

ULSTER COUNTY TRANSPORTATION COUNCIL
Technical Committee Meeting

Meeting Transcript
August 22, 2023

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

0:00:12.000,0:00:38.679

UCTC: Good morning. Everyone. Welcome to the August meeting of the Ulster County Transportation Council Technical Committee. We're going to go around the room and do introductions, and then we'll go to those folks that are on that are remote, and I'll ask Dave to read those names so that we can record you into the into the agenda. So, starting with me, I'm Dennis Rolf. Account

0:00:39.810,0:00:42.340

UCTC: Dave Pachek, tabloid supervisor.

0:00:43.730,0:00:44.860

UCTC: her voice.

0:00:45.060,0:00:50.630

UCTC: Let's see, am I here for Gpi, or am I here for? I don't know. I'm just

0:00:52.590,0:00:57.720

UCTC: ally fairly New York State Department of Transportation, the co-farm or duty.

0:00:58.140,0:01:00.450

UCTC: and Kyan, Ulster County, Bpw.

0:01:01.510,0:01:04.889

UCTC: John Morrow. This is my last meeting town of Ulster.

0:01:06.630,0:01:16.970

UCTC: Congratulations or condolences had a wonderful time, and thank you for the opportunity.

0:01:17.060,0:01:22.770

UCTC: serve the county of Ulster, and in its capacity, and the town of Tanner Ulster, too.

0:01:23.600,0:01:33.629

UCTC: You can still zoom in.

0:01:33.820,0:01:37.669

UCTC: Be happy. Thank you, John, for all your for all your efforts, I must appreciate

0:01:38.960,0:01:53.640

UCTC: principal.

0:01:54.700,0:02:01.630

UCTC: and we have Chris, Kate, John Shoaltice. Laura Ripley, and Shelly Johnston.

0:02:01.930,0:02:05.029

UCTC: and we have a guest in the room if they would introduce themselves.

0:02:06.060,0:02:08.849

UCTC: sir. getting it for World earth.

0:02:09.190,0:02:14.329

UCTC: Thank you. Thank you.

0:02:15.000,0:02:24.660

UCTC: So. Thank you. Everyone. We'll start off with the technic. Many welcome introductions we've done that call for citizens, comments. Any citizens comments in the room

0:02:26.390,0:02:27.620

UCTC: online.

0:02:29.000,0:02:30.610

UCTC: I see no hands raised.

0:02:30.750,0:02:41.739

UCTC: hearing none. Approval of the May 20, third, 2023. Technical Committee meeting Summary may have a motion for discussion purposes. Please, Supervisor, thank you, John.

0:02:41.870,0:02:44.540

UCTC: I have a motion, a second, any discussion.

0:02:49.020,0:02:51.199

UCTC: hearing none, any opposed

0:02:53.810,0:02:55.370

UCTC: any abstentions.

0:02:56.720,0:03:12.889

UCTC: So Carrie moved on communications and announcements. Brian, I have 2 announcements, communications. I do understand that New York State Department of Transportation will be issuing a call for proposals under the transportation alternatives program

0:03:13.000,0:03:13.940

UCTC: of

0:03:14.530,0:03:18.780

UCTC: any day. Now, I'm suspecting we've been told late summer

0:03:18.940,0:03:32.490

UCTC: and it is late summer. So this year we we would expect an increase in funding available. There's still a maximum award amount of 5 million dollars we have discussed at the Mpo. Director level to increase

0:03:32.900,0:03:43.300

UCTC: the ceiling on awards, but this year will remain at 5 million dollars, and there will be additional funding made available through the statewide allocation

0:03:43.310,0:03:50.279

UCTC: of carbon reduction program funds. So at the end of the day that means more funding available to municipalities

0:03:50.480,0:04:03.040

UCTC: in region 8. So we will forward that announcement. The transportation alternatives program is for, as the name implies, alternative forms of transportation, including non-motorized trails.

0:04:03.180,0:04:05.240

UCTC: sidewalk facilities.

0:04:05.250,0:04:19.239

UCTC: Even tree line boulevards and other types of transportation alternative programs. They have only said late summer, so I would expect it to come before after Labor Day.

0:04:21.170,0:04:37.419

UCTC: The other announcement I have is the Ulster County Transportation Council on Thursday. Submitted a grant application to the Federal Highway Administration through the Federal protect program.

0:04:37.520,0:04:40.360

UCTC: protect acronym stands for

0:04:41.000,0:04:47.670

UCTC: promoting resilient operations, for transformative, efficient, and cost saving transportation.

0:04:47.810,0:05:01.409

UCTC: This is a formula program for both planning and construction projects. We have applied for a planning grant which is unusual for us, because we already do receive Federal plans for the purposes

0:05:01.460,0:05:08.399

UCTC: of planning transportation planning. But this is 100% reimbursable.

0:05:09.010,0:05:15.940

UCTC: and the scope of work is pretty significant for this particular plan proposal. It's a detailed examination

0:05:16.320,0:05:34.110

UCTC: of infrastructure, primarily, roads and bridges and county, and their susceptibility and vulnerability to the risks of flooding and excessive fleet exposure. So we'll be doing a detailed analysis. This is a phase, 2.

0:05:34.170,0:05:40.590

UCTC: Proposal to the initial vulnerability assessment that we completed in 2022.

0:05:40.660,0:05:56.110

UCTC: So we'll see what happens. Yes, it would be a county wide effort. What the proposed methodology which I have here. If you're interested, is to examine the

0:05:56.230,0:06:06.510

UCTC: at a minimum. The top 50 road segments and bridge segments that were identified through the initial phase, one approach. But there'll be an additional opportunity

0:06:06.550,0:06:09.039

UCTC: or municipalities to

0:06:09.270,0:06:22.910

UCTC: throw in additional facilities if they have a bridge or road segment of concern that didn't rank highly. We have an opportunity to include it. Through the methodology as well. We're gonna have a significant public. If if awarded

0:06:23.000,0:06:26.579

UCTC: we'd have a significant public engagement process.

0:06:26.960,0:06:37.800

UCTC: where we would have, I think, some sort of survey or mapping form sent to each municipality so that they can provide their input electronically.

0:06:38.090,0:06:54.669

UCTC: I would expect award announcements to come out at the end of this year. So our fingers across, we'll see what happens? We never applied for a proposal like this. But the funding opportunity being 100% reimbursable, was, I think, a good opportunity. So we decided to take a shot at it.

0:06:57.140,0:07:00.179

UCTC: Any questions, any any other announcements, Brian.

0:07:00.600,0:07:02.020

UCTC: That's all I have.

0:07:02.060,0:07:05.879

UCTC: You can do, Arpa, later.

0:07:06.230,0:07:09.070

UCTC: It's it's on the agenda.

0:07:15.480,0:07:18.510

UCTC: Any communications announcements from Council members.

0:07:20.400,0:07:33.090

UCTC: I could just say that Amy Mackenzie has left Dot. She has been our rep for a while, so Ali fairly will now be the new rep that you'll start seeing more on this.

0:07:33.150,0:07:36.460

UCTC: you know. Please add her to your alien.

0:07:36.650,0:07:37.490

UCTC: We do

0:07:41.630,0:07:45.569

UCTC: thank you. Any other communications and announcements.

0:07:48.730,0:07:53.390

UCTC: Any communications and announcements from those are on remote.

0:07:56.260,0:07:58.680

UCTC: I see no Hands cause. Thank you, David

0:07:59.110,0:08:01.270

UCTC: Dennis, you won't welcome Mark.

0:08:01.500,0:08:09.490

UCTC: I'm going to do this. Thank you. So we went around and introduced everybody. We had a few members join us, so if they would introduce as well, I appreciate it.

0:08:10.410,0:08:21.569

UCTC: Good morning, everyone. I'm Tony Brochure. I'm the director at Ulster County Area transit. Sorry for being late today. We have for the electric infrastructures

0:08:21.820,0:08:29.530

UCTC: scooted out of that burning thing. Good morning. My name is Tony Trocia. I am the deputy director for up.

0:08:43.500,0:08:44.560

UCTC: Thank you, Mark.

0:08:45.300,0:09:13.020

UCTC: So moving on new business. Item number 5, a resolution number A, graph, UC. Tc. Resolution number 0, 2023, 0 5. It's amendment to the U. Ctc. Federal transportation fiscal year 2023, 2027 transportation improvement program. To add a new bridge. New York awards is shown in attachment one and have a resolution for discussion purposes. Please don't move. Thank you, Mr. Morrow. Do I have a second?

0:09:13.210,0:09:18.740

UCTC: Thank you, Mr. Powell. Powell. Check. Sorry I'm going to reproduce. Pronounce that more a lot.

0:09:18.840,0:09:21.209

UCTC: I have a motion and a second Ryan.

0:09:21.290,0:09:31.780

UCTC: Yes, resolution draft resolution. But 23 programs. Bridge, New York awards on the Uctc. Transportation Improvement program.

0:09:32.160,0:09:41.659

UCTC: We had applications submitted. At the end of 2022 awards, or the review team met in early 23

0:09:41.830,0:09:57.470

UCTC: and awards were announced at the beginning of the summer, late spring time, time wise. So we're finally getting them programmed on the transportation program. Those 2 awards include one for Ulster County Department public works.

0:09:57.510,0:10:08.429

UCTC: and that is, the replacement of the Hurley Mountain Road bridge over the Osopus Creek. Total project costs 5.7 million dollars.

0:10:08.960,0:10:11.829

UCTC: Significant project there.

0:10:12.100,0:10:20.100

UCTC: well as a bridge in Plato, which is a new structure to replace. What is a interesting

0:10:20.290,0:10:25.370

UCTC: situation on Old Mill Road with a combined bridge in culvert right now

0:10:25.560,0:10:33.950

UCTC: will be replaced with one new bridge. For a total project cost of 3 point just under 3.3 million.

0:10:34.330,0:10:41.670

UCTC: according to Uc. Tc. Tip. Operating procedures. Any new projects to be added to the tip

0:10:42.430,0:10:48.369

UCTC: require technical Committee approval, public notice, and 15 day public comment period and final

0:10:48.530,0:10:49.859

UCTC: Policy Committee

0:10:52.050,0:10:53.720

UCTC: Bridge on

0:10:54.420,0:10:57.540

UCTC: down the very south end of the road. There.

0:10:57.950,0:11:03.219

UCTC: I'm not sure.

0:11:03.830,0:11:11.170

UCTC: No, the the one that's all the way down.

0:11:11.290,0:11:13.159

UCTC: So you just did the other one, on

0:11:13.360,0:11:15.159

UCTC: coming up by the old chair.

0:11:20.050,0:11:21.709

UCTC: 320.

0:11:21.880,0:11:23.330

Finish my name.

0:11:27.000,0:11:28.500

UCTC: Any comments.

0:11:30.820,0:11:33.530

UCTC: John? You all set? Yes, sir, okay.

0:11:34.010,0:11:35.300

UCTC: any questions.

0:11:36.610,0:11:37.740

UCTC: none from the line.

0:11:40.530,0:11:42.350

UCTC: hearing none, any opposed

0:11:44.930,0:11:46.410

UCTC: any abstentions

0:11:47.800,0:11:50.960

UCTC: so carried. Thank you. Items d.

0:11:53.220,0:12:15.190

UCTC: Graph, UC. Tc. Resolution number 2023, dash 0 6. It's amendment to the U. Ctc. Federal fiscal year 2023, 2027 transportation improvement program to add new federal carbon reduction funds to PIN number 8, 7, 6, 1, 2, 2, as shown in attachment. One. Do I have a resolution on motion for discussion? Please.

0:12:17.140,0:12:19.020

UCTC: Thank you. Ed, do I have a second?

0:12:19.180,0:12:35.309

UCTC: So, yeah, thank you, Mr. Moore. I have a motion to second discussion. Brian members may recall back in the late winter the Ulster County Transportation Council issued an expression of interest letter to all municipalities

0:12:35.480,0:12:43.619

UCTC: regarding the availability of carbon reduction funds. These are a new funding program under the bipartisan infrastructure law

0:12:44.050,0:12:54.020

UCTC: Npos across New York State have received a sub allocation. So these are dial dollars that we can program according to program rules.

0:12:54.090,0:12:58.620

UCTC: as as as we are able So

0:12:59.350,0:13:05.329

UCTC: per year we had available in Federal funds just under \$200,000.

0:13:05.590,0:13:15.320

UCTC: The majority of program rules specify that anything that is essentially a transportation alternative program. Eligible project could also be spent.

0:13:16.030,0:13:31.929

UCTC: could also utilize carbon reduction funding the funds could also be used toward transit purposes. Intelligent transportation systems to reduce idling time and a variety of other sources. So we received several proposals.

0:13:31.970,0:13:37.120

UCTC: City of Kingston Town, of New palts and village of New Paltz.

0:13:37.190,0:13:44.079

UCTC: We put Steve Kingston's request aside, because it's not until 2025 that they would need the funds.

0:13:44.400,0:13:50.430

UCTC: and the most immediate need was from the village of New Poles, and it was not a significant need in terms of funding.

0:13:50.540,0:13:56.740

UCTC: so the funding we have agreed to provide is covering cost overages on the

0:13:57.010,0:14:02.130

UCTC: sidewalk project in the village of New Polk. With the amount shown

0:14:02.220,0:14:10.460

UCTC: the they have already obligated funds for construction of this project. The project obviously has not gone forward yet, but they plan.

0:14:10.480,0:14:16.839

UCTC: I think they have issued a bid as we speak, and are awaiting responses and opening of that bid.

0:14:17.180,0:14:28.700

UCTC: So this is a rough estimate right now of what the cost needs are to complete the project. It's about 116 in Federal with a 20% required local match.

0:14:28.940,0:14:46.249

UCTC: If the bids come in exceeding the amount, we do have some leeway, and can provide the village with additional funding. Not to exceed \$199,000 in Federal funds. During that fiscal year

0:14:46.970,0:14:54.120

UCTC: with remaining funds we are also prepared to provide the town of New Paltz with funding for their HW. Duboys.

0:14:54.240,0:15:00.790

UCTC: Transportation alternatives project, which is a protected path on that road.

0:15:00.820,0:15:04.270

UCTC: But we're waiting to see what the final need is for the village

0:15:04.390,0:15:10.279

UCTC: to see what money is available, then to offer to the town if they're still interested.

0:15:10.650,0:15:16.170

UCTC: One final revision, the Mayor of New Paulson. Reviewing this, did indicate that

0:15:16.380,0:15:17.890

UCTC: the section

0:15:18.220,0:15:24.430

UCTC: covering Henry W. Dubois sidewalks has been eliminated from this project.

0:15:24.510,0:15:28.530

UCTC: So that is a revision to this to the description.

0:15:28.640,0:15:32.470

UCTC: There! I don't believe any sidewalk segments, so we've been

0:15:32.480,0:15:43.790

UCTC: review that without you, and make sure that description is accurate before we put it out to public notice. And so the reason for this is essentially to get the project on the tip.

0:15:43.910,0:15:50.410

UCTC: So it cuts down some of the timeframes relative to approval, as it relates to, relates to

0:15:51.220,0:15:53.390

UCTC: their letting schedule

0:15:53.500,0:15:58.479

UCTC: and we would then do the necessary amendments. The Council would

0:15:58.540,0:16:01.350

UCTC: by actions today would really

0:16:02.540,0:16:06.519

UCTC: designate the the funding from the carbon reduction.

0:16:06.610,0:16:14.909

UCTC: To go to this, to go to this project, then adjust numbers of ordering. We generally we don't like to do this. We'd like to have it a full engineering estimate

0:16:14.980,0:16:29.809

UCTC: completed before we start putting projects on the tip. But the thought here was in conversations with ourselves. Yes, more than anything else, was to put this on so that we could make sure that it was on the tip, and the council was committed to essentially

0:16:30.110,0:16:32.719

UCTC: using these funds in this manner.

0:16:34.840,0:16:35.920

UCTC: Mr. Litz.

0:16:36.940,0:16:43.540

UCTC: I'm looking at program sheet. Is. Is this listed correctly

0:16:43.760,0:16:47.989

UCTC: 133,000 for just inspection of the work?

0:16:48.480,0:16:50.210

UCTC: What's appropriate for the Friday?

0:16:51.670,0:17:04.930

UCTC: You're right. That is an error. Sorry. Thank you. This is why we have the review.

0:17:05.369,0:17:11.790

UCTC: This is why I usually have. They do balance.

0:17:13.589,0:17:28.269

UCTC: I apologize. I don't have the initial. Thank you, Ed, and thank you, Herb, I don't have the original request

0:17:28.369,0:17:30.919

UCTC: in front of me, so I'm not sure

0:17:31.300,0:17:47.360

UCTC: what the totals right?

0:17:47.760,0:17:49.310

UCTC: It's in closer.

0:17:49.440,0:17:56.980

UCTC: Yeah, see if it's in the folder.

0:17:57.310,0:18:07.880

UCTC: The the other tricky part is that the construction funds that have already been obligated? They're not shown in front of us so comparatively yeah.

0:18:09.450,0:18:14.549

UCTC: but that's only probably the project that we're paying for from from this.

0:18:16.100,0:18:20.659

UCTC: I mean, it's only like, I don't know

0:18:21.380,0:18:22.930

UCTC: do blocks over.

0:18:31.120,0:18:33.200

UCTC: We're checking to see whether we can pull it up.

0:18:33.310,0:18:36.019

UCTC: And this spreadsheet that's the only thing that's in there.

0:18:36.940,0:18:45.930

UCTC: Let's take a look. If you go under the 2022 program carbon reduction funds. Expression.

0:18:49.960,0:19:00.859

UCTC: No. So the the spreadsheet that we have in there shows construction inspection as being the 106. But let me see if I can find the letter itself now, so total cost of the bride.

0:19:02.160,0:19:07.369

UCTC: Well, it's interesting, because this one fell off the tip so previous, you know, it's in the in the OP. Years.

0:19:07.430,0:19:16.999

UCTC: So I'd have to take a look at Prior Tip to see what the total Henry Wise comes down, and where it hits the village

0:19:17.410,0:19:21.589

UCTC: there's a couple of blocks of sidewalk to connect it to.

0:19:22.060,0:19:23.030

UCTC: and

0:19:23.180,0:19:23.960

I mean.

0:19:24.410,0:19:25.769

UCTC: I'm pretty good one

0:19:26.180,0:19:28.670

UCTC: huge number, and there's even

0:19:28.830,0:19:35.020

UCTC: what a mild blossom improvements you can go from.

0:19:35.510,0:19:37.680

UCTC: 99

0:19:41.760,0:19:43.589

UCTC: was 30. Fifth.

0:19:43.720,0:19:45.679

UCTC: I don't know. I was wondering.

0:19:47.010,0:19:52.279

UCTC: Okay. here's the request. No, it's from the town offices for the

0:19:52.870,0:19:56.210

UCTC: bill. It's just the request I saw Henry W. Duoise.

0:19:57.420,0:19:59.110

UCTC: the

0:20:00.280,0:20:07.069

UCTC: I think the mayor is in Ireland right now to otherwise.

0:20:09.110,0:20:09.780

Hmm.

0:20:12.370,0:20:16.419

UCTC: say, Kingston, so they're not labeled very well in here.

0:20:27.370,0:20:28.630

UCTC: There we go.

0:20:28.940,0:20:32.999

UCTC: labeled Uc. Ttc. Carbon reduction plant Buns. So sorry.

0:20:35.890,0:20:39.350

UCTC: Construction, inspection, 1 37 5.

0:20:48.040,0:20:48.790

Thank you.

0:20:49.270,0:20:53.440

UCTC: I would think, just connecting with 252,000,

0:20:54.030,0:20:57.140

UCTC: and expecting a hundred 37

0:20:59.130,0:21:00.440

UCTC: ratings can talk

0:21:02.620,0:21:03.810

that's working.

0:21:06.210,0:21:08.260

UCTC: not so well done, and

0:21:09.450,0:21:10.440

UCTC: the other

0:21:11.730,0:21:24.170

UCTC: overriding issue with the project is that it was in a relatively small transportation alternative. Grant. I think the original brand amount was somewhere in the vicinity of \$250,000.

0:21:24.900,0:21:30.969

UCTC: We have, since, I think, the rules of the program have since been revised by Nyestoc, that

0:21:31.810,0:21:35.869

UCTC: I think the minimums of projects is, do you recall Nicole?

0:21:35.920,0:21:41.849

UCTC: It's above that. It's it's such a small amount of Federal funds. It's almost not worth trouble.

0:21:42.030,0:21:45.560

UCTC: But it's a legacy project that goes back so far.

0:21:45.700,0:21:51.529

UCTC: That I believe this mayor's administration inherited it from the previous administration.

0:21:51.760,0:21:55.150

UCTC: and they're really just trying to get this across and finish something at this point

0:21:55.890,0:22:05.170

UCTC: I will say that.

0:22:05.640,0:22:07.379

UCTC: So take that

0:22:08.230,0:22:09.159

part of me.

0:22:09.910,0:22:11.809

UCTC: And the mayor did review it.

0:22:11.850,0:22:15.730

UCTC: and he did offer his approval with the minor change in the description.

0:22:16.430,0:22:18.270

UCTC: and they did submit this letter. So

0:22:18.410,0:22:22.289

UCTC: so I have a motion on the floor. You're in discussion.

0:22:22.350,0:22:32.109

UCTC: I guess the real question here is, is the Council comfortable of obligating, of moving these funds to the tip for for this project in that amount. regardless of how it's split.

0:22:35.430,0:22:38.479

UCTC: I'll make the motion. We have a motion on the floor

0:22:38.500,0:22:42.549

UCTC: for discussion, John. So we're all set. We just need to complete the discussion.

0:22:43.140,0:22:45.299

UCTC: Any additional discussion in the room.

0:22:48.100,0:22:50.150

UCTC: any additional discussion online.

0:22:55.250,0:22:57.050

UCTC: hearing none, any opposed

0:23:00.250,0:23:01.710

UCTC: any abstentions

0:23:03.190,0:23:05.840

UCTC: so carried. Thank you. Thank you.

0:23:09.300,0:23:26.699

UCTC: C, item C, on your agenda draft. Ug, Ttc. Resolution 2023, 0 7. The portion of Federal fiscal year 2023, Federal transit administration, section 53, 39. Formula funds in the Mid Hudson transportation management area have a motion for discussion purposes.

0:23:28.690,0:23:32.210

UCTC: So moved. Thank you. Ed, do I have a second?

0:23:32.870,0:23:38.059

UCTC: Thank you, supervisor. I have a motion. And second, Brian or Tony

0:23:38.730,0:23:39.400

UCTC: Brian.

0:23:40.710,0:23:46.350

UCTC: Yeah, thank you. Desk the resolution. 2023. Dash 7

0:23:46.600,0:23:53.599

UCTC: provides. Section 53, 39 fta funds to Ulster County.

0:23:53.610,0:24:00.319

UCTC: And this is a portion through the Mid Hudson Valley Transportation management area

0:24:01.590,0:24:09.330

UCTC: section 53, 39 funds are called Bus and bus facility program funds, so they can only be spent on those types of capital

0:24:09.620,0:24:15.199

UCTC: purposes. And through the 2023

0:24:15.860,0:24:27.419

UCTC: apportionment you can see on attachment. One Ulster County is set to receive \$437,731. 53, 39 funds.

0:24:27.530,0:24:31.320

UCTC: A 20% local match is required for the use of these things

0:24:31.490,0:24:50.060

UCTC: the other public operators, and the dollars that they're provided are shown also and so that's probably allocation is split, and Federal year 23. The split formula is based on primarily the number of vehicles within each public operators.

0:24:54.350,0:24:55.690

UCTC: Any questions.

0:24:56.850,0:24:58.299

UCTC: any comments?

0:24:59.470,0:25:04.240

UCTC: Can I just ask, is this money to purchase new buses or to work on facilities

0:25:05.270,0:25:18.090

UCTC: right now it'll go into savings, and it will essentially be up to also kind of government, and you can determine how the funds will be made available or or sorry how they'll be used.

0:25:18.360,0:25:21.169

UCTC: I think at this point. We have

0:25:21.600,0:25:26.420

UCTC: a fair amount of unspent dollars that have been approved in front of these

0:25:26.730,0:25:32.449

UCTC: from earlier years, and the general idea is to spend old money before new

0:25:33.320,0:25:45.049

UCTC: so depending on application or anything else

0:25:45.150,0:25:56.089

UCTC: Ukat does submit to the council of programmer projects that drove 5 years worth of projects, and we do have that. And they're both buses. Some facility work, particularly with respect to some

0:25:56.180,0:26:06.479

UCTC: some infrastructure upgrades and software upgrades and then preventive maintenance operations and administration

0:26:06.590,0:26:09.999

UCTC: spend money this year or next year.

0:26:10.230,0:26:16.419

UCTC: Well, we. We have just submitted some of our regular 5307 funds that we

0:26:16.440,0:26:29.360

UCTC: but we also have an electrification thing that all of our buses and the apples have to be converted to electric. So most of these parties will go towards those electric buses because they're

0:26:29.370,0:26:33.530

UCTC: right now, the smaller buses.

0:26:33.820,0:26:47.189

UCTC: someone that actually

0:26:47.210,0:27:00.630

UCTC: electric vehicles. And and for Fta, you have to. Well, we have to be careful to make sure that they need to buy an

0:27:00.850,0:27:13.740

UCTC: these allocations come from the 3, the 3 Npos in the region, both Orange County Transportation Council and Dutchess County Transportation Council are all passing the same resolutions with the same allocations.

0:27:14.050,0:27:27.829

UCTC: So if the Council does decide not to move forward, we're going to have 3 other count, 2 other accounts that can't move forward as well.

0:27:52.880,0:27:54.230

UCTC: That would buy. One

0:27:54.370,0:27:56.269

UCTC: takes a while to get all that.

0:28:06.250,0:28:10.490

UCTC: see no hands raised online. I have a motion, and second.

0:28:12.800,0:28:14.100

UCTC: any opposed

0:28:16.430,0:28:22.450

UCTC: any abstentions so carried. Thank you. Item D,

0:28:22.670,0:28:38.880

UCTC: the refugee. Tc, resolution 2023, they actually 0 8. It's a portion of Federal fiscal year 2023. Federal transit administration, section 53075340 formula funds in the mid Hudson transportation management area.

0:28:38.960,0:28:41.290

UCTC: I have a motion for discussion purposes.

0:28:43.140,0:28:45.079

UCTC: Thank you, David. Thank you.

0:28:45.730,0:28:47.869

UCTC: John. Was it, John? Thank you, John.

0:28:49.640,0:28:53.190

UCTC: I have a motion for discussion purposes on afford Brian

0:28:53.340,0:28:57.389

UCTC: short draft resolution, 2,003

0:28:57.930,0:29:10.209

UCTC: apportionments Fta funds attributable to attributable to the Mid Hudson Valley. But this is a different Fta program. These funds.

0:29:10.280,0:29:20.919

UCTC: And there's a typo I'm seeing in in the under attachment one on 23. These are 5307 phones. I apologize

0:29:20.940,0:29:35.390

UCTC: that description above attachment. One is incorrect. It's not 53, 39. It's correct on the cover. Page 5307 funds can be used for operations or capital essentially any

0:29:35.410,0:29:42.240

UCTC: purpose, or in the management of the public transit provider.

0:29:42.450,0:29:50.910

UCTC: The funds attributable to the Tma for 2023 total, just over 27 million dollars.

0:29:51.200,0:29:57.230

UCTC: and they are split, as shown in the attachment. Ulster County

0:29:57.240,0:30:01.009

UCTC: Government and Ulster County area transit are scheduled to receive

0:30:01.090,0:30:08.390

UCTC: just over 760 or well, over \$760,000. Through this

0:30:08.490,0:30:14.510

UCTC: apportionment the inner county commuter bus services that includes trailways

0:30:14.610,0:30:25.570

UCTC: are also eligible to receive funding through this allocation as well, but that would be distributed under a separate agreement and resolution.

0:30:25.980,0:30:29.770

UCTC: We also, as a Tma, maintain

0:30:29.900,0:30:33.039

UCTC: as savings of unallocated funds.

0:30:33.140,0:30:43.909

UCTC: So funding not attributable or or given to any of the providers shown or put in savings, and for 2023

0:30:44.000,0:30:50.020

UCTC: we will put 2.3 million dollars in savings for future transit purposes.

0:30:50.380,0:31:03.650

UCTC: Within the tna. So there's there's a couple of key takeaways here. One is the fact that the reason that Ulster County area transit or Ulster County as as a government entity is a smaller amount.

0:31:03.670,0:31:07.610

UCTC: has direct relationship to the amount of service we run in the Dma.

0:31:07.700,0:31:27.129

UCTC: So we run service in the Pma that counts basically runs into Poughkeepsie out of out of pulse, and it runs Southern Ulster accounting in Orange County. We don't want a lot of service there, which is why the number is smaller, as you think. It's a passenger mile calculation relative to that that does that

0:31:27.380,0:31:33.199

UCTC: the other. The other thing to think about is is that the inter counter commuter bus services?

0:31:33.370,0:31:49.890

UCTC: Those are those are formula based funds. These funds are earned through something called the national transit database work that gets reported so these are earned by the by these carriers, and then they're they're allocated on the basis of earnings.

0:31:50.010,0:32:11.179

UCTC: And they're limited to a formula that the Tma has adopted which has recently changed. So the original formula, in terms of those allocations was effectively to take their preventive, make maintenance needs, which they file would be required to fire with nice dot and allow them to recoup

0:32:11.390,0:32:15.700

UCTC: up to their preventive payments, needs, and any additional funds are set aside.

0:32:15.910,0:32:20.330

UCTC: The the public carriers take 10%

0:32:20.380,0:32:32.900

UCTC: and set that into their own formula or their own formulas, in terms of money available to set aside any of the money that's not used above meeting their present present. Their kind of preventive maintenance needs

0:32:32.930,0:32:37.679

UCTC: is what is known as unallocated and available for future Tma program.

0:32:37.870,0:32:39.859

UCTC: Program. The reason for that

0:32:40.050,0:32:44.610

UCTC: is that transportation demands are lumpy. They come in really big chunks.

0:32:44.770,0:32:53.790

UCTC: When you build facilities or when you need bus replacements, those chunks are usually well beyond what your allocation formulas are.

0:32:54.000,0:33:00.339

UCTC: Think of what Tony just said. A single bus costing a million dollars, your allocation for those are 700,000.

0:33:00.580,0:33:07.050

UCTC: So that's where this comes from. The recent change has been related to

0:33:07.130,0:33:14.570

UCTC: what's happened to the transit system in the like. What I call the intercounted commuter bus services in the resolution

0:33:15.110,0:33:17.210

UCTC: have yet to recover

0:33:17.510,0:33:19.490

UCTC: from the pandemic.

0:33:19.940,0:33:24.990

UCTC: And so what's what's going on is that their costs have gone up.

0:33:26.100,0:33:31.909

UCTC: and since they're allocation formulas were based on

0:33:32.000,0:33:44.309

UCTC: preventive maintenance needs. And they're not running additional. They're not running the same amount of services, but they're having more costs because of the cost of their vehicles, the cost of fuel and the cost of

0:33:44.460,0:33:46.209

UCTC: and the cost of labor.

0:33:46.460,0:33:52.010

UCTC: The the Tma made a switch out of preventive maintenance filings

0:33:52.190,0:33:54.800

UCTC: which costs have actually gone down

0:33:56.130,0:33:58.760

UCTC: to operate to operating costs.

0:33:58.920,0:34:08.180

UCTC: So the allocation now to the private carriers or to the inter community bus services are now based on operating costs as defined under 5307 program

0:34:08.190,0:34:10.679

UCTC: that allows essentially

0:34:10.710,0:34:24.339

UCTC: these, these companies or these these services to receive more money as it is so, as as it is associated with their operating costs. and we did the calculations both ways.

0:34:24.429,0:34:35.419

UCTC: And we still ended up with a significant amount of money that would be available for for future programming. And so the Tma thought that it was appropriate

0:34:35.460,0:34:41.720

UCTC: to make sure that these these bus services could continue to operate relative to

0:34:42.190,0:34:45.350

UCTC: their their cost structure that has changed significantly.

0:34:46.850,0:34:55.659

UCTC: So that's what's happening. I would say that the commuter bus services are labeled that because we can't fund directly private carriers.

0:34:55.880,0:35:01.440

UCTC: And so the private carriers have gone through an Rfp. Process.

0:35:01.780,0:35:11.159

UCTC: My understanding is is that nice that I was in the process of signing contracts.

0:35:11.420,0:35:14.720

UCTC: And this money will not transfer

0:35:14.940,0:35:21.529

UCTC: through something called the capital possible contracting to those individual companies until those contracts are completed.

0:35:21.730,0:35:22.990

UCTC: and we have

0:35:23.190,0:35:36.430

UCTC: several years now of allocation formulas. mainly because the contracts have taken so long to essentially be executed at at the state level. That would be that these carriers would be eligible, for

0:35:38.150,0:35:39.100

UCTC: does that help?

0:35:40.760,0:35:43.699

UCTC: Is that that's clear as mud, right?

0:35:45.810,0:35:47.210

UCTC: Any questions.

0:35:49.380,0:35:51.120

UCTC: any questions online?

0:35:52.740,0:35:56.149

UCTC: I see no hands. hearing none, any opposed.

0:35:59.830,0:36:01.300

UCTC: any abstentions

0:36:03.170,0:36:07.060

UCTC: still carried. Thank you. Item, E.

0:36:07.930,0:36:18.879

UCTC: Draft. Uttc. Resolution 2023, 0 9. A portion of Federal transit funds from American Rescue plan to act. Arpa in the Mid Hudson Valley Transportation Management area

0:36:19.170,0:36:21.760

UCTC: have a motion for discussion purposes.

0:36:23.310,0:36:27.769

UCTC: Thank you, Mr. Morris. Do I have a second. Thank you.

0:36:28.470,0:36:30.830

UCTC: Supervisor, much appreciated.

0:36:32.220,0:36:56.729

UCTC: Ryan discussion. Yeah, I apologize. These are 2 late additions. That the Tma has been working on an agreement for in the past several weeks we prepared the resolutions, but we forgot to print them. So which is why they're not included in the physical package here. But we do have copies of them shown digitally on the screen now, and we can certainly make them available

0:36:56.920,0:37:01.569

UCTC: as well. So the first resolution.

0:37:02.890,0:37:17.389

UCTC: 23, dash 9 is regarding the apportionment of the Fta funding from the American Rescue Plan Act and the attributable to the mid Hudson Valley Tma. So the Arpa funds, as we refer to them, as we approve

0:37:17.410,0:37:18.880

UCTC: on March eleventh

0:37:19.040,0:37:25.189

UCTC: by Congress, and on March twenty-ninth the Fta release the funds and provide them

0:37:25.210,0:37:30.460

UCTC: provide them to eligible entities. So Federal fiscal year 20, then.

0:37:30.740,0:37:46.430

UCTC: So the amount of funding made available to the kids in Newburgh urbanized area, which, of course, as accounting as a part of it's easy. 89. It's a significant amount of funding. It's \$66,481,159

0:37:46.860,0:37:57.830

UCTC: in the resolution attachment one that is shown on screen. Now, we have already allocated 37,997,365

0:37:58.050,0:37:59.150

UCTC: dollars

0:37:59.520,0:38:07.109

UCTC: through this distribution. So we currently have unallocated in our performance

0:38:07.620,0:38:09.549

UCTC: over 28 million dollars.

0:38:09.960,0:38:24.650

UCTC: And so through agreement through the 3 Tmas, including New York State Dot. We have agreed to a distribution as shown to the public operators. Dutchess County would receive 8,100,053 or 7 phones.

0:38:25.250,0:38:30.249

UCTC: Orange County, 15.1 million, and also county 5.2 million.

0:38:30.300,0:38:34.630

UCTC: These funds, the amounts were derived from.

0:38:35.620,0:38:43.210

UCTC: Yeah, I did. I would like to finish. I think you may be getting there. I apologize, Brian. They were

0:38:43.740,0:38:49.299

UCTC: derived from the amount of project administration costs

0:38:49.580,0:38:59.319

UCTC: that were for a 2 year period of each public operator. So essentially, we looked at the tip and all the eligible costs under

0:38:59.570,0:39:00.840

UCTC: operations.

0:39:01.540,0:39:20.479

UCTC: and then doubled that amount for one year that year we looked at this year 2,023 for each provider. So I believe we actually got a little more than that. So let me just give you some background in the pandemic when we had.

0:39:20.540,0:39:35.639

UCTC: and there was a substantial amount of money because of the significant burden on transit. When Covid hit they they effectively shut down for all intensive purposes and ridership drop

0:39:35.850,0:39:37.400

UCTC: precipitously.

0:39:38.000,0:39:44.890

UCTC: So the cares money came out for transit, and it was a significant amount of dollars. Some of these.

0:39:45.180,0:39:55.539

UCTC: for example, I believe trailways got somewhere in the neighborhood of about 12 million dollars in terms of terms of funding, and others had also significant amounts of dollars.

0:39:56.260,0:40:16.609

UCTC: So I want you to think back to the resolution we just passed, which essentially had pieces of the funding, going to the private, to the public carriers, which is Dutchess Orange and and Ulster. Ca, as a county right, the public transit systems, and then money going to the what they call the inter commuter transit systems.

0:40:16.680,0:40:21.659

UCTC: which is Short Line Treadaways and I forget what which one is over in

0:40:22.030,0:40:27.769

UCTC: so when we looked at the money that was made available from cares

0:40:27.890,0:40:28.780

UCTC: right.

0:40:30.110,0:40:43.610

UCTC: there was a significant amount of money by the formulas that we were using that would build as a private carriers using Arpa miners to the tune of somewhere in a neighborhood of little over 29 or 30 million dollars.

0:40:43.910,0:40:50.500

UCTC: to be split up among the private carriers. We went out and had a conversation with the private carriers, and said.

0:40:51.660,0:41:03.789

UCTC: Do you actually have a need for this understanding this, Arpa can only be used for operating assistance can't be used for capital or anything else, only for operating systems. Right?

0:41:03.820,0:41:10.749

UCTC: And I want you to think about. What I said is, what's happening with operating is their bus ridership is down.

0:41:10.980,0:41:14.470

UCTC: So they're not operating as many routes as they used to operate.

0:41:14.750,0:41:24.449

UCTC: and they're operating more leanly and more efficient. So the short answer is, when we went out and asked, those carriers, Do you have a need for the phones.

0:41:24.760,0:41:31.489

UCTC: The answer we got back is to have it spend that we've already allocated, allocated to with respect to cares.

0:41:32.260,0:41:35.959

UCTC: Take that inside and say, Arpa only gives you

0:41:36.080,0:41:42.520

UCTC: so 2,026 to allocate the money to spend the money they a allocated by 2,024

0:41:42.620,0:41:48.890

UCTC: and spent by 20.6. We then went back and said to the public carriers.

0:41:50.470,0:41:55.120

UCTC: How much operating assistance would you need

0:41:55.480,0:42:07.019

UCTC: to essentially carry you through for 2 years of operating assistance, assuming that you can basically take your 53 7 monies and use that for capital

0:42:07.250,0:42:10.369

UCTC: right? Your bus facilities been used for capital.

0:42:10.460,0:42:15.190

UCTC: And then what's what? How much, how much operating assistance would you need?

0:42:15.410,0:42:22.250

UCTC: Those carriers came back to us and said we would need X amount of dollars for operating assistance. Right?

0:42:22.400,0:42:27.749

UCTC: So when that did, what we did is we looked at that and said, what happens

0:42:27.790,0:42:40.030

UCTC: in terms of the allocation that was going to go to the private carriers. What happens if we use that at the to assist the public carriers in the region, and make sure that they that we can meet their operating costs.

0:42:40.410,0:42:43.190

UCTC: And that's the answer that's in front of you right now.

0:42:43.230,0:42:53.390

UCTC: Those those are the answers that are in front of you right now, which does 2 things. One is, it reduces the amount of funds that may be necessary for the counties or the

0:42:53.530,0:43:04.600

UCTC: other people to essentially to the counties themselves actual taxpayer dollars within the counties themselves to pay for their operating and their transit system. That's the first thing it does.

0:43:04.670,0:43:15.799

UCTC: The second thing it does. It allows the the Uk. Ukat, and others who essentially use its other Federal funds to meet its capital facilities, needs.

0:43:15.870,0:43:27.580

UCTC: and the capital facilities needs are not insignificant with respect to the the public carriers act. So what we've done is is we've shifted money that the private carriers do not need

0:43:27.610,0:43:47.190

UCTC: to the public carriers to to cover their operating costs, which allows one to reduce the amount of monies that are needed from the counties, who essentially need the public carriers needs that are not currently met, and 2 is allows the public carriers to essentially do additional investment in capital facilities.

0:43:47.760,0:43:56.660

UCTC: I don't know whether ever get enough money, but we're trying with it. And and and and this is, I mean, this is

0:43:57.180,0:44:08.300

UCTC: understanding strategic thinking. With respect to how you use your your your transit dollars, and essentially trying to reduce those to make sure your transit agencies are are

0:44:08.550,0:44:18.179

UCTC: able to meet the needs of the of the of the people they serve and be is that we can maximize our need for capital investments into the future. And

0:44:18.780,0:44:26.730

UCTC: I think if everyone takes a look at the capital investment investments that are needed to move fleets into a green Fleet profile.

0:44:27.030,0:44:30.300

UCTC: They're so significant, and quite frankly.

0:44:30.560,0:44:51.219

UCTC: more than the amount of Federal dollars that are made available on a regular basis. So we took advantage of this opportunity to essentially set this money, set this money in so that we would have additional capital dollars here. I mean, we're looking at substantial capital needs with respect to Ulster, accounting not only with respect to

0:44:51.260,0:44:54.660

UCTC: actually buying the buses, but also having a place to put them.

0:44:55.060,0:45:08.999

UCTC: So that's what we're trying to do here, and that's what the other counties are trying to do as well. Does that help? And as an explanation. I just want to let you know where the money's coming from. We just didn't suddenly find 37 million dollars. We actually took it away from people.

0:45:09.290,0:45:13.730

UCTC: You'll be able to spend it in operations by

0:45:15.100,0:45:25.280

UCTC: mean, the county currently subsidizes county taxpayer dollars currently subsidizes. You can at least 3 and a half to 4 million dollars.

0:45:25.670,0:45:26.660

UCTC: So

0:45:27.650,0:45:40.009

UCTC: the the short answer is that will reduce that subsidy, and it's in the same, and it, and at the same time allow the county to invest in in additional additional capital facilities.

0:45:43.920,0:45:45.210

UCTC: Any questions.

0:45:47.910,0:45:49.069

UCTC: any comments

0:45:51.580,0:45:53.309

UCTC: hearing none, any opposed

0:45:55.980,0:45:57.240

UCTC: any extension.

0:46:00.180,0:46:01.070

UCTC: Thank you.

0:46:02.670,0:46:07.439

UCTC: Am I on that Bron? Yes, thank you. Thank you.

0:46:08.640,0:46:26.400

UCTC: Item number F draft, UC. Tc. Resolution 2023, dash 10. Of course, when the Federal Transit funding from the Coronavirus and Relief supplemental appropriations otherwise known as Serisa in the Mid Hudson Valley Transportation Management area, do I have a motion

0:46:26.570,0:46:27.600

UCTC: for discussion.

0:46:28.710,0:46:30.350

UCTC: One. Thank you.

0:46:31.380,0:46:35.249

UCTC: Thank you. A motion is second Brian. Again.

0:46:35.670,0:46:45.509

UCTC: similar fashion to Resolution 9. I apologize for not having to print a copy of the resolution it is available on screen. We'll be sure to put that in the packet online.

0:46:45.730,0:46:54.570

UCTC: After the meeting. The Carissa funds were approved on December 20, seventh, 2020,

0:46:54.580,0:47:06.239

UCTC: the supplemental appropriations ask of 2021, and in again, similarly intended to provide Covid relief

0:47:07.010,0:47:17.020

UCTC: for a number of purposes. On January eleventh 2021, the Fta release the formula funds, and again, these are 5307

0:47:17.150,0:47:23.130

UCTC: funds attributable to the pigs in New birth. new York, New Jersey urbanized area.

0:47:23.170,0:47:33.079

UCTC: So the funds are shown in attachment one for 2021. The full allocation was just over 4 million dollars. We've previously allocated 2.3 million.

0:47:33.100,0:47:41.960

UCTC: And so we have currently unallocated 1.7 million dollars, and the distribution between the 3 public entities are shown

0:47:42.030,0:47:48.880

UCTC: in the attachment, also counting, give, you see, \$318,192.

0:47:50.620,0:47:58.139

UCTC: And the formula for this is a similar formula that we use for 53, 39, and 53, 1053, or 700.

0:47:58.670,0:48:03.259

UCTC: The means in terms of how we arrive at the numbers

0:48:03.880,0:48:04.620

UCTC: and

0:48:06.840,0:48:08.060

UCTC: point for capital.

0:48:08.510,0:48:12.249

UCTC: This could be used either way. It's gonna be used for any.

0:48:12.300,0:48:18.249

UCTC: This funding is eligible for any funding. That 5307 is eligible for

0:48:18.480,0:48:28.890

UCTC: this funding can be used, and just to clarify. With regard to these past 4 resolutions, providing monies to also kind of area transit

0:48:29.330,0:48:32.270

UCTC: whenever a project or a specific purpose

0:48:32.390,0:48:42.010

UCTC: is identified by new cat. It needs to be put on the transportation room program so there would be forthcoming amendments to the tip, once those projects are identical.

0:48:42.790,0:48:51.799

UCTC: are going into savings essentially allocating, funding, not allocating projects.

0:48:55.830,0:48:57.200

UCTC: any questions.

0:48:59.790,0:49:00.800

UCTC: comments.

0:49:03.250,0:49:04.780

UCTC: Anybody opposed.

0:49:08.220,0:49:09.710

UCTC: any abstentions

0:49:11.240,0:49:13.590

UCTC: so carried. Thank you. Thank you.

0:49:14.050,0:49:16.490

UCTC: Item number 6. Other old business.

0:49:16.500,0:49:30.070

UCTC: Brian. Sure. With the assistance of Region 8 out, you, Nicole and Staff. David and I have been working on administrative modifications to the transportation improvement program.

0:49:30.140,0:49:56.370

UCTC: So every year the Federal Highway Administration takes a snapshot of the transportation proven programs around the country. They like to give us a little report they call tip performance. They want to see us obligating. As all the funds that are originally programmed per year. They want us to obligate 100% of those funds. New York State do. T does a great job of obligating 100% of funds statewide every year.

0:49:56.370,0:50:03.710

UCTC: because they have great accountants, and make sure that all the funds that are allocated to the State are spent.

0:50:03.870,0:50:09.439

UCTC: But in order to do that, if we're not. If our projects are not meeting their schedules.

0:50:09.750,0:50:19.180

UCTC: We don't want to take the funding away. What we do is amend the tip and move those projects to the next Federal fiscal year.

0:50:19.490,0:50:23.859

UCTC: that is, to improve our snapshot and the tip performance

0:50:23.940,0:50:43.060

UCTC: as far as the Hwa is concerned. So these are administrative modifications. They don't require approval of the Transportation Council. They can be done by staff because they are all within the first 4 years of the existing transportation program. But we'd like to make you aware of the changes for information

0:50:43.290,0:50:51.399

UCTC: purposes. Each local sponsor, when it does involve a local municipality is contacted.

0:50:51.490,0:51:00.990

UCTC: We review the changes and get their general approval regarding the need for change. and so the projects affected.

0:51:01.060,0:51:15.489

UCTC: We do them all in one batch. This is all generally for the same purpose again, which is typical. So those projects affected. We include the 29 sidewalk improvement project, and it kind of worsen. They're very close

0:51:15.530,0:51:22.400

UCTC: to having design approval of that project, and we anticipate instruction 24.

0:51:23.370,0:51:26.179

UCTC: On that project, which is well over 10 years. At this point.

0:51:26.500,0:51:38.020

UCTC: Ton of reversing dnh, also needs to be pushed out, and for a variety of reasons, to 2025.

0:51:38.670,0:51:45.180

UCTC: go ahead. This is the 2 divorcing projects. Ton of new pulse.

0:51:45.230,0:51:50.170

UCTC: This project we were discussing with Nicole. We may actually pull this

0:51:50.280,0:51:53.779

UCTC: it sounds like they're very close to having

0:51:54.000,0:52:03.910

UCTC: their bids issued, and we may be able to obligate this to channel 24. So we'll put this on the back burner.

0:52:03.920,0:52:07.739

UCTC: and hopefully we can get this. The town can get this approved

0:52:08.280,0:52:09.930

UCTC: or 2024

0:52:12.460,0:52:20.949

UCTC: City and Kingston Kingston flat question Fox I'll have. We're pushing out to 2025 significant funding shortfall on that project

0:52:21.410,0:52:29.960

UCTC: town of Rochester Voicemail road Bridge. Again pushing out to 25. There's still way. Acquisition.

0:52:33.590,0:52:37.860

UCTC: Ulster county Turnwood Bridge 2025,

0:52:40.670,0:52:42.520

UCTC: Beaverton Road, Scutter Book

0:52:42.810,0:52:47.330

UCTC: Bridge, and then roll into 25 instruction phrases

0:52:48.610,0:52:56.930

UCTC: und phase one project. This is the San Diego Rail trial that we received a transportation program Grant and

0:52:56.960,0:52:58.999

UCTC: we only recently

0:52:59.320,0:53:08.070

UCTC: have our engineering under contract. So this project is really just begun. So we're gonna roll this to 25 as well.

0:53:08.280,0:53:11.860

UCTC: we wouldn't expect construction. It's like 25 of the areas.

0:53:13.230,0:53:15.339

UCTC: So this is the last one here

0:53:16.090,0:53:17.230

UCTC: pound of ulster.

0:53:18.200,0:53:23.850

UCTC: Yes, the voices voice voices laying signal improvements.

0:53:24.430,0:53:25.519

UCTC: You're in control.

0:53:29.380,0:53:35.769

UCTC: So those include all the administrative modifications again, just shown for information purposes. At this point.

0:53:36.630,0:53:38.260

UCTC: any questions

0:53:39.700,0:53:44.189

UCTC: we will be moving these forward through approval, and a big batch.

0:53:45.430,0:53:52.150

UCTC: maybe later in the month you'll see there's no huge rush, but they need to be approved by 2 mid late September.

0:53:54.600,0:53:55.589

UCTC: That's a rush.

0:53:56.760,0:54:04.560

UCTC: It's it's been delayed. August. Well, they're already. They're already written around. All you have to do is push a button there.

0:54:04.700,0:54:06.339

UCTC: that's a rush.

0:54:10.120,0:54:14.250

UCTC: that's all I have for Tip.

0:54:14.510,0:54:15.680

UCTC: no other

0:54:15.770,0:54:25.949

UCTC: under below that project updates, there's a few links that I provided on the agenda. Just for your information. We have

0:54:26.170,0:54:34.480

UCTC: a number of Gis dashboards that you might find interesting. We provide these at the last meeting, but I kept them up again.

0:54:35.230,0:54:38.400

UCTC: David has been working on.

0:54:38.620,0:54:48.910

UCTC: Course we don't put the title, so I'm not sure the link is a bit of a surprise when you click on it. You don't know what you're gonna get. It might be useful to talk about the urbanized area boundaries first. But yeah.

0:54:49.000,0:55:02.249

UCTC: I don't know if that's the first link, but I have it up separately, but that's probably more productive to conversation dashboards. So every 10 years the census releases a new urbanized area.

0:55:02.630,0:55:18.819

UCTC: Based off of population this time was an interesting update because they changed the the process for defining the urbanized area. So the skips how far, you could skip between urbanized areas, or you know, areas of population got shrunk.

0:55:18.960,0:55:26.450

UCTC: So you could. So in certain areas where we have geographic or you know, or geological limitations where you can't develop

0:55:26.680,0:55:32.259

UCTC: that kind of extended out. So it really created

0:55:32.610,0:55:37.880

UCTC: probably a good overview. Here is the purple background color here, which is very difficult to see on the screen.

0:55:38.270,0:56:08.199

UCTC: Is the pre-existing 2010 urbanized area adjusted urbanized area. The green that we see here is the new 2020 urbanized area, as defined by the census. Now the Mpos and dot, we get to go do a smoothing process to create a Federal highway administration, urbanized area boundary. So this allows us to take these kind of locations that you have that don't necessarily

0:56:08.260,0:56:10.299

UCTC: make sense for a roadway.

0:56:10.330,0:56:25.839

UCTC: And it allows us to extend them out to to make sure that you have a roadway completely covered by the urbanized area or the characteristics of you know where you would expect development to occur. The previous boundary. You know, we had funny things like this that extended up into Green county.

0:56:26.040,0:56:31.529

UCTC: That was added in 2010, but with the

0:56:31.970,0:56:41.310

UCTC: new changes we no longer have to go up that far. Now, when we do our adjustments. We have to include everything that's defined by the census, but we can extend beyond that.

0:56:41.740,0:56:58.739

UCTC: So this is a draft that I put together with the new with the new boundaries. So the red outline here is what we're looking at to consider for our urbanized area. We've kept mostly with the 2,010 boundaries.

0:56:58.920,0:57:06.859

UCTC: but we did constrain ourselves in a couple of areas such as up here in the northern section of the county. We're extended in green. We did drop that down a little bit.

0:57:06.970,0:57:16.410

UCTC: Some extraneous ones we've we've dropped as well, you know, little things that were sticking out kind of artifacts of the previous iteration.

0:57:16.570,0:57:18.340

UCTC: We've been able to drop out.

0:57:18.450,0:57:27.209

UCTC: This one's kind of an interesting one. This is Soft hill road which we used to extend out into into what you know, Woodstock, all the way up here.

0:57:27.320,0:57:37.490

UCTC: Instead of doing this kind of ribbon develop, you know ribbon section that had dropped out in 20 in the 2020. So we only had to go as far as the screen section.

0:57:37.600,0:57:50.270

UCTC: And so, instead of, you know, doing the connection that way, we've opted to do it along the route 28 corridor instead. Because we did have to include this. This was a new addition, and then we decided to kind of extend it up

0:57:50.440,0:57:55.340

UCTC: through here to make the connection into Woodstock. We felt made a little bit more sense.

0:57:55.740,0:58:01.049

UCTC: Then we had, you know, some things that we've can, you know, who

0:58:01.150,0:58:06.480

UCTC: haven't pulled that one off before? Sorry track pad here about

0:58:06.640,0:58:07.540

UCTC: there.

0:58:07.930,0:58:08.700

Okay.

0:58:09.140,0:58:21.040

UCTC: I'm just doing highlights, constant, the big ones. We've constrained this in which we extend down 209. That's kind of getting pulled back a little bit.

0:58:21.590,0:58:23.040

UCTC: and then

0:58:23.620,0:58:38.679

UCTC: the other thing that we had neglected to do in the previous iteration. That Orange County was most mostly noted for was the separation of the urbanized areas. So we have the Kingston urbanized area, which we've kind of looked at, extending the Woodstock up to Socrates.

0:58:38.760,0:58:40.500

UCTC: But then, as we go south.

0:58:40.820,0:58:45.870

UCTC: You run into that Poughkeepsie, Newburg New York, New Jersey, which is the Tma

0:58:46.020,0:58:56.989

UCTC: area that Uzee 9 that we used to talk about but the the changes in the skips and the jumps. It's separated out new pulse. So new pulse is no longer connected

0:58:57.490,0:59:03.330

UCTC: here. It kind of skips. So the boundary comes over through here, but then it it.

0:59:03.340,0:59:17.600

UCTC: it, it separates out. So we have to show these separate urbanized areas, which is why, we have the red line kind of going around here and separating out new parts. Then we get into this Piksey neuberg section.

0:59:17.620,0:59:24.229

UCTC: and we've kept most a lot of that, the same as well. Again, just a few sections that we've kind of

0:59:24.620,0:59:29.280

UCTC: dropped out. And then there have been a few editions where

0:59:29.490,0:59:32.820

UCTC: to follow the roadways that we didn't used to have

0:59:32.930,0:59:44.069

UCTC: just to make sure that it's consistent. Between that the implications, I guess, of the boundary I neglected to mention. Big implications are for your

0:59:44.150,1:00:02.969

UCTC: functional classification which affects if you're you know, if you're eligible for Federal aid and for fema and emergency response funding as well roads that are assigned either as urban collectors or rule collectors.

1:00:03.010,1:00:09.649

UCTC: And so what you're trying to make sure is is that particularly along major state quarters we don't run in a situation where

1:00:09.710,1:00:27.429

UCTC: part of a major state corridor is a urban collector and part of a in the other part of its world, and then it goes back to maintenance, goes back to Urban. So you want to try to keep that functional class all the same, not only with respect to Urban, but also also, with respect to whether you're not changing back and forth in the border.

1:00:27.550,1:00:33.370

UCTC: and then on the southern half of the county. We wanted to try to make sure that we match them

1:00:33.380,1:00:46.539

UCTC: to the boundaries that are being drawn in Orange County, so in Orange County hadn't finalized those. But we did have a meeting with them to kind of go over, and it looks like we're matching up everywhere where we need to in this portion.

1:00:47.050,1:00:58.019

UCTC: and you know, when we're doing these boundaries, we try to also anticipate where development, where is expected to occur over the next 10 years as well. Just to make sure that we're capturing some of those areas.

1:00:58.120,1:01:12.520

UCTC: The last one where we kind of made changes was in Allenville. area, and we had gone through quite a process in the previous iteration, back and forth with Dot on that. And this one. We just kind of

1:01:12.830,1:01:25.580

UCTC: constraint it a little bit more so that we we dropped out some of these very, you know, rural areas that were kind of an artifact and boundaries that we were using at the time. This time we don't have to adhere to census boundaries, so we did do some annual adjustments.

1:01:25.960,1:01:28.160

UCTC: And we just tried to kind of

1:01:28.400,1:01:37.039

UCTC: bring things in a little bit more, and, and, you know. cut down on some of the over exception that we we had previously. So this

1:01:37.320,1:01:50.670

UCTC: this viewer will will make available to to members if they want to dive in and take a look at. You know, specific locations. This will be a process. Back and forth. We will be coming back to to the the table.

1:01:50.690,1:01:57.770

UCTC: To go over the changes. And I can't remember the timeline for final approval. But there is going to be

1:01:57.790,1:02:10.110

UCTC: yeah, additional outreach the the process at this point these draft boundaries have been submitted to New York State, do they? We haven't submitted? No, because I wanted to show them here.

1:02:10.350,1:02:20.859

UCTC: and then they'll be submitted to New York State, DO. 2 requires New York State, DOT. Sign off. and then we can come back to the Council through resolution.

1:02:21.070,1:02:28.389

UCTC: and they will need to be approved by resolution at a later date prior to the end of the year. Is that correct? It's coming up fast. Yeah.

1:02:29.020,1:02:29.880

UCTC: no run.

1:02:30.260,1:02:35.790

UCTC: Yeah, just push your button.

1:02:36.340,1:02:44.020

UCTC: There's quite a bit of an effort here. A lot of this effort is essentially trying to. We're not trying to, but it's dictated by

1:02:44.050,1:02:46.900

UCTC: Nice that in terms of what they want to see. So

1:02:46.980,1:02:51.929

UCTC: what we're doing is literally fine-tuning stuff that

1:02:52.020,1:03:01.429

UCTC: that they they need to see, and for for really good reasons. So it's not. It's not arbitrary. There's really good reason for what we're doing. So that's why David.

1:03:01.580,1:03:06.590

UCTC: what we want to make sure outside seen this, but we need to submit. It denies that as soon as possible

1:03:07.700,1:03:10.530

John Schultheis: question from the city of Kingston.

1:03:11.350,1:03:12.690

UCTC: Yeah, John, go ahead.

1:03:13.080,1:03:20.040

John Schultheis: Erm, am I remembering right? A year or so ago there was a concern that the Kingston urbanized area might

1:03:20.070,1:03:44.520

UCTC: no longer qualify, based on the population. Is that still a concern or no so no longer a concern. The numbers came out were about. We're about like the fifth or sixth smallest Mpo in the nation smallest in New York State. We made it by 240 individuals. Yeah, population threshold was 5, 50,000 that we had to hit. And there was, yeah, 50,200. Okay.

1:03:44.520,1:04:08.140

UCTC: that's that's assuming that this boundary is approved. Is that right? No, that's that's based off of the census. So that green area that we have on the map that's defined by the census right now, we're just smoothing it out. It doesn't impact our allocation amounts. It just kind of impacts. Roadway eligibility is the best way to look at it.

1:04:08.900,1:04:11.980

John Schultheis: That's a good question, John. Thanks. Great, thank you. Thanks.

1:04:15.790,1:04:18.359

UCTC: Any other questions from the Council on this

1:04:20.860,1:04:22.579

UCTC: Brian, any other updates.

1:04:22.640,1:04:35.469

UCTC: We have several projects that are ongoing including the Route Codeo management plan, mobility plan and the see Kingston Railroad Safety Study. Those dashboards are linked

1:04:35.540,1:04:40.270

UCTC: and you can see Project Progress. We just completed a survey for the 9 W. Study.

1:04:40.310,1:04:44.459

UCTC: and we'll have published the survey results any day. Now.

1:04:44.830,1:04:52.319

UCTC: Also. Fourth, we are currently updating our website and having it completely redesigned

1:04:52.360,1:04:55.489

UCTC: by a firm are the Alderman area.

1:04:56.070,1:05:15.329

UCTC: And that project is going very well. We look forward to showing you some draft images, probably at the next meeting of what the new website will look like it's gonna be more pleasing to the eyes for one. But it's also gonna be so much better organized and easier to find documents and navigate.

1:05:15.420,1:05:18.280

UCTC: We're really looking forward to getting that under way.

1:05:18.650,1:05:20.940

UCTC: And out there.

1:05:21.840,1:05:25.640

UCTC: 3 projects in the Hopper.

1:05:25.940,1:05:29.160

UCTC: We have completed

1:05:29.420,1:05:42.120

UCTC: the procurement process for 2 Fta planning studies, one including the coordinated plan. So it's the human sort of coordinated human services public transit transportation plan.

1:05:42.210,1:05:44.110

UCTC: which is an FDA requirement.

1:05:44.210,1:05:52.180

UCTC: So we'll be hopefully having a kickoff meeting sometime in October. If we can get the contract executed by then.

1:05:52.370,1:06:03.840

UCTC: We also have complete the procurement process for the route optimization. Study. This is pretty extensive. Look at your Ucat

1:06:04.030,1:06:10.979

UCTC: system and analysis of all of the routes and looking for efficiencies and improvements in that

1:06:11.270,1:06:33.280

UCTC: in that system, and that will be an extensive study as well. And we, are presently doing contract negotiations. No, the contract negotiations are done. And basically, what we are right now is, is there contracts that have to go to the legislature for Google because they're over \$50,000. So those will be in front of a legislature for the September meeting.

1:06:33.600,1:06:42.030

UCTC: So I currently finish one draft. It's up to contract 9. The other one should be finished by the second.

1:06:43.860,1:06:48.500

UCTC: and finally I just issued. It will be issued on Thursday.

1:06:48.530,1:06:56.430

UCTC: a request for proposals for assistance with the public engagement and process associated with the update

1:06:56.620,1:07:03.229

UCTC: of the Long range transportation Plan seems like we just completed the long range transportation plan

1:07:03.250,1:07:12.859

UCTC: yesterday, but it's now due for its regular 5 year. Update no later than september thirtieth, 2024, which is right around the corner.

1:07:13.120,1:07:15.739

UCTC: We are not doing a full sale

1:07:15.960,1:07:24.920

UCTC: update of this document. I'm pretty comfortable with it. I think the data is very good. I think the layout is very good. so we'll be updating data where available.

1:07:25.120,1:07:33.640

UCTC: making sure that the document meets all Federal requirements. There are a few new additional requirements since the bipartisan infrastructure law was passed.

1:07:33.800,1:07:44.680

UCTC: but the purpose of the Rfp. Is to have a consultant assist us with the public engagement process, conducting meetings, posting websites and surveys

1:07:44.760,1:07:54.760

UCTC: and things of that nature, and we also hope to have a fully digital plan. So it won't just be paper document anymore. But it will be a plan that will

1:07:54.770,1:08:05.510

UCTC: exist online into the future. If we have a successful procurement process that is so. We that Rfp will.

1:08:05.580,1:08:08.500

UCTC: We're live on Thursday for the New York State contract reporting.

1:08:09.830,1:08:19.279

UCTC: yeah.

1:08:19.390,1:08:28.559

UCTC: endeavor embarked upon by also county government. And so Uctc. Can certainly participate. As well

1:08:28.710,1:08:45.409

UCTC: participate. Also, if you're familiar with Engage Kingston. It's the very same type of software that provides a really great platform for public engagement. So all types of projects, planning projects and construction projects. And like.

1:08:45.630,1:09:00.020

UCTC: so Uctc, when appropriate, will be using, participate also to inform the public about our project schedules, opportunities for participation and input.

1:09:00.090,1:09:07.490

UCTC: and things of that nature. There's also a really good mapping component that allows participants

1:09:07.810,1:09:22.950

UCTC: when we create the the widget essentially to provide input, through an online mapping tool and also to engage in conversations. So people can see each other's comments. Unfortunately.

1:09:23.080,1:09:30.029

UCTC: the Granakus Company, that is. that manages the software does also provide

1:09:31.090,1:09:36.479

UCTC: overview of all this public comments. So if there are any off color remarks made by

1:09:36.670,1:09:41.250

UCTC: The public, they will be removed by our consultants, Ryan.

1:09:41.840,1:09:52.350

UCTC: So some great new tools, they're becoming available to us. With our Rtis online, our hub, platforms, that we've been using more.

1:09:52.399,1:10:00.519

UCTC: The new website for UCTC. Which I would expect to be completely revised by December. And now we participate allster

1:10:00.990,1:10:06.639

UCTC: opportunities. We really have a lot of great tools to engage the public and keep it

1:10:08.800,1:10:10.060

UCTC: anything else, then.

1:10:10.820,1:10:27.849

UCTC: the only other thing I have is that the Traffic Safety Board will meet on September eleventh. That's Monday. We usually meet on the first Monday of every month, but that is a conflict with the Labor Day holiday. So we have signed to this phone. I don't have any agenda items at this time, but we do.

1:10:27.970,1:10:29.190

UCTC: 6 PM.

1:10:29.300,1:10:32.369

UCTC: That's the county legislative. Anything from

1:10:32.410,1:10:33.740

UCTC: council members.

1:10:36.760,1:10:38.300

UCTC: anything online.

1:10:40.270,1:10:41.650

UCTC: See? No hands

1:10:41.880,1:10:43.390

UCTC: anything from the public.

1:10:46.820,1:10:53.019

UCTC: Thank you very much. Everybody. Thank you.

Meeting concluded at ~11:14 am