

ULSTER COUNTY TRANSPORTATION COUNCIL
Technical Committee Meeting

Meeting Transcript

August 26, 2025

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

0:00:02.460,0:00:06.140

UCTC: Good morning, everyone. Welcome to the Ulster County Transportation Council.

0:00:06.380,0:00:07.680

UCTC: August meeting.

0:00:08.020,0:00:10.209

UCTC: Thank you, everyone, for being here today.

0:00:12.020,0:00:16.790

UCTC: We don't need any, introductions today, do you think, Brian, or what?

0:00:16.970,0:00:18.140

UCTC: I don't think so.

0:00:18.340,0:00:20.260

UCTC: I think we're fine. ...

0:00:20.490,0:00:25.470

UCTC: Sure. Okay, so we'll move on to citizens' comment. Any citizens' comments from anyone in the room?

0:00:27.540,0:00:33.109

UCTC: No, I'll spare you this time. There you go. Any comments for anybody online?

0:00:36.810,0:00:39.230

UCTC: Any comments from any of the council members?

0:00:44.640,0:00:53.650

UCTC: Hearing none, we'll move on to item 3 on the agenda, approval of the May 27, 2025 Technical Committee Meeting Summary. Do I have a motion for approval?

0:00:54.940,0:01:00.080

UCTC: I'll make a motion. Mr. Pine, I have a motion. Mr. Pine, do I have a second? Anyone online like to second?

0:01:00.610,0:01:01.800

Gardiner Town Supervisor: I'll second.

0:01:02.640,0:01:04.510

Gardiner Town Supervisor: Majestic. Mary Beth.

0:01:04.519,0:01:04.899

UCTC: Definitely.

0:01:04.900,0:01:05.590

Gardiner Town Supervisor: Fantastic.

0:01:05.800,0:01:07.899

UCTC: Thank you very Beth, much appreciated.

0:01:07.900,0:01:08.310

Gardiner Town Supervisor: Sure.

0:01:08.750,0:01:11.740

UCTC: I have a motion and a second. Any discussion?

0:01:16.910,0:01:19.340

UCTC: Hearing none, any opposed?

0:01:23.760,0:01:25.480

UCTC: Any abstentions?

0:01:27.100,0:01:28.820

UCTC: So carried, thank you.

0:01:28.990,0:01:44.389

UCTC: With the, permission... communications and announcements, Brian? Sure. We have a number of regular, end of the federal fiscal year, roles that are going to occur to the Transportation Improvement Program.

0:01:44.810,0:02:02.859

UCTC: I don't have that list with me. I apologize, it's sitting on my desk at the office, but I've reached out to relevant sponsors of those local projects. They're pretty routine, administrative modifications to the Transportation Improvement Program. If you have a project

0:02:02.860,0:02:12.940

UCTC: They were scheduled for construction obligation during the current federal fiscal year, and you did not meet that schedule, then we will automatically roll you into either the next

0:02:13.090,0:02:32.969

UCTC: federal fiscal year, or even 27 federal fiscal year, if it looks like you're... you're pretty far off from design approvals. So I recall they were, the shoulders and lupalts got rolled into October... Of 25. 25. Federal fiscal year 26, yeah. And, ...

0:02:33.130,0:02:48.979

UCTC: Sidewalks got rolled in Cohompson, they got... The 27. Right, and the Chindacan Rail Trail got rolled, and there was a bridge that got rolled as well. Red Tongore Bridge. Yeah. And also the, bridge in Allenville got rolled as well. So, any questions about those?

0:02:51.680,0:03:01.930

UCTC: We also have ongoing communications with New York State Department of Transportation, the Transit Bureau, to discuss a number of pending issues.

0:03:01.930,0:03:15.979

UCTC: with Ulster County, including our contract with NYSDOT to provide commuter service to the Poughkeepsie train station, as well as statewide applications for the Innovative Mobility Grant.

0:03:16.000,0:03:26.250

UCTC: That grant announcement was released in September of 2024, and we're awaiting all statewide applicants are awaiting word

0:03:26.250,0:03:37.810

UCTC: on those awards. I believe, Ulster County submitted a proposal to provide, ... Microtransit. ...capital for a microtransit, pilot program in Ulster County.

0:03:37.880,0:03:39.460

UCTC: What was our proposal?

0:03:40.010,0:03:50.660

UCTC: Okay. And, my final announcement is, regarding the, regular UCTC, certification review.

0:03:50.660,0:04:05.419

UCTC: Every 3 years, MPOs are required to have a full review of their policies and practices and procedures by the United States Department of Transportation to make sure that we're meeting federal requirements.

0:04:05.500,0:04:14.130

UCTC: So that certification review is held in conjunction with our colleagues in Dutchess County and Orange County Transportation Councils.

0:04:14.270,0:04:19.000

UCTC: We'll begin that review in September, and ...

0:04:19.250,0:04:30.340

UCTC: Our federal, Federal Highway Administration rep, Gotta Mani, is with us today. Gotta, I don't need to put you on the spot, but we will add you to the...

0:04:30.490,0:04:48.509

UCTC: agenda for the September Policy Committee meeting, where we can discuss the process for reviewing and some of the things we'll be going over. Governor, would you like to say something about the review? I would kind of appreciate it if you would sort of enlighten the Council about what the review entails.

0:04:48.720,0:04:53.010

Gautam Mani, FHWA: Yeah, yeah, sure. So, thanks, Ryan, and ...

0:04:53.220,0:05:09.529

Gautam Mani, FHWA: Dennis, for teeing things up. Yeah, as Brian said, it's actually every, every four years that we have to go through a certification process for areas that, for MPOs that represent areas, over 200,000 population, because, as Brian said, you share the...

0:05:09.530,0:05:13.920

Gautam Mani, FHWA: the TMA with, Dutchess County and,

0:05:13.960,0:05:16.820

Gautam Mani, FHWA: And orange, that's why you have to go through this process.

0:05:16.820,0:05:36.450

Gautam Mani, FHWA: The format for the certification review this time, so the certification review is a combination of us, reviewing documents, as part of a desk review, for all the MPOs, as well as, what we call a site visit to, to have conversations about the MPOs, with the MPOs about, about their work products.

0:05:36.450,0:05:39.790

Gautam Mani, FHWA: Including the core products, like your long-range plan, the tip.

0:05:39.950,0:05:44.669

Gautam Mani, FHWA: UPWP, as well as,

0:05:45.580,0:06:03.890

Gautam Mani, FHWA: items related to other topical areas, like freight, like safety. And so, this time we're doing the, certification review in a, sort of hybrid format. We will meet to discuss TMA-wide issues, with the MPO staff, and we welcome, members as well.

0:06:03.890,0:06:06.500

Gautam Mani, FHWA: In Newburgh on September 25th.

0:06:06.590,0:06:16.549

Gautam Mani, FHWA: And then, for each of the individual MPOs, we will do a virtual site visit, the following week, and, Ulster's is currently scheduled for.

0:06:16.550,0:06:28.000

Gautam Mani, FHWA: September 29th, in the afternoon. So, at this point, I'll just encourage, you know, all the members from the technical, and policy committees to.

0:06:28.000,0:06:29.740

Gautam Mani, FHWA: Please participate in any portion

0:06:30.260,0:06:33.589

Gautam Mani, FHWA: Any portion of the review, and ...

0:06:33.890,0:06:47.689

Gautam Mani, FHWA: again, this is not just a review of the staff and the work that they do, it is a review of the transportation planning process, and you are the decision-making body for, for the Ulster County Transportation Council. So, yeah.

0:06:47.690,0:06:52.979

UCTC: We'll send out, we'll send out invitations to the members. Yeah, there is a survey as well. Yeah, a survey.

0:06:53.170,0:07:04.710

Gautam Mani, FHWA: Yep, yep, so, thanks. Yeah, I think that was all I wanted to cover right now, and, you know, I'll leave it to the discretion of the, the MPO, if you would like to schedule.

0:07:05.060,0:07:06.400

Gautam Mani, FHWA: a, ...

0:07:06.590,0:07:22.400

Gautam Mani, FHWA: any sort of individual session with us at FHWA and FTA, to discuss the transportation planning process, I'm completely open to that, and I leave it to Brian, Dennis, and Christopher to, to schedule that if it's needed. So, if there are any questions, I'm happy to take them, yep.

0:07:23.230,0:07:25.880

UCTC: Thanks, Gotta. Any questions regarding the Council?

0:07:30.430,0:07:38.630

UCTC: Hearing none, thanks again, Guy, much appreciated, and we'll send out... there is a survey out there, we'll send out invitations to the council members for those two meetings.

0:07:38.810,0:07:46.190

UCTC: You can certainly attend the one as a hybrid meeting, you can attend on Zoom if you, so choose.

0:07:47.790,0:07:57.669

UCTC: Moving on to the new business in the agenda, with the permission, I'm going to alter the agenda somewhat and start with item B.

0:07:57.980,0:08:14.640

UCTC: Item B is the draft UCTC Resolution 2025-13. It's an amendment to the 2023-2027 UCTC Transportation Improvement Program to add a new NYSDOT pin, numbers 8LC231.

0:08:17.110,0:08:19.100

UCTC: To O'Brien, discussion, please.

0:08:20.510,0:08:35.480

UCTC: Certainly, this was submitted to me from New York State DOT. It's for the rehab, rehabilitation, or reconstruction of a variety of culverts, throughout Ulster County, as shown in the description on page 2 under Attachment 1.

0:08:35.600,0:08:43.359

UCTC: Anytime we need to add a new project to the TIP, it requires technical committee review and approval.

0:08:43.360,0:08:58.650

UCTC: 15-day public notice and comment period, and then final policy committee review and approval before it can be added to the TIP. This is an amendment to the 2023 through 27 TIP, which is, in effect.

0:08:58.730,0:09:07.339

UCTC: Through to the end of September, beginning October 1, we'll begin the new TIP, which is the 2026

0:09:07.540,0:09:17.619

UCTC: to 202030 tip. The reason why we added this to the current tip at the very, last several months that it is, effective

0:09:17.850,0:09:33.730

UCTC: is to assist with the New York State DOT in expediting, the project, and getting the design underway. With that, I'll leave it to, New York State DOT representatives, if you have anything else to add.

0:09:36.060,0:09:37.000

UCTC: Allie?

0:09:40.170,0:09:43.320

UCTC: Hearing none, any questions from the Council?

0:09:43.640,0:09:46.109

UCTC: I assume these are large culverts?

0:09:48.210,0:09:54.509

UCTC: I don't know. I would have to refer specific questions to New York State DOT. Ali, are you available?

0:09:54.510,0:10:01.820

Alexandra Fairley - NYSDOT: I was trying... hey, Brian, sorry, I was trying to pull up so I could see. I believe they are large culverts, yes.

0:10:02.050,0:10:02.454

UCTC: Goodbye.

0:10:05.690,0:10:09.910

UCTC: Anything else, Ed? No, that was it. Any questions from anyone online?

0:10:12.790,0:10:19.169

UCTC: Hearing none, do I have a motion to approve the resolution as submitted so we can go to public comment?

0:10:21.180,0:10:24.920

UCTC: Mr. McHen, I have a question for Mr. Pine. Do I have a second from someone online?

0:10:25.710,0:10:27.210

Gardiner Town Supervisor: I'll second, Dennis.

0:10:27.690,0:10:32.860

UCTC: Thank you, Mary Beth. I have a motion and a second. Any other... any additional discussion?

0:10:34.860,0:10:36.880

UCTC: Hearing none, any opposed?

0:10:39.800,0:10:41.419

UCTC: Any abstentions?

0:10:45.360,0:10:47.960

UCTC: Your notes, so carried. Thank you very much.

0:10:48.570,0:11:03.609

UCTC: Back to number item A. It's the draft UCTC Resolution 2025-12 to adopt the Ulster County Transportation Council Year 2025 Wall-Range Transportation Plan, otherwise known as Mobility 2050.

0:11:03.780,0:11:07.380

UCTC: We have a short presentation, if you'll bear with us.

0:11:08.700,0:11:09.640

UCTC: Brian?

0:11:10.030,0:11:16.050

UCTC: Sure, do you, ... sure, I'll kick things off. Can you go to the next slide?

0:11:17.020,0:11:17.800

UCTC: Cross.

0:11:18.030,0:11:21.090

UCTC: Hi, Sandra. How are you? You're welcome. It's all right.

0:11:22.130,0:11:41.620

UCTC: So, great, thank you, Chris. This morning, we're really pleased to begin the presentation of the latest update to the UCTC Long Range Transportation Plan, Mobility 2050, as Dennis mentioned.

0:11:42.000,0:12:01.210

UCTC: We don't need to do welcome and introductions, and I have a relatively short presentation that we'll go through relatively quickly, and give a pretty detailed overview of the document, and then open the floor to any question and answer that attendees might have.

0:12:01.230,0:12:03.429

UCTC: I want to note that we have been...

0:12:04.170,0:12:21.740

UCTC: Doing public outreach over the... throughout the course of the summer, beginning in early August, we unveiled a long-range transportation plan to the public, and announced it through a full... a distribution to the full UCTC mailing list of over 800 people.

0:12:21.940,0:12:37.300

UCTC: We scheduled two public meetings, and held them in Kingston and Ellenville earlier this month, where we presented a document and provided this presentation to, folks in person and online.

0:12:37.330,0:12:42.740

UCTC: So, this is our third run at it, and, we'll get right into it.

0:12:44.130,0:12:52.020

UCTC: Just so everyone is aware, I like to put this information up front on how people can access the document, and how they can provide comments on the document.

0:12:52.230,0:13:08.109

UCTC: The plan is available on two websites, the UCTC website, as well as the Ulster County Participate Ulster website, which shows the entire project lineage from beginning to end, and explains all the steps through project completion.

0:13:08.440,0:13:12.230

UCTC: We are opening public comments through September 5th.

0:13:12.600,0:13:24.449

UCTC: UCTC operating procedures actually have no public comment time period requirement, not like the TIP or other resolutions, but we like to keep it open for

0:13:24.450,0:13:34.700

UCTC: the period we've had is, 4 weeks, a period of 4 weeks, that the public can provide comment. All those comments will be included in the appendix of the final document.

0:13:34.880,0:13:50.619

UCTC: along with a response sheet from UCTC staff, how the comment is or is not addressed, or if it does... if it's already, relevant to an issue that's already included in the document. We'll point that out.

0:13:51.710,0:14:10.379

UCTC: Important dates, are today, the 26th, for the UCTC Technical Committee. This document requires approval from the Technical Committee, and then it will be forwarded to the Policy Committee for final approval, and that, at which point, it will be forwarded to USDOT.

0:14:11.140,0:14:13.669

UCTC: Policy Committee, of course, meets on the

0:14:13.800,0:14:16.870

UCTC: Fourth Tuesday of September on the 23rd.

0:14:17.030,0:14:27.990

UCTC: And then there is the, email link. If you're not on the, email distribution list, that is how, folks can join it. And I would encourage our,

0:14:28.500,0:14:38.380

UCTC: representatives on the Tech and Policy Committee. If you have members of the public who are interested in these topics, please encourage them to join the UCTC mailing list.

0:14:40.410,0:14:56.019

UCTC: So what is the UCTC? I think everyone's pretty familiar with us by now, but of course, we're the metropolitan planning organization, that is responsible for developing the Long Range Plan, the Transportation Improvement Program, and the Unified Planning Work Program.

0:14:56.020,0:15:03.019

UCTC: Well, we like to say in the document, while we don't own any roads, bridges, or trails, or buses.

0:15:03.020,0:15:20.730

UCTC: We are responsible for distributing and administering the federal aid that keeps those facilities operational, and that's the role that the MPO plays. And of course, the Policy Committee is the decision-making body of the MPO, which consists of the highest elected officials

0:15:20.730,0:15:23.240

UCTC: from across Ulster County.

0:15:23.370,0:15:40.380

UCTC: And we are a member of the Mid-Hudson Valley Transportation Management Area, which is a larger census-designated population area, and because that TMA area stretches into the southeastern portion of Ulster County, we participate

0:15:40.920,0:15:51.270

UCTC: And joint planning activities, addressing issues of transit, freight, and other mobility issues, that have cross-jurisdictional, relevance.

0:15:52.500,0:16:11.469

UCTC: Just so everyone's aware, we're obviously not at this alone. There are 14 metropolitan planning organizations in New York State shown on the map to the left, and then the TMA Transportation Management Area is shown on the right. That's the Mid-Hudson Valley Transportation Management Area.

0:16:12.810,0:16:26.099

UCTC: So, what is a long-range plan? It's obviously a federally required document. The UCTC is required to update this document every 5 years. The purpose is to develop a strategy

0:16:26.160,0:16:35.680

UCTC: And capital improvement program, to guide the effective investment of public funds in the, transportation system.

0:16:35.770,0:16:46.029

UCTC: Obviously, we're dealing with very limited dollars, and so it's important that we have a plan to guide how those funds will be spent and prioritized.

0:16:46.230,0:17:04.379

UCTC: We're required to have a 20-year planning horizon. However, the MPOs in the Mid-Hudson Valley TMA have all jointly agreed to have a 25-year planning horizon so that we're all working toward the same horizon year, in which case this iteration is 2050.

0:17:05.310,0:17:23.610

UCTC: All of our work, our planning products, our discrete planning projects that we do in communities, and the projects that are identified in the Transportation Improvement Program must conform and be in accordance with the long-range Transportation Plan.

0:17:24.750,0:17:36.800

UCTC: The current plan is available online. It's something we're very proud of. The year 2045 long-range Transportation Plan can be accessed and is effective, till the end of September.

0:17:37.190,0:17:41.690

UCTC: And we're considering this to be essentially an update to that plan.

0:17:41.690,0:17:59.349

UCTC: It's midway through the decade, we have some new data, and we're updating facts and figures where we have new data to be implemented into the document. But otherwise, we're very happy with the layout and format of the existing 2045 plan.

0:17:59.350,0:18:06.139

UCTC: So we consider this to be an update and not a wholesale recreation of the long-range transportation plan.

0:18:07.710,0:18:25.509

UCTC: Mobility 2050 was developed with consultant assistance. It was about a year ago when David Stas announced his resignation. We usually like to write the bulk of this document in-house, but due to being short-staffed for a period of time.

0:18:25.510,0:18:39.239

UCTC: we thought it was really important to have consultant assistance to get us across the finish line. And we are very pleased to be working with FHI Studio, now called IMEG, to assist us with our public engagement.

0:18:39.250,0:18:55.579

UCTC: process for the long-range transportation plan, and then later in 2024, we hired Transpo Group to assist us with, the technical, elements of the, of the document, of preparing the document.

0:18:55.690,0:18:56.700

UCTC: ...

0:18:57.020,0:19:03.770

UCTC: And some of you may recall that Transpo Group did assist us in the development of the Coordinated Human Services Transportation Plan.

0:19:05.140,0:19:21.559

UCTC: One other, component of the contract, which isn't really highlighted too much during today's presentation, is our consultants are required to provide a full wholesale update to the website.

0:19:21.560,0:19:30.990

UCTC: the UCTC website, which will include an interactive, online long-range transportation plan, online document.

0:19:30.990,0:19:50.760

UCTC: So all... a lot of the material that is in the print document... the print document will always be available, but if someone wants to quickly and easily review the document, that will be made available to them, electronically, through an interactive, series of pages.

0:19:50.900,0:19:56.639

UCTC: And this current document also while the content is...

0:19:56.860,0:19:59.160

UCTC: Draft complete as a first draft.

0:20:00.110,0:20:12.389

UCTC: We will also be doing a fair amount of graphic design in addition, after the document is approved by the policy committee to make sure that it's,

0:20:12.390,0:20:23.510

UCTC: fully accessible and available, and then we'll transition to that online version as well. So there are a few tasks yet to remain, after the document is approved.

0:20:24.310,0:20:25.759

UCTC: Sorry, could you go back?

0:20:26.580,0:20:46.409

UCTC: So, the long-range Transportation Plan helps establish a community vision for how transportation dollars are going to be invested. The process for doing that is, A, looking at needs of the transportation system, reviewing various types of alternatives and constraints, and then beginning to identify priorities.

0:20:47.350,0:20:49.030

UCTC: Go ahead, Chris.

0:20:49.250,0:21:07.170

UCTC: Some considerations for the long-range transportation plan. If it is a 25-year plan, obviously we don't have a crystal ball. After we get out beyond 5 years, the picture starts to become fairly hazy. So, that's why we update it every 5 years, so that we can

0:21:07.170,0:21:22.609

UCTC: Begin to identify new trends and make adjustments as necessary. This is a fiscally constrained document, and there is a detailed financial plan, under Chapter 8 of the documents, which shows a projection of available funds.

0:21:22.630,0:21:33.090

UCTC: So we cannot just identify anything under the sun. We have to have some level of fiscal constraint in terms of the projects that we include in the plan.

0:21:34.010,0:21:46.410

UCTC: And we always like to use the acronym SMART, Specific, Measurable, Actionable, Realistic, and Time-bound. The other phrase I like to use is you can't manage what you can't measure.

0:21:46.410,0:21:56.360

UCTC: So, we consider this to be, the goals in this document to be as specific as possible and measurable, so that we can measure progress over time.

0:21:59.090,0:22:10.589

UCTC: Public engagement is the cornerstone of the long-range transportation planning process. And because of that, we devote a significant amount of effort toward the public engagement process.

0:22:10.590,0:22:22.309

UCTC: The results of, public input are included right up front in Chapter 2 of the document, and they, blend almost seamlessly into the plan of projects.

0:22:22.340,0:22:30.389

UCTC: The needs that the public identify are clearly identified and woven into the plan of projects.

0:22:30.650,0:22:43.669

UCTC: In order to gather public input, we had a series of events and tools that we used throughout 2025. We had a survey open for several months. We received 250 individual responses.

0:22:43.810,0:22:57.550

UCTC: But over 314 individual comments specific to... they were geo-referenced comments, pins on the map, identifying specific locations, issues of concern, and areas for improvement in the transportation system.

0:22:58.090,0:23:04.379

UCTC: We hosted focus group meetings, and tabling events with IMAG throughout the county.

0:23:04.470,0:23:23.010

UCTC: And as I also mentioned, we also had two public meetings, earlier this month to present the draft plan. You may have seen, a picture of me recently in the Sean Gumm Journal that publicized, that event in Ellenville.

0:23:25.380,0:23:37.689

UCTC: So what we heard, as I mentioned, the summary of public engagement is included right up front. It's about a 5- or 6-page summary of all the major themes that we heard

0:23:37.690,0:23:49.859

UCTC: summarized, through the survey and through our tabling events. Some of the major themes that came through. Safety, clearly, was a universal, issue of concern.

0:23:49.960,0:24:07.399

UCTC: Traffic calming, reducing speeds of traffic, particularly in neighborhoods, was a common theme. Expanding transit service frequency and coverage area, which comes as no surprise, as we are currently in the midst of a route optimization plan for the UCAP bus system.

0:24:07.460,0:24:22.499

UCTC: and affordable access to, employment and connections outside of Ulster County as well, were some of the major general themes brought up. But all of the topics are summarized in Chapter 2 that were raised.

0:24:23.940,0:24:35.579

UCTC: We also had what I thought was an interesting tool in the electronic online survey. We asked, respondents if they had \$100 to spend or to invest in the transportation system.

0:24:35.580,0:24:45.810

UCTC: how, and what specific facilities would they choose to invest in? And we split that from, a federal highway side, and a federal transit side.

0:24:45.820,0:24:55.760

UCTC: So, among the federal highway priorities that were identified, expanded shoulders on rural roads seem to be a major area of interest and investment.

0:24:55.810,0:25:12.479

UCTC: Just making sure we have, good quality road surfaces for driving, sidewalk repairs, and improvements to active transportation facilities. We're among the top four most frequently, commented areas for needed investment.

0:25:12.520,0:25:16.199

UCTC: in the federal highway side. On the federal transit side.

0:25:16.380,0:25:21.340

UCTC: Those areas were increased bus service area and service frequency.

0:25:21.730,0:25:35.660

UCTC: regional bus service connections outside of Ulster County, particularly in the rural areas in western and southern Ulster County, where some of those Ulster County residents might receive services just on the other side of Ulster County.

0:25:35.770,0:25:54.730

UCTC: And then bus shelter amenities, things like, notification boards, when buses will arrive, climate control, and, seating, shelter from the elements, things of that nature. And bus shelters in general at a lot of the stops is another comment.

0:25:56.070,0:26:12.519

UCTC: So, when we go about developing this document, which is currently a 240-page document, likely to be larger by the time we're done, once we get everyone's public comments in, we need to look at what drives transportation demand, which includes employment.

0:26:15.520,0:26:20.100

UCTC: We also look at travel patterns on our roadways and on our trail system.

0:26:21.680,0:26:30.769

UCTC: We look at our communities and our neighborhoods, and how we have tried to prioritize growth within those existing built areas.

0:26:32.050,0:26:49.869

UCTC: And we also look at population trends. The graph shown here shows all the wide variety of population projections that have been developed by various agencies, including New York Metropolitan Transportation Council, NIMTEC,

0:26:49.990,0:26:56.690

UCTC: the MPO for the New York City region, as well as Cornell and our own Ulster County Planning Department.

0:26:56.800,0:27:11.620

UCTC: And as you can see, they vary significantly. So it's difficult to determine, really where the population is headed, but we'd like to show that there are a variety of factors that are going to influence our population over time.

0:27:13.420,0:27:18.769

UCTC: And obviously, this document Looks at all modes of travel.

0:27:19.080,0:27:27.980

UCTC: We're not just interested in transit, but we're looking at how people travel to work. Do they travel by automobile? Are they using rideshares?

0:27:28.140,0:27:34.329

UCTC: Are they using bicycles, or maybe a micro-mobility device, like a scooter or an e-bike?

0:27:34.510,0:27:43.950

UCTC: Are they using the bus system? Are they using UCAT or trailways for regional connections and trying to get to, the MTA, Metro North?

0:27:43.950,0:27:55.680

UCTC: Or are they just walk... prefer to walk to their destinations, and how do they prefer to walk? Are they using sidewalks, trails? Do they feel safe walking or riding their bike to their destination?

0:27:55.830,0:27:57.940

UCTC: All modes of travel are considered.

0:27:59.370,0:28:11.720

UCTC: So, we try to measure trends over time to get a sense of where we're going. One of the more significant changes that we saw since the previous update, we look at one of the benchmark

0:28:11.720,0:28:20.650

UCTC: measures that we use is, commute to Work. It's a measure that's, used by, developed by the United States Census.

0:28:20.740,0:28:23.270

UCTC: Every 5 years through their survey tools.

0:28:23.380,0:28:30.660

UCTC: In 2018 iteration, 77% of Ulster County residents

0:28:30.780,0:28:36.089

UCTC: Indicated that they drive, by themselves, alone, to work.

0:28:36.240,0:28:42.299

UCTC: In 2023, the most recent data available, we found that that number changed drastically.

0:28:42.560,0:28:50.539

UCTC: Fewer, people were driving alone to work, largely because more people are now able to work from home.

0:28:50.540,0:29:05.679

UCTC: That was a 7% decrease between 2018 and 2023, which is a change that we've never seen. That's a pretty significant decline in the amount of commuting due to the work-from-home trend.

0:29:08.700,0:29:16.029

UCTC: We look at commutation patterns, and the variety of tools that are... and data sources that are available. The... some of,

0:29:16.180,0:29:33.959

UCTC: What the illustrations here show are, workflow... workflow into and out of Ulster County. You'll note that a significant population commutes to the New York metropolitan area on a daily basis, over 10,000.

0:29:34.170,0:29:44.329

UCTC: workers are commuting from Ulster County to the metro region, and over 13,000 are commuting from Ulster County into Dutchess County.

0:29:44.430,0:29:53.190

UCTC: So these are significant, trends that, are considerations for the transportation system.

0:29:54.680,0:30:11.319

UCTC: Obviously, aging infrastructure is a major concern throughout New York State. We're an older state, we're an innovator. Our transportation system was built up and developed before many other parts of the country, and as such, it requires a lot of maintenance.

0:30:11.440,0:30:23.190

UCTC: Part of what we do is measure the current condition of our roads and our bridges, and that data is included in great detail in the document.

0:30:25.040,0:30:37.079

UCTC: Safety is a major component of this iteration of the Long Range Transportation Plan. We're very proud to be able to draw from,

0:30:38.000,0:30:52.799

UCTC: probably the best array of data that we've ever had at our fingertips. Much of that is from the CLEAR system, which is an acronym for the data that includes all of the crash data

0:30:52.800,0:31:02.330

UCTC: For New York State over beyond a 20-year period that now Chris and I have access to and can draw from and do trend analysis.

0:31:02.630,0:31:04.569

UCTC: What the, ...

0:31:05.300,0:31:24.739

UCTC: table here shows our... all crashes throughout the entire network, including pedestrian and bicycle and automotive crashes in Ulster County over a period of time going back to 2014. You'll note that there was a significant spike in crashes during the pandemic, and it appears that

0:31:24.750,0:31:26.720

UCTC: Among all crashes.

0:31:26.740,0:31:33.489

UCTC: There appears to be a plateau in that when you look at the 5-year trend, which is the dotted line on the right.

0:31:35.430,0:31:55.000

UCTC: We can look at safety, by crash type, and you'll see the major outlier here is roadway departure. We're a rural county. We have many roads with vertical and horizontal curvature, that are not well lit at night, and because of that, it should be of no surprise that roadway departure is the leading crash type.

0:31:55.000,0:31:59.069

UCTC: In Ulster County for serious injuries and fatalities.

0:32:00.020,0:32:17.939

UCTC: And we can look at various emphasis areas for crash types. Age-related crashes here appear to be the most common type, followed by crashes at intersections. So we can use this data to begin to identify the trends, and then that will lead us to identifying

0:32:17.980,0:32:25.619

UCTC: countermeasures that can begin to address those trends and reduce the crash rates on our roads.

0:32:27.260,0:32:46.000

UCTC: The... we have a number of highlights throughout the Long Range Transportation Plan that show specific, discrete planning projects that we've done over the years, and the results of those projects. One that we really like to highlight is the Broadway Streetscape Project.

0:32:46.340,0:32:53.440

UCTC: We began that planning project in 2013, completed the planning phase of it in 2015,

0:32:53.460,0:33:02.229

UCTC: If memory serves. And then the City of Kingston was able to implement the majority of those recommendations on a segment of Broadway.

0:33:02.230,0:33:14.950

UCTC: What the graph here shows are crash trends on Broadway going back to 2014 all through the end of 2024. And we like the way that that trend line is going.

0:33:14.990,0:33:22.589

UCTC: So, this is showing crashes for fatal and serious injury, property damage, and all crashes combined.

0:33:23.120,0:33:33.669

UCTC: the downward trend. And hopefully that trend will continue on Broadway. There were several countermeasures that were used. These were FHWA-approved countermeasures.

0:33:33.760,0:33:46.800

UCTC: primarily included the lane reduction and the road diet, which I think has had an effect of slowing traffic speeds on Broadway, which has probably contributed to the crash reduction.

0:33:49.320,0:34:06.569

UCTC: This figure specifically shows all pedestrian crashes over time in Ulster County. Note that the trend is not heading in the downward direction, that we are still seeing a high number of fatalities and serious injuries among pedestrians in Ulster County.

0:34:06.570,0:34:14.690

UCTC: This is through 2023. What we're hoping is that 2023 illustrates a peak of those crashes.

0:34:14.739,0:34:24.719

UCTC: Again, a nationwide and statewide trend that occurred during the COVID pandemic, but one that we have not yet seen the level of decline that we would like to.

0:34:25.860,0:34:34.340

UCTC: And this slide shows... is the same, trend for bicyclist, serious injury and fatalities across the county.

0:34:36.480,0:34:53.249

UCTC: In this document, while it is considered to be an update of the existing plan, we have a number of new sections that we've included to really expand upon some areas of interest that have a lot of relevance in Ulster County, one of which is active transportation.

0:34:53.250,0:35:02.869

UCTC: So there is a lot of new information and data associated with active transportation in the Mobility 2050 plan. This iteration

0:35:02.880,0:35:22.220

UCTC: Focuses on... has a number of recommendations, including filling the final gaps in our regional trail network, improving amenities, at key nodes and parking areas of the trail network, including kiosks for wayfinding and comfort stations and things of that nature.

0:35:22.280,0:35:41.829

UCTC: Expanding connectivity from the regional trail network to neighboring communities, where they may have an on-road connection that doesn't necessarily have a safe bike or pedestrian connection. That is a high priority. Addressing micromobility throughout Ulster County municipalities, those are e-scooters.

0:35:42.550,0:35:51.460

UCTC: And e-bikes and things of that nature. Complete streets and sidewalks, is another high priority within existing

0:35:51.650,0:36:09.120

UCTC: community centers, continuing to improve the facilities that exist by modernizing and repairing and maintaining, sidewalks and improving intersections with complete... other complete streets types of, facilities. Then, of course, safety for all users.

0:36:09.400,0:36:25.360

UCTC: One of the primary recommendations that comes out of Mobility 2050 is an update to the 2008 non-motorized transportation plan, which was a very successful document, resulting in the implementation of a number of important

0:36:25.580,0:36:27.210

UCTC: bike ped projects.

0:36:28.040,0:36:39.300

UCTC: We feel that that document has, essentially outlived its useful life, and it's time for an update in the next 5 years for a new active transportation plan for Ulster County.

0:36:41.070,0:36:58.650

UCTC: We look at freight movements, which draws largely from the work of the Mid-Hudson Valley Transportation Management Area. We have a very interesting freight almanac that we

developed that inventories a lot of details about commodity movements in and out and through the Mid-Hudson Valley TMA.

0:37:00.130,0:37:14.310

UCTC: And public transit, of course, is a significant component of the long-range transportation plan, and this chart is taken from the route optimization plan, which shows ridership over time on the UCAT system.

0:37:14.310,0:37:26.640

UCTC: And there are a variety of recommendations to improve service throughout Ulster County and the region, utilizing the UCAT bus system, including modernization of facilities.

0:37:28.460,0:37:47.660

UCTC: Trail and congestion details are provided. If you could go to the next slide. What the previous table shows is VMT. That's a core foundational measure of traffic volumes that we use. VMT is vehicle miles traveled, and it's aggregated by New York State DOT for all roads over time.

0:37:47.730,0:38:03.640

UCTC: What that previous table showed is a slight but steady decline in VMT in Ulster County, which can seem counterintuitive, because I think many of us, in our experiences as we travel throughout the county, do experience

0:38:03.820,0:38:08.579

UCTC: Moments where we feel there's an increase in congestion in certain areas.

0:38:09.220,0:38:28.190

UCTC: Or maybe during certain times of the year. So, with this iteration, we drew, some new data sources to begin to measure, have new measurements of congestion. One of those data sources is called REPLICA, and it uses the National Performance Measure data set

0:38:28.340,0:38:41.019

UCTC: I think I butchered that acronym. But it's essentially cell phone data, metadata, that shows, where people are in real time, so we can pull, history

0:38:41.150,0:38:50.420

UCTC: In any period of time within the past 5 years, and see exactly... have a snapshot of what, travel congestion looked like on our roadways.

0:38:50.710,0:39:06.780

UCTC: What this measure shows is that on Route 299, westbound, in the town of New Paltz and Gardner, the congestion doesn't follow the typical AMPM peaks, in that we do see

0:39:06.970,0:39:13.499

UCTC: Significant congestion on our roadways during the weekends, and that's primarily due, in this instance, to tourism.

0:39:16.390,0:39:27.330

UCTC: And we also measured, changes in travel, due to the work-from-home trend, which seemed to indicate that when we control for that group.

0:39:27.800,0:39:44.410

UCTC: traditional commuters versus people who work from home, we found that people who work from home distribute their trips throughout the day and actually are traveling more, which may, in some instances, contribute to a greater volume of traffic on our roadways during the daytime as well.

0:39:47.620,0:40:01.369

UCTC: We're also looking at different modes of travel, including battery electric vehicles, and so this shows registrations, for Ulster County motor vehicles over time, and you can see the huge rate of growth

0:40:01.410,0:40:18.730

UCTC: in a short period of time for battery, electric, and hybrid vehicles, hybrid electric vehicles registered in Ulster County, but that's still... that big, rate of growth still only represents less than 2% of all registered vehicles in Ulster County.

0:40:18.740,0:40:23.950

UCTC: We also show our new charging stations, including the first

0:40:24.090,0:40:31.419

UCTC: a national electric vehicle station, in New York State, which was opened in Kingston several years ago.

0:40:32.610,0:40:49.830

UCTC: Transportation resiliency has a major component in this iteration as well, which draws data from our resiliency... our vulnerability study that we completed several years ago, where we identified flooding and excessive heat as the major threats to our transportation system.

0:40:51.950,0:40:56.950

UCTC: And then finally, and nearly in conclusion, the document,

0:40:57.310,0:41:01.159

UCTC: Is arranged by four primary goals.

0:41:01.430,0:41:04.799

UCTC: The first of which is system preservation.

0:41:05.300,0:41:08.650

UCTC: Aiming to preserve the system that we have.

0:41:09.370,0:41:11.550

UCTC: And maintain the system that we have.

0:41:11.750,0:41:18.250

UCTC: The next is safety to continue investments that continually improve the safety of all users on our roadways.

0:41:18.560,0:41:23.820

UCTC: Resiliency, making sure that our transportation system, the investments

0:41:24.010,0:41:35.189

UCTC: Protect the system to, protect it from repetitive losses resulting from hazards and natural disasters.

0:41:35.940,0:41:44.229

UCTC: And then mobility. Mobility for all users, providing them efficient and reliable travel by all modes. The way I like to think about mobility is

0:41:44.780,0:41:48.910

UCTC: People should be able to choose their mode of travel and be able to get to where they want to go.

0:41:52.540,0:42:01.600

UCTC: And we also include performance measures so that we can measure progress over time in this document, and that's Section 7.

0:42:01.650,0:42:20.490

UCTC: includes several new and continuing performance measures, so we measure road and bridge condition over time, trail and sidewalk network, transit, fleet, useful life benchmarks, fatal and serious crashes, and journey to work metrics are included in Chapter 7 as performance measures.

0:42:22.970,0:42:39.000

UCTC: And the financial plan. This is, an illustration that I take a lot of pleasure in developing during these iterations. It's a Sankey diagram that shows, how transportation dollars are invested over time.

0:42:39.000,0:42:48.459

UCTC: in the transportation system. You'll note on the left of the diagram, it shows federal aid, which are distributed into two primary sources.

0:42:48.470,0:43:02.059

UCTC: to the federal highway system, or to the transit system. And then we have state and local aid as well, and how those, funding sources are distributed through specific investment targets.

0:43:02.150,0:43:05.940

UCTC: We are required to develop the financial plan.

0:43:06.080,0:43:09.899

UCTC: The process that we use is we take actual

0:43:10.720,0:43:25.360

UCTC: allocations as of federal fiscal year 2024 across all, areas of investment, and then we project that out 25 years. We do not make any increases

0:43:25.530,0:43:39.170

UCTC: for inflation in our projection. So it's a very conservative but constrained financial projection for dollars available, to meet the needs of the system. And...

0:43:39.480,0:43:45.279

UCTC: based largely because of the Infrastructure Investments and Jobs Act.

0:43:45.430,0:43:52.740

UCTC: And significant increases to our rural bridge system through the STBG off-system bridge program.

0:43:53.250,0:44:01.940

UCTC: We believe that we have the funding sufficient to meet the needs of the system, based on the parameters that we used in our financial plan.

0:44:04.000,0:44:16.990

UCTC: Then, the final component of the Long Range Transportation Plan is the plan of projects. We... we break these projects out into 3 different, 3 different buckets. There are near-term projects.

0:44:17.470,0:44:32.889

UCTC: Near-term projects are those included in the existing Transportation Improvement Program. Those projects have federal and local dollars and state dollars allocated to them. The projects have contracts signed with local sponsors.

0:44:32.890,0:44:42.780

UCTC: And there's a high probability that these projects will be completed within the next 5 years. Those are our near-term projects. We then have midterm projects.

0:44:42.900,0:45:00.919

UCTC: which we would expect to be completed within the next 5 to 10 years. Those are projects that also are included on the Transportation Improvement Program, but they have not yet been initiated, by the sponsor. And then we have long-range projects. Those are projects that are more illustrative or aspirational.

0:45:00.920,0:45:12.040

UCTC: There are projects that maybe have been identified in a planning project, in a discrete neighborhood project or corridor study. There are needs that have been identified by the public, through the public engagement process.

0:45:12.760,0:45:30.770

UCTC: And there are needs that we feel are legitimate and deserve greater attention, by the MPO, and will be examined in greater detail over the course of the next 5 years, so that we can then develop more feasible approaches, whether they can be included.

0:45:30.770,0:45:36.479

UCTC: As part of a transportation improvement program or other discretionary grant, they'll be examined for.

0:45:38.650,0:45:41.859

UCTC: And then, we also like to highlight

0:45:41.900,0:45:59.689

UCTC: through the Transportation Improvement Program, a lot of the successes that have been accomplished in the past 5 years since the last LRTP was updated. These are some of the projects that have been built out and completed, just in the past 5 years. Broadway Streetscape, the Henry Streetscape.

0:45:59.730,0:46:06.260

UCTC: The massive investment by New York State DOT on our historic Word Street Bridge

0:46:06.320,0:46:12.960

UCTC: the Ulster County Midtown Linear Park, the O&W D&H Rail Trail connecting Kingston and Hurley.

0:46:13.190,0:46:21.470

UCTC: Our NEVI charger in the city of Kingston was the first in New York State and the second in the United States to be open and brought online.

0:46:21.660,0:46:37.189

UCTC: The Empire State Trail, the H.W. Du Bois Bike Lane in New Pulse. Continued improvements and investment in our UCAT bus system, including rolling stock and facilities, are being invested in it in the design.

0:46:37.550,0:46:39.739

UCTC: For new transit facilities.

0:46:39.890,0:46:54.970

UCTC: Traffic signals, at least 7 local bridges. Ed, I apologize if I... if I got that number a little short. I think there's probably more than 7 across Ulster County and municipalities that have been accomplished in the past 5 years. Oh, yeah. And several others.

0:46:54.970,0:47:03.180

UCTC: So there's a lot of accomplishments that we can be proud of. The long-range plan sets ...

0:47:03.500,0:47:09.130

UCTC: The... the... the path forward for identifying those needs and

0:47:09.260,0:47:14.940

UCTC: Bringing these plans, into real concrete brick-and-mortar projects.

0:47:16.570,0:47:18.560

UCTC: So again, ...

0:47:18.690,0:47:33.909

UCTC: We are leaving this document open to public comment through September the 5th. The technical committee has been made aware of the development of the document for some time. If you have specific comments, please submit them to us.

0:47:33.910,0:47:49.770

UCTC: by the 5th, and we will be able to respond directly. And if there are needs for revisions, we can make minor revisions to the document as well. And then the next, important benchmark for the document is September 23rd, the use of TC Policy Committee.

0:47:50.370,0:48:08.940

UCTC: That's my presentation. Thank you, Brian. And, take a breath, and... Yeah, outstanding. It really was very good. Thank you, thank you. And so with that, I'm going to take a little break and ask if there's anyone on the... anyone has any questions or any comments that would like to make?

0:48:13.540,0:48:16.010

UCTC: Hearing none, do I hear none.

0:48:17.020,0:48:19.479

UCTC: Nothing online, either. Okay.

0:48:19.600,0:48:24.929

UCTC: So with that, I'm going to ask for a motion to approve the resolution so that we can move it out to public comment.

0:48:26.500,0:48:30.619

UCTC: I'll make a motion. Mr. Pine, do I have a second? Someone online would like to second?

0:48:33.100,0:48:35.590

Gardiner Town Supervisor: I won't let you down, Dennis, I'll second.

0:48:35.860,0:48:40.320

UCTC: Thanks, Mary Beth, much appreciated. So I have a motion to second. Any additional discussion?

0:48:46.340,0:48:49.070

UCTC: Hearing none, Any opposed?

0:48:50.720,0:48:52.300

UCTC: Any abstentions?

0:48:53.200,0:48:54.590

Gardiner Town Supervisor: So carried.

0:48:54.960,0:48:55.980

UCTC: Thank you.

0:48:56.970,0:48:59.880

UCTC: So, Brian, I want to give you a little rest?

0:49:00.050,0:49:09.310

UCTC: And I'm going to turn to Chris to talk to us about, other old business, item number 6 on the agenda, Olson County Traffic Towns.

0:49:09.610,0:49:17.930

UCTC: Sure. I'll just provide a quick update on where our traffic counts are right now. I've created, 90 counts.

0:49:18.040,0:49:29.110

UCTC: 90 count locations, so sent them over to our consultants to take a look at. These ones are focusing mostly on the eastern portion of the county, towards the river. I looked at...

0:49:29.170,0:49:38.640

UCTC: things that were, like, collectors and, you know, similar road classes that had, in 2023 and 2024, using NISDOT's data.

0:49:38.840,0:49:45.959

UCTC: Roughly average speeds above the actual posted speed limits, and decided to count those, send those over to the consultant.

0:49:45.960,0:50:05.809

UCTC: This was part of my goal, is to create some sort of replicable process where we could figure out which counts we're going to do each year. So in this case, places where people might be speeding to get a handle on where those were, and that we haven't personally as the county counted in, you know, the past couple of years. So some of these locations haven't been counted since, like, 2018, 2019.

0:50:05.880,0:50:21.960

UCTC: Those have been sent to a consultant, they're evaluating them right now. The goal is to have those counted and set up in, I believe, the second week of September, or the third week of September. What kind of counsel... what method are you using? Because I know that for the state.

0:50:21.980,0:50:32.500

UCTC: we're going much more into, I think they're, like, camera rather than tubes. Yes, that's correct. So, you know, the only thing I would not necessarily caution you on, but to think about

0:50:32.500,0:50:44.090

UCTC: is folks aren't used to that, so they're used to it, too. You put all your hours. Yeah, so you can learn a little bit from, you know, our experience, maybe just somehow...

0:50:44.490,0:50:45.649

UCTC: Get the word out.

0:50:46.650,0:50:56.009

UCTC: Yeah, well, we'll... we've already had this conversation internally in the... Yeah, let us know what you decide to do, because if it goes well, maybe we can try to...

0:50:56.010,0:51:08.950

UCTC: replicate whatever you're using. So, we always notify the municipality. Right. I think our mailing list process has been to notify the highest elected official and the highway department as well.

0:51:08.950,0:51:14.330

UCTC: We'll have to double-check that. So at the very least, if calls go into the town.

0:51:14.760,0:51:17.410

UCTC: They'll have some prior notice that they're

0:51:17.510,0:51:31.159

UCTC: We had a brief conversation with the comms team at the county to see whether or not we could get the press interested in a little article, what are those cameras doing in your neighborhood, you know, that kind of stuff. Did you get anything picked up on that? Again, just...

0:51:31.300,0:51:42.939

UCTC: you don't have to be involved, but I'd love to follow it and see what you're doing. Because as soon as you put your cameras out, I must have got 5 or 6 calls. Yeah. The city of Kingston went crazy. Yeah, and you know, and it wasn't...

0:51:43.270,0:51:52.339

UCTC: I wouldn't say it was extremely overwhelming, right, regionally, but there were areas in other counties, too. Yeah. I think Dutchess...

0:51:52.340,0:52:11.779

UCTC: And rightfully so. I mean, people see cameras go up, they don't know what they're doing either later, and it's something that they haven't seen before, so... Yeah, good. Thank you for that update. Yeah, no, they're using... Zolt's using cameras, and they also have, you know, their logo, like, a phone number, email address, or what have you, on the counter, as far as what they told us to,

0:52:11.800,0:52:16.200

UCTC: Figure out where they are, pick what they are, so... Right.

0:52:16.890,0:52:26.749

UCTC: And it's much less disruptive to accounts, and quite frankly, a lot safer. Yeah. Yeah, so I was really glad to see that technology come into use.

0:52:26.950,0:52:33.879

UCTC: Other project updates, I'll just give one, and then, we're still working towards.

0:52:33.880,0:52:46.339

UCTC: the long-range... I'm sorry, not the long-range transportation plan, the route optimization plan. We're still working on that route optimization plan. We should have results of that coming out, or at least the initial, public comments.

0:52:46.340,0:52:57.199

UCTC: At the end of this month, or early... End of September. Yeah, just to provide an update there, we're really close to coming, up with the final major

0:52:57.200,0:53:06.010

UCTC: component of the route optimization plan, and it has been delayed. The primary reason why we're behind schedule is because

0:53:06.170,0:53:24.769

UCTC: For each new proposed route that we've developed, we wanted to field test that route and drive it during peak hours so we can develop accurate schedules. We first develop an estimated schedule of what we think can be accomplished, but then you really need to test it on Ulster County Road.

0:53:24.790,0:53:33.029

UCTC: Where you, are up against traffic and trains and other types of non-recurrent delays that you might see.

0:53:33.290,0:53:50.250

UCTC: That has taken time, primarily because UCAT is short-staffed, so you have to take a bus and a driver out of service in order to spend several hours a day doing that field testing. That has taken us longer than expected, so it's the primary reason for the delay.

0:53:50.250,0:54:04.380

UCTC: But we're very close to completion, and we expect the full vetting and scenarios to be delivered to us internally within the next couple weeks. And after we have a chance to review them.

0:54:05.040,0:54:14.619

UCTC: We'll be, really pleased to release them to the public and schedule a series of workshops or public meetings to present them and discuss them.

0:54:15.590,0:54:34.219

UCTC: How does that work with implementation? We are anticipating, a 3-year implementation horizon. So, while we'll have draft plans for new routes, we're not planning on just imposing them overnight on the public.

0:54:34.860,0:54:52.099

UCTC: the, ... and there's going to be also recommendations for a communication strategy, so that the public is well... riders are well aware of how and when those changes are going to occur. The... the scenario that we're proposing includes a 20% increase in revenue hours.

0:54:52.370,0:54:59.019

UCTC: for... for the system, and we feel we have the budget in order to accomplish that, but...

0:54:59.550,0:55:14.620

UCTC: Today, we don't have the drivers to accomplish that. That's what I'm saying, depending on what alternatives to use, we also run short of actual vehicles as well. So would it be almost like, you're saying 3 years, which would mean that

0:55:14.620,0:55:24.189

UCTC: each year of the three years, there'd be some level of implementation? We think that's the case. We haven't seen all the routes yet come out, but we think that that would be the case. Yeah. Yeah.

0:55:24.190,0:55:28.629

UCTC: And then you would, like, target certain areas, or you just have to see what...

0:55:30.540,0:55:45.770

UCTC: Well, I think the... yes, the short answer is yes. The activity centers would be probably the ones that we'd want to target. The inner... the inner communities bus routes are fairly well established, but I think the... there's longer lead times, so depending upon

0:55:45.770,0:55:53.660

UCTC: If you try to, you know, if we try to shorten the... if we try to shorten headways, we actually have to have more buses. And that's, ...

0:55:53.660,0:56:07.419

UCTC: And that's a real... that's a real challenge to get buses in that... in that kind of time frame. It's... it's important that the public understand that every place where... all the destinations that you can reach by UCAT presently, you'll be able to reach.

0:56:07.420,0:56:18.309

UCTC: I think that's an important piece, and then the other important piece is that 3-year piece. I'm just saying, you know what I mean, for just setting the expectations, like, really quickly, because that's...

0:56:18.390,0:56:36.559

UCTC: Yeah. And we're waiting for NYSDOT to tell us. We did apply for an Innovative Mobility Grant. Right. And, we haven't heard. It was out last June, I believe. The... the grant opened in September of 24. Yeah, so it's been a year, so... And we just received a response.

0:56:36.720,0:56:55.629

UCTC: From... from our... our partner's central office, so we'll be discussing it. Apparently, it's... it's delayed, but it is moving forward. Not... we don't know if we received an award. Just announcement of this election. Correct. Yeah, yeah. So we'll see what happens on there. The other thing I... any questions on that?

0:56:56.520,0:57:05.019

UCTC: from the council members on the... on the route optimization plan. Yeah, that's our only... I mean, the long-range plan will be wrapping up again with the online components.

0:57:05.050,0:57:18.029

UCTC: So we still have some contractual obligations there. The route optimization plan contract is active through the end of this calendar year. If there are follow-on activities that are needed, we can consider an extension if needed.

0:57:18.070,0:57:20.700

UCTC: Wow. And the next... the next...

0:57:20.960,0:57:25.509

UCTC: project we're going to tackle is the Albany Avenue Route 9W.

0:57:25.510,0:57:46.430

UCTC: study coming out of Kingston into the town of Ulster. That's in the UPWP, so that's the next project that we'll be tackling at that level. Chris and I are working on that scope of work right now, so we would like to, early in September, meet with the town of Ulster, City of Kingston, and New York State DOT, because you have maintenance jurisdiction.

0:57:46.430,0:57:50.069

UCTC: over, the entire corridor, I believe.

0:57:50.380,0:58:12.899

UCTC: Okay. Maybe a small... no, that's all State Road coming out of there. Right. So it's essentially from the roundabout out to 9W. Right, and see, we just did the roundabout. Right. We just studied 9W. Right. So now you're going to take a look at the piece. That piece in between. Yeah. Yeah. Good. That's all four lanes, there's four lanes, 2 lanes. I know. It's a... it's a... not a lot of... not a lot of...

0:58:12.980,0:58:25.120

UCTC: Not a lot of right away with in there. Yeah. And land use is a little bit... Mixed. It's really mixed in there. Yeah. A lot of... a lot of driveway there. Yeah, a lot of driveway interactions in there. Yeah.

0:58:25.590,0:58:34.309

UCTC: So, and ... looking at that from a speed perspective, what can we do? Traffic calming, is there any opportunity to strike lanes? Yeah.

0:58:34.590,0:58:48.559

UCTC: Boulevard? Yeah. I love to hear these, suggestions from New York State DOT. That's great. So we... and I really want to have a heavy focus on alternatives analysis.

0:58:48.560,0:59:07.920

UCTC: And with a lot of community engagement, because there's a variety of different directions that we can go in with this segment of road. Are the volumes super high? I mean, I don't get out that way very often. They're around 20,000, I believe, and certainly 17,000. Okay. Yeah, up in there, yeah.

0:59:08.270,0:59:31.500

UCTC: So... That's the only major study that we have coming up that... that we're looking at. Otherwise, we do have a pending, another pending grant proposal for a, Safe Streets for All federal aid grant. If that is not awarded this iteration, we're prepared to do our own update with our own PL funds. That would be a systemic crash analysis.

0:59:31.500,0:59:34.789

UCTC: Countywide, an update to the 2020

0:59:34.790,0:59:37.060

UCTC: analysis that we did. And then...

0:59:37.060,0:59:49.229

UCTC: given the long-range transportation plan when we move into the non-motorized transportation plan and do an active transportation plan. Yeah. Thanks. That sounds good, especially with the statistics that you were just showing. Yeah.

0:59:50.440,0:59:53.580

UCTC: So with that, is there any other business before the Council?

0:59:55.560,0:59:59.129

UCTC: Any last public comments or council member comments?

0:59:59.260,1:00:17.469

UCTC: And I'd just like to remind everyone, we will be sending out a questionnaire from the USDOT to our members regarding, your interaction with the UCTC, so please be on the lookout for that, and I really encourage all of our members to please, respond and provide their feedback.

1:00:17.590,1:00:30.150

UCTC: So, from a management standpoint, I'd just like to commend Brian and the staff and our consultants for the work on the Long Range Transportation Plan. It's been nearly smooth, if not a bit,

1:00:30.290,1:00:37.040

UCTC: not a bit harried, but it was been really, really smooth in terms of that, and Brian put an awful lot of effort in that, as did Chris.

1:00:37.040,1:00:55.980

UCTC: Coming on board and our consultants, so congratulations to you folks for that plan, for that work. Thank you. Very nice. And then, last but not least, the Ulster County Transportation... Traffic Safety Board, excuse me, will schedule a meeting on September 8th, and what time is that, Brian? That's a 6 p.m. meeting held in the Ulster County Legislative Chambers, 1 commute.

1:00:57.240,1:01:09.120

UCTC: No other business before the Council. I'll take a motion to adjourn. Thank you, Ed. Much appreciated. Thank you very Beth. We appreciate your second on that motion, and we're adjourned. Thank you. Thank you. It's always the easiest one to get by. Yeah, exactly.