

ULSTER COUNTY TRANSPORTATION COUNCIL  
Technical Committee Meeting

Meeting Transcript  
August 25, 2020

Meeting held via freeconferencecall.com at 10:00 am

0:00:09.086,0:00:14.442

BS: I don't believe we have meetings minutes  
from our last technical committee

0:00:14.442,0:00:15.920

DD: Okay

0:00:41.360,0:00:43.840

LP: Hi, good morning.

0:00:44.669,0:00:46.669

DD: Dave is doing role call?

0:00:47.602,0:00:50.431

BS: No, we are not going to do role call.

0:00:54.640,0:01:02.256

DD: Thank you for reminding me not to do that.

0:01:14.480,0:01:18.320

DD: So good morning everybody we'll wait  
a couple minutes before we start.

0:01:18.320,0:01:20.968

Give everybody a chance to join.

0:01:27.642,0:01:29.191

MB: Mike Baden

0:01:34.800,0:01:36.544

BS: Morning supervisor.

0:01:36.544,0:01:37.905

DD: Morning Mike.

0:01:37.905,0:01:39.840

MB: Good morning

0:01:44.720,0:01:46.800

DD: Why don't we do.. Do we have a roll call?

0:01:49.040,0:01:50.043

BS: I can get one.

0:01:50.043,0:01:52.565

DD: Can we just say present then we  
don't have to wait for people.

0:01:52.565,0:01:54.959

EP: Ed Pine

0:01:54.959,0:01:56.806

DD: Hi Ed, good morning

0:01:57.120,0:01:59.114

EP: Good morning.

0:01:59.114,0:02:02.644

DD: Nice to have you still with us Edward

0:02:02.644,0:02:07.840

EP: Yeah I'm not going anywhere yet

0:02:16.000,0:02:22.468

DD: We're going to wait just maybe another minute or so and then we're going to do a modified role call

0:02:22.468,0:02:30.000

so we don't have to listen to everybody's names and I'll call you off if you just say present or here.

0:02:40.800,0:02:42.000

DD: Any idea Dave?

0:02:58.560,0:03:02.800

DD: So I think we're going to start. Everybody ready? I'm just going to call names if you would just

0:03:02.800,0:03:10.160

answer here then we would know. so representing Ulster County, Ed Pine?

0:03:10.960,0:03:12.705

EP: Here

0:03:12.705,0:03:15.841

DD: Representing the City of Kingston, anyone?

0:03:15.841,0:03:18.462

JS: John Schultheis

0:03:18.462,0:03:19.840

AA: Alan Adin

0:03:21.200,0:03:25.680

DD: Thank you. Representing the Town of Saugerties, Vernon Benjamin?

0:03:29.280,0:03:31.949

DD: John Morrow from the Town of Ulster?

0:03:31.949,0:03:33.439

JM: Here.

0:03:33.439,0:03:36.080

DD: Thank you. Representing NYSDOT, anyone?

0:03:37.600,0:03:41.001

SJ: Yes Sandra Jobson, Amy Mackenzie here.

0:03:41.001,0:03:43.920

DD: Thank you. Representing New York State Thruway?

0:03:44.560,0:03:46.523

LP: Lizy Philip.

0:03:46.523,0:03:53.360

DD: Thank you Lizy. Representing the  
Town of Saugerties.. Village of Saugerties, i'm sorry...

0:03:54.400,0:03:57.190

DD: Anyone?

0:03:57.190,0:03:59.840

DD: Representing the town of  
Rosendale, Mr. Gallagher, anyone else?

0:04:02.720,0:04:04.400

DD: Representing the Town of Lloyd?

0:04:06.960,0:04:08.518

HL: Herb Litts.

0:04:08.518,0:04:13.819

DD: All right there you go Mr. Litts.  
Representing the Town of Plattekill, Mr Wilkin?

0:04:13.819,0:04:15.000

TW: Here

0:04:16.160,0:04:19.048

DD: Representing the Village of Ellenville, anybody?

0:04:19.048,0:04:21.250

(Jeanne Walsh joins)

JW: Jeanne Walsh

0:04:21.250,0:04:22.510

DD: I'm sorry?

0:04:22.511,0:04:24.470

JW: Jeanne Walsh here.

0:04:24.470,0:04:26.148

DD: Hi Jeanne, how are you?

0:04:26.148,0:04:27.703

JW: Good. How are you?

0:04:27.703,0:04:30.720

DD: Good. Thank you.

Representing the Village of Ellenville, anyone?

0:04:32.000,0:04:38.555

DD: Representing the Town of New Paltz.. Neil?.. Tim Rogers?

0:04:38.555,0:04:40.320

DD: Representing the Town of Woodstock

0:04:41.760,0:04:45.882

DD: Ashley?.. Mr. McKenna?

0:04:45.882,0:04:48.160

DD: Mr. Baden representing the Town of Rochester

0:04:48.764,0:04:49.938

MB: Here

0:04:50.800,0:04:56.080

DD: Anyone representing the Federal Railroad Administration? Anyone representing the

0:04:56.080,0:05:00.800

Federal Transit Administration? Anyone representing the Federal Highway Administration?

0:05:02.960,0:05:09.840

Anyone representing the New York State Bridge Authority? Anyone representing New York State DEC?

0:05:11.688,0:05:15.000

(Fred Mastroianni joins the call)

FM: Fred Mastroianni, GPI.

0:05:21.120,0:05:26.547

DD: Thank you. So we're gonna we're going to mute everyone um and we're going to...

0:05:26.547,0:05:30.932

SK: Hi, it's Sue from OFA. I just wanted to throw that in.

0:05:30.932,0:05:33.046

DD: Thank you Sue.

0:05:33.046,0:05:35.870

GG: Hey Dennis this is Glenn Gadaly.

0:05:35.870,0:05:42.617

DD: Okay anyone else on the call want to identify themselves?

0:05:42.617,0:05:44.170

DB: Diane Bietel

0:05:44.170,0:05:46.015

S: This is Shelley.

0:05:50.720,0:05:55.760

DD: Hearing none. Okay we're going to do a call for citizens comments. Is there any citizens comments?

0:05:59.920,0:06:05.040

DD: Hearing none, um next item on the agenda is the approval of the Technical Committee

0:06:05.040,0:06:09.440

meeting summary for January. We do not have that meeting summary for you so we're going

0:06:09.440,0:06:13.440

to skip this agenda item. We'll have it for you for the next Technical Committee meeting

0:06:15.440,0:06:17.531

Communications and Announcements. Brian?

0:06:17.531,0:06:21.402

BS: I have no communications and announcements at this time.

0:06:21.402,0:06:33.840

DD: Any board member have any communications or announcements they want to make? Mr. Litts?

0:06:36.800,0:06:38.303

HL: Yes I'm here.

0:06:38.303,0:06:42.043

DD: All right. I thought you had an announcement regarding a bridge?

0:06:42.720,0:06:52.800

HL: Oh yes I do. I was contacted by the contractor that has the Thruway toll elimination project

0:06:54.000,0:07:02.160

and he has available the Woodbury pedestrian bridge that crosses over uh the high speed

0:07:02.960,0:07:11.760

toll in Woodbury. The structure is not that old there's two spans

0:07:11.760,0:07:23.280

it's 122 feet and 68 feet and it's available if a town or the county or a village or a rail trail

0:07:24.560,0:07:29.840

empire state rail trail is in need of a pedestrian bridge.

0:07:34.960,0:07:38.239

DD: So would you be the contact for that Mr. Litts?

0:07:38.239,0:07:39.578  
HL: Yes.

0:07:39.578,0:07:40.160  
DD: Okay

0:07:41.360,0:07:44.800  
so we won't we won't ask for your phone  
number. If anybody is interested, you

0:07:44.800,0:07:49.840  
can reach out to the Transportation  
Council. If you reach out to Brian and Brian

0:07:49.840,0:07:53.440  
will get in contact with Mr. Litts so they can  
have that conversation if anyone's interested.

0:07:55.200,0:08:01.520  
Excellent, thank you Mr. Litts.  
Any other announcements or communications from

0:08:01.520,0:08:04.361  
the Technical Committee?

0:08:04.361,0:08:06.971  
TW: Dennis this is Tom Wilkin..

0:08:07.178,0:08:09.263  
DD: Go ahead Tom.

0:08:09.600,0:08:16.960  
TW: I'd just like to say that uh route 32  
from Medina down to the county line was repaved

0:08:17.520,0:08:25.120  
it's nice not being a bobble head on 32 anymore.  
You don't get seasick but the only problem

0:08:25.120,0:08:31.120  
is it's uh to keep your foot from falling  
down to the floor on the gas part yourself.

0:08:33.120,0:08:40.160  
I guess they're gonna do 44/55 as  
well so from Chapel hill over to

0:08:40.160,0:08:44.436  
208 or Gardiner so that that'll be nice  
also.

0:08:44.436,0:08:46.720  
DD: All right thanks Tom anything else?

0:08:50.160,0:08:51.090

Brian do you have something?

0:08:51.090,0:08:57.875

BS: Yeah I do after all have one brief announcement regarding some of the administrative issues pertaining to

0:08:57.875,0:09:08.960

our online meetings. David had set up the freeconferencecall.com link dating back to March when we had to first go to virtual

0:09:08.960,0:09:16.640

public meetings and this was the the software that we were familiar using at that time and zoom

0:09:16.640,0:09:24.000

really was new to us back in March so we we didn't want to use it we've since pretty much adapted to

0:09:24.000,0:09:30.560

using zoom within this office I think many of you have as well. It's a much more popular more common

0:09:31.280,0:09:36.400

application than free conference call and particularly this morning we had some real trouble

0:09:37.040,0:09:43.600

uh getting things up and running so we think after this point in time we're probably going to switch

0:09:44.240,0:09:51.920

to using zoom henceforth for the transportation council the Ulster County planning board has

0:09:51.920,0:09:59.600

an account and we've been using that and that is probably what we will use in the future so in September

0:09:59.600,0:10:07.120

when you go to log on um don't be surprised if you see a different link at that time at the top

0:10:07.120,0:10:08.839

of the agenda.

0:10:08.839,0:10:12.680

LP: But we can join by conference call right?

0:10:12.680,0:10:13.279

DD: Yes

0:10:13.279,0:10:20.800

BS: Yeah by call call in only if that's your preference, that is fine. And that information will all be on the top of the September agenda

0:10:22.960,0:10:27.200

DD: So, anything else?

0:10:28.581,0:10:35.040

DD: Moving on to new business. So before we introduce item A which is the draft resolution to adopt the

0:10:35.040,0:10:39.440

Transportation Council's 2045 Long-Range Transportation Plan we thought we would

0:10:39.440,0:10:43.760

give you an overview of that plan that we were using for the public meetings we've held four

0:10:44.400,0:10:52.080

um so that um is coming up on your screen now. For those folks that are joining

0:10:52.080,0:10:56.480

by just conference call it's on the website it's posted on our website.

0:10:57.120,0:10:58.078

BS: Yes, that's correct.

0:10:58.078,0:11:03.624

DD: So you can go to the Planning Department, the Transportation Council's website and you can pull up this meeting

0:11:03.624,0:11:05.084

so you can follow along.

0:11:05.084,0:11:07.520

BS: It's listed under the year 2045

0:11:08.320,0:11:13.840

Long Range Transportation Plan project page and you can find a link there, slides only.

0:11:16.480,0:11:17.760

DD: Okay so um

0:11:20.320,0:11:23.680

I'm going to start and Brian and I are going to try to share this presentation

0:11:23.680,0:11:28.133

we thought we had it down I tend to I tend to screw Brian up occasionally.

0:11:28.133,0:11:28.960

BS: vice versa

0:11:30.000,0:11:34.960

DD: So uh the Long Range Transportation Plan is

is a requirement, it's a federal requirement

0:11:34.960,0:11:43.394

under um from the FHWA and others um and it's required to be updated every 5 years

0:11:43.394,0:11:50.640

and it's required to have a minimum of a 25 year?

BS: 20 year

DD: 20 year horizon a planning horizon.

0:11:51.440,0:11:57.520

so we started out, if I can, we started out with the idea that you know trying to explain to the

0:11:57.520,0:12:02.880

public what the what the Transportation Council is, David I'll ask David to advance the slides,

0:12:03.520,0:12:09.040

so we we explain what the Transportation Council is relative to the urbanized area that exists

0:12:09.040,0:12:14.000

in the City of Kingston which is an urbanized area that basically formed the Transportation

0:12:14.000,0:12:21.680

Council in 2003 and then the expansion of that area to essentially the urbanized areas in the

0:12:21.680,0:12:27.200

southern part of the county which are part of the mid hudson TMA and we also explain what the

0:12:27.200,0:12:32.480

Transportation Management agency was uh,.. area I'm sorry, Transportation Management Area was

0:12:33.040,0:12:37.280

and looked at how the three Transportation Councils of Poughkeepsie

0:12:37.920,0:12:44.880

Dutchess and Orange County and Ulster County work together. We also noted that a small portion of the

0:12:45.680,0:12:49.840

planning area for Ulster County actually extends up into Greene County

0:12:50.720,0:12:56.640

and the expansion of those urbanized areas in the 2010 census into Woodstock and

0:12:56.640,0:13:02.560

uh in those in in areas along that area. The Transportation Council did by resolution

0:13:03.600,0:13:08.960  
establish a planning area for its efforts and that included all of Ulster County in the area in the

0:13:08.960,0:13:17.600  
in the in this town up in the in the County of Greenw. So, next slide Brian uh David sorry.

0:13:19.200,0:13:23.520  
So we also explain what a Long Range Transportation plan is, how it's updated,

0:13:23.520,0:13:30.080  
uh the fact that it essentially provides guidance for the efforts of the Transportation

0:13:30.080,0:13:36.720  
Council in terms of its capital programming through the TIP and also strategies for

0:13:36.720,0:13:43.200  
its planning efforts for the next five years until it's updated again and then it also guides

0:13:43.200,0:13:49.120  
all the actions and products for the Transportation Council's efforts. Next slide David.

0:13:50.480,0:13:57.760  
BS: So I just want to go over a few housekeeping issues. As we've mentioned before through,

0:13:59.680,0:14:05.360  
at various points during Technical and Policy committee meetings, this has been largely a minor

0:14:05.360,0:14:12.800  
update. The content of this plan is by and large very much the same as the previous iteration that

0:14:12.800,0:14:22.880  
we completed in 2015. Although we did rearrange some sections so it reads better. All nine

0:14:22.880,0:14:29.280  
sections are shown online right now on the screen. We've consolidated that down so it's one pdf.

0:14:29.280,0:14:35.600  
You don't have to download every single section separately. So all nine sections are up there along

0:14:35.600,0:14:42.480

with the table of contents and the appendices that are completed at this point in time. The

0:14:43.040,0:14:48.800  
report has been completed largely in-house by David Staas and myself over the course of the

0:14:48.800,0:14:54.560  
past several months and we've simply been updating data when and where it's available and making sure

0:14:54.560,0:15:01.520  
that this current iteration is fully compliant with the existing transportation authorization act

0:15:01.520,0:15:07.680  
which of course is the Fast Act. The big change since the last iteration is this report this

0:15:07.680,0:15:13.680  
component requires a system performance plan which is included in section 2 of the report.

0:15:15.360,0:15:22.560  
We initially published the initial first draft in early August and then we commenced our public

0:15:22.560,0:15:29.760  
meetings during the I think the second and third week of August uh and we have since put a second

0:15:29.760,0:15:37.040  
draft online um as of uh as of the date that we sent out the packet for the Technical Committee.

0:15:37.920,0:15:44.400  
The draft is presently open for public comment through the end of August. Straight through August

0:15:44.400,0:15:49.920  
31st we're accepting comments from the public including the Technical Advisory Committee -

0:15:50.560,0:15:57.120  
I'm sorry, including the UCTC Technical Committee. After the closing date for

0:15:57.120,0:16:03.600  
public comments we'll begin to do our final revisions and we will have the final draft up

0:16:04.640,0:16:09.920  
by mid September when we submit the packet out to the Policy Committee. So that should go out

0:16:09.920,0:16:16.320

sometime around September 11th or 14th. That's either a Friday or a Monday and then of course

0:16:16.320,0:16:23.280

the Policy Committee meets on September the 22nd and it requires the final approval at that time.

0:16:23.840,0:16:29.840

Unlike uh when we do TIP amendments, there's no official public notification required

0:16:30.480,0:16:35.760

um for the approval of the Long-Range Plan. However we did do public notification for our

0:16:35.760,0:16:42.080

public meetings that we held in August and we had roughly 40 individuals attend those public

0:16:42.080,0:16:45.000

meetings uh virtually online.

0:16:45.000,0:16:48.212

DD: you summarize those comments Brian?

0:16:48.212,0:16:48.840

BS: Comments?

0:16:48.840,0:16:53.370

DD: Yeah the the the main thrust of the comments that we received during..

0:16:53.370,0:16:58.123

BS: Well no I can't. Not this time but I've received hundreds of comments.

0:16:58.123,0:16:59.187

DD: Okay

0:16:59.187,0:17:05.153

BS: Through our online survey tool we've received hundreds of comments.

0:17:05.153,0:17:12.866

Comments that we received during the virtual public meetings, I mean they varied significantly and I have them in front of me right now.

0:17:12.867,0:17:13.367

DD: Okay

0:17:16.000,0:17:19.360

DD: So just uh, just some more housekeeping Brian if you could explain how

0:17:19.360,0:17:22.631

the uh the graphic integration of the plan.

0:17:22.631,0:17:33.600

BS: Sure so because we've been working under a relatively tight schedule and timeline, we have hired a

0:17:34.320,0:17:38.560  
public outreach coordinator, Susan Blickstein, and her staff assisted us with the public meetings

0:17:39.280,0:17:45.840  
and we've essentially tried to get the all the public outreach components completed

0:17:48.000,0:17:53.600  
in August and so all those have been completed. So we've been focusing primarily on making

0:17:53.600,0:18:00.640  
sure that the content of this draft document is solid and sound prior to the deadline for

0:18:00.640,0:18:06.400  
completion which is September 30th is when we have to have this fully approved. We have also

0:18:06.400,0:18:12.240  
hired a graphic illustrator out of New Paltz, Gilday Design, to assist us with

0:18:13.200,0:18:18.960  
essentially reformatting the entirety of the document, Making sure that it is fully

0:18:20.000,0:18:28.720  
ADA compatible for people with visual or audio disabilities. So while we'll have the content

0:18:28.720,0:18:34.240  
approved by the Policy Committee we hope uh at the meeting on the 22nd, the

0:18:35.520,0:18:40.080  
document will be fully reformatted and we anticipate that that will be completed

0:18:41.280,0:18:47.520  
by thanksgiving roughly. So we'll we should have the fully reformatted document in rich text

0:18:48.240,0:18:51.894  
format available to everyone by December.

0:18:51.894,0:19:00.480  
DD: So I think it's also important to say how we got here, which is why are we under such a tight deadline, and why are we sort

0:19:00.480,0:19:05.280  
of pushing that deadline and explain to them

what happened with respect to our request for,

0:19:05.280,0:19:08.934

or consideration of our request for an extension which we thought we were going to get.

0:19:08.934,0:19:17.440

BS: Right um of course the COVID crisis hits and we went into lockdown in March and we're working from home

0:19:17.440,0:19:21.920

and throughout that period of time there are actually several MPOs throughout the state that

0:19:21.920,0:19:27.200

are doing uh have Long-Range Transportation Plans that needed to be updated this

0:19:27.200,0:19:32.320

year as well. It was relatively unknown to us whether we would be able to get an extension.

0:19:34.160,0:19:38.400

The main concern for us was the public outreach component would they allow us to do

0:19:38.400,0:19:45.600

virtual meetings would that be allowable given FHWA and FTA guidelines. It was never clear to

0:19:45.600,0:19:50.480

anyone whether it would be allowed because all we can do is read the regulations and unless

0:19:50.480,0:19:58.880

something is clearly stipulated in the regulations or FTA or FHWA guidance we have to just go by

0:19:59.520,0:20:06.640

what's written in the law. We finally did receive guidance last week that indicated

0:20:06.640,0:20:12.160

that virtual public meetings would be allowed for Long-Range Transportation

0:20:12.160,0:20:16.800

Planning purposes. So that's very reassuring because that was what we were hoping for

0:20:16.800,0:20:24.480

and that's what we essentially hung our hats on as we moved forward. We also anticipated to get

0:20:25.280,0:20:32.800

an extension on the overall deadline for the

completion of this report. The report is always due

0:20:32.800,0:20:38.000  
on September 30th for the Ulster County  
Transportation Council within a five year cycle

0:20:38.800,0:20:44.960  
and we figured we might receive a several  
week extension of that deadline or at least

0:20:44.960,0:20:50.560  
some flexibility and we receive notification in  
June that there would be no flexibility granted

0:20:51.120,0:20:55.920  
regarding the completion of this plan. So  
since that point in time we've been working

0:20:55.920,0:21:00.560  
like gangbusters to get to this point  
and overall I think we're pretty happy

0:21:00.560,0:21:06.320  
with the content of the document and with the  
public outreach process while it was, I think,

0:21:09.040,0:21:15.200  
moved into a relatively rapid schedule it was,  
I would say, very successful. We had over 300

0:21:15.200,0:21:22.300  
responses to our survey and a good number of  
people who were able to attend the virtual public meeting.

0:21:22.300,0:21:26.880  
DD: Thank you. Well that's how we got here so let's move on to the next slide.

0:21:28.240,0:21:33.920  
So what is the purpose of the plan? So a  
Long-Range Transportation Plan is an important

0:21:33.920,0:21:40.320  
component of essentially how an MPO  
sees the community

0:21:40.320,0:21:43.760  
in terms of its transportation  
system and how the transportation

0:21:43.760,0:21:50.080  
system can meet the needs and expand on  
the character of a community. So the first thing we

0:21:50.080,0:21:55.200  
talk about in the Long-Range Transportation Plan  
is a community vision. The second

0:21:55.200,0:21:59.040  
thing is as we look at the alternatives  
and the constraints associated with

0:21:59.840,0:22:06.800  
the funding that's available and all of  
the necessary rules that have to be followed

0:22:06.800,0:22:12.160  
in terms of producing the plan and also  
implementing pieces of it. And last but not least

0:22:12.160,0:22:18.480  
is the important thing about a plan is to try set within all of the objectives and goals

0:22:18.480,0:22:24.240  
that you have, try to set the priorities within  
each of those goals and the overall priorities for

0:22:24.240,0:22:28.960  
what you should be doing with respect  
to the investment in the transportation system.

0:22:32.880,0:22:38.320  
DD: Okay So a couple of important  
considerations. One of what I mentioned, it's

0:22:38.320,0:22:43.600  
a 25-year plan with only a portion of it  
to be accomplished within the five years which is why

0:22:43.600,0:22:49.280  
it's updated every five years. The main thing that  
everyone needs to understand is the plan has to be

0:22:49.280,0:22:55.120  
fiscally constrained which means that  
essentially we can only include in the plan things that we can pay for

0:22:57.680,0:23:05.756  
and so beyond that you're going to hear  
a lot of discussion about about how we've identified

0:23:05.756,0:23:12.660  
\*Feedback\*

0:23:21.840,0:23:30.240  
DD: ..it's an acronym there's an acronym out there that  
uh that works um for most of the efforts that the

0:23:30.240,0:23:34.880  
Transportation Council takes into takes into  
consideration for most of its efforts and that

0:23:34.880,0:23:39.440

is something called SMART which means that when we look at the recommendations in the plan and

0:23:39.440,0:23:44.960

we look at how the plan treats uh investment decisions they're Specific, they're Measurable,

0:23:45.520,0:23:52.240

they're Actionable, they're Realistic, and last but not least they're Time bound. Next slide David.

0:23:55.120,0:23:58.720

BS: Quick overview of the public outreach process that we used for this project.

0:23:58.720,0:24:04.640

public outreach is a critical component and requirement for the Long-Range Plan update.

0:24:04.640,0:24:10.160

We hired Susan Blickstein and as soon as we had a contract executed we hit the ground running.

0:24:10.160,0:24:18.480

We began by having um four focus group sessions with local leaders and people from

0:24:18.480,0:24:24.400

various organizations from throughout Ulster County and those provided us with our initial

0:24:24.400,0:24:32.960

input in early July and then we were able to open up our public survey tool which was

0:24:32.960,0:24:37.680

intentionally very straightforward. I think it only took people about five or ten minutes to complete

0:24:38.240,0:24:45.040

and we received over 350 responses which I think to date is the largest response rate we've gotten

0:24:45.040,0:24:52.480

for any UCTC project so far. So that was very successful the purpose of the outreach tool. The

0:24:52.480,0:24:59.440

survey was really to try to gauge and validate the goals of the Long-Range Transportation Plan

0:24:59.440,0:25:04.880

as well as the vision statement and when we look at the results, which are included in the planning

0:25:04.880,0:25:12.000

document, we saw that 45% of respondents strongly agree that the vision statement

0:25:12.640,0:25:19.920  
met with their um uh.. that they agreed with the vision statement. Even a smaller amount 22%

0:25:20.640,0:25:25.920  
at least agreed with it so that we felt was successful. That our vision statement

0:25:25.920,0:25:31.200  
and the goals that were included in the document weren't too far off and we were generally still

0:25:31.200,0:25:39.120  
in line with everyone's vision. And then of course we have a general comment component

0:25:39.120,0:25:42.400  
to the survey tool if you go to the next slide, Dave.

0:25:45.120,0:25:46.948  
DD: Next one after that Dave.

0:25:46.948,0:25:57.825  
BS: We received quite a few comments and I'm still sifting through many of these, most however, I don't recall seeing any major surprises.

0:25:57.825,0:26:02.480  
I think everything was very much in line. Five main themes we were able to summarize

0:26:03.040,0:26:08.640  
that expanding public transit coverage was a primary concern. We heard that more than anything.

0:26:09.440,0:26:12.480  
Improving and expanding bicycle and pedestrian infrastructure.

0:26:13.440,0:26:18.960  
Providing more alternative transportation options to reduce dependency on single occupancy trips.

0:26:20.320,0:26:25.360  
Making the transportation system more sustainable and resilient. And finally, strengthening rail

0:26:25.360,0:26:31.360  
trail connectivity in the region. Those were the five main themes, if we had to categorize all

0:26:31.360,0:26:36.160  
the responses from the public survey tool. And then you can see the word cloud as well

0:26:37.760,0:26:43.280  
so um and within a relatively short period  
of time Susan Blickstein and her staff really

0:26:43.280,0:26:47.440  
did a great job for us we're very happy to  
have their assistance through this process.

0:26:48.640,0:26:53.760  
DD: Next slide David. Thank you Brian. So where  
do we begin? One of the things that we look

0:26:53.760,0:26:58.160  
at is, we look at the transportation demand  
based on travel patterns and this map

0:26:58.160,0:27:04.560  
takes a look at those areas in in the uh in  
the county that have uh the most demand and

0:27:04.560,0:27:10.960  
you can, we're going to overlay a corridor map  
on that so you can see how that relates to uh

0:27:10.960,0:27:15.600  
the critical corridors and the major corridors in  
in the County as well. So let's put that up David.

0:27:17.040,0:27:20.960  
but here's the corridors and if you think the  
two maps together, you can see that where we

0:27:20.960,0:27:25.760  
have the most transportation demand where the  
activity centers are. We have the most investment

0:27:25.760,0:27:30.640  
in our transportation system in terms of the  
types of roads that are on the ground and the

0:27:30.640,0:27:35.280  
trails that are there as well when we look at  
that so this gives you a sense of the pattern

0:27:35.920,0:27:42.800  
usage versus the the investment in  
the infrastructure. Next slide David. So

0:27:43.520,0:27:48.960  
the other thing is what happens in terms of where  
do we think we're going to grow and we use the

0:27:48.960,0:27:56.000  
County uh the Planning Department's uh efforts  
with respect to its long-range, its open space plan

0:27:56.000,0:28:01.600  
where we identified priority growth areas. Those are the pink areas on the map. This takes a look at

0:28:01.600,0:28:06.480  
where we think we're going to grow into the future and then those green dots that are on the map are

0:28:06.480,0:28:11.920  
major projects that the county planning department has reviewed over in the last five years and you

0:28:11.920,0:28:17.680  
can see the major projects in the priority growth areas align with either aligned together or they

0:28:17.680,0:28:22.400  
align along the major corridors that essentially are when the county, there's a couple of outliers

0:28:22.400,0:28:27.600  
up in the mountain areas which are which are major projects associated with resort facilities

0:28:27.600,0:28:31.840  
and you can get a good sense that we're literally growing around the major

0:28:31.840,0:28:36.000  
corridors and within the the areas that we've identified as priority growth areas.

0:28:37.120,0:28:45.520  
Next slide. Well this is the fun one. So what ends up happening when we start looking at growth,

0:28:45.520,0:28:48.000  
you start beginning to start to think about well what do

0:28:48.720,0:28:55.200  
our other partners talk about in terms of where they see the demographics in the County going and

0:28:55.200,0:29:00.560  
there's some general consensus that we're going to that if we're going to grow at all, that growth

0:29:00.560,0:29:07.520  
will be gradual. There's a general sense that we will be getting older and the majority of

0:29:07.520,0:29:13.520  
growth will take place in the activity centers and in the southern portion of the counties generally

0:29:14.240,0:29:21.760  
um and that once we get past the first 10  
years in terms of estimates you can see that

0:29:21.760,0:29:28.800  
this the divergence of the lines on this graph  
in terms of where various entities that project

0:29:28.800,0:29:35.360  
population growth uh are and there's even some  
diversions with the same entities projecting pop

0:29:35.360,0:29:41.280  
projection population in terms of what they  
five years ago versus where they are today,

0:29:42.400,0:29:48.400  
and generally those trends are if  
anything downward and certainly not

0:29:50.160,0:29:55.520  
very aggressively positive. So, for the  
Transportation Plan, what we've adopted from the

0:29:55.520,0:30:03.440  
Transportation Council's standpoint is a gradual  
growth rate into the 20s in the 2030s

0:30:03.440,0:30:10.080  
and and on into 2045. so you're looking at there's  
there's some things that essentially suggest that

0:30:10.640,0:30:17.760  
even though there's an older population that there  
is some trends that suggest that the growth in the

0:30:17.760,0:30:24.240  
County is not necessarily uh looked at as it  
relates to totally as it relates to population

0:30:24.240,0:30:28.880  
and there's some suggestion that that that  
population will continue to grow. Those are trends

0:30:28.880,0:30:36.400  
that began in 9/11. They went through and  
intensified with some of the with some of the uh

0:30:37.280,0:30:44.320  
some of the uh recession that took place in 2008  
uh and then we're seeing it again with respect to

0:30:44.320,0:30:51.440  
what's happening with regard to COVID-19. we're  
seeing a substantial increase in residential

0:30:51.440,0:30:57.200  
activity uh and building permits and septic  
permits uh throughout the County. We don't know

0:30:57.200,0:31:03.760  
whether that trend will hold but if it's something  
like we experienced in 2008 it has a tendency to

0:31:03.760,0:31:09.280  
increase very rapidly and then taper off uh so  
we'll see what we'll see if that happens. I think

0:31:11.520,0:31:14.640  
is remote uh the ability essentially for

0:31:14.640,0:31:20.640  
businesses and others to learn how to work remote  
and to understand what their productivity regards

0:31:20.640,0:31:26.480  
are. But we've adopted a a small positive  
growth rate uh for the Transportation Plan.

0:31:29.760,0:31:36.720  
BS: So right now I'm going to walk the audience through  
some of the major themes within the Long Range

0:31:36.720,0:31:42.080  
Transportation Plan. I'm not gonna go down  
and drill down into specific detail because

0:31:42.080,0:31:48.640  
it's a highly detailed document roughly 170 page  
in length. One of the main points that we wanted to

0:31:48.640,0:31:56.000  
stress to members of the public was that this plan  
is a multimodal surface transportation document

0:31:56.000,0:32:03.120  
and that it's not dealing with just transit but  
we're dealing with obviously cars and pedestrian

0:32:03.120,0:32:11.600  
and cycling systems throughout Ulster County.  
Next slide please. So one of the big questions

0:32:11.600,0:32:15.840  
that we like to ask in the transportation  
plan is how do we travel? This is one of the

0:32:15.840,0:32:22.800  
the most important pieces of uh data that we use  
and it's the commute to work information obviously

0:32:23.520,0:32:31.840

the commute to work is the most significant component of traffic volume on the road during

0:32:31.840,0:32:38.400

the weekday um and when you look at how we commute to work in Ulster County 77.2%

0:32:39.520,0:32:44.880

are reporting in 2018 that we're driving alone in a single occupancy vehicle. So obviously that's

0:32:44.880,0:32:50.560

going to have a major impact on the amount of traffic volume during certain times of the day

0:32:50.560,0:32:58.640

uh throughout Ulster County. And the other uh what we call modal shares are shown in

0:32:58.640,0:33:03.040

the graph as well and there's quite a bit of information on how we travel to work.

0:33:04.080,0:33:11.840

Next slide. This piece of data is from what's called the LEHD Longitudinal

0:33:12.400,0:33:19.600

um forget what the acronym stands for. It's a map and chart that

0:33:20.240,0:33:28.640

David has put together and what it shows is that over 43,000 people who live in

0:33:28.640,0:33:35.040

Ulster County are commuting to work outside of the County. So, there very much needs to be a regional

0:33:35.040,0:33:42.240

focus when we look at the transportation system through the UCTC. It's not just Ulster County,

0:33:42.240,0:33:47.120

it's looking at the surrounding area and those travel patterns as well. You'll note from the map

0:33:47.840,0:33:55.600

that over we know for a fact that over 10,000 individuals are on a daily basis in New York metro

0:33:55.600,0:34:00.960

region for employment um which is almost the same number of people who are traveling to Dutchess

0:34:00.960,0:34:06.400

County. So, it's very significant and it also underscores the importance of working with our

0:34:06.400,0:34:11.520

partners in Dutchess and Orange County through the Mid-Hudson Transportation Management Area

0:34:11.520,0:34:16.265

DD: ..And the investment transit systems in the intercounty transit system.

0:34:16.265,0:34:19.840

BS: That's right. Next slide.

0:34:22.080,0:34:27.680

We also look at the condition of infrastructure in our region to the extent that that information

0:34:27.680,0:34:34.640

is available. One of the most widely available pieces of data that we have is uh information on

0:34:34.640,0:34:40.160

our bridges throughout Ulster County and throughout New York state. Bridges

0:34:40.160,0:34:46.240

are a major theme throughout the Long-Range Transportation Plan. The map shown on the screen

0:34:46.240,0:34:52.720

shows the location of the bridges within Ulster County as well as the condition of the bridges.

0:34:52.720,0:35:01.840

We also uh know the owner of the bridges. Ulster County department of public works is the largest

0:35:01.840,0:35:10.400

owner and is responsible for 154 bridges in Ulster County and a burden that comes with owning

0:35:10.400,0:35:17.440

so many bridges is that they're going to have a disproportionate share of the maintenance required

0:35:17.440,0:35:22.480

for those bridges and there is a significant amount of maintenance that's going to be required

0:35:22.480,0:35:25.746

within uh the next 10 to 20 years.

0:35:25.746,0:35:30.946

DD: And one of the things that we also note is that the bridges that the County owns,

0:35:30.946,0:35:35.222

a lot of them are what they call off system bridges they are on non-federal roads.

0:35:35.222,0:35:39.705

So if you look at that smattering of bridges that up in the mountains that are a lot of those are county roads,

0:35:39.705,0:35:44.800

they're on off system bridges, which is why the Transportation Council tried to program

0:35:45.360,0:35:49.200

and did program money in its TIP program for off system bridge funds.

0:35:49.200,0:35:53.760

It's also why we really are very much concerned with the Bridge New York program

0:35:53.760,0:35:58.499

and the Pave New York program relative to off system bridges.

0:35:58.499,0:35:59.840

BS: Next slide please Dave.

0:36:01.520,0:36:05.280

Of course safety is also a major concern. We've always included

0:36:06.560,0:36:14.240

um basic data regarding safety on the system in previous iterations of the Long-Range Plan.

0:36:14.800,0:36:22.320

This iteration is unique in that we have been able to dive into the data and far more deeply than we

0:36:22.320,0:36:30.400

ever have before, primarily because of a project that David Staas has been managing looking at uh

0:36:30.400,0:36:36.080

doing a crash analysis working with Cambridge Analytics (\*Systematics\*). And so that project is ongoing and

0:36:36.080,0:36:40.800

we're able to draw from some of that data and include it in the Long Range Plan.

0:36:40.800,0:36:46.960

So you'll see greater information regarding the location of crashes and the types of crashes that

0:36:46.960,0:36:54.480

are occurring throughout the County and who is getting into those crashes in terms of the what

0:36:54.480,0:37:02.480

types of drivers the age of drivers and whether they're pedestrian bicycle or automotive only.

0:37:06.640,0:37:09.680

And of course freight is a required component as well.

0:37:09.680,0:37:14.480

We're looking at where freight originates in Ulster County. And while

0:37:16.800,0:37:24.000

we look at rail movements within Ulster County, rail freight is largely addressed through

0:37:24.000,0:37:32.960

the Federal Railroad Administration so it's not necessarily a subject that the MPO delves into

0:37:32.960,0:37:38.320

great detail with, but you cannot ignore the fact that West Shore Railroad crosses through

0:37:38.320,0:37:46.000

Ulster County. We receive, we know somewhere in the vicinity of 32 freight trains per day traveling

0:37:46.000,0:37:51.680

through the County bringing different types of freight some of which are hazardous materials and

0:37:51.680,0:37:58.800

crossing our public roads. So we're we're taking a detailed look at some of the crash statistics that

0:37:58.800,0:38:05.200

we have that are occurring at the intersections with a railroad system and our public roadways

0:38:05.200,0:38:10.960

and that particular component is still under development it will be included in the final draft.

0:38:10.960,0:38:15.040

It's one of the more unusual types of data sources that we have to deal with so

0:38:15.680,0:38:18.852

some unpacking has been required there.

0:38:18.852,0:38:28.160

DD: And it is a major safety concern and the Transportation Council has a program funds to

do a safety study on railroads within the City

0:38:29.200,0:38:33.520

that not only deals with its crossing at highways, but also land use around the corridors

0:38:34.400,0:38:37.794

and where some of the accidents are occurring. I think we've had

0:38:37.794,0:38:47.914

\*Static\*

0:38:49.280,0:38:55.840

BS: ...have between 8-10 projects programmed using um Highway Safety

0:38:55.840,0:39:00.080

Improvement Program Railroad funds. It's a specific section of federal

0:39:00.080,0:39:04.640

aid specifically intended for making these crossings safer.

0:39:04.640,0:39:07.456

DD: Next slide David

0:39:09.200,0:39:14.480

BS: Long-Range Transportation Plans have, since the early 2000s, been required to include

0:39:14.480,0:39:20.240

a brief assessment of the impacts of the transportation system on the environment

0:39:20.240,0:39:26.960

and how the MPO can go about trying to mitigate those impacts. It's generally considered to be a

0:39:26.960,0:39:33.440

relatively brief component. We've expanded on that requirement and started to take a detailed look at

0:39:33.440,0:39:40.720

the impacts of climate change within Ulster County and New York State. For the first time we were able

0:39:40.720,0:39:46.880

to develop an estimate of greenhouse gas emissions that are coming from on-road transportation

0:39:46.880,0:39:54.560

sources specifically in Ulster County. When you think about the single occupancy trips uh from

0:39:54.560,0:39:59.280

automobiles we know that transportation is a major component of greenhouse gas emissions

0:39:59.920,0:40:07.200

and using our vehicle miles traveled data we are able to estimate the amount of emissions that are

0:40:07.200,0:40:13.360

stemming specifically from those on-road sources. And that's what's shown in the graph on the right.

0:40:13.920,0:40:15.863

DD: Can I?  
BS: Please.

0:40:15.863,0:40:22.022

DD: Go to the next slide, I just want to just, no let's go ahead David. I just want to say that the corollary to climate change

0:40:22.022,0:40:25.707

is transportation resiliency and this is a new section in the plan

0:40:25.707,0:40:30.356

and we're really proud of this section because it starts to think about the

0:40:30.356,0:40:36.325

transportation system that's much more resilient and currently and what policies and procedures should be in place

0:40:36.325,0:40:39.203

in order to allow that to happen so I'll let Brian go ahead for that.

0:40:39.203,0:40:46.682

BS: Well yeah Dennis just summarized it uh very briefly. We addressed the issue of transportation resiliency

0:40:46.682,0:40:53.075

and we're going to begin to go into a more detailed separate planning project later this fall

0:40:53.075,0:40:59.192

to look at the issue of transportation resiliency and how we can make our transportation facilities

0:40:59.192,0:41:08.346

more able to withstand these repetitive natural disasters and flooding events that we are likely to see in Ulster County

0:41:08.346,0:41:12.000

occur more frequently into the future.

0:41:14.560,0:41:21.360

Next slide. So those are the major themes within

the Long-Range Transportation Plan and they

0:41:21.360,0:41:29.840

can all be summarized within our goals and our goals are used to essentially take all the data

0:41:30.400,0:41:36.880

and public input and also the state and federal guidance and begin to organize it so that we

0:41:36.880,0:41:43.280

can start to focus on how we turn goals into objectives and then finally implementation.

0:41:43.280,0:41:48.080

I'm just going to run through them very briefly. System preservation, these are by the way listed in

0:41:48.080,0:41:55.920

no particular order not in order of any priority. System preservation uh refers to investing in the

0:41:55.920,0:42:03.680

infrastructure that we have as opposed to building new or expanding on the existing system. This is a

0:42:03.680,0:42:11.120

preservation first plan which is uh uh something that's been promulgated by the New York State

0:42:11.120,0:42:16.603

Department of Transportation and we definitely carry that through this iteration.

0:42:16.603,0:42:24.480

Economic Vitality: making sure the transportation system contributes to economic growth in the region

0:42:24.480,0:42:33.360

Safety: as I mentioned it's an important component. Whenever we do any study or or put forth any

0:42:33.360,0:42:40.320

capital project through the MPO we always have to ask ourselves one fundamental question

0:42:40.880,0:42:47.680

and that's will this make the transportation system safer um and that will continue to be a

0:42:47.680,0:42:53.728

major consideration of the Long-Range plan and of all of our planning products.

0:42:53.728,0:42:59.600

Sustainability: ensuring the transportation system does not

have a significant impact on the environment.

0:43:01.920,0:43:08.800

Mobility and reliability: providing for efficient and reliable travel and that refers largely to

0:43:08.800,0:43:14.880

mitigating sources of congestion and bottlenecks which are measured and shown in great detail in

0:43:14.880,0:43:16.755

the Long Range Plan

0:43:16.755,0:43:22.249

Accessibility and connectivity: creating and maintaining a well-connected system that provides access

0:43:22.249,0:43:28.435

through Ulster County for people and goods. And that refers to our transit system, our trail system,

0:43:28.435,0:43:33.187

our roadway system, and also sidewalk system as well.

0:43:33.187,0:43:40.266

Again the environment: contributing to making sure Ulster County is sustainable place by protecting and enhancing the natural and built environment,

0:43:40.266,0:43:43.142

reducing greenhouse gas emissions

0:43:43.142,0:43:45.360

And finally, transportation equity.

0:43:45.920,0:43:51.760

It's important to note this is a new goal that we have included in this iteration of the Long-Range

0:43:51.760,0:43:58.160

Plan partially as a result of some of the public input that we see we received through

0:43:58.160,0:44:04.000

the public input process and also some some of the comments that we've been receiving over the years.

0:44:04.000,0:44:09.840

We thought it was important to include this new goal which refers to developing and integrating

0:44:09.840,0:44:15.040

strategies that seek to mitigate negative effects related to the transportation system that might

0:44:15.040,0:44:22.548  
impact those most vulnerable communities within  
Ulster County.

0:44:22.548,0:44:30.533  
And then another consideration is that this.. well in the past we've included performance measures.

0:44:30.533,0:44:38.570  
In fact I believe all of our previous iterations of the Long-Range Plan  
have performance measures of some type.

0:44:38.570,0:44:47.200  
This is the first iteration where we have included  
performance measures because it's required

0:44:48.000,0:44:52.092  
by the Federal Highway Administration and Federal Transit Administration.

0:44:52.092,0:44:54.720  
So section two includes the

0:44:55.440,0:45:01.520  
system performance report which really  
kind of meets the strict requirements of

0:45:02.640,0:45:08.720  
performance measurement. But, we also have more  
performance measures listed under each goal

0:45:09.520,0:45:15.280  
of the Transportation Plan so that we can continue  
to measure progress and implementation of those

0:45:15.280,0:45:18.017  
goals and objectives.

0:45:18.017,0:45:23.840  
DD: Next slide David. Thank you Brian. So one of the reasons that you do goals

0:45:24.480,0:45:30.400  
is that you need to essentially use them to move from goals into strategies and projects.

0:45:30.400,0:45:36.960  
And so the goals helps us set priorities, they help  
us essentially look at long-term and near-term

0:45:36.960,0:45:42.800  
solutions, and it also takes a look at how we  
do, what studies we do, and how we do investments,

0:45:42.800,0:45:48.640  
and how we look at our TIP, and look at adding  
projects or changing projects that are on the TIP.

0:45:49.200,0:45:54.880  
The Transportation Council has been very

successful in terms of looking at its efforts

0:45:54.880,0:46:00.880

with respect to studies and and setting the table for additional investment in the

0:46:00.880,0:46:06.320

in the transportation system over the years. If you went through all of our goals from safety to

0:46:06.320,0:46:14.080

equity to system preservation you would see an investment in transportation planning has

0:46:14.080,0:46:20.640

led to projects whether it be safety improvements at intersections, changes to investment in the

0:46:20.640,0:46:27.040

trail system, looking at changes in investments in our transit system. All of those are reflected in

0:46:27.040,0:46:31.840

studies that the Transportation Council have done which has led to projects. Next slide.

0:46:34.480,0:46:42.000

BS: As Dennis mentioned it's required that this project be.. or the plan rather be

0:46:42.000,0:46:48.320

fiscally constrained. So how do we project how much money is going to be available

0:46:49.040,0:46:53.840

for implementation out 25 years? It's really something of a crystal ball

0:46:55.280,0:47:00.960

but we have a few um assumptions that we can use going into that. One is that, and the

0:47:00.960,0:47:08.720

biggest one that we're assuming that funding will be held at a flat level into the future.

0:47:09.680,0:47:15.520

We make that assumption because that's where funding has been for the past several iterations.

0:47:16.160,0:47:24.160

After congress's past surface authorization act there have been no significant increases in

0:47:24.160,0:47:31.280

federal transportation aid available to the state or to the region. So in consultation with the DOT,

0:47:31.840,0:47:39.360

we've agreed that we have to assume that funding will be flat into the future. So in order to come

0:47:39.360,0:47:44.400

up with a ballpark estimate we first look at the existing Transportation Improvement

0:47:44.400,0:47:50.320

Program and that's what the donut chart shows you. Right now this is what is currently programmed

0:47:50.960,0:47:57.360

for expenditure within the next five years in Ulster County on the Transportation Improvement

0:47:57.360,0:48:03.840

Program it's \$28 million in FTA funds and \$64 million in Federal Highway funds. This is from

0:48:03.840,0:48:12.000

various sponsors, local and state, available through a variety of projects and modes and so

0:48:12.000,0:48:19.760

we use that baseline funding to then forecast and project in five-year increments how much

0:48:19.760,0:48:27.360

money would be available for expenditure into the future. We're able to apply a modest two percent

0:48:28.240,0:48:35.280

inflation factor to those figures but overall it's a very modest forecast. It's very conservative

0:48:35.280,0:48:44.160

and if you go into chapter 8, section 8, of the plan we can look at the methodology

0:48:44.160,0:48:50.079

and how much money we project available for implementation in the long range.

0:48:50.079,0:48:55.280

DD: So I would want to also add that one of the things that the plan touches on is other sources of funds

0:48:55.280,0:49:00.480

which are now playing some um some important roles in terms of transportation investment.

0:49:01.600,0:49:08.720

And going back to the resiliency section, disaster recovery funds, DRI monies,

0:49:09.280,0:49:14.480

have played a major role in investment of bridges in the past and we'll continue to look at

0:49:14.480,0:49:19.040

that in addition some other New York state funds, particularly through those folks that are dealing

0:49:19.040,0:49:24.720

with climate change NYSERDA and others have played major roles in in that funding. One of the examples

0:49:24.720,0:49:29.840

of that is the Broadway project in Kingston where some of the effort with respect to re-signaling

0:49:29.840,0:49:34.720

and re-signaling those intersections um is being paid for by NYSERDA. So, there are other

0:49:34.720,0:49:39.360

sources of funds that are out here that are beyond the control of the Transportation Council but do

0:49:39.360,0:49:43.840

pay a play a role in terms of the investment in the trans in the transportation system.

0:49:45.760,0:49:47.120

Next slide. Okay.

0:49:47.120,0:49:53.504

BS: So in conclusion, we don't really have a conclusion to the document, but if I had to summarize

0:49:53.504,0:50:01.342

some of the main themes that I think are most important in this document, obviously it's a preservation first plan

0:50:01.342,0:50:07.676

the focus really needs to be on extending the useful life of existing facilities and maintaining the system that we have

0:50:07.676,0:50:14.080

because that's all we can afford to do right now. Resiliency is going to be a primary need and focus

0:50:14.080,0:50:19.680

into the short term and long term and that is really that story is really best told when we

0:50:19.680,0:50:25.840

focus on our bridges throughout Ulster County we really need to focus on securing funds to maintain

0:50:26.720,0:50:32.204

and improve those bridges so that they are resilient into the future.

0:50:32.204,0:50:39.840  
Safety will be a primary focus as well for all of our planning and capital improvement projects within Ulster County.

0:50:40.400,0:50:44.960  
Improving the safety for all users of the transportation system as a primary goal

0:50:45.920,0:50:52.400  
and of course mobility. We've received quite a bit of public input regarding the importance

0:50:52.400,0:50:57.200  
of the transit system. We received a lot of positive comments on how they feel,

0:50:57.200,0:51:02.400  
the public feels, the transportation system has been improved over the past several years.

0:51:02.400,0:51:06.640  
We've heard some things about how it still is not working well for them

0:51:06.640,0:51:11.200  
and we're we're listening to those comments. What is very clear is that

0:51:11.200,0:51:17.040  
the transit system is very important to the public and we want to make sure that we

0:51:17.040,0:51:21.840  
continue to invest and improve in that system so that it continues to work for the public.

0:51:24.240,0:51:27.360  
DD: So this is the last slide then we have a slide that deals with

0:51:27.360,0:51:33.120  
ways to participate but we wanted to end with basically giving you an idea of what we've done

0:51:34.560,0:51:39.600  
to take those goals and turn them into projects. I won't go into any detail, I will tell you that

0:51:39.600,0:51:45.280  
all of those projects that are represented by photos here uh were originally started by the

0:51:45.280,0:51:51.200  
transportation council's efforts. Whether it be a transit study, a Broadway study, or a trail study, or

0:51:52.080,0:51:55.760  
other efforts as well. And there are more than these out there.

0:51:55.760,0:52:01.920  
We've done, you know, in in the neighborhood of 25 or 30 major studies where we have implementation

0:52:01.920,0:52:06.960  
that is ongoing through investments either by the by NYSDOT or by local governments.

0:52:09.040,0:52:13.359  
So that's it. I want everybody to take a collective breath um and then..

0:52:13.359,0:52:19.203  
BS: Let me go over some of the benchmarks one more time if you don't mind.

0:52:19.203,0:52:21.200  
So in terms of benchmarks for

0:52:22.000,0:52:27.840  
completing and approving this plan we're on our second draft. We'll be working toward a third and

0:52:27.840,0:52:33.920  
final draft to be available in mid-September. It'll go out to the Policy Committee through our packet

0:52:33.920,0:52:41.440  
and so you can look for that around September 14th. At this point we have met all nearly met all of

0:52:41.440,0:52:48.080  
our public outreach requirements which are those requirements are dictated through the operating

0:52:48.080,0:52:54.080  
procedures of the Transportation Council. We have held our public meetings and now at this point the

0:52:54.080,0:53:02.240  
document is open to public input and that deadline for public comment is again, August 31st. All

0:53:02.240,0:53:08.480  
public comments submitted will be included in an appendix to the report and if people want those

0:53:08.480,0:53:14.720  
to be anonymous, that's fine. They can indicate as much to me. Then the Policy Committee meets,

0:53:14.720,0:53:20.960

assuming the Technical Committee approves this resolution today, the Policy Committee will meet

0:53:20.960,0:53:27.680

on the 22nd of September for the final review and approval at that time. Thank you.

0:53:27.680,0:53:38.080

DD: So now we'll take a collective breath and open up the floor for comments before I consider a

0:53:38.080,0:53:44.720

resolution to advance, a motion to advance the resolution. Any comments from the Council members?

0:53:49.360,0:53:56.800

Okay hearing none, we're now on resolution number A, is draft resolution 2012 item

0:53:56.800,0:54:03.760

i'm sorry, agenda item A draft resolution 2020-11 to adopt the Ulster County Transportation

0:54:03.760,0:54:10.720

Council year 2045 Long-Range Transportation Plan. The draft UCTC year 25 Long-Range Transportation Plan.

0:54:12.480,0:54:14.268

Do I have a motion?

0:54:14.268,0:54:15.000

TW: Wilkin

0:54:15.000,0:54:16.315

HL: I'll move it.

0:54:16.315,0:54:20.447

DD: Thank you. I have a motion from Mr. Wilkin. Who was the second please?

0:54:20.447,0:54:22.229

HL: Herb Litts.

0:54:22.229,0:54:25.280

DD: Thank you Mr. Litts. So I have a motion and a second. I will not ask for

0:54:25.840,0:54:28.240

approval, I will ask is there are any opposed?

0:54:31.840,0:54:32.720

Any abstentions?

0:54:35.200,0:54:37.402

Hearing none so carried.

0:54:37.402,0:54:42.800

BS: Thank you. And thank you David Staas for doing such a great job

0:54:43.680,0:54:49.120  
on that powerpoint presentation helping us out with that and also with all of your work on the

0:54:49.120,0:54:50.224  
Long Range plan as well.

0:54:50.224,0:54:59.215  
DD: So I think that's, I mean if I may, right, I would like to thank the entire staff and also our consultants

0:54:59.215,0:55:07.760  
for moving essentially, I mean these folks we essentially canceled all of our uh all of our vacation time during the summer to make

0:55:07.760,0:55:12.400  
sure that we could complete this and these folks have been working sometimes 10 or 12 hours a day

0:55:12.400,0:55:15.680  
trying to make sure that we can put this together and get all the information

0:55:15.680,0:55:20.160  
uh into this plan to make to make these deadlines. So we really, I really appreciate it and I think

0:55:20.720,0:55:24.720  
the Council members should should be aware of the fact of the effort that's been put forth here.

0:55:26.560,0:55:33.520  
So item B: it's a draft UCTC resolution 2020-12. It's amendment to the UCTC federal fiscal year

0:55:33.520,0:55:42.160  
2020-2024 TIP program Transportation Improvement Program to add a new PIN. That pin is 893307

0:55:42.160,0:55:47.040  
John Clark Drive and Morton Boulevard at Boices lane and the CSX railroad crossing

0:55:47.040,0:55:51.360  
as shown in attachment one. Do I have a motion for discussion purposes? Mr. Morrow?

0:55:55.520,0:55:58.282  
Do I have a motion for discussion purposes?

0:55:58.282,0:56:00.451  
HL: So moved

0:56:00.451,0:56:02.855

DD: Mr. Litts, thank you. Do I have a second?

0:56:02.855,0:56:04.293

TW: Wilkin

0:56:04.640,0:56:08.294

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

0:56:08.294,0:56:18.818

BS: Sure this project is actually in addition to an existing PIN that is dealing directly with the existing pin 893271

0:56:18.818,0:56:29.840

dealing directly with the railroad crossing using the HSIP funds. This project, as described in the project description,

0:56:30.400,0:56:37.440

will look at coordinating the the signal gates with the traffic signals at the project as well as

0:56:37.440,0:56:43.680

some pedestrian improvements in the area. So there are two separate projects in the same location.

0:56:43.680,0:56:50.720

In order to solve a problem that was pointed out by the Town several, quite a few, years

0:56:50.720,0:56:58.320

ago and we, the Transportation Council completed a study in 2013 to begin to identify some potential

0:56:58.320,0:57:07.120

solutions for this relatively tricky location in the Town of Ulster. The project has been,

0:57:08.640,0:57:13.920

had some trouble moving forward and some fits and starts and we're very grateful to the New

0:57:13.920,0:57:20.480

York State Department of Transportation for working hard to identify the source of funding

0:57:20.480,0:57:26.800

and produce some solutions in order to break us through to the point where we can program the

0:57:26.800,0:57:32.240

separate project on the TIP and address all the issues at this problematic intersection.

0:57:33.280,0:57:37.920

I don't know if Sandra do you want to add anything for this project? We had a brief project

0:57:37.920,0:57:45.520

meeting back in, just before the Covid crisis and

lockdown had, I think that was February when this

0:57:45.520,0:57:48.306  
was last discussed.

0:57:48.306,0:57:53.671  
SJ: yeah Brian I just want to add that I think the Town is a critical piece too because

0:57:53.671,0:58:01.850  
although the state, we were able to find  
some additional money, it's really the Town being willing to step up and

0:58:01.850,0:58:05.703  
progress the project was  
also incredibly helpful

0:58:05.703,0:58:13.360  
so I think like a lot of people different moving parts came together  
and I think we have a really good project.

0:58:14.000,0:58:18.720  
And and the way that I look at the two  
projects is the one project that's going on

0:58:18.720,0:58:24.960  
right now is being led by the railroad is making  
improvements within the railroad right-of-way

0:58:25.520,0:58:33.120  
and this project that we're adding to the  
TIP today, or talking about adding, is to do

0:58:33.120,0:58:39.920  
improvement just outside of the railroad  
right-of-way and to tie the two projects together.

0:58:40.720,0:58:42.520  
So thank you.

0:58:42.520,0:58:44.152  
BS: Yes, thank you.

0:58:44.152,0:58:47.920  
DD: And that's the critical  
point that that Sandra made is that the Town has

0:58:49.760,0:58:53.680  
seemed to have a willingness to step up with  
regard to this. I spoke to the Supervisor in terms

0:58:53.680,0:59:00.400  
of where he is on the IPP and moving us  
forward. They're just bogged down at other

0:59:00.400,0:59:05.600  
issues right now but they have an intention in

the future to move to move this forward. So any

0:59:05.600,0:59:15.360

additional comments? I have a motion and second. No additional comments? Any opposed? Any abstentions?

0:59:16.160,0:59:25.760

Hearing none, so carried. Item C is a draft resolution 2020-13 amendment UCTC federal fiscal year

0:59:26.480,0:59:36.087

2020-24 Transportation Improvement Program  
TIP to delete PIN 876027

0:59:36.087,0:59:42.000

Abeel Street, Dock Street to Hudson  
Street stage one as shown in in

0:59:42.000,0:59:46.560

attachment one and that's located in the City of Kingston. So everybody understands that. Do I have

0:59:46.560,0:59:51.771

a motion for discussion purposes? Wilkin?

0:59:51.771,0:59:53.519

TW: Yeah

0:59:53.519,0:59:55.680

DD: I have a motion from Mr. Wilkin. Do I have a second?

0:59:56.560,0:59:58.328

AA: Alan Adin.

0:59:58.328,1:00:03.496

DD: Thank you Mr. Adin. I have a motion for discussion and a second for discussion.

1:00:03.496,1:00:05.840

BS: So to explain this project uh

1:00:06.480,1:00:12.960

during this time of year in working very closely with the DOT we start to clean up the TIP and

1:00:12.960,1:00:17.360

look at all the projects that are scheduled for construction during this federal fiscal

1:00:17.360,1:00:22.880

year that might be cutting it close and then if they're a little close then we're pushing them

1:00:23.680,1:00:28.160

making adjustments in their schedule and pushing them to the next federal fiscal year and that's

1:00:28.160,1:00:36.800  
for federal TIP performance reporting requirements.  
The Wilbur Ave project is among those uh

1:00:37.600,1:00:46.240  
and so um right right but there's two components  
to this to this resolution um anytime we add

1:00:46.240,1:00:52.720  
or remove a project from the TIP it requires an  
amendment and the Abeel Street project is being removed

1:00:53.760,1:01:00.160  
and the City of Kingston has requested  
that those funds be added to the Wilbur Ave

1:01:00.160,1:01:07.120  
repaving project. And so we're trying to kill two  
birds with one stone. The Abeel Street project

1:01:07.120,1:01:13.440  
which is not required there was a small amount  
of engineering funds left on the TIP to address

1:01:13.440,1:01:20.480  
closeout issues. The City does not need those funds, they'll be put on the Wilbur Ave repaving project

1:01:21.920,1:01:29.120  
and will be changing the construction schedule on  
Wilbur Ave moving that from federal fiscal year 20

1:01:29.120,1:01:37.018  
to federal fiscal year 21 and all those actions  
are shown on the TIP strip.

1:01:37.018,1:01:43.760  
DD: Thank you Brian. I have a motion and a second. Any additional discussion or questions from the  
Council?

1:01:47.120,1:01:54.720  
Hearing none, any any opposed?  
Any abstentions? So carried.

1:01:56.240,1:02:04.000  
Item D is a draft resolution 2020-14  
amendment to the UCTC federal fiscal year 2020-

1:02:04.000,1:02:11.120  
2024 Transportation Improvement Program TIP to add a new pin 881540:

1:02:11.120,1:02:17.760  
resurface Route 299 from intersection of Ohioville Road to Route 9W in the Town of New Paltz

1:02:18.480,1:02:24.048  
and Lloyd in Ulster County as shown in attachment one. Do I have a motion?

1:02:24.048,1:02:25.600  
HL: So moved, Herb Litts.

1:02:26.720,1:02:30.160  
DD: Thank you Mr. Litts. I had a feeling you were going to do that. Do I have a second?

1:02:31.840,1:02:33.404  
TW: Wilkin

1:02:33.404,1:02:37.690  
DD: Thank you Mr. Wilkin. I have a motion and a second. Brian, discussion?

1:02:37.690,1:02:44.016  
BS: This is a new project that was given to us a few weeks ago from the New York State Department of Transportation.

1:02:44.016,1:02:52.913  
As it's described it's resurfacing Route 299 from Ohioville Road to Route 9W in the Towns of New Paltz and Lloyd.

1:02:52.913,1:02:55.680  
Sandra would you like to take a moment to explain this one?

1:02:57.840,1:03:05.360  
SJ: Um well, you know um, we have what we refer to as our pavement asset team back in the office

1:03:06.000,1:03:12.480  
and it's a mix of employees from various functional groups throughout our organization

1:03:13.200,1:03:19.840  
and we had a number of segments of roadway and these are two segments that our

1:03:20.400,1:03:26.880  
pavement team really wanted to address in Ulster County so we were able to um secure the funds and

1:03:26.880,1:03:30.400  
we're trying to get them on the TIP and would like to get them in construction next year.

1:03:32.000,1:03:35.861  
DD: Thank you Sandra. Any additional discussion?

1:03:35.861,1:03:43.342  
HL: Yes, um will the DOT be looking at that short area from Lilly Lake Road to North Chodikee Lake Road

1:03:43.342,1:03:54.080  
that we submitted a letter to the DOT with the accident in history and the possibility of making improvements there to make that section safer?

1:03:56.720,1:04:02.880  
SJ: Well this is a pavement project but we can um

definitely look into that and get back to you. Can

1:04:02.880,1:04:09.760

you um send me or Brian an email specifically with those limits that you just mentioned that you're

1:04:10.400,1:04:12.960

concerned about okay?

1:04:13.600,1:04:16.632

BS: We have that Sandra. I'll forward it.

1:04:16.632,1:04:18.960

HL: Yeah that letter was sent to Lance I believe, Didn't it?

1:04:21.600,1:04:24.960

DD: I thought you were going to send it Herb? We didn't send a letter do you want us to send

1:04:24.960,1:04:28.560

a letter? We'll send it then. I drafted a letter for you.

1:04:29.600,1:04:34.960

HL: I think you did send a letter because I gave you the information and then you sent me, uh you

1:04:34.960,1:04:39.702

cc'd me on the correspondence with Lance

1:04:39.702,1:04:42.000

DD: Okay. We'll check and make sure that that happened.

1:04:43.600,1:04:48.880

SJ: Yeah and send me a copy because sometimes what happens if it's a safety issue um Herb

1:04:48.880,1:04:56.160

like you're mentioning. That may have gone to our um traffic group um not necessarily. I might not

1:04:56.160,1:05:02.880

have been looped into that so we'll make the connection between that item and the pavement

1:05:02.880,1:05:06.015

project and see what opportunities we might have.

1:05:06.015,1:05:07.092

HL: Good

1:05:07.092,1:05:09.732

SJ: All right thanks.

1:05:09.732,1:05:10.960

DD: Any additional comments?

1:05:13.840,1:05:18.240

Any additional?.. I have a motion and a

second. Hearing no additional discussion,

1:05:19.040,1:05:22.261  
any opposed?

1:05:22.261,1:05:24.142  
Any abstentions?

1:05:24.142,1:05:25.200  
So carried.

1:05:27.760,1:05:30.880  
DD: So we're on item six of the  
agenda: other old business

1:05:32.080,1:05:38.800  
BS: That's right. I just want to remind everybody that all of these uh actions that we all these TIP

1:05:38.800,1:05:45.200  
actions uh will be subject to public notice so  
we'll be putting an advertisement in the paper

1:05:45.200,1:05:52.000  
and opening them all up to public notice and 15  
day public comment period. But the last item that

1:05:52.000,1:05:58.400  
we wanted to update the council on as we mentioned  
as part of the Long-range Transportation Planning

1:05:58.400,1:06:05.760  
process we hired new consultant along with Susan Blickstein  
to assist us with public outreach and the other

1:06:05.760,1:06:12.080  
consultant was Gilday Creative out of New Paltz.  
We tasked them with several different uh

1:06:12.080,1:06:18.880  
tasks associated with the project. The big one  
is reformatting our document so that it's much

1:06:18.880,1:06:26.400  
more accessible, accessible to people with um  
hearing impairments and visual vision impairments

1:06:26.400,1:06:30.080  
and also just more accessible to the  
general public. In making it a more

1:06:30.720,1:06:38.560  
readable document that's friendlier to the eyes.  
So we really look forward to seeing that final

1:06:38.560,1:06:42.880  
iteration and we're working very closely with

them over the course of the next several months.

1:06:44.720,1:06:51.440

Part of that process is establishing a basis for design and we're also looking at

1:06:51.440,1:06:57.920

uh redeveloping the logo for the Transportation Council. So we have, just to show you right now,

1:06:59.840,1:07:06.640

preliminary designs that Gilday provided us about two weeks ago. So David if you could

1:07:06.640,1:07:13.840

just flip through them briefly. Number two you know we gave them some general input on what

1:07:14.720,1:07:20.320

we might want to consider in the logo and these were some of the preliminary designs that they

1:07:20.320,1:07:25.360

came up with. We can tell you right now we're leaning for this one which is number three

1:07:26.880,1:07:36.640

and also number five. Well the other ones are nice and definitely have some interesting

1:07:36.640,1:07:41.040

components to them. This one, for example, was one of my favorites but it just doesn't look like a

1:07:41.040,1:07:49.120

good MPO logo. Looks more like a patch for um the boy scouts or the Appalachian trail or something

1:07:49.120,1:07:54.880

like that. But they're, you know, they're going to be working though our comments and if if any of

1:07:54.880,1:07:57.963

you have any specific input regarding..

1:07:57.963,1:07:59.470

DD: Can we mail this to the,

1:07:59.470,1:08:00.000

BS: yeah sure.

1:08:00.000,1:08:04.579

DD:We'll mail this to you. If anyone has any specific

1:08:04.579,1:08:09.427

concerns with regard to any logos let us know any any particular favorites

1:08:09.427,1:08:16.158

uh let us know that or any particular design um aesthetics that you would you would think we should consider

1:08:16.158,1:08:22.546

relative this. One of the things that we're.. one of the things that's influencing a choice is how it fits on a letterhead

1:08:22.546,1:08:29.656

and how it would fit and how it would work in black and white versus color.

1:08:29.656,1:08:34.413

so we started with black and white so you can see that. There are color versions of these

1:08:34.413,1:08:40.921

that are out there as well. And the other thing that we're looking at and considering is these are sort of blocky.

1:08:40.921,1:08:46.560

And the idea is actually we could actually stretch them out across the top of a letterhead rather than block them as they are.

1:08:48.000,1:08:52.720

So there's a couple of design aesthetics that are being discussed with respect to this.

1:08:52.720,1:08:58.160

We thought that given where we are right now, two things happen. One would be the fact that the

1:08:58.160,1:09:02.800

County boundary is not necessarily appropriate for the Transportation Council anymore since

1:09:02.800,1:09:09.920

we're extended to Greene County and it would, it was just time to update. That

1:09:09.920,1:09:13.378

logo was back I think in 2004 or 2005.

1:09:13.378,1:09:16.693

BS: Yeah and who was the artist behind that?

1:09:16.693,1:09:19.840

DD: That was uncle Dennis.

1:09:20.462,1:09:22.265

I'm not that proud of it.

1:09:25.520,1:09:28.320

BS: Some of the other themes that we told the consultant to consider

1:09:28.880,1:09:32.880

um we've received a lot of input on the importance of the natural environment

1:09:33.760,1:09:41.520

in Ulster County and how the transportation system connects us to that and is integral and

1:09:44.960,1:09:51.440

is a big part of of uh Ulster County. That is a major thing we wanted to see if they could try

1:09:51.440,1:09:59.120

to integrate um uh images that are representative of the natural environment into the logo as well.

1:09:59.120,1:10:05.280

We'll see if we can accomplish that. And there will be color. These are preliminary, they're just

1:10:05.280,1:10:08.312

black and white now. Eventually we'll be adding color.

1:10:08.312,1:10:12.439

DD: So um any additional comments or business that the Council

1:10:12.439,1:10:15.840

members the Policy or the Technical Committee members would like to discuss?

1:10:17.920,1:10:19.360

LP: um Lizy Philip

1:10:22.560,1:10:28.880

Our New York division has a new director since last week Brent Howard.

1:10:29.440,1:10:34.880

He was in our list like before, now he came back to New York division as the director.

1:10:37.280,1:10:45.520

DD: Great okay thank you. I would also say that uh and and thank NYSDOT uh we we've been

1:10:45.520,1:10:53.120

informed by um the Village, Town of Saugerties that NYSDOT has completed the study for the southbound

1:10:53.120,1:10:59.120

intersection between Route 32 and the New York State Thruway and we're

1:10:59.120,1:11:04.960

moving to set up another meeting uh to go over that with the community. We wanted to

1:11:04.960,1:11:09.600

thank NYSDOT for that work and I haven't read

through all the reports but I gather there's a recommendation

1:11:10.560,1:11:13.360

to reactivate, to activate that signal up there.

1:11:15.520,1:11:20.800

We really appreciate that work by NYSDOT and look forward to that discussion with the community once

1:11:20.800,1:11:26.960

we get that meeting set up. I want to remind all the Council members that the Policy Committee will

1:11:26.960,1:11:34.720

meet on September 22, 2020 so please check the website and the packet that you receive prior to that

1:11:34.720,1:11:40.720

we will have new instructions also to connect you to the meeting for that for that particular meeting.

1:11:41.680,1:11:46.000

So I'm going to ask one last time, does anyone have any additional business before the Council for

1:11:46.000,1:11:47.455

the committee?

1:11:47.455,1:11:53.259

MB: Dennis it's Mike Baden and just a question I've asked a number of times.

1:11:53.259,1:11:59.200

Is there any new information on Bridge New York program or is it likely that will not be funded this year?

1:12:01.840,1:12:02.340

DD: Sandra?

1:12:04.880,1:12:09.120

SJ: Yeah I haven't heard anything. We can look into it but I haven't heard anything.

1:12:11.680,1:12:12.638

MB: okay

1:12:12.638,1:12:18.240

DD: It would be nice I think it would be nice Sandra is at least if at least some indication that

1:12:18.880,1:12:23.840

the department doesn't know. That would be, that would be helpful I think.

1:12:23.840,1:12:27.920

In these communities they're really looking at some bridges that they have

1:12:27.920,1:12:32.640

to make decisions on, and I know Mike is one of them, uh to invest in to invest and there's

1:12:32.640,1:12:36.320

not a lot of money down to invest so they want to really know whether or not there's

1:12:36.320,1:12:40.640

uh there's any type of money coming down the line with respect to Bridge New York that they should

1:12:40.640,1:12:46.880

put some you know some um some temporary work on the bridge before they actually know with the hope that

1:12:46.880,1:12:50.168

they're going to get state or federal money.

1:12:50.168,1:13:00.160

SJ: Okay, no totally understood I think the other thing I would just mention is how are you guys doing with off system bridge? Do you have any blocks or no?

1:13:02.160,1:13:09.440

BS: We have a small block that's out in year 24 I believe on the TIP. It might be 23. yeah

1:13:09.440,1:13:11.589

It's really only enough for one bridge.

1:13:11.589,1:13:14.413

DD: It's like less than, it's less than \$500,000 or is it?

1:13:14.413,1:13:24.172

BS: No, it's it's more than that but we've had to draw from it to address offsets from our own existing projects so

1:13:24.172,1:13:29.748

DD: But we'll get you that number um so you have it.

1:13:29.748,1:13:39.131

SJ: Okay, I only mention it because if there is a community in Ulster County that is dealing with a bridge that they're really concerned about,

1:13:39.131,1:13:45.320

that's just another option. And 23 will be here before we know it. Especially for a bridge project

1:13:45.320,1:13:48.960

that might need, you know, some incidental right-of-way

1:13:49.760,1:13:54.410

um so just something to think about too.

1:13:54.410,1:13:59.394

DD: All right. Thank you. That's a great reminder, thank you Sandra. We'll look at that and

1:13:59.394,1:14:06.970

Mike if you have any questions with respect to that funding uh let us know we'll give you that number as well so that you have it.

1:14:06.970,1:14:07.840

MB: Okay thank you Dennis.

1:14:10.000,1:14:16.080

DD: Hearing no other comments or concerns um I wish everyone a safe rest of the summer and a happy

1:14:16.080,1:14:21.851

labor day and um stay well. So I have a motion to adjourn?

1:14:21.851,1:14:24.536

HL: Yes you do, Herb Litts.

1:14:24.536,1:14:27.109

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

1:14:29.545,1:14:31.338

Mr. Wilkin, I know you're here?

1:14:31.338,1:14:34.759

MB: Mike Baden

1:14:34.759,1:14:35.847

BS: Thank you everyone

1:14:35.847,1:14:39.071

DD: Thanks everyone have a great day.

1:14:39.071,1:14:44.560

HL: Take care be safe, be healthy.

**Meeting concluded at ~11:15am**