

ULSTER COUNTY TRANSPORTATION COUNCIL
Joint Technical & Policy Committee Meeting

Meeting Transcript
August 27, 2024

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

00:00:08.770 --> 00:00:13.510

UCTC: Remember the link. So I don't know

00:00:14.590 --> 00:00:22.260

UCTC: relative to the Pops relative to the technical. With that I'm going to start the the agenda

00:00:22.550 --> 00:00:29.749

UCTC: welcome introductions. We just done. Thank you very much and call for citizens comments. Do we have any citizen comments?

00:00:30.360 --> 00:00:31.929

UCTC: Anybody in the room?

00:00:32.710 --> 00:00:35.769

UCTC: Any citizens comments from anybody online.

00:00:37.310 --> 00:00:40.400

UCTC: I see no hands raised. And I hear, no.

00:00:41.160 --> 00:00:49.619

UCTC: Okay. So a motion for the approval of the May 28, th 2024, Technical Committee meeting summary. Do I have a motion

00:00:49.820 --> 00:00:56.399

UCTC: so moved? Thank you, Mr. Do I have another second second? Thank you, Mr. Pine. I have a motion, a second. Any comments.

00:00:59.580 --> 00:01:02.119

UCTC: hearing none, any opposed

00:01:04.739 --> 00:01:06.620

UCTC: any abstention.

00:01:10.690 --> 00:01:12.250

UCTC: Thank you. So, Carrie.

00:01:12.760 --> 00:01:22.229

UCTC: Communications and announcements, Brian, I have a few pieces of correspondence. I'm happy to share the 1st I handed over to Sandra

00:01:22.700 --> 00:01:31.599

UCTC: the in coordination with the Ulster County Executive's office, Uctc. And the Traffic Safety Board has been assisting

00:01:31.610 --> 00:01:55.839

UCTC: county Executive with a series of traffic safety messages that we've been rolling out. The 1st was safe start to summer that I think we we spoke about at length. Here we made radar speech feedback devices available to municipalities. Those are still available. Upon request to Dpw. And we have been coordinated with the Ulster County chiefs of police

00:01:56.010 --> 00:02:04.449

UCTC: for an enhanced enforcement Blitz during the 1st 2 weeks of July, and there was significant ticketing for excessive speeds.

00:02:04.520 --> 00:02:18.129

UCTC: So this fall we we will be continuing the outreach effort. And it's going to be safe. Start to school and focusing on some back to school messages, specifically safe school bus.

00:02:18.716 --> 00:02:27.659

UCTC: following rules around school buses, making sure that we have safe passing and stopping when school buses are stopped on our roads.

00:02:28.080 --> 00:02:45.779

UCTC: and we're also going to be rolling out. There's a small flyer be safe. Be seen package to to the public. Created a basic information flyer that will go along be accompanied with a high visibility vest

00:02:46.537 --> 00:02:55.340

UCTC: a snap on reflective bracelet and flashlights to the 1st phase we have 50 kits assembled

00:02:55.360 --> 00:03:03.069

UCTC: that will be targeted to Dss clients who are being housed in emergency facilities across Ulster County.

00:03:03.440 --> 00:03:18.160

UCTC: Those of you who aren't aware we have facilities throughout the county. They're almost exclusively on the State highway system, and when those individuals have needs to leave the building they often don't have transportation. We've been getting many reports. The Traffic Safety Board.

00:03:18.480 --> 00:03:29.680

UCTC: If these individuals are exposed on the highway after dark, and people cannot see them. So these kids would be made 1st and foremost, available to those clients.

00:03:29.830 --> 00:03:34.190

UCTC: and then we'll see if there's a continued demand to

00:03:34.420 --> 00:03:47.509

UCTC: do another purchase and make them available to a wider audience of all, you also roll out, not just in handing out the equipment, but like an educational component where maybe you have the opportunity

00:03:47.580 --> 00:03:54.120

UCTC: to, you know. Besides, from the choir explain the importance of being seen just I mean the the.

00:03:54.470 --> 00:04:08.230

UCTC: There's another flyer. This particular flyer was. It's a custom made in house the message is actually developed by the Federal Highway administration. And the it's it's very blunt. This shiny stuff can save your life

00:04:08.240 --> 00:04:10.270

UCTC: as packaged together.

00:04:10.735 --> 00:04:19.450

UCTC: So I thought that was through those facilities, though. Yeah, we're working with social services and Dss to make the

00:04:19.459 --> 00:04:21.739

UCTC: make the equipment available.

00:04:21.890 --> 00:04:24.020

UCTC: There's an additional flyer

00:04:24.140 --> 00:04:52.940

UCTC: available and published through the New York State Department of Health and the Governor's Traffic Safety Committee that outlines in detail all the reasons why to be seen at night, what side of the road you should be on, etc. I personally feel that something a little more brief and blunt might be more effective this round. But these facilities have someone that works there that kind of oversees the operations of each of the facilities. I'm just thinking that a more in

00:04:52.940 --> 00:05:16.529

UCTC: a personal message could potentially I mean knowing what I know about these facilities. These are emergency situations, and I think in many cases the situation for these families is really quite dire. So I I don't I? I think we oh, they're not long term facilities. No, it's temporary emergency shelters for people who are unhoused, and they're often motels.

00:05:16.530 --> 00:05:34.889

UCTC: No, but how long less than 4 weeks. I'm looking at our legislator now for up to 2 years. So again, that personal message, I'm just saying it can make a difference. Because we know on

00:05:35.060 --> 00:05:40.900

UCTC: yeah, there are resource officers that go out and those resource officers will happen. Oh, good! That's right.

00:05:41.720 --> 00:05:46.420

UCTC: And then we there is other discussions ongoing with the sheriff's department as well.

00:05:46.740 --> 00:05:52.059

UCTC: because they have resource officers in all the schools. Yeah, yeah, good.

00:05:52.653 --> 00:06:15.779

UCTC: I'm in. So that's a safe start to school. I'm also I have a piece of correspondence from the town of Lloyd that is directed to Region 8 dot regarding the intersection of half land road and 9 W. Supervisor. I don't mean to put you on the spot, but would you mind? We've had residents, and I think it just

00:06:16.100 --> 00:06:17.970

UCTC: got read.

00:06:18.060 --> 00:06:35.470

UCTC: I I guess we came up since we finished Tilson Vineyard now. So people go. So if you think about Tilson is the road right off the bridge. If you go north, this is the 1st intersection. You make a right. You go to a walkway, you make a left. You go into town

00:06:35.730 --> 00:06:38.470

UCTC: that when you're crossing Hallow

00:06:38.550 --> 00:06:40.899

UCTC: say, crossing 9 W.

00:06:41.620 --> 00:06:43.690

UCTC: There, if you're making a left.

00:06:44.020 --> 00:06:47.859

UCTC: you know, and and you're at the the light, the light turns green.

00:06:48.090 --> 00:06:53.869

UCTC: The 1st car on the other side may be making a left. The car behind. It may be coming straight.

00:06:54.020 --> 00:07:20.360

UCTC: so if you see a lot of people see the turn signal and they make left. It's been a high accident rate probably, if you, if you look at the records, though it may not be for the last year and a half, because we had Tilson closed, and they're closed for the last year and a half when everybody intersection. But now that it's open again. It's and we have more people in town, obviously. And there's more people to walk away. It appears like it might be a good spot for adoles.

00:07:20.410 --> 00:07:33.999

UCTC: A left turn. Yeah, it might be an arrow, a green arrow on both sides for maybe the 1st 15 seconds, or whatever to clear the cars, and then otherwise it's Green Arrow and green. So

00:07:34.070 --> 00:07:51.267

UCTC: that was the request. We had it from a few residents we talked to over at our town board, and that's why we said, Have you received a response from? Reach me? I did. They said they would look at it. Sure. Yeah, I got the letter last week. Great? Well, keep us up to

00:07:51.720 --> 00:07:54.219

UCTC: up to date. It is a high accident rate.

00:07:54.810 --> 00:08:04.340

UCTC: Yeah, it might help. We also attended a meeting yesterday electronic correspondence, we were invited by the Mayor of Newport

00:08:04.510 --> 00:08:09.230

UCTC: to attend a meeting with Lance's deputy director at Region 8,

00:08:09.240 --> 00:08:15.300

UCTC: along with the Zimmer and quite a few new pals, residents to discuss

00:08:15.930 --> 00:08:24.719

UCTC: a host of issues germane to the village of Newport and the State system, particularly Route 208 Main Street. The

00:08:24.950 --> 00:08:28.190

UCTC: general issues were trying to

00:08:29.010 --> 00:08:33.089

UCTC: improve the situation regarding crosswalks on Main Street

00:08:33.309 --> 00:08:42.450

UCTC: traffic, calming on Main Street and safe crossings on 208, near the site of the most recent fatality of a suny new pulse student.

00:08:43.213 --> 00:09:03.130

UCTC: There was a very good attendance Steven O'shea was in attendance. Who's here today as well as ryan Russo, who is the Executive Director of the National Association of City Track Transportation Officials was in attendance as well, and made some interesting comments.

00:09:03.562 --> 00:09:07.589

UCTC: So it seemed like a productive meeting. I think everyone

00:09:08.808 --> 00:09:12.521

UCTC: had a fairly good sense of

00:09:13.240 --> 00:09:27.730

UCTC: of next steps that were given from Region 8. So we'll continue to participate as needed. Dennis and I were on the call, and we'll look to the mayor to provide any additional assistance as needed

00:09:27.790 --> 00:09:29.270

UCTC: for those discussions.

00:09:30.380 --> 00:09:34.749

UCTC: So I think that one big takeaway from that was the

00:09:35.516 --> 00:09:44.789

UCTC: increase flexibility that the new Nacco standards give with respect to setting speed limits and do other work on the roads, crosswalks, etc.

00:09:45.246 --> 00:09:51.909

UCTC: and nice.is moving to essentially incorporate that in their into their technical engineering books.

00:09:51.920 --> 00:09:58.399

UCTC: But there is a substantial amount of flexibility there from moving from the 85th percentile for speed limits

00:09:58.825 --> 00:10:08.460

UCTC: for speed, looking at that, actually down to the 50 percentile and then taking into other considerations as well. So that's to be appreciated

00:10:09.650 --> 00:10:20.190

UCTC: anything else. Brian, I have just one last piece correspondence we will be posting an ad for a position. Senior transportation. Planner, Dave.

00:10:20.280 --> 00:10:28.579

UCTC: can you explain this sadly. I have taken a position with the Genesee Transportation Council out in Rochester. I'll be the

00:10:29.123 --> 00:10:48.540

UCTC: active transportation program manager for Gtc. And so moving out to Rochester, New York, the city of Rochester, New York, not town, Nelson County. So yeah. New challenge for me and a much larger 9 county region instead of a single county that we have out here, and moving closer to family.

00:10:48.830 --> 00:11:11.860

UCTC: found 2 jobs in the area. So that's that's great. You might recall that I came here from Rochester. So I've been giving Dave a lot of tips and pointers about neighborhoods and restaurants, and

00:11:12.900 --> 00:11:35.670

UCTC: trying to get him to memorize the 9 county region. So so he will be missed nearly. And but the great thing is that the Mpos across the State are always stay very much close in touch, so we'll be working together in the future again.

00:11:35.670 --> 00:11:46.220

UCTC: But we will be posting the positions very soon. Yeah, we request to fill in. So we we believe we'd be able to post by the end of this week or 1st 1st week in September.

00:11:46.340 --> 00:11:48.029

UCTC: I will be able to post the position.

00:11:49.021 --> 00:11:52.880

UCTC: But so if anybody comes to mind let us know.

00:11:53.301 --> 00:11:56.429

UCTC: The, it is a Civil Service position. So

00:11:56.690 --> 00:12:05.609

UCTC: just be aware of that, and I would just echo Brian's comments. They will be, very shortly missed, and we look forward to working with them in the future.

00:12:05.650 --> 00:12:08.469

UCTC: I suppose, as as we move forward.

00:12:08.760 --> 00:12:12.119

UCTC: But he's been responsible for a number of

00:12:12.290 --> 00:12:17.750

UCTC: excellent programs and analysis. That goes with that that mean.

00:12:17.950 --> 00:12:18.420

UCTC: oh.

00:12:19.170 --> 00:12:21.999

UCTC: a lot of the roads and a lot of the people safer.

00:12:22.200 --> 00:12:23.149

UCTC: Mr. Kelly.

00:12:23.340 --> 00:12:32.949

UCTC: And I think that's that's a really important thing to think about. So congratulations for the job. And thank you very much for spending some time with us. We really appreciate. Thank you.

00:12:33.690 --> 00:12:38.329

UCTC: So, moving on anything else, Brian, I have no further communications.

00:12:38.690 --> 00:12:53.720

UCTC: Okay, thank you. New business. Item, a draft. Uctc. Resolution 2024, 0 9 limit to the Utcc Federal fiscal year 2023, 2027 transportation improvement program. We had a new National electric

00:12:53.770 --> 00:12:57.019

UCTC: vehicle infrastructure, navy formula program

00:12:57.140 --> 00:13:01.300

UCTC: funds, as shown in attachment one. I have a motion for approval.

00:13:03.230 --> 00:13:19.847

UCTC: I'll make the motion. Thank you, Ben, do I have a second? Thank you, David. I have a motion. And second, any discussion, Brian. So this resolution is actually the main reason why we're here doing a special joint meeting, because there was, I believe, a need to expedite this

00:13:20.410 --> 00:13:23.759

UCTC: addition to the Uctc tip, as the

00:13:24.460 --> 00:13:32.939

UCTC: agenda description explains. This is a national electric vehicle, infrastructure, formula fund project

00:13:33.484 --> 00:13:44.149

UCTC: which it's funding action to Napa, the New York State power authority for the operation maintenance of a new ev charging facility located

00:13:44.453 --> 00:13:51.210

UCTC: on Route 212 in the town of Saugerties. I believe if I'm not mistaken, this is back in the Plaza

00:13:51.626 --> 00:14:09.340

UCTC: sort of adjacent to the Mcdonald's as you get off the through way on that side. I don't know the exact location of where this facility will be located last year New York State dot approaches with a very similar project in the city of Kingston.

00:14:09.822 --> 00:14:13.279

UCTC: near the intersection of Hurley and Washington Avenue.

00:14:14.213 --> 00:14:22.090

UCTC: So the project is to create the charging facility. For a total project cost of 1.2

00:14:22.110 --> 00:14:24.693

UCTC: 1 million dollars. Again, the

00:14:25.760 --> 00:14:30.829

UCTC: request is made by New York State Dot or the New York State Power Authority

00:14:31.270 --> 00:14:56.520

UCTC: regarding the action on the tip. This is a new addition to the transportation Improvement program. Any new project requires technical committee approval. 15 day public comment period and final policy committee approval. This amendment has been open for public comment. We took the initiative to post the public comment in August. We have received no comment.

00:14:58.430 --> 00:15:03.870

UCTC: Yes. Will this facility be able to charge our bus fleet?

00:15:06.340 --> 00:15:18.190

UCTC: The short answer is, some of them, not all of them. The smaller buses, the electric, the smaller electrical vehicles. Then. Yes, the major big buses. I don't believe that's the case. They're a different charging model

00:15:18.470 --> 00:15:28.739

UCTC: than these. And the other thing is is that you start thinking about these in terms of site site needs for buses versus site needs for vehicles.

00:15:29.080 --> 00:15:39.579

UCTC: So even if it was capable of charging them, parking the bus. Getting charged may be the problem, but the infrastructure. Once it goes in, we're having some discussions.

00:15:40.950 --> 00:15:50.439

UCTC: relative to other infrastructure that we're looking at. That's being proposed to see whether or not we can accommodate bus chargers, but they they draw an awful lot of juice.

00:15:50.740 --> 00:16:17.470

UCTC: Yeah, I mean, the genetic rules do state that they have to be publicly available or available to authorize commercial motor vehicle operators for more than one company. So whether it is makes sense for you. Cat is, I think, a question, for you know the E transit vans. I think they can charge, but those are generally there are 14 passenger vans. We know what that those charges fit locally chargers. We know that they can charge those and they fit in a normal parking space

00:16:17.680 --> 00:16:43.900

UCTC: so those they can charge. You know that that's the case. Whether we'll use one or not. But it's nice to have the option. Yeah. And you know, while they're doing the construction, we should look at whether we could, for the larger buses at least put a stub in, or something. So maybe you know, 40 feet down from where this is, they can hook on and

00:16:43.980 --> 00:16:55.290

UCTC: and have a place to park a larger bus or something like that, because, you know, we're already, you know, digging up the earth and and putting conduits in. And

00:16:55.400 --> 00:16:58.430

UCTC: so they stubbed up the future.

00:16:59.110 --> 00:17:00.010

UCTC: Okay.

00:17:01.040 --> 00:17:09.419

UCTC: I mean, we know we're moving. We already have a a partial electric fleet, and we're moving to a total electric fleet. So

00:17:10.150 --> 00:17:13.160

UCTC: we will need charging stations.

00:17:13.900 --> 00:17:16.829

UCTC: Yeah, we're looking at new roots and new routes will

00:17:16.880 --> 00:17:21.729

UCTC: help us determine where we're gonna need those charging stations, and that one's close to town. Yeah.

00:17:23.450 --> 00:17:26.208

UCTC: Anything else, any other comment.

00:17:29.900 --> 00:17:34.949

UCTC: Hearing none. All in favor of all, all, any opposed. I apologize. Any opposed.

00:17:36.250 --> 00:17:37.770

UCTC: any abstentions.

00:17:42.010 --> 00:17:44.569

UCTC: hearing none from Perry. Thank you very much.

00:17:44.940 --> 00:17:59.979

UCTC: Item B, draft, Uctc. Resolution, 2024, 10, amendment to the Uctc. Federal fiscal year 2023, 2027 transportation improvement program to add a bridge. New York, a new bridge, new York awards, is shown in attachment. One.

00:18:00.540 --> 00:18:02.720

UCTC: Do. I have a motion for approval.

00:18:04.080 --> 00:18:10.079

UCTC: You're fine, thank you. Be able to check. Yep, I have a motion and a second, Brian.

00:18:10.710 --> 00:18:22.069

UCTC: Yes, thank you. The in 2023, the fall 2023 New York State dot released its discretionary application process

00:18:22.220 --> 00:18:24.310

UCTC: for the Bridge new York program.

00:18:24.510 --> 00:18:28.169

UCTC: and there were a number of applicants from

00:18:28.750 --> 00:18:37.569

UCTC: Ulster County, Ulster County has a rather large allocation. Do you recall off the top of your head, Dave? I must say

00:18:37.710 --> 00:18:38.600

UCTC: 8

00:18:38.860 --> 00:18:47.579

UCTC: 8 million didn't have to say 8.7 million. I think it was made available county wide on a on a competitive basis.

00:18:48.142 --> 00:18:59.420

UCTC: So applicants that were successful during that submission round are listed here in the amendment to the transportation improvement program

00:18:59.490 --> 00:19:02.189

UCTC: that includes Ulster County

00:19:02.710 --> 00:19:14.509

UCTC: as a bridge project to replace the bridge that carries Denning Road over the east branch of another Sink River. In the town of Denning. That's a total project cost of 5.6 million dollars.

00:19:15.685 --> 00:19:23.774

UCTC: The town of Rochester had a successful proposal for a bridge replacement project that would replace

00:19:24.570 --> 00:19:27.229

UCTC: The road called Project

00:19:27.260 --> 00:19:30.400

UCTC: 32 road over the stony Hill

00:19:30.795 --> 00:19:37.729

UCTC: and to bring that bridge to a state of good repair. Total project cost of \$796,000,

00:19:38.400 --> 00:19:42.029

UCTC: and finally the 3rd award that was successful

00:19:42.945 --> 00:19:54.964

UCTC: was for the town of Sardy's, and that would be a bridge that carries Drummond Falls road over the Cataskill Creek for a total project cost of 4.1 million dollars

00:19:55.570 --> 00:20:17.859

UCTC: similar to the previous resolution. This new additions to the transportation Improvement program, therefore, it would require a full amendment to the tip which requires technical committee review for approval, followed by 15 days, public comment, period and file policy committee review. Because we're holding the meeting with the Navy Amendment. We decided to expedite

00:20:17.910 --> 00:20:26.580

UCTC: this tip amendment as well. It was issued for public review. We received no comments from members of the public.

00:20:27.497 --> 00:20:30.599

UCTC: I would recommend adding them to the tip.

00:20:30.920 --> 00:20:32.130

UCTC: Thanks, Brian.

00:20:32.320 --> 00:20:39.969

UCTC: Do you have any comments or questions? But these are the bridge in New York, so you'll be adding to culvert new York soon

00:20:40.200 --> 00:20:42.040

UCTC: State Month State. But

00:20:42.640 --> 00:20:44.260

UCTC: I'll have a good

00:20:46.980 --> 00:20:48.200

UCTC: any other question.

00:20:51.450 --> 00:20:53.339

UCTC: Hearing none, any opposed

00:20:56.680 --> 00:20:58.110

UCTC: any extension.

00:21:01.810 --> 00:21:05.629

UCTC: Thank you very much. Other old business. Maybe.

00:21:06.420 --> 00:21:25.360

UCTC: Brian, I think what we'll do now is adjourn the technical committee alright. So I need a motion to adjourn technical committee meeting, and please stay on the line so moved. Thank you. I have a second. I can have a motion a second. Any opposed to the adjournment.

00:21:26.730 --> 00:21:28.360

UCTC: Any extensions

00:21:28.730 --> 00:21:30.469

UCTC: we are adjourned.

00:21:30.750 --> 00:21:35.909

UCTC: Hold on, let's stay on the line, please.

00:21:37.009 --> 00:21:44.190

UCTC: So thank you. Everybody for staying on the line. We're going to start August 27, th 2,024

00:21:44.490 --> 00:22:00.430

UCTC: policy committee meeting. It's a special policy committee meeting off the municipality. If the voting member present could please state their name, Ulster County and time.

00:22:00.800 --> 00:22:02.180

UCTC: City of Kingston.

00:22:03.240 --> 00:22:04.350

John Schultheis: John Schultheis.

00:22:05.270 --> 00:22:06.700

UCTC: Town of Saugerties.

00:22:09.040 --> 00:22:13.379

UCTC: We have Leeanne on the line. Thank you. Town of Ulster.

00:22:13.380 --> 00:22:17.749

jamese.quigley3rd: James Quigley. And please note I was also on for the Technical Committee.

00:22:18.110 --> 00:22:22.659

UCTC: Thank you, Supervisor. Your State Department of Transportation, Sandra Johnson.

00:22:23.580 --> 00:22:25.580

UCTC: your State Fairway authority.

00:22:25.900 --> 00:22:27.080

Nancy zou: Nancy Zou.

00:22:29.040 --> 00:22:30.480

UCTC: Village of Sorties.

00:22:30.570 --> 00:22:33.510

UCTC: Town of Rosendale. Town of Lloyd.

00:22:33.720 --> 00:22:34.620

UCTC: Present

00:22:35.420 --> 00:22:36.979

UCTC: town of Plaid Hill.

00:22:37.710 --> 00:22:39.370

UCTC: Village of Ellenville.

00:22:41.110 --> 00:22:50.860

UCTC: Do we have someone? We have a nonscript supervisor to pew. Are you here?

00:22:52.600 --> 00:22:54.950
UCTC: Okay. Village of Ellenville.

00:22:56.280 --> 00:22:57.840
UCTC: town of Newport.

00:22:58.340 --> 00:23:00.049
supervisor: Here, Amanda! Gotto.

00:23:00.290 --> 00:23:01.979
UCTC: Thank you. Supervisor

00:23:02.010 --> 00:23:03.400
UCTC: town of Woodstock.

00:23:04.250 --> 00:23:05.970
UCTC: Antonio Gardner.

00:23:06.590 --> 00:23:08.080
Gardiner Town Supervisor: Mary Beth, majestic.

00:23:08.780 --> 00:23:14.090
UCTC: Thank you. Very bad, supervisor. I have, 1, 2, 3, 4, 7.

00:23:14.270 --> 00:23:18.110
UCTC: I have 8 desks, but regardless, it is warm.

00:23:20.040 --> 00:23:24.450
UCTC: Oh, yeah, 9. It is in here. Yeah, thank you.

00:23:24.850 --> 00:23:31.999
UCTC: So thank you. Everyone. Number item 2 on the agenda to call for citizens, comments, any citizens comments

00:23:32.920 --> 00:23:34.240
UCTC: in the room.

00:23:36.020 --> 00:23:38.339
UCTC: Any citizens comments online?

00:23:41.876 --> 00:23:43.250
UCTC: Thank you.

00:23:43.380 --> 00:23:52.090
UCTC: No. Citizens. Comments. Item 3. On the agenda. Approval of the June 25, th 2,024. Policy committee meeting summary. Do I have a motion for approval?

00:23:53.510 --> 00:24:03.729

UCTC: I shall move it. Thank you, David. I have a motion for approval. I have a second second. We have a motion. Second.

00:24:03.890 --> 00:24:05.330

UCTC: any discussion.

00:24:06.910 --> 00:24:08.870

UCTC: hearing none, any opposed.

00:24:11.970 --> 00:24:13.660

UCTC: any abstentions.

00:24:21.420 --> 00:24:23.499

UCTC: So, Carrie, thank you very much.

00:24:23.660 --> 00:24:32.000

UCTC: Communications, announcements. We want to do these again, Brian or no, I have no further communication. Does anybody in the room want to hear communications and announcements?

00:24:33.700 --> 00:24:37.260

UCTC: Does anybody online want to hear communications and announcements?

00:24:41.310 --> 00:24:43.690

UCTC: Hearing? Now we'll move on to new business.

00:24:44.500 --> 00:24:56.779

UCTC: Item, A under new business draft, Uctc. Resolution, 2024, 0, 8, amendment to the Uctc. Federal fiscal year 2023, 2027 transportation improvement program and a new

00:24:57.120 --> 00:25:04.210

UCTC: could add new national electric vehicle infrastructure formula programs is shown in attachment. One

00:25:04.550 --> 00:25:18.050

UCTC: Brian, do we do we need an explanation, I would just say, refer to my earlier explanation regarding this amendment. And again, this did receive. This was issued for 15 day public comment period. We received no comments.

00:25:19.170 --> 00:25:22.030

UCTC: Thank you. Do I have a motion for approval?

00:25:24.090 --> 00:25:28.049

UCTC: Thank you, David. Do we have a second? I'll second.

00:25:28.450 --> 00:25:30.569

UCTC: I have a motion as I.

00:25:31.190 --> 00:25:32.980

UCTC: I'm sorry. Somebody online.

00:25:33.110 --> 00:25:33.840

UCTC: That's fair.

00:25:34.650 --> 00:25:36.970

UCTC: Okay, I have a motion, a second.

00:25:37.220 --> 00:25:38.720

UCTC: Any comments

00:25:42.810 --> 00:25:44.830

UCTC: hearing none, any opposed

00:25:47.310 --> 00:25:48.889

UCTC: any abstentions.

00:25:50.350 --> 00:26:11.109

UCTC: So, Carrie, thank you very much. Item, B draft, Uctc. Resolution 2024, 10, amendment to the Utc Federal fiscal year 2023 2027 transportation Improvement program tip to add a New York bridge of New York awards, as shown in attachment one. We have a motion for approval. I'll make a motion. Thank you.

00:26:11.320 --> 00:26:15.619

UCTC: Second, I have a motion, and a second from Mr. Pablok. Thank you very much.

00:26:15.820 --> 00:26:18.920

UCTC: Brian. Quick explanation or not.

00:26:19.080 --> 00:26:39.429

UCTC: Again, these are Bridge, new York awards. They were rated and ranked by a Uctc. Subcommittee, based on an allocation provided by Interstate dot. Some allocation the awards were the process was conducted in between 2023 and 24,

00:26:39.660 --> 00:26:54.420

UCTC: and the awards were issued this spring. So we're pleased to be able to program them on the transportation approval, substantial amount of money. It's like 15 million or something, so we received far more than

00:26:54.580 --> 00:26:57.099

UCTC: so. Thank you. Any comments

00:26:58.120 --> 00:26:59.360

UCTC: concerns

00:27:02.410 --> 00:27:04.450

UCTC: hearing none, any opposed.

00:27:07.150 --> 00:27:08.770

UCTC: and the abstentions

00:27:10.650 --> 00:27:25.509

UCTC: so careful. Thank you very much, Brian. Now we're going to move to old business right? I'm going to talk very briefly about funding opportunities. I'm going to ask Dave on doing that. You could bring up the participant also.

00:27:26.040 --> 00:27:42.479

UCTC: and perhaps also the new Ct. Page. So funding opportunities. There is a has been an open funding opportunity for issued by the Federal Highway Administration, called the Safe Streets for all planning and implementation Grants

00:27:42.600 --> 00:28:06.469

UCTC: program. This, I believe, is the second or 3rd round of the safe streets for all program. It's a new formula program under the bipartisan infrastructure law that allows for planning funds to conduct systemic safety plans for our roadways as well as implementation funds to implement safety counter measures on our streets

00:28:07.130 --> 00:28:27.059

UCTC: of a proven crash reduction factor. So David has been working very diligently over the course of the summer in compiling a State safe streets for all planning. Grant proposal. Is there anything else you want to add? We're just getting the the final layers. Support

00:28:27.130 --> 00:28:37.669

UCTC: Mayor Noble. Letters came in. The application is due on the 29.th Pretty much everything set up just ready to hit. Send once we finalize all our letters, and

00:28:37.690 --> 00:28:47.010

UCTC: that will be for an update essentially to the county road safety plan, and to bring it in complete compliance with

00:28:47.710 --> 00:28:51.319

UCTC: the requirements for safe streets, for all for implementation funding.

00:28:52.960 --> 00:28:58.910

UCTC: we, David, was the project manager on Ulster County's 2019

00:28:59.370 --> 00:29:22.439

UCTC: road safety plan, which was actually pretty an avant garde plan. We were one of the 1st Mpos in the State of New York to have a plan of that caliber. And then the bipartisan infrastructure law was passed which had new rules for conducting systemic analysis. And so we didn't have all the components. We had most of them. So that's 1 of the problems when you're a leader in these areas.

00:29:22.440 --> 00:29:31.980

UCTC: So we are going to use this opportunity. If it's successful, to bring our plan into compliance and identify those areas, it looks at high crash locations

00:29:32.470 --> 00:29:50.359

UCTC: and controls by the amount of traffic volume you have, and then does a summary by traffic, severity, frequency, or crash, severity, frequency, and things of that nature. So this will be a very valuable document to have updated for the Uctc. We look at

00:29:50.940 --> 00:29:54.180

UCTC: over 10 years of data goes into this analysis so

00:29:55.080 --> 00:30:01.139

UCTC: great. I have no other funding opportunities that I'm aware of at the moment.

00:30:01.300 --> 00:30:11.050

UCTC: So we I have one that wish. It's not an opportunity generally, but it is an opportunity the county is pursuing, and that's the innovative mobility initiative from nice dot

00:30:11.451 --> 00:30:18.880

UCTC: which takes a look at some of the funding for innovations in mobility particularly transit and micro transit

00:30:19.434 --> 00:30:41.249

UCTC: the county legislature do authorize an application for this funding, and the planning department is working with Ucat. On that application. For looking at micro transit options for certain areas of county that are currently underserved. And the way the grant is written

00:30:41.280 --> 00:30:45.200

UCTC: or the nofa is written, it's to serve underserved areas

00:30:45.240 --> 00:30:48.999

UCTC: with particular attention to disadvantaged communities.

00:30:49.090 --> 00:30:54.503

UCTC: And it has to be demand responsive. So we're working on that right now.

00:30:55.360 --> 00:31:02.369

UCTC: we'll wait and see in terms of what that budget will be. There's about 3 million dollars available maximum you can apply for

00:31:03.023 --> 00:31:14.976

UCTC: you have to run the service for a minimum of 5 years, as I recall. And there's some money in there for capital as well. So we're looking at capacity issues. We're looking at areas.

00:31:15.670 --> 00:31:20.600

UCTC: where we where we think that there's needs to be service. The good news is is that

00:31:20.830 --> 00:31:25.680

UCTC: county did participate in a very recent micro transit work

00:31:27.300 --> 00:31:30.259

UCTC: as part of an Icerta Grant program

00:31:30.400 --> 00:31:39.840

UCTC: where we looked at, we work with a private company called Via, in terms of where transit micro transit would be effective.

00:31:39.900 --> 00:31:57.420

UCTC: So we have that effort that we can lean on. And we're also going through a a route analysis for you, cat as well. So we have that effort. We can lean on. So between the 2, hopefully, we can figure out where the best place to do this, what size buses we would need

00:31:57.705 --> 00:32:03.210

UCTC: or vehicles I should call the buses vehicles we need, and then what a budget would be for that!

00:32:03.390 --> 00:32:08.979

UCTC: It is early on to say where we're going right now. But we are working.

00:32:10.980 --> 00:32:12.459

UCTC: that's all. I have

00:32:12.970 --> 00:32:18.490

UCTC: great that can move into project updates unless there are any other funding opportunities. We might be aware of

00:32:20.087 --> 00:32:34.050

UCTC: Dave, if you wouldn't mind going to the participate Ulster Page, I want to start and just show some project updates by showing progress through some of the public facing pages that we use here.

00:32:36.780 --> 00:32:49.830

UCTC: so this is Ulster counties participate. Ulster County. All of the counties, projects, that have public participation are shown here. So you can go visit all projects, and I'd like to go to the Route Optimization project

00:32:50.700 --> 00:32:53.202

UCTC: just a little slow to load.

00:32:53.930 --> 00:33:14.499

UCTC: so you can scroll down. Many of these are not Uctc projects, but we're welcome to. They allow us to host our projects. So the Ucat route optimization plan is been ongoing for the course of this calendar year, and we're about to come into a pretty significant pivot point.

00:33:14.969 --> 00:33:26.850

UCTC: Regarding project progress. Just to give you an overview of the project. The the purpose of the project is to evaluate all of Ulster county area transits fixed routes.

00:33:27.220 --> 00:33:42.890

UCTC: bus bus routes that it's currently operating throughout Ulster County. Look in great detail at ridership, on time, performance, popularity where those routes are going, and the demand of those routes.

00:33:43.473 --> 00:34:07.480

UCTC: and begin to evaluate them to see if they can be improved. And one of the big components of the project was a significant public survey. So we did have public outreach. At the beginning of the year. The survey we had over 600 respondents to this survey. I believe close to 70% of those respondents were outside the city of Kingston.

00:34:07.590 --> 00:34:16.609

UCTC: According to the evaluation by our consultant. I should say this is a project that's being run by consultants. Foursquare, itp.

00:34:17.060 --> 00:34:22.249

UCTC: and Jacob Fritz. Is a sub consultant on the project.

00:34:22.999 --> 00:34:48.380

UCTC: So we've Con continued working on the evaluation, receiving public input on what the public is interested in. One of the big comments they've received. We've received from them is greater. Frequency of service is one of the most common comments made across the county. Sunday service was another common theme that members of the public would really like to see

00:34:48.740 --> 00:34:55.679

UCTC: and then there are a number of other points that were made. You just scroll down a little bit, Dave.

00:34:55.860 --> 00:35:03.620

UCTC: All of the documents associated with this project are available on the right hand side and go keep going, Dave, keep going down.

00:35:04.770 --> 00:35:15.539

UCTC: and then you can see the life cycle and where we're at we've completed most of the data collection we had the sub consultant Jacob Fritz, come into Ucat

00:35:15.560 --> 00:35:38.620

UCTC: and do a complete evaluation of the software and hardware that you cat is presently using to manage scheduling to manage, routing, to manage dispatch. There are a variety of proprietary

software products made specifically for bus transit agencies. Some focus on fixed route service, some focus on paratransit service.

00:35:38.740 --> 00:35:41.160

UCTC: And so we really wanted to get a sense of

00:35:41.340 --> 00:35:57.100

UCTC: what is Ucat currently using and what are their staff needs? Are the staff comfortable with it? Could they use training? Are they using the cert software to its greatest capacity? Or could there potentially be better types of software services available?

00:35:57.240 --> 00:36:13.356

UCTC: Particularly considering that we're really interested in exploring the concept of micro transit, which is a smaller, more uber centric type of public transit service that would run a smaller vehicle,

00:36:14.190 --> 00:36:34.360

UCTC: curve to curve, sometimes door to door and would just be operated through a software as a service. So that's something that we're evaluating. They usually micro transit services operate in small geographic areas like a village, or maybe a little wider than a village or a city neighborhood, or maybe a city wide area.

00:36:35.007 --> 00:36:36.202

UCTC: And they

00:36:37.100 --> 00:36:43.209

UCTC: usually would supplement fixed route service. But you really for it to be successful, you need specialized software.

00:36:43.490 --> 00:36:47.900

UCTC: So some of those recommendations are going to be coming through as part of this evaluation.

00:36:48.060 --> 00:36:59.440

UCTC: Then I would just say, finally, Dave, if you could just scroll down a little further, we'll be coming out with route and service alternatives next month. And so it's going to show 2

00:37:00.060 --> 00:37:10.479

UCTC: 30,000 foot elevation broad scenarios that we could possibly explore for the Ucat service. It would include changing some of our routes, increasing frequency

00:37:10.880 --> 00:37:17.047

UCTC: and maybe adjusting times of day. I mean, there are certain factors that we know control the

00:37:17.450 --> 00:37:22.429

UCTC: our ability to make adjustments here. Cost is obviously one. We don't have unlimited dollars.

00:37:23.062 --> 00:37:31.910

UCTC: Drivers and retaining drivers to run our vehicles has been a major impediment to expanding service regardless of cost.

00:37:32.490 --> 00:37:42.109

UCTC: And vehicle availability. Is another issue. So these are the types of factors that are being considered. When we're developing these scenarios.

00:37:42.250 --> 00:37:46.000

UCTC: we look forward to presenting them to the public and getting again

00:37:46.060 --> 00:37:54.729

UCTC: another stage of input from the writers and other members of the public what they think of various scenarios, and then we'll continue to refine it.

00:37:55.653 --> 00:38:08.230

UCTC: With the goal of coming up with a new route of plan for Ulster county area transit to implement at some point in 2,025

00:38:09.183 --> 00:38:12.220

UCTC: the documents. If you scroll down just a little bit more, Dave.

00:38:12.480 --> 00:38:16.669

UCTC: keep going. Keep going. Keep going right there, project documents

00:38:16.690 --> 00:38:40.529

UCTC: and presentations. All the documents are available right there on the project website. And if there are questions you can just register and submit them. Those go directly to my desk, and we can answer questions from the public and those responses will be posted on the website. I. We haven't received any yet, but I expect when we issue our next round of scenarios, we'll receive quite a few

00:38:41.051 --> 00:38:45.379

UCTC: public comments. This page will become much more active.

00:38:46.550 --> 00:38:48.947

UCTC: I also just want to add that

00:38:50.300 --> 00:38:58.550

UCTC: it's always interesting in my mind to look at this final product versus the work that goes into the final products. And everyone should be aware of the fact that

00:38:59.170 --> 00:39:24.040

UCTC: the amount of detail and level of detail of analysis that went into essentially looking at the roots, looking where we should run them, looking at timeframes, looking at the availability of buses, looking at seat loading, and those types of things is in. This is in this study, and the study itself is greatly enhanced by the software that we use to essentially develop the routes and develop the number of hours.

00:39:24.080 --> 00:39:28.880

UCTC: One of the things that when Brian mentioned the fact that there are 2 scenarios.

00:39:29.150 --> 00:39:41.359

UCTC: one of the things that we're looking at is the key to transit you. Trade off is coverage versus frequency, and one of the things that we're looking at is looking at pulsing

00:39:41.410 --> 00:39:54.669

UCTC: relative to some of the frequency issues where we run late at night and don't run a lot and don't pick up a lot of people, whereas we run really long headways during commuter hours. And we need to think think that through

00:39:54.690 --> 00:39:57.879

UCTC: the other thing that ends up happening here is is that

00:39:57.920 --> 00:40:03.980

UCTC: we're well aware that the Legislature, working with the county executive has dedicated a portion of the

00:40:04.010 --> 00:40:26.159

UCTC: room tax increase to transit. So we've looked at that in terms of the amount of dollars that would be available, and factoring that into the amount of dollars that would be available for the county to support enhanced transit operations. So those 2 factors come together and looking at the both the routing and and the amount of service on those routes.

00:40:27.570 --> 00:40:30.440

UCTC: How do you? So

00:40:30.760 --> 00:40:37.739

UCTC: all of that analysis and and data collection like doing it on your existing routes now is pretty straightforward.

00:40:37.860 --> 00:40:50.440

UCTC: How do you capture? Though you know areas, maybe that are under underserved, not served, that have over the past X number of years, like the new areas. Because for us, with sidewalks.

00:40:50.520 --> 00:40:52.600

UCTC: you know, we're always hearing.

00:40:53.400 --> 00:41:03.859

UCTC: I I believe if you build it, they will come kind of thing when it comes to sidewalk rather than going out in the field and saying, Oh, no one's walking there. We don't need a sidewalk unless there's a go path there. Then that's

00:41:03.960 --> 00:41:09.856

UCTC: yeah, that's real. But how do you approach that with transit? There's a really nice

00:41:10.590 --> 00:41:16.150

UCTC: graphic that shows something called transit propensity. Yeah, and transit potential

00:41:16.652 --> 00:41:44.600

UCTC: and they map those out. They they give way. What you just said which which they and it's then we define it in that we define it in the presentation we define it in the plan. And you look at those 2 things. I know we sound like consultants, and we shouldn't. But but really, it's a really really neat way of looking at it. And they also look at

00:41:44.927 --> 00:41:59.199

UCTC: travel data. So when they look at travel led data, they look at gravity map, who goes where and when? And those things go in. So when I said to you that there's a lot of data here, there's a lot of data.

00:42:00.690 --> 00:42:05.230

UCTC: Do you see that coming out of it. I mean to the point that you're at right now.

00:42:05.280 --> 00:42:06.300

UCTC: do you?

00:42:06.810 --> 00:42:12.310

UCTC: Did you identify some big areas where you think there are some gaps and stuff. Yeah, okay.

00:42:12.440 --> 00:42:17.020

UCTC: I'm sorry I was talking. No, I'm just curious. If at this point already you're seeing

00:42:17.080 --> 00:42:37.580

UCTC: areas of the county where there's nothing that there should be, or you know, yeah, there are not a lot of surprises given the fact that this is our 4th transit study. So what I would say to you is the level of detail is a surprise in my mind.

00:42:37.670 --> 00:42:59.750

UCTC: The ability to use technology to get you to a point where it's. It's a little bit easier for the late for the late person to understand how you made decisions. Yeah, that's a real surprise. And then there are some surprises in the data that we that I think the surprises to me one is one is the amount of service that we have in some of these areas. That

00:42:59.820 --> 00:43:01.080

UCTC: really has

00:43:01.320 --> 00:43:07.880

UCTC: not been well understood. But we haven't run a lot of services in some of these major borders, and

00:43:08.480 --> 00:43:11.342

UCTC: the other surprise is, is that

00:43:12.400 --> 00:43:14.079

UCTC: the demand out of count

00:43:15.085 --> 00:43:17.230

UCTC: right? And and

00:43:17.280 --> 00:43:21.019

UCTC: then this gets to what happens in our sister counties.

00:43:21.480 --> 00:43:31.159

UCTC: in Dutchess County and in Orange County, and how the systems run together. We did the connect all study that looked at that. And so, you know.

00:43:31.170 --> 00:43:45.853

UCTC: we we are on the end of the commuter shed. So a lot of our workforce goes out of a county, and a lot of our seniors go out of county in terms of shopping and

00:43:46.260 --> 00:43:48.580

UCTC: health care and health care. Yeah.

00:43:49.890 --> 00:44:12.360

UCTC: So we would expect another announcement to come out, probably mid September regarding our next round of public engagement. So please look for that and encourage. I would encourage all of our members. Forward those announcements to your constituents so that they're aware and can participate and learn about. How we're planning for the future of transit in Ulster County.

00:44:14.199 --> 00:44:29.710

UCTC: Our next project update. I want to talk briefly about the human services transportation plan. This, we don't have any web updates to show you on screen. I received that final draft plan this morning just before leaving the office.

00:44:30.238 --> 00:44:39.809

UCTC: I do not expect my internal review to take very much time, so I will. Make that plan available for public review this week.

00:44:40.363 --> 00:44:51.959

UCTC: The Human Service transportation plan is requirement for recipients of the Fta 53 10 program that's enhanced transit for people with disabilities and senior citizens.

00:44:52.397 --> 00:45:07.060

UCTC: And this also has a very detailed transit analysis. We did quite a bit of public outreach. So the projects really overlap very nicely with each other. And we've learned quite a bit. We've been working with Transpo

00:45:07.954 --> 00:45:14.710

UCTC: consultants on this project in particular. So we're very pleased to bring that to a completion

00:45:15.190 --> 00:45:29.879

UCTC: in the past. We have asked the this body to officially approve it and adopt it. It's not necessary. It's not a requirement, but we may do that again, and I can present the final recommendations of that plan in greater detail at our next meeting.

00:45:30.150 --> 00:45:31.490

UCTC: I think.

00:45:33.030 --> 00:45:37.179

UCTC: this plan is tied to something called 53, 10 money.

00:45:37.190 --> 00:45:40.819

UCTC: and 53 times Federal funds that are available

00:45:40.890 --> 00:45:47.509

UCTC: for seniors and disabled transport special specialized transportation.

00:45:47.610 --> 00:45:55.530

UCTC: So we've seen this used in the past by affordable housing groups that essentially have senior housing work.

00:45:56.148 --> 00:46:06.320

UCTC: We've seen it used by Arc and others Catholic charities in other counties. I will tell you that.

00:46:07.680 --> 00:46:11.970

UCTC: We had funding available for 53, 10 money recently.

00:46:12.508 --> 00:46:14.059

UCTC: And no one applied.

00:46:14.190 --> 00:46:16.259

UCTC: and we reached out

00:46:16.823 --> 00:46:22.469

UCTC: again to those entities that were typical to apply, and other entities as well.

00:46:22.600 --> 00:46:25.029

UCTC: and they declined.

00:46:25.210 --> 00:46:47.350

UCTC: and part of the reason for the decline, and I would hope that this gets taken back to nice dial, and we're certainly going to have a conversation with our Federal representatives is the reporting requirements and the amount of effort for paperwork just not worth the amount of money that you can get, because you get like \$100,000 for a bus and get \$100,000 pay for it.

00:46:48.007 --> 00:46:56.560

UCTC: So a lot of those individual entities that are small nonprofits, or or working in in the affordable housing realm.

00:46:56.630 --> 00:46:57.779

UCTC: They're like

00:46:58.070 --> 00:47:06.459

UCTC: we would love that. We'd love to have the bus. We could use that we could use it. We could use some of the money for operating assistance, but we just can't

00:47:07.700 --> 00:47:11.210

UCTC: deal with all of the paperwork and reporting that goes with it.

00:47:11.540 --> 00:47:21.210

UCTC: And so they've literally passed it up. And we've seen this in a number of Federal programs where the paperwork burden has become to an extent that it can be

00:47:21.631 --> 00:47:28.459

UCTC: a bit overwhelming for some of the smaller operators and some of the smaller entities that are out there. But

00:47:28.490 --> 00:47:33.509

UCTC: Family Woodstock turned it down gateway, turned it down Arc, turned it down.

00:47:33.690 --> 00:47:41.230

UCTC: There were a number of entities that literally turned money down, and we have remaining funding

00:47:42.200 --> 00:47:44.649

UCTC: in the \$200,000 range

00:47:45.387 --> 00:47:47.239

UCTC: and we turn

00:47:47.570 --> 00:47:51.570

UCTC: because of lapsing funds about a hundred, some odd \$1,000 back.

00:47:51.680 --> 00:47:54.749

UCTC: We actually gave it to her sister Kelly in Dutchess Karen.

00:47:55.140 --> 00:48:00.620

UCTC: We transferred. We reached out to Dutchess, and said, rather than have it, go back and go to a statewide pool.

00:48:00.740 --> 00:48:09.610

UCTC: We knew that there were some applications in Dutchess County that weren't funded. So we were able to essentially move that money into an application for Dutchess.

00:48:10.980 --> 00:48:19.040

UCTC: But be aware of the fact that there is there is that concern, and it should be heard back@nice.and it should be heard back.

00:48:20.590 --> 00:48:41.930

UCTC: Thanks. The next update I have is regarding the route 9 W. Corridor management plan or Route 9 W. Mobility plan within the town of Ulster. We have no web updates to show you right now. I can tell you that we'd hope to have the final draft recommendation plan available in June of this year.

00:48:41.990 --> 00:48:53.190

UCTC: and we are to have that document approved by the Technical Advisory Committee that has been managing the project internally, members from the town of Ulster.

00:48:53.620 --> 00:48:57.049

UCTC: we did receive quite a few detailed comments from.

00:48:57.210 --> 00:48:59.650

UCTC: and the New York State dot

00:48:59.920 --> 00:49:23.520

UCTC: safety Division late in the game. We are very pleased to have those comments, because they were very timely and relevant and very detailed it would have been better to get them earlier on. But we're happy to get them period so that we could address them. So we've been spending time working with our consultants, Creighton Manning, to address all those comments, and these were

00:49:23.570 --> 00:49:41.820

UCTC: nothing, Major. There were no game changers here or serious concerns. It was some issues regarding some of our data compilation and some of the conclusions that were drawn regarding crash frequency on the corridor. So those corrections were being made

00:49:42.879 --> 00:49:51.079

UCTC: and incorporated, and we have an internal meeting to talk about that final draft being ready for review.

00:49:51.760 --> 00:50:01.639

UCTC: Well, the internal meeting is for this week. We hope to have the final draft ready for review next month. So it's a significant delay when you count the

00:50:01.650 --> 00:50:08.959

UCTC: the delays we've had in this project since we begun it. We had hoped to have the project entirely completed by now.

00:50:09.469 --> 00:50:35.749

UCTC: But we're still making progress. So in September. What we couldn't the public should expect is the release of a interactive story map. So that's an online presentation, a fly through that members

can review. Some of the graphics developed the detailed recommendations we've made for this corridor. It's a significant, significantly large

00:50:35.800 --> 00:50:37.429

UCTC: study area

00:50:37.960 --> 00:50:54.599

UCTC: and of Route 9 W. And then we'll have the written report of those recommendations. These are draft reports open for public comment, so we'll be making them available for public comment as soon as they're ready for review. We'll do wide announcement of that

00:50:54.850 --> 00:50:58.675

UCTC: of that availability. Sorry to ask this question, but

00:50:59.280 --> 00:51:01.659

UCTC: Are you planning on

00:51:02.130 --> 00:51:04.710

UCTC: having, even if it's ranges

00:51:05.033 --> 00:51:23.187

UCTC: for cost, for recommendations. Yeah, I would really recommend, like a range. You know what I mean that we've done that in the past that works well, and that's how Cme. Has organized it. So far. We haven't seen the numbers, but the way they formatted it, we know that they're going to be developing a range. Good.

00:51:23.670 --> 00:51:36.009

UCTC: because I think that's a critical piece of that. If any recommendations are then identified for, like moving forward like having that cost information right

00:51:36.060 --> 00:51:47.689

UCTC: well, I hear the behind the study is to prepare the porter for future grant applications. If or future funding from Nysa relative to this I would say that during the

00:51:47.910 --> 00:51:54.039

UCTC: latter days of the study nice Dot magically found a signal project that we didn't know about

00:51:54.070 --> 00:51:55.390

UCTC: for the entire stuff.

00:51:56.678 --> 00:52:05.959

UCTC: Alright. Well, who is your point of contact you picked? Do you have your first? st That was your decision.

00:52:05.960 --> 00:52:34.679

UCTC: So alright. So you have your point of contact. So that's the important thing, you know, is the point of contact, which is off the other piece that's sometimes helpful. And maybe you want to think about this? Is

00:52:34.760 --> 00:52:36.209

UCTC: some sort of

00:52:36.470 --> 00:52:37.450

UCTC: I

00:52:38.850 --> 00:52:40.910

UCTC: bathing or

00:52:42.200 --> 00:52:58.250

UCTC: staging, or even a prioritization of the recommendations that can. Also this report does that? Yeah, incredibly helpful when a piece of money is available, like, you know, at least during the study period. Where? Where was

00:52:58.630 --> 00:53:17.390

UCTC: the place? Maybe you think would be best to go after 1st right. We have near term, mid range and long range recommendations, the near term being what those recommendations that we felt were relatively cost efficient. Things like paint on the on the highway, and things of that nature.

00:53:18.140 --> 00:53:29.869

UCTC: Yeah, that. No, that's good. But I'm also thinking alright, do you? If you end up with a recommendation for that quarter, because I could see some of the things being particularly expensive

00:53:29.960 --> 00:53:35.910

UCTC: even within some of the mark. Let's say what you would call long term right? Not the long, the

00:53:35.960 --> 00:53:38.799

UCTC: the low hanging free through kind of

00:53:40.210 --> 00:53:48.669

UCTC: less costly project improvements, but especially in the what you would maybe consider long range. The more costly improvements.

00:53:49.730 --> 00:53:53.340

UCTC: you know, even think about staging those potential.

00:53:53.350 --> 00:54:00.380

UCTC: You know what I mean. So that because sometimes what happens if your study has a recommendation in it? That's 50 million. Let's say

00:54:02.060 --> 00:54:11.600

UCTC: people get hooked on the 50 million. We can't get 50 million. We can't get 50 million. Well, can you get twice? Can you do the 50 million in 2 projects?

00:54:11.710 --> 00:54:25.210

UCTC: Staging, maybe, is a better way of sometimes thinking. But I'm just throwing that out there, too, because it's been incredibly helpful. And a lot of times I happen to. If you have that 50 million improvement for a corridor like 9 W.

00:54:25.360 --> 00:54:29.210

UCTC: But you can leverage the 25,000,001st stage.

00:54:29.420 --> 00:54:48.119

UCTC: then the momentum really builds, and then suddenly you can get the second. You know, the 25 million or something. So I'm just throwing that out there for something you think about, and it probably is more applicable to maybe what you're envisioning as long. Yeah, we're we're looking at it in that way. The other thing we're looking at quite frankly is safety improvements versus

00:54:48.120 --> 00:55:00.410

UCTC: proven to congestion. So you're looking at the 2 of them. How do you weigh them out from particular bike pad? Because the the bike pad they're usually related the bike pad infrastructure in quarters is

00:55:00.410 --> 00:55:15.150

UCTC: is and that's the real question that we that we're trying to. We're trying to solve. And some of the other questions with respect to congestion. Are not that a expensive

00:55:15.617 --> 00:55:22.030

UCTC: and not that pressing? Whereas some of the questions with respect to some of the intersection congestions.

00:55:22.527 --> 00:55:40.059

UCTC: can be solved by something as simple as signal synchronization and camera signals that using your technology is now available for signals compared with the technology that's that's currently in the border. So we we it's it's there. And

00:55:40.280 --> 00:55:45.100

UCTC: part of the discussion has been in response to the comments.

00:55:46.175 --> 00:55:47.010

UCTC: a.

00:55:47.280 --> 00:55:50.430

UCTC: Here's the overall report. And B is. Here's

00:55:50.590 --> 00:55:56.800

UCTC: some specific response to the comments which would be a supplemental. And that's a conversation that we're waiting for. The.

00:55:56.860 --> 00:56:11.000

UCTC: We're waiting for our consultants to see whether or not they think we need a supplemental. We put it out supplemental to the report. Here are things that we think should be done almost immediately to address some of the problems.

00:56:11.560 --> 00:56:13.930

UCTC: But we're pleased to see the Sigma.

00:56:14.230 --> 00:56:16.129

UCTC: Oh, yeah, yeah.

00:56:16.890 --> 00:56:22.979

UCTC: it's a lot of moving parts, you know, it's a big system all the way from Westchester to Ulster. Right?

00:56:23.130 --> 00:56:40.380

UCTC: I just have 2 more projects to provide updates for Dave. Do you want to talk about the Kingston Railroad Safety project. Yeah, we have submitted back our comments to Wsp. To get that report finalized. Then there, they're going to be developing an Rjs online component.

00:56:40.771 --> 00:56:43.210

UCTC: So the contract will be extended. But the report.

00:56:44.260 --> 00:56:47.370

UCTC: you know, the the report itself is essentially done.

00:56:47.798 --> 00:56:51.969

UCTC: I don't think there'll be any real changes to the to the bindings of it.

00:56:52.740 --> 00:56:54.500

UCTC: Yeah. So we'll we'll

00:56:54.640 --> 00:57:07.249

UCTC: I mean Wsp's availability. But that closed out the Kingston rail crossing study, which is throughout the rail corridor. And

00:57:08.550 --> 00:57:24.039

UCTC: and then finally, we're very excited to begin the update of the Uctc. Long range transportation plan. We have consultants fhi studios under contract to assist us with public engagement

00:57:24.560 --> 00:57:49.360

UCTC: as well as taking on some other graphic design and mapping components. That we might need assistance with. We anticipate having a launch of that project in early October. For all of our projects. I think folks are aware we usually have a technical advisory committee, a small group of interested individuals to sit

00:57:49.370 --> 00:57:51.630

UCTC: and guide project progress

00:57:51.780 --> 00:58:11.980

UCTC: for the purposes of the long range transportation plan. Since that plan is really a product project and a product to be used by the Uctc. Technical and policy committees as well as Uctc. Staff. We're going to ask that the Uctc. Technical Committee membership actually comprise the Advisory Committee

00:58:11.980 --> 00:58:29.460

UCTC: for this project and how we're going to do that is as I envision it at this point in time is during our regular Uctc technical committee meetings, we will have project updates so that the Tech Committee can provide input and learn about how that project is being developed.

00:58:30.150 --> 00:58:49.410

UCTC: The document itself, David, you could just since you're on the web page, just go to the Lrtp. Page. We're not anticipating doing major revisions to the Lrtp for this iteration. Well, the Lrtp is required to be updated every 5 years, and it's due for completion. September 32,025.

00:58:49.805 --> 00:59:06.830

UCTC: So I would expect the document to have some new graphics, maybe a new format and layout. The content will be largely the same, but updated with census 2020 information and any other new requirements as detailed under the bipartisan infrastructure law.

00:59:06.880 --> 00:59:12.930

UCTC: Right now, we host a static Pdf document on our web page. So this is available for download.

00:59:13.020 --> 00:59:19.820

UCTC: And I I still have physical copies of this. If anyone's interested, there's about 10 or so on my in my office.

00:59:19.870 --> 00:59:23.980

UCTC: But we have requested Fhi

00:59:24.570 --> 00:59:27.749

UCTC: to develop a fully digital online

00:59:28.598 --> 00:59:35.219

UCTC: documents going forward so it won't just be a static. Pdf, it will be essentially a website.

00:59:35.682 --> 00:59:45.190

UCTC: Going forward and with the option of being able to download the Pdf for those who are more comfortable with having that fiscal document in their files.

00:59:45.642 --> 00:59:53.160

UCTC: So we were really pleased with the 2045 iteration which is in front of us

00:59:53.190 --> 01:00:17.189

UCTC: right now. But there, as we made our way through it, you know, we grumbled quite a bit with certain components that we just thought we were wondering if we really needed certain sections anymore. Is it a requirement, or is it? Why? Why are some of these chart graphics here? They some things just sort of hang on over time that we're included in an earlier iteration.

01:00:17.350 --> 01:00:22.089

UCTC: and they just stay there. But are they really necessary? So we're really looking to

01:00:22.620 --> 01:00:26.630

UCTC: right size document always make it as accessible

01:00:27.130 --> 01:00:47.719

UCTC: to members of the public. So it's useful. But the purpose of the document is really to look at the transportation system holistically in Ulster County, and then begin to identify the needs of that system over the course of the next 20 years. And so we. And that does include a fiscally constrained program. So we look at

01:00:47.720 --> 01:00:59.860

UCTC: what we would anticipate to be the available financial resources in it in it that would allow us to realize the projects that we identify in the in the plan.

01:01:00.010 --> 01:01:13.340

UCTC: So, having the technical committee being involved in the development of the project of the plan, I think, is going to be very critical, because ultimately it's the technical policy members who approve the plan

01:01:13.360 --> 01:01:18.029

UCTC: and will benefit the most by having the grace, amount of familiarity with it.

01:01:18.566 --> 01:01:31.009

UCTC: We will certainly welcome other members of the public, too, if they have A vested interest in participating today would be helpful as we move through this. If members of the Technical Committee

01:01:31.110 --> 01:01:35.770

UCTC: would take a look at the existing plan and begin to say to us. This section

01:01:36.430 --> 01:01:44.769

UCTC: needs to be changed or needs to be emphasized, or there is a missing component that you think needs to be in the plan.

01:01:45.060 --> 01:01:47.130

UCTC: So for me.

01:01:49.050 --> 01:01:51.640

UCTC: that would be some of the most helpful

01:01:51.700 --> 01:01:54.799

UCTC: feedback we could have. As we start to look at

01:01:54.840 --> 01:01:59.969

UCTC: what the plan is, what the plan currently is and what it needs to be. We know we're gonna have

01:02:00.696 --> 01:02:04.170

UCTC: a much more robust section on sustainability

01:02:04.679 --> 01:02:12.850

UCTC: and climate change because we now have that, or we know we're gonna have a more robust section on safety mobility.

01:02:13.388 --> 01:02:29.989

UCTC: And then the next question is, is, what do we do about transit. What do we do about long term sustainability, long term, sustainability of the system itself? We currently have a system which, if you look at the funding available is not sustainable

01:02:30.030 --> 01:02:35.630

UCTC: unless there's a substantial amount of dollars that come in from either the state or local governments.

01:02:36.860 --> 01:02:42.450

UCTC: and that's whether we can do that over a longer term. I I don't know. I know that.

01:02:42.480 --> 01:02:50.939

UCTC: You know the county has a substantial amount of money in its capital program that it's spending county money on its roads and bridges, and I know that

01:02:50.970 --> 01:02:55.719

UCTC: similar situations are occurring relative at the local level as well.

01:02:55.760 --> 01:03:03.719

UCTC: We've all seen the most recent report from the New York State Controller that looks at both the number of bridges and communities that are poor poor condition.

01:03:04.630 --> 01:03:05.930

UCTC: And so.

01:03:05.980 --> 01:03:13.840

UCTC: looking at that and looking at the amount of dollars that are available that'd be real critical. So there's 1 thing that we're concerned about.

01:03:14.180 --> 01:03:21.960

UCTC: that an isop needs to essentially weigh in on. It's the amount of dollars that are going to be available in terms of fiscal strength.

01:03:22.160 --> 01:03:43.290

UCTC: And what what we're going to do whether we're going to continue to to talk about flat funding or not, because if we continue to talk about flat funding, we're really continuing to talk about a system which absent a substantial change in how governments fund these things is not sustainable, in my opinion, I mean, and to that end we also will be

01:03:43.290 --> 01:04:02.990

UCTC: updating the transportation improvement program this fall, so I would expect to receive targets in the next. Do you know when we'll receive those targets? No, I don't, but that will be directly into our financial a little bit. You know. I've been saying it over like the past at least 4 months is that you should probably anticipate.

01:04:05.167 --> 01:04:18.740

UCTC: you know, but we all have to deliver what we thought we were gonna deliver, you know, 2, 3 years ago. So there's a couple of things going on right. And that is not only do we need more money, but we actually need to spend what we have.

01:04:18.940 --> 01:04:25.950

UCTC: Yeah, then that's why we're yeah, I get it. But I mean the money we have literally spent upgrade.

01:04:26.340 --> 01:04:30.292

UCTC: I'd love to see it spent on one bridge. I just want to see it spent.

01:04:32.160 --> 01:04:41.470

UCTC: anyway. So the Lrtp process more to come on that we look forward to kicking that off in September or October.

01:04:41.710 --> 01:04:46.419

UCTC: Those are all my project updates. Okay? I'll just move on.

01:04:46.500 --> 01:04:50.019

UCTC: At the conclusion of this meeting, in about 5 min

01:04:50.260 --> 01:05:17.449

UCTC: we'll actually be adjourning the policy committee, and then we have a special project committee meeting with the town. Will Warsa to go over some of those issues regarding project delivery? So I know that some of those individuals are online here, so we will. We will close the Zoom Meeting in about 5 min, and then we will start the other Zoom Meeting through that link, folks.

01:05:17.540 --> 01:05:35.170

UCTC: those of you who received the link from. So we wanted to. We did the tip update. So we know that that's coming. We explain that I just want to basically also talk a little bit about offsets. We have a substantial overrun and a project in the town of Lloyd.

01:05:35.723 --> 01:05:44.160

UCTC: The overrun is about 1.2 million total. So it's about 800,000 and change in terms of Federal dollars.

01:05:44.230 --> 01:05:51.679

UCTC: The town of Lloyd has approached both Congressman Nystad and the Transportation Council.

01:05:52.155 --> 01:05:56.719

UCTC: So that it will not have to bear that increase in cost at the local level.

01:05:56.900 --> 01:06:11.149

UCTC: So we're hoping to start a discussion with all the project sponsors, including the county and others, in terms of whether or not there can be a delay in a project that we can use those funds as an offset

01:06:11.708 --> 01:06:16.490

UCTC: to move money into back into the Channel waste project

01:06:16.973 --> 01:06:24.019

UCTC: and then what we would end up doing is is we would replace the money as part of a tip update in September.

01:06:24.050 --> 01:06:38.820

UCTC: So that's a major focus of why we're asking for project updates today, but also a major focus in terms of trying to make sure that Lloyd is not burden with a million, you know, with an \$800,000 bill that didn't know

01:06:39.960 --> 01:07:00.489

UCTC: Dave. You want to say something? No, I just I mean, I appreciate looking at it. It's it's a project forever, as you know, I mean, it started in 2,009. So a lot of the estimates were off. To begin with, we came back. Thanks we got. We got an update on when we got the 1st bid, and then they just hit a bunch of unknowns throughout the project

01:07:00.580 --> 01:07:02.729

UCTC: that you know.

01:07:03.200 --> 01:07:07.940

UCTC: just real cost up. And you know, between the contractor and

01:07:08.410 --> 01:07:18.399

UCTC: some of the some of the design changes that had to be. Yeah, it just drove cost. And I I don't. I know Peter Cristiano and Dan Goswin may be on the phone if they want to.

01:07:19.020 --> 01:07:21.549

UCTC: if they want to enhance that event.

01:07:21.920 --> 01:07:27.380

UCTC: That's where we're at right now. I don't think they have the final deal. I'll figure it out, but

01:07:27.700 --> 01:07:31.049

UCTC: the estimate's pretty close. Won't we ask.

01:07:31.300 --> 01:07:45.490

UCTC: Okay, anything else, Brian? You have anything else. The next Traffic Safety Board meeting is scheduled for the evening of September 9.th That's Monday after Labor day at 6 Pm. Held in the Ulster County Legislative Chambers.

01:07:45.820 --> 01:07:52.609

UCTC: and then, tentatively, the next Uctc. Tech Committee meeting would be scheduled for September 24th Tuesday.

01:07:54.030 --> 01:07:55.749

UCTC: That's all. I have

01:07:56.110 --> 01:07:57.710

UCTC: any other business.

01:07:59.020 --> 01:08:01.642

UCTC: any other comments from council members

01:08:04.120 --> 01:08:06.259

UCTC: hearing none, a motion to adjourn.

01:08:07.870 --> 01:08:27.309

UCTC: Come on, guys, we will close this meeting, and then sponsors from the town of wars. You can just follow the other link, and we'll start that up momentarily. Thank you. Everyone. Your Labor Day weekend.

01:08:27.781 --> 01:08:31.320

UCTC: hey? Come forward. How are you doing good? How are you.