentially, yeah, I think so.

0:21:30.520,0:21:35.720

UCTC: And then the final measure is great performance measures on the interstate system.

0:21:36.990,0:21:45.170

UCTC: and this uses the measure of travel, time, reliability to truck, travel, time, reliability.

0:21:45.610,0:21:47.880

UCTC: This is an index measure.

0:21:48.310,0:21:58.510

UCTC: Essentially, we're looking at the index of the baseline level of 1.3 the targeted measures of in 23 and 25 being to the

0:21:58.760,0:22:09.360

UCTC: So an index of 2 represents the travel time on the worst day of the week is 2 times greater than the travel time on the average day. That's what that index number means.

0:22:09.880,0:22:12.480

UCTC: So the current base. I have 1.3, 8

0:22:12.540,0:22:16.650

UCTC: indicates as measured. Using my stats

0:22:16.910,0:22:24.900

UCTC: sources. Is that the correct truck, travel, time, and great performance on the national highway system

0:22:24.990,0:22:31.680

UCTC: with 1.3 8 times worth than the average day of the day.

0:22:32.970,0:22:34.980

UCTC: That's it.

0:22:35.060,0:22:41.610

UCTC: I'm sorry those are relatively arcane measures. They took a bit of study on my part to get myself through them.

0:22:41.740,0:22:43.720

UCTC: But essentially again.

0:22:43.830,0:22:53.660

UCTC: all for to an Mpos that are accepting your sake, the ot system performance targets on the national highway system.

0:22:53.680,0:23:01.420

UCTC: and also kind of Transportation council. Again. any comments or questions in the room.

0:23:09.710,0:23:12.010

UCTC: the 1.3, 8 days one.

0:23:12.020,0:23:14.490

UCTC: you say it's it's the the

0:23:15.130,0:23:26.350

UCTC: average, I think we're going to use, or I. I apologize, but it's it's represents the travel time on the worst stand week, and the number of times greater than the

0:23:26.500,0:23:27.120

UCTC: okay

0:23:27.130,0:23:39.410

UCTC: to the higher the number the worse on the the conditional. What? So the the data that's used is the

0:23:39.510,0:23:55.230

UCTC: national performance Monitor Npmrds, which essentially is, gives you 5 min travel time. Yeah, it's like it's very detailed. It uses cell phone data on on the segments, and so we'll take the whole year what the report average.

0:23:55.230,0:24:05.240

UCTC: It will be the whole year like we day that okay for the measure. Yeah, I I don't think when we look at this, and we go over quickly, I don't think you understand the the

0:24:05.290,0:24:14.120

UCTC: The depth of data that's behind these numbers is that they're not just made up on the line that just create this. Quite.

0:24:14.330,0:24:17.380

UCTC: Thank you. Anyone on the phone have comments or questions.

0:24:20.220,0:24:32.250

UCTC: I would say, If anyone's interested in this, take a look at the Tmrtma congestion management process which goes into these metrics and quite get great detail, and and even introduce some additional ones. If you have interest

0:24:33.240,0:24:37.750

UCTC: hearing on moving on any opposed

0:24:38.900,0:24:42.560

UCTC: in the room any opposed online.

0:24:43.070,0:24:45.580

UCTC: I seen any extensions.

0:24:47.390,0:24:49.230

UCTC: So, Carrie, thank you.

0:24:53.170,0:24:54.440

UCTC: Items B

0:24:57.280,0:25:10.450

UCTC: graph Uctc. Resolution, 2,023 0 3 allocation of previously on allocated Federal Transit Administration Section 5,307, and formula funds for regional transit projects to have a motion for discussion purposes.

0:25:11.230,0:25:14.640

UCTC: I have a Mr. Baden. Do I have a second.

0:25:14.860,0:25:18.680

UCTC: Mr. Pine? I have a motion, a second Brian.

0:25:19.840,0:25:21.340

UCTC: Thank you, Beth.

0:25:24.520,0:25:35.510

UCTC: At the end of 2,022, and at the beginning of 2,023, the 3 transportation councils Duchess or engine ulcer met to discuss the use of our

0:25:35.610,0:25:43.080

UCTC: funding balance available for programming at the end of Federal fiscal year 22,

0:25:43.510,0:25:55.510

UCTC: the Tma Midhouse. No. Tma had 12.9 million dollars in 5307 funds available for programming for future transit needs within the region.

0:25:56.070,0:26:05.690

UCTC: Therefore we opened up for internal discussion. the opportunity to request funding for transit needs

0:26:06.090,0:26:07.010

UCTC: and

0:26:07.130,0:26:09.640

UCTC: 2 public operators.

0:26:09.650,0:26:12.310

UCTC: Duches County transportation.

0:26:13.290,0:26:25.030

UCTC: not just counting area transit and also counting area, trying to did make request. and those requests are detailed in the password, one on the page, or of the attachment.

0:26:25.320,0:26:32.110

UCTC: You can find a narrative summary of those requests. I want to focus on Ulster County area transit request.

0:26:32.350,0:26:40.310

UCTC: The focus of our request is for a total request of 2.2 million dollars that requires

0:26:40.970,0:26:44.380

UCTC: a 20% local match for most of the county.

0:26:44.710,0:26:47.190

UCTC: The purpose is for

0:26:47.740,0:26:53.520

UCTC: I'm sorry. No. I misread that. The request is 1.7 million within

0:26:53.580,0:26:55.210

UCTC: \$400,000.

0:26:55.240,0:26:58.980

UCTC: That the total project cost is 2.3, 9.

0:26:59.840,0:27:05.980

UCTC: This is for to continue also counting area transits continued process toward fleet electrification.

0:27:06.210,0:27:19.190

UCTC: The mix of projects include an expansion of bus, electric vehicle charging infrastructure at the Uk Bus facility, as well as charging ports.

0:27:19.320,0:27:22.630

UCTC: Rooftop solar panels at the cap facility

0:27:22.800,0:27:27.010

UCTC: and the purchase of 2 battery electric bus cutterways.

0:27:27.210,0:27:29.520

UCTC: The Tma supports and over Grant request.

0:27:29.670,0:27:39.780

UCTC: What's your not? I don't believe so. So now I would have to look at the full request. But this is just the

0:27:41.600,0:27:45.730

UCTC: that we would. I recall asking them to ask for bus shelters. So

0:27:45.830,0:27:48.450

UCTC: we will look into that. Okay.

0:27:50.020,0:27:58.730

UCTC: Dutchess County's public transit also had a request of 2.4 million for bus supporting bus engine, trans transmission repairs and bus

0:28:00.020,0:28:04.340

UCTC: In the source of this funds are on allocated a 5307 funds.

0:28:05.710,0:28:07.460

and from the from the region.

0:28:07.560,0:28:11.140

UCTC: and the priority for

0:28:11.190,0:28:16.850

UCTC: the use of these funds is for capital improvements, so they're not operational funds. So for capital improvements.

0:28:19.240,0:28:23.390

UCTC: So we have a comment from the line at the moment, and I bring it over to where

0:28:24.760,0:28:26.400

UCTC: the team, if we need to comment.

0:28:26.600,0:28:36.970

Laura.Petit: Thank you. And and this may be a little off topic, since these are for for capital improvements. But I mean since we are

0:28:36.970,0:28:53.080

Laura.Petit: a regional transportation group. When Legislative Earner and and Cheryl Snyder and I had met in Walker Valley, there were a lot of comments from the public that were there about transit hubs, and I believe

0:28:53.280,0:29:05.960

Laura.Petit: one of the comments, and perhaps legislative owner could speak more to this is that we lose Stoa funding if we go outside of Ulster County, and yet we want to start connecting

0:29:06.020,0:29:10.030

Laura.Petit: our transportation system, so they become more effective.

0:29:11.620,0:29:21.830

Laura.Petit: So again. This may be partially off topic, but I mean I would like to see that addressed a little bit more as we're we're enhancing and improving our systems.

0:29:23.790,0:29:25.750

UCTC: Thank you or any other comments.

0:29:28.800,0:29:31.250

UCTC: Hearing none in the room, any opposed

0:29:32.530,0:29:34.390

UCTC: online, any opposed

0:29:35.680,0:29:37.660

UCTC: in. There are many abstentions

0:29:39.090,0:29:41.090

UCTC: online, any extensions

0:29:43.940,0:29:45.570

UCTC: so carried. Thank you.

0:29:49.690,0:30:01.600

UCTC: I need some more paper. The update item C updated the Uctc Long Range Transportation Plan Financial plan. This is for discussion purposes only.

0:30:01.700,0:30:08.420

UCTC: This has been required by the Federal. Our review of the of our trying to review

0:30:08.640,0:30:13.120

UCTC: by the Federal Highway administration and by Fta.

0:30:13.150,0:30:28.450

UCTC: They found some issues with the way that the financial plan was essentially addressed in the 2,045 transportation plan which the Council adopted and they issued a request for a corrective action.

0:30:28.450,0:30:39.650

UCTC: We have been working with Fta and F. Hwa. With respect to the methodology, in terms of how that financial and how to

0:30:39.690,0:30:59.590

UCTC: update that financial plan, and then finally to essentially put the financial plan together. We have agreement from F. Hwa and Fta with respect to the methodology, and we're fairly comfortable in terms of where we are in terms of the total dollars available.

0:30:59.680,0:31:08.980

UCTC: and a lot of those total of dollars are available. When you look at this are not only coming from Federal sources and State sources. but also from local sources as well.

0:31:09.040,0:31:12.750

UCTC: We did something called a stamkey.

0:31:13.150,0:31:22.390

UCTC: Thank you, sandy chart. Thank you. I don't know why I want to pronounce that the stanke and Ryan will have a we'll. We'll run you through

0:31:22.400,0:31:35.580

UCTC: how this works, and how the methodology works, and where we are in terms of that update. Right? You're doing great. I just wanted to say I just wanted to say, Phineas. That's all I wanted to say. All right.

0:31:35.900,0:31:39.490

UCTC: Well, thank you. As Dennis noted, you can go to the next one.

0:31:39.750,0:31:46.460

UCTC: but so they also kind of like Transportation council. Long range transportation plan was originally adopted

0:31:46.910,0:31:49.620

UCTC: in September of 2,020,

0:31:49.850,0:31:58.340

UCTC: and the Uctc. Is required to update its long links plan every 5 years and we use a 25 year planning horizon.

0:31:58.410,0:32:02.760

UCTC: So that's why, in 2,020 we are working on the 2,045

0:32:03.120,0:32:13.450

UCTC: long range transportation plan. We, Our next update of the long range transportation plan is due for completion no later than september thirtieth.

0:32:13.490,0:32:14.910

UCTC: 2024,

0:32:15.010,0:32:17.940

UCTC: and that would be the 2050 on your transportation.

0:32:18.810,0:32:29.300

UCTC: As Dennis indicated, we have every 3 years a triennial review of the Tna is conducted by Fta and F. Hwa.

0:32:29.980,0:32:35.480

UCTC: During this round of the review they did find one corrective action.

0:32:35.690,0:32:43.620

UCTC: and that is an indication that the Ucp. Is not meeting the full requirements of the

0:32:43.640,0:32:45.210

UCTC: of the program.

0:32:45.240,0:32:55.040

UCTC: The corrective action that was found was regarding our long range transport transportation plan. Also, Orange County Transportation Council actually had the same corrective that

0:32:55.550,0:32:56.850

UCTC: that is, that our

0:32:56.920,0:33:02.230

UCTC: L Rtp. Financial plan does not include system level estimates of cost

0:33:02.690,0:33:04.820

UCTC: as required under the code.

0:33:05.110,0:33:13.380

UCTC: Youctc must therefore update the Lrtp financial plan to to fulfill the requirements of the aforementioned regulations.

0:33:13.480,0:33:17.360

UCTC: and submit those changes to the highway in general transit

0:33:17.500,0:33:21.420

UCTC: prior to amending the long-range transportation.

0:33:22.660,0:33:26.140

UCTC: so steph start compliant. Go next Slide there.

0:33:26.250,0:33:27.120

UCTC: Thank you.

0:33:27.170,0:33:40.720

UCTC: The steps we've been taking. We've been working very closely with our advisors to the Hwa and Fta to make sure that we can create a long-range transportation plan that needs all the regulations.

0:33:41.050,0:33:46.240

UCTC: So the first step was in december 2022.

0:33:46.270,0:33:53.000

UCTC: I had prepared a memorandum essentially technical memorandum that I submitted

0:33:53.210,0:34:12.630

UCTC: to our partners at the Otf, Hw. And FDA for discussion. Essentially it include a proposed methodology on how we would meet those requirements. Then, by February, after the holidays had come to, and then we were finally able to reach consensus on that.

0:34:13.520,0:34:15.889

UCTC: Here we are today. In March

0:34:15.960,0:34:25.429

UCTC: we have developed the fully revised Section 8 of the find, that of the long range plan. Tell the financial plan it's now in front of you for Review

0:34:27.210,0:34:31.739

UCTC: by April 20, fifth, which is the Policy Committee meeting we would expect and hope.

0:34:31.840,0:34:43.780

UCTC: after you can take some time to review the documents you will get. So that's the process that we're following. Here, as we work toward amending

0:34:43.810,0:34:46.159

UCTC: are making changes to the LGBT:

0:34:46.440,0:35:01.790

UCTC: Let's go back to what the purpose of Section 8. The financial plan is again going back to the code of Federal regulations, development and content of the method. Paul and Transportation plan includes a lot of different components.

0:35:01.880,0:35:10.830

UCTC: The a big one is the financial file, and that is one that demonstrates how the adopted transportation plan can be implemented.

0:35:11.140,0:35:18.730

UCTC: The financial plan has essentially 2 components system, level and revenue.

0:35:19.010,0:35:27.660

UCTC: you know, reasonably expected. That's a key word reasonably expected to be available to adequate, adequately operate and maintain

0:35:27.720,0:35:37.150

UCTC: that really highways and public transportation. So if you go, the current financial plan is in section a long range plan. This is what it looks like.

0:35:37.290,0:35:44.830

UCTC: We did fairly well on a red revenue side. But that's as far as we took it in our financial plan.

0:35:44.920,0:35:55.500

UCTC: The Us. Do not like the way we estimated costs in the current iteration. Therefore we really need to put more effort into developing specific costs.

0:35:56.830,0:36:01.530

UCTC: So the process going forward would be to update the existing revenues.

0:36:01.850,0:36:07.470

UCTC: which was not a huge leap for us, because, as I said, the revenues are pretty solid

0:36:07.680,0:36:16.860

UCTC: in this current section 8, and then the second step will be to develop system Level cost estimates by mode

0:36:16.920,0:36:19.480

UCTC: out to the horizon year 2,045

0:36:19.700,0:36:27.510

UCTC: so the different modes that we're considering here include highways primarily p.

0:36:27.530,0:36:31.120

UCTC: They refer to, and also the maintenance of our highway.

0:36:31.440,0:36:37.910

UCTC: Then bridges transit public transit and also non-motorized transportation.

0:36:38.170,0:36:48.730

UCTC: With regard to highways. This only includes the Federal aid system which it does not include down to the local level. Local streets

0:36:49.080,0:36:53.430

UCTC: only Federal aid highways are included as part of this amount.

0:36:55.210,0:37:03.930

UCTC: The revenue projections. We looked at 35 individual revenue sources that we know are reliably

0:37:04.090,0:37:10.660

UCTC: expected to be available to Ulster County municipalities for use on the transportation system.

0:37:10.970,0:37:13.950

UCTC: We utilize actual

0:37:14.140,0:37:20.830

UCTC: allocations or dollars made available through official budgetary processes.

0:37:20.890,0:37:24.860

UCTC: They can typically from that office through year, 2,020.

0:37:24.930,0:37:32.840

UCTC: Although we did updates on that revenue based on the new bipartisan infrastructure law which came into effect in 2,023

0:37:32.910,0:37:34.160

UCTC: 22.

0:37:34.350,0:37:38.290

UCTC: Actually, it was signed 21 so the first year of revenue is 22,

0:37:38.420,0:37:42.110

UCTC: so we do have some revenue sources. They will

0:37:42.350,0:37:56.550

UCTC: pulling into this plan from the bipartisan infrastructure law. However, there are entire programs that have not the rules not been written. You, Don't, have allocations or sub allocations for these new programs. Yet.

0:37:56.590,0:38:01.770

UCTC: so we can only make broad assumptions about how much money is going to be made available to us

0:38:01.910,0:38:04.250

UCTC: under the bipartisan infrastructure law.

0:38:04.610,0:38:11.690

UCTC: But we do expect that this new methodology puts us in very good positioning for the next update

0:38:11.950,0:38:14.600

UCTC: again do in 24

0:38:14.790,0:38:18.870

UCTC: to have a very robust methodology for projecting that

0:38:19.380,0:38:30.960

UCTC: running through those revenues relatively quickly as Cheryl and the kids. Thanks for your review show. I'm glad you're looking at it. We estimate a total amount of revenue

0:38:31.000,0:38:36.800

UCTC: for the system at 1.5 billiondollars over the course of 20. The next 25 years

0:38:37.940,0:38:44.830

UCTC: seems like a huge amount of money. It is a huge amount of money, however, when drawn out over the needs of every mode.

0:38:45.020,0:38:46.200

UCTC: It goes quickly.

0:38:46.560,0:38:53.190

UCTC: A few other assumptions that we've made these revenues are presumed to be held black.

0:38:53.630,0:38:57.430

UCTC: This is a very conservative revenue estimate.

0:38:57.480,0:39:03.270

UCTC: We're not in assuming huge increases over time. And of rosy picture we're assuming that the

0:39:03.310,0:39:11.690

UCTC: money being available to us now will just continue to be made available at the same level over time, regardless of

0:39:11.840,0:39:17.970

UCTC: increasing needs to the system or increasing rates of infrastructure or other outstanding issues

0:39:18.020,0:39:20.200

UCTC: that has historically been the case.

0:39:20.540,0:39:25.680

UCTC: That's correct. But over the course of the last decade our revenue has been helpful at essentially.

0:39:25.920,0:39:35.430

UCTC: And did you did you include any. The bipartisan infrastructure act as a substantial amount of discretionary funds. I'll get to those right now. I'm going to run some things quickly

0:39:35.590,0:39:47.350

UCTC: so looking at sort of a highway administration revenue. These are our core funding sources that we get allocated to us during every tip, update. as well as several other

0:39:47.360,0:39:53.580

UCTC: pieces of revenue that are essentially provided to Ulster County group formula.

0:39:53.660,0:40:02.710

UCTC: So it includes office and bridge funds. It includes Bridge, New York funding that is available to us our Sdg funds.

0:40:02.860,0:40:11.190

UCTC: and this includes funding that is available also exclusively to New York State, to the National highway performance program

0:40:11.240,0:40:13.940

UCTC: which New York State

0:40:14.070,0:40:17.360

UCTC: all those funds they brought forward here and projected out

0:40:18.040,0:40:19.400

UCTC: for the FDA.

0:40:19.460,0:40:27.950

UCTC: Our Fta revenue includes again formula funding that this very board of approves every year

0:40:27.960,0:40:37.020

UCTC: it's our 5307, funding our 53 39 funding it goes toward maintain the ulster county area, transit capital

0:40:37.180,0:40:40.490

UCTC: system as well as Our operations and maintenance

0:40:40.730,0:40:44.870

UCTC: so those dial are not very easy to attain, and then they just projected all of

0:40:46.690,0:40:49.700

UCTC: next, we have State revenue sources.

0:40:50.330,0:40:57.660

UCTC: These include your State dedicated funds that the State uses to match their Federal aid funds.

0:40:57.860,0:41:00.180

UCTC: and it also includes a State

0:41:00.240,0:41:03.920

UCTC: a to municipalities in the form of chips.

0:41:04.190,0:41:18.310

UCTC: partially to paving the possible protection program. I think it's called, and several other sources of state, and which can be used on on covert as well.

0:41:19.630,0:41:24.120

UCTC: That's on the highway side on the transit side. It includes

0:41:24.140,0:41:27.360

UCTC: still up funds, State operating assistance

0:41:27.620,0:41:32.690

UCTC: as well as the modernization and enhancement program

0:41:32.940,0:41:39.880

UCTC: and the accelerated capital transit program. This is funding. It's been made available annually, and we projected

0:41:39.920,0:41:42.570

UCTC: and outward over the course of 25 years.

0:41:44.080,0:41:50.910

UCTC: and then going on to local funds, which are a little more difficult to. I took a look at

0:41:51.010,0:41:54.480

UCTC: municipal budgets in order to

0:41:54.500,0:42:00.620

UCTC: try to estimate how much money municipalities are allocating toward the highway system.

0:42:01.080,0:42:10.900

UCTC: So for Ulster County. We have a bridge program, and I look at annual bridge. The bridge program is just around 7 million dollars

0:42:11.220,0:42:13.240

UCTC: or municipalities.

0:42:14.240,0:42:19.090

UCTC: The down amount is much more difficult to estimate. Given that

0:42:19.250,0:42:26.640

UCTC: not all the dollars budgeted at a local level go to the Federal aid system. So we took a sampling

0:42:26.810,0:42:36.710

UCTC: of our municipal budgets, and then only took a portion of that funding as an assume that a small proportion of that funding would go

0:42:36.720,0:42:38.790

UCTC: toward the Federal highway system

0:42:39.180,0:42:46.110

UCTC: somewhere in the of 20 to 40% of budgets depending on if it was a rural or urban municipality.

0:42:46.790,0:42:55.200

UCTC: And I also want to point out in the documents. The detailed methodology for developing these estimates are laid out in great detail in the document.

0:42:55.770,0:43:02.840

UCTC: Then, finally, other funding sources for revenue. These include the discretionary funding sources, the demonstration.

0:43:03.050,0:43:22.110

UCTC: But you know funds that we would expect to be able to capture going forward. You can't predict how well we would be, and competing for those funds. But if the pass is any indicator you could expect to receive funding from Nicerda from New York State V. O. 2 client smart program

0:43:22.110,0:43:28.980

UCTC: which this city of pink is used for sidewalks. transportation alternatives, recreational trails, programs.

0:43:29.310,0:43:36.870

UCTC: private funds which have been used on the Federal aid system, for signals have been used as well.

0:43:37.180,0:43:41.600

UCTC: particularly in the area of on the Mall. In kind of all 3

0:43:41.840,0:43:47.800

UCTC: other bridge funds are very likely going to be needed local investments in bridges.

0:43:48.270,0:43:49.870

UCTC: So these are the

0:43:50.370,0:43:57.370

UCTC: again 35 individual sources of funds to we identified as potential revenue. For

0:43:59.310,0:44:05.190

UCTC: so that includes the estimate of revenue. The next step.

0:44:05.230,0:44:10.920

UCTC: which was the corrective action is to develop a reliable method for determining cost.

0:44:11.310,0:44:23.090

UCTC: and i'm not going to go into the detailed methodology for each mode. But again, those those methods have been reviewed by Federal highway and Federal kinds of administration.

0:44:23.130,0:44:28.190

UCTC: and our detail in the revised Chapter 8.

0:44:28.470,0:44:31.700

UCTC: But we're looking. He goes next slide, David.

0:44:31.820,0:44:41.100

UCTC: The system level estimates of cost. The main subject areas are laid out here. We're looking at Federal highway resurfacing.

0:44:41.120,0:44:46.400

UCTC: These are pavements on the State federally payments

0:44:46.680,0:44:48.750

UCTC: and local Federal aid.

0:44:49.570,0:44:53.030

UCTC: safety bridge replacements public transit.

0:44:53.060,0:44:55.210

UCTC: non-motorized transportation

0:44:55.260,0:45:06.440

UCTC: and other investment areas such as great mobility which we spoke about previously system, management and operations which essentially maintain the system we have

0:45:06.620,0:45:08.040

UCTC: resiliency

0:45:08.200,0:45:11.070

UCTC: and also safety for some of the areas we looked at.

0:45:12.060,0:45:12.940

UCTC: So.

0:45:14.520,0:45:23.140

UCTC: I think one of the reasons why our original long-range plan fell short. Is, this is a very arking process. The estimates are difficult to estimate

0:45:23.230,0:45:31.220

UCTC: and generate. But we did want to sit down and develop some good methodologies. We look to our partners in Dutchess County and Orange County.

0:45:31.430,0:45:38.980

UCTC: and we're largely using the same types of calculation methods to determine an estimate for cost over time

0:45:39.030,0:45:46.000

UCTC: for pages, an estimate of cost for bridge deck replacement based on a very set

0:45:46.170,0:45:47.720

UCTC: for online calculations.

0:45:48.650,0:45:57.300

UCTC: So once that's all done, what do we have? We have a set of numbers that are still very difficult even for financial planners and transportation planners

0:45:57.460,0:46:02.110

UCTC: to digest and comprehend. So we wanted you to utilize

0:46:02.250,0:46:06.910

UCTC: some method, to try to illustrate these costs and help it make sense to everyone

0:46:06.930,0:46:09.860

UCTC: go to. Yes, thank you. Diagram.

0:46:10.090,0:46:18.730

UCTC: This was a method that we saw being used by Genesis Transportation Council in Rochester.

0:46:18.910,0:46:26.210

UCTC: Through their long transportation plan they use the Sankey diagram, which is essentially a flowchart.

0:46:26.440,0:46:28.570

UCTC: but it's a very complicated workshop.

0:46:28.710,0:46:34.970

UCTC: It traces essentially, or an origin and destination of units of measures

0:46:35.140,0:46:45.290

UCTC: to a system. Mr. Sanky. Here, Captain Matthew Henry City with Riley. Thank you of the Royal Bridge Corps Royal Engineers.

0:46:45.390,0:46:53.300

UCTC: First of all, the safety diagram, as it means to measure energy distribution and break.

0:46:53.790,0:47:00.300

UCTC: Nowadays we can just plug in numbers and do some online programs to get the outputs. We're going to show you those now.

0:47:01.120,0:47:09.200

UCTC: so the first it's again. It's a flow chart. It's a bar chart, and it shows the distribution of funds. So if you look at the top of the chart

0:47:09.770,0:47:16.520

UCTC: we estimated over 25 years a total non federal aid of 620 milliondollars

0:47:16.740,0:47:22.860

UCTC: and that's, distributed primarily from F. Hw. A but a portion of that is also transit.

0:47:22.960,0:47:29.840

UCTC: So the blue shown here is that a highway administration, the bank is Federal transit administration dollars.

0:47:30.220,0:47:34.750

UCTC: and going down the Bar Ch. At State believe we estimate 221 million

0:47:35.080,0:47:40.420

UCTC: local aid, 450 millionand again that's distributed between

0:47:40.630,0:47:49.800

UCTC: Federal aid, F. Hwa and transit, and then other types of discretionary sources. These are organized by the revenue

0:47:50.990,0:47:52.360

UCTC: on the next slide.

0:47:53.810,0:48:03.820

UCTC: So there's a lot of programs 35 different sources of revenue, and those revenue sources have different rules on how they can be spent

0:48:03.990,0:48:09.630

UCTC: off system. Bridge funds can only be spent on bridges that are off the Federal aid system.

0:48:09.780,0:48:11.470

UCTC: and if you use any other way.

0:48:11.720,0:48:25.070

UCTC: we do not have enough money to spend to meet the needs of our offices and bridges. So we have to call together a variety of sources in order to meet the moves of the of the system for offices and bridges.

0:48:25.120,0:48:26.880

UCTC: That's just one example.

0:48:26.930,0:48:35.010

UCTC: So what you see here are the highway programs are shown at the top. and the transit programs are shown near the bottom.

0:48:35.430,0:48:37.080

UCTC: Go on to the next slide.

0:48:37.290,0:48:42.990

UCTC: And then this is the file step in the San queue process that it shows the source

0:48:43.110,0:48:49.750

UCTC: of where that revenue ultimately ends up. What specific mode of the transportation system.

0:48:50.050,0:48:52.390

UCTC: We have the highway programs at the top.

0:48:53.330,0:49:07.690

UCTC: and they are essentially ordered randomly. I don't want you to read too much into the order, but you can get a sense of the proportion of where the funding is going toward what element of the transportation.

0:49:07.910,0:49:14.560

UCTC: so it's a very top it's the state payment require 194 milliondollars.

0:49:14.680,0:49:19.700

UCTC: and those pavements are largely paid for it through the Nhpp program.

0:49:20.010,0:49:27.510

UCTC: and then there's funds left over from the Nhs program that can go to other sources like primarily maintenance

0:49:27.810,0:49:32.000

UCTC: system, operation and maintenance resiliency, great mobility.

0:49:33.100,0:49:40.560

UCTC: and then go to the next slide date. You's gonna step ahead. This is a focus on the on the Federal highway system

0:49:40.930,0:49:52.670

UCTC: Office and bridges right in the middle represent probably the greatest need an expected expenditure that will be experiencing

0:49:52.840,0:49:57.020

UCTC: in Ulster County in the next 25 years, based on our cost.

0:49:57.310,0:50:11.600

UCTC: And that's that's generally funded at the local level. Right? Exactly. If you look at the fund sources that we're drawing in, we're drawing from close to 15 to 20 different types of fun sources in order to meet those meetings.

0:50:11.850,0:50:13.130

UCTC: Federal aid

0:50:13.320,0:50:18.920

UCTC: only account for a small proportion, well, relatively small proportional

0:50:19.310,0:50:22.780

UCTC: of meeting the need of our

0:50:23.250,0:50:26.690

UCTC: in order to make up the difference

0:50:26.760,0:50:34.590

UCTC: We estimate that 39 million dollars is going to be expected. It might not be entirely clear to this diagram

0:50:34.790,0:50:40.250

UCTC: but as much as 39 million dollars will be expected an additional

0:50:40.770,0:50:45.320

UCTC: expenditures from local government in order to meet the needs of

0:50:45.600,0:50:47.510

going forward.

0:50:52.590,0:50:55.550

UCTC: of how

0:50:56.220,0:50:58.040

UCTC: sure

0:50:58.210,0:51:03.210

UCTC: you know

0:51:03.460,0:51:04.870

UCTC: a lot of money.

0:51:04.880,0:51:11.270

UCTC: the sign for each thing. They do their projects, and they report back on what those projects for the C. O. 2 level.

0:51:11.760,0:51:17.750

UCTC: No, not at this time. It can be going forward

0:51:17.950,0:51:29.670

UCTC: at this point we just assume the proportion of chips running is spent on the Federally highway system based on available eligible expenses.

0:51:29.800,0:51:37.800

UCTC: Yeah, that level of details used only at the highest level of

0:51:38.150,0:51:48.120

UCTC: because I wouldn't be curious to see, I know, like in our town we had a I was just a few years ago. We started using it for quicker purchases partially.

0:51:48.360,0:51:55.350

UCTC: which I've never been out of our town before previous.

0:51:55.660,0:51:56.680

UCTC: I'm good.

0:51:56.820,0:52:13.910

UCTC: It's a curiosity more just to see what that's right right now. I'm sure the dod must work out in some degree, and I know. Let's see, Kingston. It's been discussed. There's a great needed desire among taxpayers for improvements to sidewalk systems in the city.

0:52:13.980,0:52:19.330

UCTC: 100 of the city's Chips Revenue is used to maintain its payment.

0:52:19.720,0:52:25.710

UCTC: and very little additional funding brought in outside of the State a. The pavement.

0:52:25.970,0:52:27.600

UCTC: So what we've heard

0:52:27.740,0:52:37.140

UCTC: and Kingston from the part of the public works is, I can't give you chips. Funny because we need it for a

0:52:37.440,0:52:41.430

UCTC: So there are different ways. You can use the

0:52:42.640,0:52:46.720

UCTC: just a few more slides. Transit is the next one.

0:52:46.860,0:52:47.910

UCTC: No, go back.

0:52:48.850,0:53:01.140

UCTC: This shows the full distribution of Federal state and local funds toward the transit system. So a significant amount of local dollars again.

0:53:01.390,0:53:08.010

UCTC: and these are based on real dollars today, based on the I use the 23, also county approved budget

0:53:08.280,0:53:14.320

UCTC: 5 million dollars of local county funds are used to support our transit system

0:53:14.530,0:53:19.290

UCTC: with a total annual budget of, I think, 8.5 million dollars.

0:53:19.560,0:53:30.380

UCTC: The State and Federal aid represents roughly 3 to 4 million dollars of maintaining our transit system. 5 million is spent. all of the local coffee. I'm not showing you

0:53:30.700,0:53:32.810

UCTC: your annual county transit.

0:53:32.950,0:53:35.920

UCTC: Go to a maintain transit operation

0:53:36.190,0:53:43.740

UCTC: and transit capitals. Please keep on that side. Transit capital is cobbled together to a wide variety of

0:53:47.120,0:53:48.580

UCTC: so just to

0:53:48.760,0:54:01.360

UCTC: in closing, walking through the documents. I have the detailed cost. Calculation methods are shown that you, my section, and just run through these

0:54:01.560,0:54:12.310

UCTC: on how we develop the methodology. So it's very detailed, and it does also follow the

0:54:12.490,0:54:18.320

UCTC: methodology that's used by our partners in Dutchess and Orange down as well.

0:54:18.650,0:54:20.210

UCTC: Any conclusion.

0:54:21.610,0:54:28.890

UCTC: Section 8 as revised needs to, now meets the requirements of 23 Cfr. Part 450,

0:54:28.940,0:54:33.000

UCTC: and this is already been agreed upon by Federal highway in

0:54:33.030,0:54:36.820

UCTC: as well as New York State dot Central Office staff.

0:54:37.120,0:54:44.480

UCTC: They concur that this now meets with the requirements. the cost, calculations, and distribution of revenues

0:54:44.730,0:54:50.080

UCTC: well not open to detailed revision at this time.

0:54:50.420,0:54:54.670

UCTC: I believe this methodology puts us in an excellent position

0:54:54.710,0:55:05.500

UCTC: to have a very robust discussion during the next War Range Transportation plan update of how these dollars are distributed and expended over time.

0:55:05.670,0:55:14.450

UCTC: That discussion definitely should involve the it will involve the public. but it also requires very close coordination

0:55:14.630,0:55:20.330

UCTC: with your State dot and our Federal transit provider also county area transit.

0:55:20.490,0:55:26.150

UCTC: and that discussion will begin very likely at the end of this year, as we move to update the

0:55:28.160,0:55:32.570

UCTC: Thank you, Brian. Anything else? That's it. So in the room, any questions

0:55:37.130,0:55:45.790

UCTC: online, any questions or comments. There are a couple of chats that came in through the presentation. Why, don't you read them?

0:55:45.930,0:55:50.750

UCTC: Sure. See if I can do justice to fill Earners comments here.

0:55:51.090,0:56:05.500

UCTC: How about downgrading some of the bridges, as many round out residents would have preferred the word Street bridge, both for reasons of safety, accommodation of non motor transit and saving money, or placing crossings with boats, or abandoning

0:56:06.220,0:56:10.380

UCTC: in Albany County. Some bridges have simply been shut down, and not

0:56:10.490,0:56:11.750

UCTC: all reasonable

0:56:16.980,0:56:23.710

UCTC: or apt commented on that my understanding that we have 65 bridges in the county in need of repair.

0:56:24.030,0:56:28.470

UCTC: It would be interesting to see how many could be replaced forever

0:56:28.580,0:56:34.410

UCTC: as walking only, or upgrading and widening to include pedestrian.

0:56:39.120,0:56:39.950

UCTC: That's it.

0:56:40.820,0:56:47.340

UCTC: There was a previous comment. This was regarding, I believe, transit earlier.

0:56:47.380,0:56:53.320

UCTC: Sorry it's difficult with the chat to kind of get those in. We do ask for comments as we're going along.

0:56:53.680,0:57:08.150

UCTC: and then, you know, chat frequently. Kind of comes in halfway through of another section. So it was discussing, I believe the Walker Valley meeting that has happened in use of, you know, State still a funding

0:57:08.530,0:57:11.150

UCTC: when you crossing when you cross the municipalities.

0:57:12.790,0:57:19.060

UCTC: any comments or questions directly on the methodology that we used in the and the results

0:57:21.330,0:57:26.900

UCTC: I should note with regard to legislative earners, comment on the word Street Bridge.

0:57:27.300,0:57:28.890

UCTC: The worst street bridge

0:57:29.390,0:57:41.830

UCTC: is a State project estimated at roughly 48 million dollars. and that Includes Federal aid and State dedicated I believe a few other funding sources.

0:57:42.780,0:57:47.050

UCTC: When you look at our transportation improvement program

0:57:47.280,0:57:50.570

UCTC: and the budget figures are including that that

0:57:51.670,0:57:58.730

UCTC: one project was probably 4 times the total

0:57:58.950,0:58:03.570

UCTC: budgeted amount in the entire rest of the transportation.

0:58:03.930,0:58:09.380

UCTC: We did not carry those projections that we didn't allow that funding

0:58:09.540,0:58:11.590

UCTC: to skew the projection.

0:58:11.950,0:58:17.730

UCTC: I excluded the budget for the word Street bridge out of these projections entirely, because it would have made

0:58:17.780,0:58:20.330

UCTC: for a much more rosy picture.

0:58:21.260,0:58:24.520

UCTC: So the funding for that bridge while it

0:58:25.680,0:58:30.690

UCTC: high and it, one might even argue extreme, particularly at a regional level.

0:58:30.960,0:58:32.670

UCTC: It is unique.

0:58:32.700,0:58:43.960

UCTC: and it was brought forth essentially through the cooperation of, I believe, Assembly Member of Pay Hill. So working very closely with.

0:58:44.650,0:58:47.040

UCTC: So it is definitely

0:58:48.160,0:58:52.380

UCTC: unusual to see an investment on that side. Yeah, we do

0:58:55.120,0:59:00.410

UCTC: any questions or comments. So the the call here is, if we're going to pass this on to the policy commit

0:59:01.710,0:59:08.030

UCTC: as long as the Technical Committee approves any objections to passing this on to the policy Committee from in the room.

0:59:09.640,0:59:14.630

UCTC: Any objections to passing is on to the Policy Committee Committee online.

0:59:26.030,0:59:38.730

UCTC: Yeah, as I noticed in the conclusions we have already received concerns from Federal highway and Federal transit, that the methodology was satisfactory. And now this document does meet the requirements.

0:59:38.920,0:59:47.090

UCTC: I'm, as I think, one of the other big conclusions. And this is a discussion that we'll have during the next update of longing plan

0:59:47.480,0:59:50.240

UCTC: is the need for the local bridges.

0:59:51.470,0:59:54.250

UCTC: I think there's some very good comments that

0:59:55.260,1:00:02.760

UCTC: you know. Our bridge crew at Ulster County has done an excellent job in determining an extending.

1:00:03.080,1:00:05.020

UCTC: extending the wife and bridges.

1:00:05.470,1:00:19.220

UCTC: Not all bridges always need to be replaced. There's a lot it can be done to get more out of the bridge. and how those costs are calculated into this calculation. Based into this calculation.

1:00:19.310,1:00:23.810

UCTC: we don't get down to that, find a level of decision making.

1:00:24.040,1:00:26.190

UCTC: But there is going to be a great need

1:00:27.340,1:00:28.410

for

1:00:29.000,1:00:38.870

UCTC: addressing

1:00:39.610,1:00:42.520

UCTC: if we soon start. No

1:00:43.370,1:00:48.270

UCTC: monitor is maybe the wrong one, but having the information

1:00:48.530,1:00:55.180

UCTC: of where that funding of knowing, because it admittedly fall through the local highway.

1:00:59.640,1:01:01.360

UCTC: I have that information

1:01:01.420,1:01:05.940

UCTC: available to us might be really helpful in the bigger picture

1:01:06.290,1:01:14.140

UCTC: given that. So there's so many miles of roads around the county or local roads.

1:01:15.970,1:01:30.950

UCTC: Yeah, right? I mean the the methodologies that we use to develop these cost estimates. Well, very course, I mean we right now. David, can pull the bridge rating from your.

1:01:31.230,1:01:33.090

UCTC: That's how we calculated the need.

1:01:33.110,1:01:38.980

UCTC: Then we looked at the deck area of all the bridges that are currently running for or fair convention.

1:01:39.170,1:01:42.150

UCTC: and then we have a general estimate for the

1:01:42.280,1:01:46.200

UCTC: amount of money it takes the square for the bridge to calculate that. So?

1:01:46.460,1:01:54.200

UCTC: No, I can't say that we could produce it immediately. But we can come up with those figures for your local system as well as needed

1:01:54.520,1:01:59.220

UCTC: to have that discussion if it would help you to have that discussion with local.

1:01:59.680,1:02:07.480

UCTC: We can bring that thing to school. I I I think it would. And this is this is set up, you know. A. A.

1:02:07.610,1:02:10.390

UCTC: Oh, I would just answer the same, but I think

1:02:12.030,1:02:17.120

UCTC: it's a fair statement that bridges may be used differently than that

1:02:17.430,1:02:24.280

UCTC: the rest of the.

1:02:24.670,1:02:26.480

UCTC: and I think that

1:02:26.760,1:02:30.720

UCTC: that may be a discussion that we have with power.

1:02:32.450,1:02:41.850

UCTC: I mean, you know I, Rochester. Here is a prime example. We applied for a New York for a local bridge and got it.

1:02:42.580,1:02:45.750

and i'm glad we did, because it.

1:02:45.910,1:02:48.260

UCTC: you know replacement. But

1:02:48.990,1:02:50.640

UCTC: when you look at the number

1:02:59.060,1:03:07.610

UCTC: well, and I think I think yes, the short answer is, yes, I think If there's anything we can take away from this, there's a couple of things I think, that you can look at is the

1:03:07.680,1:03:16.680

UCTC: the Federal funding with respect to highways is beginning to, and it started with the fast act, and it's continued on it's focused on essentially the national Island system.

1:03:16.920,1:03:21.560

UCTC: It's not focused on the State roads, and it's not focused on local roads.

1:03:21.610,1:03:23.140

UCTC: There's some

1:03:23.160,1:03:33.860

UCTC: funding that is shifted over, like all system, bridges funding, etc., to deal with those systems, but it's not enough. That's the first thing. The second thing is is that

1:03:33.890,1:03:40.760

UCTC: if you look at revenue sources and you look at the history of revenue sources, even with the even with the Infrastructure Investment and Jobs Act.

1:03:41.040,1:03:49.080

UCTC: The amount of additional dollars that came down to this Mpo. And generally throughout the State was generally flat.

1:03:49.220,1:04:02.960

UCTC: and the State used that additional money to essentially make up the amount of money that the fed that the State was putting in with respect to its system. and they use the Federal money to essentially take that burden off the State.

1:04:03.240,1:04:08.190

UCTC: And then, if you look at the revenue projections that you have versus the cost that you have

1:04:08.500,1:04:12.640

UCTC: the amount of investment that we had to basically when, when

1:04:12.680,1:04:16.280

UCTC: when Brian said that he cobbled together revenue sources

1:04:16.330,1:04:22.500

UCTC: a lot of those revenue sources that you think about this. If you have flat revenues and increasing costs.

1:04:22.680,1:04:26.440

UCTC: then a lot of those revenue sources have to come at the local level.

1:04:26.570,1:04:41.660

UCTC: So when you start looking through the data and you start piercing through some of the some of the the same key, what you can find is that there's a lot of expectation that in order to meet our our general maintenance needs, the local local governments are going to have to provide more of their share

1:04:41.760,1:04:52.160

UCTC: of the of that of those costs; and I think the example we had with respect to with respect to transit, was in the in the

1:04:52.210,1:04:57.060

UCTC: in the timeframe for the 2,045. By the time we get to 25

1:04:57.070,1:05:02.530

UCTC: the investment at the local level and transit cost would be in the neighborhood of about 63 million dollars.

1:05:02.940,1:05:09.400

UCTC: so that when you start to think of those things, then you have to start to think about the discretionary funds.

1:05:09.420,1:05:17.700

UCTC: and how you can utilize more of those discretionary funds relative to helping meet some of the local needs

1:05:17.760,1:05:30.010

UCTC: that that includes the local earmarks program, or the indirectly directed spending initiatives. It includes a number of the the competitive work that's out the competitive grants that are out there as well.

1:05:30.160,1:05:42.200

UCTC: and I think that's the that's the focus here. And in my mind that's the focus. Going forward. Is trying to figure out where we're going to get where we could help the local governments, including the county.

1:05:42.350,1:05:52.270

UCTC: find the necessary funds to make sure that we continue to maintain the system. A and the legislator Earner, and he's comments again regarding the bridge. This

1:05:52.460,1:05:53.840

UCTC: and we're seeing

1:05:54.930,1:06:02.920

UCTC: inquiries from municipalities regarding local bridges that serve 2 3 property owners on dead end road.

1:06:02.990,1:06:07.010

UCTC: and the bridges are daily and in poor condition, and they need funding.

1:06:07.430,1:06:19.660

UCTC: And the fact of the matter is that municipalities are going to have to look at creative ways. We're dealing with these deficiencies going forward. There's going to be more and more of them popping up.

1:06:19.740,1:06:21.600

UCTC: and there are no easy

1:06:23.470,1:06:38.670

UCTC: easy answers for for especially those low volume bridges in the rural areas, there's going to be some very difficult decisions, and one of the things that the county did with respect to trying to deal with its cost, and in particular, so it's design costs was

1:06:38.870,1:06:51.600

UCTC: the creation of the County Bridge. I mean, that has literally saved the county millions of dollars with respect to the ability to go in and repair, for it is on a regular basis, or replace them, if needed

1:06:51.610,1:06:53.320

UCTC: 2 parts of them.

1:06:53.350,1:07:03.940

UCTC: and the idea of moving this program into into a cooperative venture at the local level is something that should be considered. We we've had this discussion in the past with respect to that.

1:07:04.320,1:07:07.350

UCTC: Anyway, I just wanted to go back any

1:07:07.630,1:07:10.490

UCTC: objections to moving this out. I didn't hear any of the

1:07:10.520,1:07:22.710

UCTC: didn't hear any at at the online level. So with that we will move this to the Policy Committee for consideration and to get it to the Federal Government, so we can meet our requirements with respect to this pro corrective action. Thank you.

1:07:23.000,1:07:28.620

UCTC: Thank you, Brian. I want to compliment Brian and David with respect the amount of work

1:07:28.830,1:07:41.480

UCTC: and brain power that sort of gets, and and and it sort of gets used in order to work through this in terms of one trying to decide how best to present it, and 2 is then to essentially

1:07:41.480,1:07:51.830

UCTC: get all of the parties together, so they can agree on a methodology, and then present that methodology in a way for me that's meaningful, even if it's feeling a sample that

1:07:51.830,1:08:09.300

UCTC: it's so. I I love that name. I really do captive the same thing. But, Co. My compliments to Brian and David, for with respect to that, and and thank you very much for getting us through this. I appreciate your welcome. And David did a lot of the calculations and analysis in the background as well.

1:08:09.350,1:08:09.970

Yeah.

1:08:10.770,1:08:15.000

UCTC: So item number 6 other old business project Updates

1:08:15.900,1:08:30.229

UCTC: project updates. Let's see Room 9 W. Mobility plan very much on your way. We will have the inventory of existing conditions should be made available online to the public next week.

1:08:30.560,1:08:34.630

UCTC: and then we'll also be updating the website

1:08:34.890,1:08:41.189

UCTC: to incorporate public involvement within the next month or so, like for next 4 weeks.

1:08:41.350,1:08:49.340

UCTC: so there'll be an archive page developed which is an interactive website with a survey tool. So it will be

1:08:49.750,1:08:55.279

UCTC: a join as you go. Public workshop is what we're calling it. Essentially you can log on

1:08:55.340,1:09:10.950

UCTC: yes, and thank you, and participate at your own pace workshop. You can log on review a brief presentation roughly 15 min on the project, and then there's a survey.

1:09:11.040,1:09:18.270

UCTC: We can provide both a closed and open ended question survey, and can provide into it.

1:09:18.470,1:09:21.109

UCTC: So we look forward to rolling that out in the

1:09:21.300,1:09:37.080

UCTC: and there'll be other opportunities beyond just that. But, David, you want to talk about the yeah, we had the Kingston rail crossing safety study. We had our initial kickoff meeting back on the sixteenth.

1:09:37.290,1:09:44.779

UCTC: From there we're we're going to be adding a couple of more Ta members just to make sure that we're getting a you know, full comprehensive coverage

1:09:44.979,1:09:47.430

UCTC: stakeholders that we need on the tap.

1:09:47.550,1:10:05.180

UCTC: We presented our public engagement plan which will be revising. And we're gonna look to start our data collection coming in June. We're. We're currently waiting on revised project schedule for that one. But this project is primarily focused on

1:10:05.250,1:10:11.450

UCTC: real crossing safety. Both the at at grade crossings and throughout the entire corridor.

1:10:11.560,1:10:17.980

UCTC: So you know, people trespassing across the tracks is kind of the the focus, and

1:10:18.030,1:10:22.960

UCTC: you know, surrounding land uses that are driving those decisions to to make those crossings and

1:10:23.190,1:10:32.180

UCTC: trying to promote some safety in in the corridor, and that way we can, hopefully, you know, reduce the number of accidents and fatals that we're seeing.

1:10:33.540,1:10:34.630

UCTC: We.

1:10:34.700,1:10:38.130

UCTC: and submitted for review

1:10:38.190,1:10:40.870

UCTC: to the Us. The go to transit 0,

1:10:41.060,1:10:55.210

UCTC: a scope of work to conduct a route, optimization and technology audit for the also county area transit system. That scope of work is under review, and we would expect to issue the Rp. As soon as that is approved.

1:10:55.620,1:11:02.650

UCTC: And so we would get that work under way hopefully late spring, early summer. If we're able to find a

1:11:03.800,1:11:16.780

UCTC: consulting that it's the requirements. and then we also will be updating the website that contract has been awarded to a firm called Bron Media out of Comedy, New York.

1:11:17.080,1:11:23.210

UCTC: So we'll be doing a full update to the over the course of this calendar year.

1:11:24.140,1:11:34.070

UCTC: Then some of one of the next studies that I hope to progress will be providing complete streets, planning assistance across the

1:11:35.790,1:11:44.800

UCTC: Those are my project updates, or also working on a contract for the traffic count program. So we'll be able to get some counts out this spring

1:11:44.930,1:11:50.380

UCTC: and into the fall, so it's a will be a new contract that we'll have to be doing

1:11:52.670,1:12:00.250

UCTC: so. We'll be looking if anyone has count locations that they need for a particular project or a study we do, we will have that available.

1:12:02.530,1:12:05.000

UCTC: We are also looking at

1:12:05.130,1:12:14.710

UCTC: providing some additional safety work that we're. I'm hoping to get going with the so will work. That's going to build on our county Road Safety Plan to make

1:12:14.900,1:12:21.100

UCTC: that in compliance with the safe streets for all. So that way local municipalities can play If there's a 5 or 6 streets for all

1:12:21.120,1:12:22.890

UCTC: implementation funding.

1:12:24.610,1:12:29.610

UCTC: Is there any update on? I know you would have a call for

1:12:31.080,1:12:37.050

UCTC: dangerous intersections or dangerous roadways, and I know we submitted a couple

1:12:37.080,1:12:41.250

UCTC: directly to you, and then we're going to be incorporated into a generalized.

1:12:41.800,1:12:45.300

UCTC: I am enjoying any more feedback on that.

1:12:46.120,1:12:52.830

UCTC: I that I think what we're talking about is that update to that? Yeah, the the update that safety study would would take a look at those.

1:12:53.700,1:12:58.440

UCTC: And then the the reason for that is to make sure that Well, David, I don't need to.

1:12:59.740,1:13:03.760

UCTC: Okay, I need yeah, I thought that

1:13:03.860,1:13:06.630

UCTC: any additional comments or concerns in the room

1:13:07.600,1:13:19.380

UCTC: the only other old businesses, also accounting traffic safety board is scheduled to meet on April tenth we usually meet on the first Monday. This is the second Monday of April, rescheduled, due to conflicts

1:13:19.570,1:13:22.450

UCTC: 6 Pm. Auster County Legislative chambers.

1:13:24.110,1:13:28.670

UCTC: The agenda should be posted this time next week

1:13:29.130,1:13:32.010

UCTC: on the

1:13:32.420,1:13:35.020

UCTC: any comments or concerns online

1:13:36.930,1:13:38.460

UCTC: hearing none. Thank you all.

1:13:39.820,1:13:45.100

UCTC: Oh, thank you. Policy will be meeting on April 20, fifth.

Meeting concluded at ~10:58 am