

ULSTER COUNTY TRANSPORTATION COUNCIL  
Technical Committee Meeting

Meeting Transcript  
September 22, 2020  
Meeting held via Zoom at 10:00 am

0:00:03.170,0:00:06.610

DD: So good morning everyone my name is Dennis  
Doyle. I'm the director for the Ulster County

0:00:06.610,0:00:12.290

Transportation Council. I call the Policy  
Committee meeting for September 22nd of the

0:00:12.290,0:00:17.123

Ulster County Transportation Council to order so  
roll call, Brian.

0:00:17.123,0:00:22.945

BS: I will name off the municipality, if the voting member president could please state their  
name.

0:00:22.945,0:00:24.304

Ulster County?

0:00:24.304,0:00:26.387

EP: Ed Pine

0:00:26.387,0:00:29.490

BS: City of Kingston?

0:00:31.570,0:00:33.040

City of Kingston?

0:00:37.127,0:00:38.254

Kristen?

0:00:39.238,0:00:40.821

KW: Hello, can you hear me?

0:00:40.821,0:00:41.951

BS: Now we can.

0:00:41.951,0:00:45.229

KW: Sorry I was on mute.

0:00:45.229,0:00:47.438

BS: Thank you. Town of Saugerties?

0:00:49.246,0:00:51.190  
Town of Ulster?

0:00:53.966,0:00:57.726  
New York State Department of Transportation?

0:01:01.884,0:01:03.200  
New York State DOT?

0:01:05.324,0:01:09.004  
AM: I believe Sandra's here but I'm  
definitely here, Amy Mackenzie.

0:01:09.650,0:01:13.868  
BS: Thank you. New York State Thruway Authority?

0:01:13.868,0:01:14.989  
LP: Lizy Philip

0:01:14.989,0:01:15.612  
BS: Thank you

0:01:15.612,0:01:16.769  
LP: Can you hear me?

0:01:16.769,0:01:19.385  
BS: Yes, thank you Lizy. Village of Saugerties

0:01:19.385,0:01:25.490  
SJ: Oh Brian, Brian it's Sandra.  
I'm sorry I had to unmute on my screen I think

0:01:26.610,0:01:29.471  
Yeah we're here. Amy and Sandra

0:01:29.471,0:01:32.752  
BS: Thank you. Village of Saugerties?

0:01:35.250,0:01:37.790  
Town of Rosendale?

0:01:37.790,0:01:39.504  
JW: Jean Walsh here.

0:01:39.504,0:01:40.930  
BS: Town of Lloyd?

0:01:40.930,0:01:42.887  
HL: Herb Litts here.

0:01:42.887,0:01:44.255  
BS: Town of Plattekill?

0:01:44.255,0:01:45.282  
TW: Tom Wilkin

0:01:46.130,0:01:51.273  
BS: Village of Ellenville? Town of New Paltz?

0:01:51.273,0:01:52.749  
NB: Neil Bettez here.

0:01:52.749,0:01:54.474  
BS: Town of Woodstock?

0:01:56.126,0:01:57.679  
Town of Rochester?

0:01:58.545,0:01:59.766  
MB: Mike Baden

0:01:59.766,0:02:03.441  
BS: Hey Michael thank you. That's a quorum  
thank you.

0:02:03.441,0:02:10.000  
DD: So is there anyone else on the call that uh please identify yourself that we haven't named. I  
see Alex Wade is up there right?

0:02:10.610,0:02:12.205  
BS: Great

0:02:12.205,0:02:13.998  
DD: Alex are you here?

0:02:17.005,0:02:20.772  
BH: Yeah this is uh Barry Hecht for uh Trailways.

0:02:20.772,0:02:26.293  
DD: Thanks Barry. Anyone else? GG: This is Glenn Gidaly with Barton and Loguidice.

0:02:26.293,0:02:27.847  
DD: Thanks Glenn.

0:02:27.847,0:02:31.659  
MH: Martin Hull from WSP.

0:02:31.659,0:02:33.053  
DD: Thank you Martin.

0:02:33.053,0:02:34.964

MH: You're welcome.

0:02:34.964,0:02:37.663

MC: Maria Chau with Federal Highway Administration.

0:02:37.663,0:02:39.335

DD: Good morning Maria.

0:02:39.335,0:02:40.958

MC: Good morning.

0:02:46.130,0:02:51.865

DD: Anyone else? Going once. Okay.  
Thank you everyone.

0:02:52.298,0:02:56.075

Call for citizen's comments. Are there any citizen's comments?

0:03:00.610,0:03:07.526

DD: Hearing none, moving on. Approval of July 21st  
2020 Policy Committee meeting summary.

0:03:07.526,0:03:10.690

I'm going to ask for a motion. Please  
identify yourself for them when we move.

0:03:10.690,0:03:16.918

BS: There is no written meeting  
summary at this point in time, we do have the video up online.

0:03:16.918,0:03:18.724

DD: Do you want to skip the approval of the  
minutes?

0:03:18.724,0:03:25.366

BS: At this point and we will do it soon. We have had troubles with the transcripts  
lately but the videos are all available.

0:03:25.366,0:03:30.290

DD: So with that portion of the agenda we  
will, item three we will skip. We will come

0:03:30.290,0:03:37.250

back to it at the next meeting uh when we  
have an approved transcript uh of the of the

0:03:37.250,0:03:45.490

of the uh of the meeting that was held on July  
21st. Communications and announcements, Brian?

0:03:46.370,0:03:53.010

BS: I have no specific communications and announcements at this time. However, on a recent

0:03:53.010,0:04:00.050  
call of the New York State MPO directors the New York State Department of Transportation did

0:04:00.050,0:04:08.850  
indicate that there will be an upcoming call for project proposals for Transportation Alternatives

0:04:08.850,0:04:14.247  
Program as well as Bridge New York. I'm wondering if anyone from the New York State Department of

0:04:14.247,0:04:19.404  
Transportation has any further information on those calls? We didn't receive any time frames.

0:04:23.410,0:04:28.305  
DD: Sandra any comment?

0:04:28.305,0:04:30.244  
SJ: Uh, no, sorry.

0:04:30.244,0:04:32.240  
DD: It's okay.

0:04:32.240,0:04:41.490  
BS: so, we'll provide more information when that becomes available but those the DOT does plan on moving those forward as far as we know.

0:04:42.530,0:04:44.890  
DD: Any other communications and announcements Brian?

0:04:44.890,0:04:46.683  
BS: No not for me, not at this time.

0:04:46.683,0:04:50.158  
DD: Okay any communications and announcements from board members?

0:04:54.210,0:05:03.010  
DD: Okay. New business. Item five, new business. Number A: Resolution 2020-11 adopt the

0:05:03.010,0:05:08.290  
Ulster County Transportation Council's year 2045 Long-Range Transportation Plan.

0:05:09.344,0:05:13.330

the draft year 2045 Long-Range Transportation Plan.

0:05:13.330,0:05:16.293

I have a motion for discussion purposes?

0:05:16.293,0:05:17.627

TW: Tom Wilkin.

0:05:17.627,0:05:20.160

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

0:05:22.690,0:05:24.664

EP: Ed Pine.

0:05:24.664,0:05:31.093

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

0:05:31.093,0:05:37.350

BS: The previous version of the Long-Range Transportation Plan was in 2015.

0:05:37.350,0:05:40.999

The latest version has a 25-year horizon

0:05:40.999,0:05:47.721

date going out to year 2045. Long-Range Plans are only required to have a 20-year horizon date

0:05:47.970,0:05:55.810

but we go 25 years so that we will conform to our partners in the Transportation Management Area

0:05:55.810,0:06:01.724

Dutchess and Orange County all having year 2045 horizon dates.

0:06:02.370,0:06:09.570

We provided a very detailed presentations during the month of August. We did four virtual public

0:06:09.570,0:06:16.530

meetings, the fourth of which was held with a live Spanish translation and we also had a previous

0:06:17.730,0:06:23.090

survey tool that was administered through July and August as well. We received over

0:06:23.090,0:06:31.250

300 responses to that survey tool. During the the public comment period which was open

0:06:31.250,0:06:36.050

through the end of August we receive three comments which are included in the final

0:06:36.050,0:06:44.130  
appendix E of the final draft which is on the website. There were some good comments regarding

0:06:44.930,0:06:51.410  
some minor errors that Alex Wade provided us. We appreciate those comments Alex and those were

0:06:51.410,0:07:00.690  
addressed. Otherwise there were no um significant or substantive comments with regard to criticism

0:07:00.690,0:07:07.410  
of the content of the draft of the plan but you can read those in detail for yourself

0:07:07.410,0:07:14.610  
in appendix E. Also, we included in appendix D of the final draft all public comments that were

0:07:14.610,0:07:21.410  
provided through the survey tool which is slightly different than the comments on the draft obviously

0:07:21.410,0:07:27.250  
but there are some interesting insights regarding those, those public comments and

0:07:28.130,0:07:33.650  
there's a good 20 pages of comments that are included there so I would definitely recommend

0:07:33.650,0:07:40.130  
that you review those to learn some insight regarding what some of your constituents or

0:07:40.130,0:07:49.490  
members of the public are are thinking with regard to transportation. The final draft Long-Range

0:07:49.490,0:07:57.890  
Transportation Plan needs to be approved prior to September 30th, 2020 of this year in order for us

0:07:57.890,0:08:04.210  
to be able to continue to make amendments to the Transportation Improvement Program.

0:08:06.930,0:08:15.330

I think the final item that I can make note of is that, well the the presentation is on

0:08:15.330,0:08:23.170

the website if you're interested in reviewing that, and also we will be approving the full content of

0:08:23.170,0:08:33.410

the Long-Range Plan at this meeting but we currently have a graphic design firm, Gilday Creative

0:08:33.410,0:08:39.490

out of New Paltz, under contract that will be reformatting the entirety of the report during the

0:08:41.890,0:08:45.010

next several months and we look forward to presenting

0:08:45.570,0:08:51.970

a fully reformatted and prettier Long-Range plan by the end of this year but otherwise

0:08:51.970,0:09:00.159

the content will remain the same for this iteration and that new revised iteration.

0:09:02.690,0:09:03.929

DD: That's it Brian?

0:09:03.929,0:09:05.307

BS: That's all I have.

0:09:05.307,0:09:08.360

DD: Any comments from the Transportation Council members?

0:09:09.570,0:09:10.920

Any questions?

0:09:15.010,0:09:21.490

Hearing none, any opposed to the to the adoption of the plan?

0:09:25.229,0:09:27.229

Any abstentions?

0:09:30.919,0:09:34.355

The adoption of the plan is carried, thank you very much.

0:09:34.355,0:09:35.490

BS: Thank you

0:09:39.090,0:09:49.090

DD: Excuse me a second while I turn pages here. Item B, UCTC resolution 2020-12. It's an amendment to the

0:09:49.090,0:09:55.890

UCTC Federal Fiscal Year 2020-2024 Transportation Improvement Program to add a new PIN

0:09:56.450,0:10:04.290

893307: John Clark drive important Boices lane and CSX railroad crossing

0:10:04.290,0:10:08.880

as shown an attachment one. Can I have a motion for discussion purpose please?

0:10:10.610,0:10:13.425

HL: So moved, Herb Litts  
TW: Tom Wilkin

0:10:13.425,0:10:16.885

DD: So Mr. Litts has moved, Mr. Wilkin is that your second?

0:10:16.885,0:10:17.941

TW: Right.

0:10:19.319,0:10:22.868

DD: I have a motion and a second.

0:10:23.570,0:10:25.321

DD: Brian, discussion?

0:10:25.321,0:10:35.810

BS: Sure, UCTC TIP amendment procedures stipulate that any new addition to the Transportation Improvement Program requires a full amendment

0:10:36.690,0:10:41.810

meaning Technical Committee approval followed by 15-day public comment period

0:10:41.810,0:10:47.330

then finally Policy Committee approval. This amendment was approved by the Tech

0:10:47.330,0:10:52.050

Committee in August and released for public comment. We received no public comments.

0:10:54.690,0:11:02.210

The amendment is to add a new PIN as Dennis indicated: John Clark Drive and Morton Boulevard

0:11:02.210,0:11:09.490

at the Boices Lane and CSX railroad crossing as shown in attachment one. There is a local project

0:11:09.490,0:11:18.690

sponsor, Town of Ulster because the details of this project are outside of the railroad right away but

0:11:18.690,0:11:26.610

the local match is being covered through toll credits provided by the State Department of

0:11:26.610,0:11:34.370

Transportation so we appreciate the Town of Ulster taking on the administrative responsibilities

0:11:35.170,0:11:43.090

for this PIN and again the details are to provide pedestrian and other safety improvements outside

0:11:43.090,0:11:49.730

of the railroad right-of-way at the Boices Lane intersection at John Clark.

0:11:53.250,0:11:56.939

DD: So any questions from the Transportation Council members?

0:11:57.687,0:11:59.038

Any comments?

0:12:02.210,0:12:05.117

Hearing none, any opposed?

0:12:07.970,0:12:09.915

Any abstentions?

0:12:11.371,0:12:13.731

So carried. Thank you.

0:12:14.046,0:12:24.835

DD: Item C, resolution 2020-13 is the amendment to the UCTC Federal Fiscal Year 2020-2024 Transportation Improvement Program

0:12:24.835,0:12:34.689

to delete PIN number 876027: Abeel Street, Dock Street to Hudson Street stage one has shown an attachment one.

0:12:34.689,0:12:38.835

Can I have a motion for discussion purposes?

0:12:38.835,0:12:40.233

TW: Tom Wilkin

0:12:40.233,0:12:42.555

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

0:12:42.555,0:12:44.345

HL: Herb Litts, second.

0:12:44.345,0:12:49.449

DD: Thank you Mr. Litts. I have a motion and second. Brian, discussion?

0:12:49.449,0:12:55.970

BS: Yeah to the point of order, I'd like to indicate that there is a typo at the top of resolution 2020-13

0:12:56.770,0:13:03.250

on the second line of the title. The word add is prior to delete. That word add needs to be

0:13:03.890,0:13:11.810

deleted and I will delete that prior to submission to the secretary for signature. This

0:13:11.810,0:13:15.640

is a deletion, a project deletion.

0:13:15.640,0:13:28.050

So regarding the details of the resolution, this is to delete pin 876027: Abeel Street, Dock Street to Hudson Street stage one. That project, a small amount

0:13:28.050,0:13:37.810

of funding, it was \$125,000 in Federal STBG Large Urban funds and remained on the TIP

0:13:37.810,0:13:45.250

in order to assist the City of Kingston in close out of this PIN. The project will not be, um, will

0:13:45.250,0:13:54.871

not be advanced and so the project will therefore be deleted. Those additional funds of \$125,000

0:13:55.250,0:14:02.638

the City of Kingston has elected to utilize those funds on the Wilbur Ave repaving project

0:14:03.490,0:14:08.610

Yes, the City of Kingston is requesting to utilize those funds

0:14:08.610,0:14:15.170

on the Wilbur Ave repaving project. It's PIN 876202. So this is essentially

0:14:15.170,0:14:21.970

a two-step process uh the first step is uh deleting the project PIN, again any addition

0:14:21.970,0:14:27.650

or deletion of a PIN from the Transportation Improvement Program requires a full amendment and

0:14:28.210,0:14:35.810

15 Day public comment period. There were no public comments submitted uh in regard to this action and

0:14:35.810,0:14:43.090

once that PIN is deleted um, if approved funds can be put on the Wilbur Ave repaving project.

0:14:43.090,0:14:50.290

I should note on the Wilbur Ave repaving project there is presently a local overmatch.

0:14:50.290,0:14:55.090

Costs had increased on the project, there were no additional funds, therefore the City

0:14:55.090,0:15:01.570

of Kingston was on the hook for funding beyond the typical 80%/20% federal/local

0:15:01.570,0:15:07.010

split. Therefore, these funds will actually help to offset that overmatch by the local municipality.

0:15:08.290,0:15:13.970

DD: So one of the reasons also for this deletion is is the City looked at the escalating costs

0:15:13.970,0:15:19.330

for this project relative to the funds available and it was no longer able to be supported at the

0:15:19.330,0:15:25.650

local level match. The second reason is that the original design for the project was

0:15:25.650,0:15:31.810  
a relocation of portions of of Abeel Street and when you look at the climate change information

0:15:31.810,0:15:36.850  
that the city has developed with respect to its waterfront, portions of that relocation that were

0:15:36.850,0:15:42.530  
originally approved from a design perspective were actually within the

0:15:43.170,0:15:49.810  
sea level rise forecast from the state. Those combined to essentially eliminate

0:15:49.810,0:15:54.850  
uh the funding for construction which we did in years prior and we left them enough money

0:15:54.850,0:15:59.090  
to close out and the city has indicated that they don't want to use that money for close out.

0:16:01.170,0:16:03.590  
Any questions or comments?

0:16:03.590,0:16:15.730  
BS: I'd just like to again indicate that the this is a deletion on the cover and I'm noticing on the attachment one amend the UCTC 2020-24 TIP it says to add new

0:16:15.730,0:16:22.277  
project. I apologize. This is a deletion. That needs to be revised before submission to DOT.

0:16:23.490,0:16:25.517  
DD: Any questions or comments?

0:16:26.930,0:16:30.210  
On the revised resolution and attachment?

0:16:31.076,0:16:32.756  
Any opposed?

0:16:35.090,0:16:36.760  
Any abstentions?

0:16:38.450,0:16:41.388  
So carried. Thank you.

0:16:41.388,0:16:45.860  
DD: Item C, resolution 2020-13..

0:16:45.860,0:16:47.792  
BS: it's amendment 14

0:16:48.050,0:16:57.730  
DD: Oh, I apologize, I apologize. Item D, I apologize.  
Item D, resolution 2020-14 amendment to the

0:16:57.730,0:17:03.490  
UCTC federal fiscal year 2020-2024  
Transportation Improvement Program

0:17:04.050,0:17:13.410  
to add a new PIN 881540: resurface Route 299 from  
the intersection of Ohioville Road to Route 9W

0:17:13.410,0:17:18.930  
in the towns of New Paltz and Lloyd in Ulster  
County as is shown in attachment one.

0:17:19.166,0:17:21.181  
Do I have a motion for discussion purposes?

0:17:21.181,0:17:23.053  
HL: So moved Herb Litts.

0:17:23.053,0:17:25.801  
DD: Thank you Mr. Litts. Do I have a second?

0:17:25.970,0:17:28.090  
MB: Mike Baden.

0:17:28.090,0:17:34.733  
DD: Thank you Mr. Baden. I have a  
motion and a second. Discussion, Brian? or just does one of the NYSDOT folks want to take it?

0:17:34.733,0:17:37.757  
BS: I'll defer to the New York State DOT

0:17:41.010,0:17:45.376  
SJ: Do you want me to give you.. I'm sorry Brian,  
go ahead what was the question?

0:17:45.376,0:17:51.322  
BS: Sandra could you provide an overview of background for this amendment?

0:17:51.322,0:17:55.604

SJ: Yup. So we talked about it a little bit at the last tech staff meeting right?

0:17:55.604,0:17:56.934

BS: Yes.

0:17:56.934,0:18:05.326

SJ: Okay. So basically we have, back in our office we have what we refer to as our pavement asset team

0:18:05.326,0:18:12.421

and um they're super busy you know kind of assessing all the different resurfacing needs throughout the region

0:18:12.421,0:18:20.556

and uh this corridor was identified. So um we're adding this project to the TIP.

0:18:21.304,0:18:23.106

DD: Brian, were there any public comments?

0:18:23.106,0:18:25.034

BS: No public comments.

0:18:25.250,0:18:28.242

DD: Anything else Sandra?

0:18:28.242,0:18:30.780

SJ: Nope that was it.

0:18:30.780,0:18:33.318

DD: Any comments or questions from the council?

0:18:33.490,0:18:38.370

HL: Yes I would just like to add hopefully they can study the area from Lilly Lake Road

0:18:38.370,0:18:43.890

to North Chodikee Lake Road for the safety issues. I know this is a resurfacing project but

0:18:44.930,0:18:49.090

if they can review that it would be appreciated. There have been a lot of

0:18:49.650,0:18:56.210

accidents and close miss accidents in this corridor especially through that section

0:18:57.970,0:19:01.667

so I'd appreciate you at least study it.

0:19:01.667,0:19:05.318

DD: Thank you Mr. Litts. Sandra

0:19:05.730,0:19:09.236

SJ: Yep, okay, so noted. We'll bring that back.

0:19:09.669,0:19:13.671

DD: Any other comments? Any questions?

0:19:14.576,0:19:17.582

Hearing none, any opposed?

0:19:20.130,0:19:22.479

Any abstentions?

0:19:23.699,0:19:25.430

So carried.

0:19:27.170,0:19:38.210

DD: Item number E, draft resolution 2020-15  
a transfer of 2019 FTA section 5307/5340

0:19:38.210,0:19:44.130

capital funds from the Mid-Hudson Valley Transportation  
Management Area to CDTA, otherwise known as

0:19:44.130,0:19:49.730

the Capital District Transportation Authority.  
Do I have a motion for discussion purposes?

0:19:50.770,0:19:52.783

TW: Tom Wilkin

0:19:52.783,0:19:54.568

DD: Thank you Mr. Wilkin

0:19:54.568,0:19:56.048

HL: Second Herb Litts.

0:19:56.048,0:19:57.571

DD: Thank you Mr. Litts.

0:19:58.930,0:20:00.468

Brian, discussion?

0:20:00.468,0:20:06.195

BS: Yeah uh a few things regarding  
this resolution. This was not put before the technical committee in August,

0:20:06.195,0:20:09.250

it was only brought to our attention at the end of August

0:20:10.050,0:20:13.890  
after the technical committee,  
therefore it is draft.

0:20:13.890,0:20:18.050  
Although, we would like our policy  
committee to consider it at this time.

0:20:18.690,0:20:24.130  
Capital cost of contracting, in brief,  
there are instances where recipients of

0:20:24.130,0:20:29.010  
federal FTA funds will choose to contract for  
the private service to provide that contract,

0:20:30.050,0:20:36.530  
and when they do the FTA provides assistance with  
the capital consumed the course of the contract.

0:20:37.410,0:20:43.250  
In the case of a contractor providing vehicles for  
public transportation, as would be the case here, we

0:20:43.250,0:20:49.250  
would assume the capital consumed is equivalent  
to the depreciation of vehicles in use in

0:20:49.250,0:20:53.410  
the public transportation service during  
the contract period. This is what we call

0:20:54.130,0:21:00.610  
capital cost of contracting. Essentially the  
FTA will not provide a pass-through of funds

0:21:00.610,0:21:06.930  
for the service, it has to be capital cost  
of contracting. What the amendment indicates

0:21:06.930,0:21:13.410  
is that the UCTC will transfer the authority  
to administer the capital cost of contracting

0:21:13.970,0:21:21.090  
to Capital District Transportation Authority in  
Albany. The reason we do that is that is the

0:21:21.090,0:21:26.850

New York State Department of Transportation preference uh in order to facilitate rather

0:21:26.850,0:21:34.450  
complicated administrative procedures with regard to these funds it's easier for one

0:21:35.730,0:21:43.810  
designated recipient an authority to administer these for the region. Therefore DOT has

0:21:43.810,0:21:48.210  
requested that we transferred this authorization and we have done so in the past.

0:21:48.850,0:21:58.050  
Finally uh resolution 15 addresses the transfer of funds for Federal Fiscal Year '19

0:21:59.250,0:22:05.250  
those funds were authorized under resolution 2020-15

0:22:06.290,0:22:13.890  
which authorized the release of those funds and the total amount of money to be transferred is

0:22:13.890,0:22:20.130  
\$2,669,800 for the purposes of commuter bus service

0:22:20.130,0:22:26.249  
in Ulster County and the Mid-Hudson TMA

0:22:26.249,0:22:35.810  
DD: So just a couple of additional items with respect to this resolution. The resolution um the transfer of funds to CDTA assumes that the

0:22:36.610,0:22:43.010  
project funding will be utilized to provide services by Trailways within the TMA region

0:22:43.810,0:22:47.410  
and will be used to support those routes. We have some confirmation of that

0:22:48.050,0:22:55.010  
from Trailways itself. We do not have conversation confirmation from CDTA uh we await that

0:22:55.010,0:23:00.450  
conversation and we'll show it so indicate with respect to CDTA that their application needs to

0:23:00.450,0:23:05.490  
essentially indicate to us that the  
the routes being supported here will be within the,

0:23:06.130,0:23:13.890  
will be within the TMA, within the TMA area. The other thing is to note with respect to this

0:23:13.890,0:23:21.570  
resolution is that the bulk of these funds are on  
the county's.. uh UCTC TIP uh so it is literally a

0:23:21.570,0:23:27.807  
transfer of authority not necessarily and not  
a change to the TIP across the TIP itself.

0:23:27.807,0:23:33.005  
BS: That's right, well not necessarily, what we'll  
do is review the TIP. These funds are block

0:23:33.005,0:23:38.370  
programmed on an existing PIN and have been for  
many years now over the course of the five year

0:23:38.370,0:23:44.530  
period of the Transportation Improvement Program.  
Now that the funds are being transferred for use

0:23:44.530,0:23:53.570  
within the TMA, we'll just confirm that the dollar  
amount is exact and so it may require an

0:23:53.570,0:23:58.114  
administrative modification which can be  
done without council input.

0:23:58.586,0:24:00.588  
DD: Any questions?

0:24:02.530,0:24:04.080  
Any comments?

0:24:05.970,0:24:08.634  
Hearing none, any opposed?

0:24:11.810,0:24:13.552  
Any abstentions?

0:24:13.552,0:24:15.730  
So carried. Thank you.

0:24:17.090,0:24:26.690  
DD: Item F draft resolution 2020-16 transfer  
of 2020 FTA section 5307/5340

0:24:27.250,0:24:33.490  
capital funds in the Mid-Hudson Valley  
Transportation Management Area to CDTA.

0:24:33.490,0:24:36.894  
Do I have a motion for discussion purposes?

0:24:36.894,0:24:38.019  
TW: Tom Wilkin

0:24:38.019,0:24:40.958  
DD: Mr. Wilkin thank you very much. Do I have a second?

0:24:42.930,0:24:44.760  
AW: Alex Wade

0:24:44.760,0:24:49.469  
DD: Thank you Mr. Wade, much appreciated. So  
I have a motion and a second. Discussion, Brian?

0:24:49.469,0:24:58.050  
BS: This is the same action that is required um as we  
as was indicated under resolution 15

0:24:58.690,0:25:07.250  
however, this is to address Federal Fiscal  
Year 2020 funds to be transferred to CDTA.

0:25:07.250,0:25:16.530  
These were previously authorized  
under the resolution 2020-08

0:25:17.250,0:25:27.890  
for the amount of \$2,700,341 to  
the commuter bus service in Ulster County.

0:25:27.890,0:25:36.290  
DD: Similar to uh resolution 2020-15, we also await  
confirmation from CDTA with respect to these funds

0:25:36.290,0:25:46.370  
being used for routes that are in the TMA area um and uh  
and they are also on our uh in a block program.

0:25:49.010,0:25:53.624  
Any comments or questions from the council?

0:25:56.143,0:25:59.628  
Hearing none, any opposed?

0:26:01.810,0:26:03.716  
Any abstentions?

0:26:05.650,0:26:09.009  
So carried, thank you.

0:26:09.009,0:26:13.737  
DD: Item number six, other old  
business, Brian?

0:26:13.737,0:26:22.431  
BS: Sure as uh I mentioned under the first resolution for the Long-Range Plan, thank you again  
everyone uh for your cooperation and time in

0:26:22.431,0:26:29.214  
the development of that plan. We're very  
pleased to have that approved in record timing over the course of the past several months.

0:26:29.214,0:26:39.010  
So now we get to focus on sort of putting the icing on the cake with regard to the Long-Range  
Plan  
and we're working with Gilday Creative to develop

0:26:39.570,0:26:47.330  
um obviously the reformatting of the report  
but in doing so we have asked them to

0:26:47.330,0:26:53.810  
develop not just the Long-Range Plan but an  
entirely new design template for all of our

0:26:53.810,0:26:59.090  
reports. Typically when we contract with  
a consultant they'll utilize their own

0:26:59.650,0:27:06.930  
format framework and so we have you know many many  
years of reports and they all have a different

0:27:06.930,0:27:15.157  
format. This will establish a brand new format  
that we can utilize at our discretion going forward

0:27:15.970,0:27:21.650  
and in establishing that format, the first  
thing we decide to do is rework our logo

0:27:22.210,0:27:27.730

and the logo itself will be the design template going forward for

0:27:29.010,0:27:35.090  
everything else. The color pattern will follow suit and it will essentially establish the thematic

0:27:35.090,0:27:41.650  
approach for the uh format of the document. We've been learning quite a bit

0:27:41.650,0:27:51.250  
about graphic design over the course of the past several weeks so uh David has the um final draft

0:27:51.250,0:27:59.570  
design we haven't selected the final logo at this point in time but we've been trying to narrow

0:27:59.570,0:28:05.010  
things down so they can move forward with overall the overall design approach for the for the

0:28:05.730,0:28:12.930  
report format and this is what we have. The rather bold events provided by the mountains

0:28:14.450,0:28:19.471  
and we're working on the final color color patterns at this point in time.

0:28:19.471,0:28:24.210  
DD: So I think we would welcome any feedback from the Transportation Council, we will send you

0:28:24.210,0:28:31.010  
the creative documents. This is more of a heads up that this is the direction we're headed.

0:28:31.570,0:28:36.450  
The logo that you're looking at works well both in uh a logo that would spread across

0:28:36.450,0:28:41.490  
the page and shown but there's also uh a block program that you can put on the side

0:28:41.490,0:28:46.690  
of the page you can see that in some of the applications. We will not be ordering shirts

0:28:49.010,0:28:53.170  
but uh but just giving you a sense  
of how that logo works on various

0:28:53.170,0:29:00.930  
on various media uh that's what those that's  
what they're here for um so it is a fairly um

0:29:02.050,0:29:10.130  
a robust logo in terms of its in terms of its  
presentation and it's also a fairly flexible

0:29:10.130,0:29:15.250  
logo in terms of how it can be used in  
various media and in terms of various formats

0:29:16.450,0:29:23.170  
and that's what we've kind of strove to  
do and and quite frankly the original logo was not..

0:29:23.170,0:29:29.890  
um, it was not created by a professional and  
it served its purpose for

0:29:29.890,0:29:31.241  
for quite a while.

0:29:31.241,0:29:35.202  
BS: It was created by a professional,  
just not a professional designer.

0:29:36.850,0:29:42.356  
Credit to Dennis Doyle for the original logo.  
We got nearly 20 years out of it.

0:29:42.356,0:29:44.370  
DD: Yeah so, yeah I guess.

0:29:44.370,0:29:48.770  
So I would ask that, I would ask the  
Council members to take a look at it

0:29:48.770,0:29:55.010  
indicate your preferences to it. If you don't have  
a preference that would help us know as well.

0:29:55.010,0:30:01.490  
Staff is uh currently in discussions with the  
consultants relative to this. It does impact our

0:30:01.490,0:30:09.090

palette we're using the Long-Range Transportation Plan. Just be aware of that any comments from the

0:30:09.090,0:30:13.649

Transportation Council folks, right uh David can you cycle through those one more time?

0:30:21.363,0:30:23.982

BS: Thank you.

0:30:27.250,0:30:31.150

DD: Okay, hearing none, any other old business, Brian?

0:30:31.150,0:30:39.692

BS: Yes, during the last, uh I believe it was at the last Technical Committee meeting, a discussion of bridge funding had come up.

0:30:39.692,0:30:52.450

The UCTC has on it's 2020-2024 Transportation Improvement Program several years of block funding for it's called STP off

0:30:52.450,0:31:01.730

system bridge funds. Those are in Federal Fiscal years '22, '23, and 24. the amount of funding

0:31:02.530,0:31:10.610

differs year to year but it's a total amount of funding of two million in Federal STP off system.

0:31:11.490,0:31:19.114

Just over two million. So that's a significant amount of money. It could fund one or potentially

0:31:19.970,0:31:23.317

more than one bridge project particularly if they're

0:31:23.970,0:31:33.410

only doing element specific work on the bridges. Because any day now were going to be drifting into

0:31:33.410,0:31:41.570

Federal Fiscal year '21, we will issue a call for projects for utilizing these funds uh relatively

0:31:41.570,0:31:47.730

short order sometime when we can put those applications together and we want to be able to review them so

0:31:47.730,0:31:55.090

we will make those funds available very

shortly. If uh local sponsors have questions;

0:31:55.090,0:32:01.410  
what bridges might be eligible, how those funds can be used, any discussion whatsoever, we would encourage

0:32:02.290,0:32:09.010  
you to reach out to either David, Dennis, or myself through email or over the phone

0:32:09.010,0:32:16.610  
and we'll be happy to look up uh BIN numbers and confirm the location of bridges and confirm the

0:32:16.610,0:32:24.770  
eligibility of specific bridges for this funding source. The application process is not difficult

0:32:24.770,0:32:32.770  
we definitely try to make it easy for our users. We used the Bridge NY in the past

0:32:33.970,0:32:39.810  
we used New York State DOT's application format. Going forward we'll have to take a look and see if

0:32:39.810,0:32:44.850  
that's the feasible, it probably will be as long as we have a BIN number, Bridge Identification Number,

0:32:45.490,0:32:48.770  
um that's pretty much the only information we need. The rest um,

0:32:49.570,0:32:55.730  
the form fills itself with regard to traffic volumes and bridge conditions.

0:32:55.730,0:33:00.610  
DD: So for those folks that are having discussions about where do you find money for infrastructure,

0:33:02.130,0:33:07.410  
this program is designed to get money into the hands of local governments that

0:33:07.410,0:33:12.610  
have bridge issues to essentially fix those bridges with the minimal use of local funds.

0:33:13.330,0:33:18.210

If you don't take advantage of  
it then the question then becomes

0:33:20.210,0:33:25.170  
asking us for money for bridges if  
you haven't taken advantage of this funding

0:33:25.810,0:33:30.450  
we're not likely to continue to program  
off system bridge funding in this matter

0:33:30.450,0:33:36.450  
if we can't spend the money. I know that several  
of the communities, including Ulster County, have

0:33:36.450,0:33:41.570  
bridge needs. There's no use for federal  
funds with respect to this because of

0:33:41.570,0:33:46.850  
whatever for whatever reason it starts to question  
from the Council's perspective to whether or not

0:33:46.850,0:33:52.050  
we should continue to block program off system  
bridge funds and wait for applications to come in.

0:33:54.930,0:34:02.210  
MB: Dennis and Brian, a quick question just on on the  
format of the application process: I know Bridge

0:34:02.210,0:34:12.050  
New York requires third party review of all the uh  
construction documents which significantly raises

0:34:12.050,0:34:15.266  
the cost, will this also require that?

0:34:15.266,0:34:22.266  
DD: It's federal money so you know. Not in the application process it won't, but it's federal  
money so  
you'll have to run the same process.

0:34:22.266,0:34:25.399  
MB: Okay.

0:34:25.399,0:34:27.550  
DD: Bridge New York program is federal money as well.

0:34:27.550,0:34:33.918

MB: I guess, I guess I meant they require that we budget for that in our in our estimate of the cost and..

0:34:33.918,0:34:34.864  
DD: Absolutely.

0:34:34.864,0:34:36.370  
MB: Yeah we found that that is really

0:34:37.570,0:34:44.850  
uh a driving force in the in the raising of the price compared to what it actually costs to build

0:34:44.850,0:34:52.210  
the bridge so um I don't know if there's any shortcuts we can do on that to save money,

0:34:52.210,0:34:54.630  
but that's been our biggest challenge.

0:34:54.630,0:34:57.650  
DD: And I, and I will tell you that the use of this money,

0:34:58.290,0:35:04.210  
with respect to the um the administrative processes and and the checks and balances,

0:35:04.210,0:35:10.450  
in terms of the construction inspection work is the same as the Bridge New York program. The source

0:35:10.450,0:35:13.798  
of funding is federal dollars.

0:35:13.798,0:35:14.997  
MB: Okay.

0:35:14.997,0:35:21.170  
DD: um so if you're waiting for a Bridge New York program to come out, unless it's significantly different than the ones in the past,

0:35:22.050,0:35:26.290  
they they are using the same source of, not necessarily the exact same source, but

0:35:26.290,0:35:30.699  
it is a federal funding source that's going to require to jump through the same type of hoops.

0:35:30.699,0:35:39.090

MB: I understand. I guess my point is that when we budgeted to do it in-house ourselves it was about

0:35:41.170,0:35:48.050  
probably about 50-60% of the cost as if we apply for one of these programs but that still

0:35:48.050,0:35:53.410  
doesn't help us come up with the 50% that we need to, you know, to build it locally so.

0:35:53.410,0:35:55.909  
DD: Well this is 80% funding.

0:35:55.909,0:35:58.024  
MB: okay

0:35:58.024,0:36:01.343  
DD: Just so you know it's 80% it's 80% funding.

0:36:01.343,0:36:04.210  
MB: We'll definitely be in touch and give it a try, thank you.

0:36:08.930,0:36:14.130  
BS: One other, if there are no other comments on bridge funds, we will also be issuing the

0:36:14.130,0:36:21.010  
annual uh UPWP that's the Unified Planning Work Program call for planning projects.

0:36:21.810,0:36:27.490  
These are our typical neighborhood, or corridor, trail studies that we

0:36:28.290,0:36:33.970  
can embark upon. If you have any thoughts or ideas that your community might be thinking of, please

0:36:33.970,0:36:39.730  
reach out to me at any time. The format of the application will be no different than years past.

0:36:40.530,0:36:49.010  
That call, in order to manage the review of applications projects,

0:36:51.650,0:36:59.970  
I'd rather do it sooner because the FHWA, and as a result New York State DOT, require MPOs to

0:36:59.970,0:37:09.250  
have approved UPWP essentially by February. So  
it's good to have the application submitted to us

0:37:09.890,0:37:14.850  
by uh late November early December  
so that we can review them,

0:37:14.850,0:37:24.529  
budget for them, and uh get  
our UPWP finalized which is an administrative lift for the office.

0:37:25.650,0:37:30.794  
Be on the lookout for that as well. If you have  
any thoughts again reach out to me at any time.

0:37:33.170,0:37:36.210  
DD: Any other comments? Any other old business?

0:37:38.290,0:37:42.770  
DS: Dennis I did have one thing I wanted to  
bring up with regards to the County Road

0:37:42.770,0:37:44.797  
Safety plan.

0:37:44.797,0:37:45.761  
DD: Thank you David

0:37:45.761,0:37:58.130  
DS: Yep um so we've completed out our network screening for the project and we've identified  
top 50 segments as well as top 50 intersections in the county

0:37:59.010,0:38:04.370  
with regards to crash rate so that's accounting  
for severity and the volume of traffic through

0:38:04.370,0:38:10.530  
both of those locations. We're going to be  
reaching out to municipalities and anyone that

0:38:10.530,0:38:16.850  
has a vested interest in safety so if you  
have, you know, a highway superintendent or even in

0:38:16.850,0:38:23.730  
law enforcement that is knowledgeable about these  
things, to go through the locations and identify

0:38:23.730,0:38:32.210

their priority for your municipality, or in in general the severity of it that that you feel and

0:38:33.730,0:38:42.050

identify any uh improvements that could be made from a tool kit that we'll supply. So we'll have

0:38:42.850,0:38:48.450

a bunch of counter measures listed and you can go through and select, you know, this

0:38:48.450,0:38:52.770

location is a high priority, this counter measure may make sense at that location.

0:38:53.570,0:38:59.890

We're not asking you to do all 50 segments and intersections, though if you have the time and are

0:38:59.890,0:39:04.690

able to and interested uh we would encourage it, but if you could at least go through and fill out

0:39:04.690,0:39:09.730

those in your municipality it would be greatly appreciated. So we'll be sending out that email hopefully by the

0:39:09.730,0:39:12.032

end of this week.

0:39:12.032,0:39:16.121

DD: Thank you David. Anything else David.

0:39:16.121,0:39:17.140

DS: No

0:39:17.140,0:39:20.000

DD: Okay anything from our federal partner?

0:39:20.530,0:39:23.480

Maria?

0:39:23.480,0:39:25.700

MC: Nothing on my side, thank you.

0:39:25.700,0:39:28.659

DD: Thank you Maria. Anything from our state partners?

0:39:38.770,0:39:42.130

SJ: Yep this is me. I was gonna say

no, nothing to add, thank you.

0:39:43.010,0:39:46.269

DD: Thank you Sandra. Anything Lizy?

0:39:46.269,0:39:50.172

LP: Yeah who did the design for the logo, UCTC?

0:39:50.172,0:39:59.250

BS: That was, uh we contracted with uh Gilday Creative. They are a local graphic design firm in New Paltz.

0:40:01.330,0:40:08.850

and I forget who referred them to me actually, but they actually share offices with the same firm

0:40:10.210,0:40:16.210

that we use for our public outreach process, uh Susan Blickstein has offices

0:40:16.210,0:40:21.908

across the hall so there was some advantage there as well.

0:40:21.908,0:40:23.490

LP: Any special meaning for that?

0:40:26.290,0:40:34.210

BS: Thank you for asking. You know when we asked them, initially sat down to talk about general

0:40:34.210,0:40:41.730

design themes, I made the point that whenever we interact with the public and we had just come off

0:40:42.450,0:40:49.730

focus group meetings with for the Long-Range plan, some of the highlights that people had noted were

0:40:49.730,0:40:56.210

the the trail system was a major benefit and feature of Ulster County,

0:40:56.210,0:41:01.490

of our transportation system, and the natural environment that was another major feature

0:41:02.050,0:41:09.730

uh and focus area so we asked them to take those uh design themes into consideration in developing

0:41:09.730,0:41:15.890  
um some of the drafts and they did so and I think they ranged quite a bit there.

0:41:15.890,0:41:23.650  
Some of the initial logos looked almost more like a a patch with a boy scouts or

0:41:23.650,0:41:28.770  
a wilderness club or something like that so we thought that that was maybe a little too

0:41:29.570,0:41:33.890  
bit far-fetched but we did it like the mountains and the color

0:41:36.210,0:41:39.730  
DD: Yeah you run through those you get a sense of what's out there.

0:41:39.730,0:41:42.465  
Thanks, thanks David.

0:41:42.465,0:41:44.996  
BS: yeah so these are some of the original ones

0:41:47.330,0:41:50.808  
LP: Yeah, looks good, colorful.

0:41:50.808,0:41:52.468  
BS: Thank you.

0:41:52.468,0:41:59.890  
DD: So we I should say that we we didn't hire this firm to essentially do a logo, we actually made, and we quoted a number of firms,

0:42:00.450,0:42:04.050  
uh the main effort here was to actually do the graphic work for our

0:42:05.250,0:42:11.650  
for our Long-Range Transportation Plan uh and as part of that discussion we said look you really

0:42:11.650,0:42:17.570  
need to think about this logo because um the logo starts to clash with palette colors that

0:42:17.570,0:42:23.570  
you really think about using in any graphic

design work uh because it's red and black

0:42:24.130,0:42:29.890

um and that's uh that's not a comfortable color for the eyes so that came up as

0:42:29.890,0:42:34.210

part of that discussion and we said yeah we really need to think about this logo as well.

0:42:34.210,0:42:45.202

BS: We understand the mustard yellow used here is the same uh color yellow used for fog lines or center lines on roadways.

0:42:51.490,0:42:55.645

DD: Any other old business before the Council?

0:42:55.645,0:43:04.930

BS: I'd just like to note that the next meeting uh will be the UCTC Technical Committee scheduled for October 27th. We do have one resolution at this point

0:43:04.930,0:43:13.250

in time addressing federal safety targets that we need to consider. There may be other resolutions

0:43:13.250,0:43:15.039

as well.

0:43:15.039,0:43:25.410

DD: so before we adjourn I just like to urge everyone if they haven't to fill out the census uh you have until September 30th um where's a big push right now to make sure that our under

0:43:25.410,0:43:30.130

counted population fills out the census. Talk to your neighbors, talk to your friends, make sure

0:43:30.130,0:43:34.534

everyone fills out the 2020 census and with that a motion to adjourn?

0:43:34.534,0:43:36.130

MB: Dennis?

HL: So moved, Herb Litts.

0:43:37.730,0:43:40.000

DD: I had, I had a "Hey Dennis"

0:43:40.000,0:43:44.050

MB: Yeah Mike Baden. I just had a

quick question and I can handle this offline but

0:43:44.610,0:43:50.930

uh while I have the our DOT partners on  
on here. Who would I contact about questions

0:43:50.930,0:43:58.530

regarding the landscaping under the bridge in  
Accord that's over the Mombaccus, the one on 209?

0:43:59.570,0:44:05.410

Who with the DOT would be my contact on that?  
I have some residents asking a lot of questions

0:44:05.410,0:44:14.450

about the change in the Mombaccus and their view  
is that the landscaping has caused the change.

0:44:15.890,0:44:22.930

SJ: Okay um I would definitely say, and we can get you  
that, um well you can email me and then I can get

0:44:22.930,0:44:28.530

you the name and number, but I would probably um  
send that to um the resident and work through

0:44:28.530,0:44:32.494

the resident engineer. Brian you have..

0:44:32.494,0:44:34.678

BS: Yeah, David Corrigan,

0:44:34.678,0:44:35.248

SJ: Yep,

0:44:35.248,0:44:41.132

MB: Okay, It would be Dave, I wasn't sure, yeah I wasn't sure if it was Dave or who to start with  
it

0:44:41.132,0:44:47.685

being that it's regarding landscaping and changes in the landscaping not the bridge itself but,

0:44:47.685,0:44:56.194

SJ: I would definitely start with Dave because what can happen is through like the permit  
engineer and stuff like that then they can work with the regional office as needed

0:44:56.194,0:45:00.771

or his team might be able to you know  
address it directly.

0:45:00.771,0:45:03.525

MB: Okay thank you very much for that information.

0:45:03.525,0:45:05.165

SJ: You're welcome

0:45:05.165,0:45:10.569

DD: Thank you Sandra, thank you thank you Michael. So I have, any other old business?

0:45:10.569,0:45:15.280

BH: Dennis I just wanted, this is Barry Hecht speaking, I wanted to uh add something here.

0:45:15.490,0:45:22.290

I want to thank you and Brian and UCTC for passing two resolutions the administrative

0:45:22.290,0:45:27.624

transfer for Adirondack um nice job and very very much appreciated thank you.

0:45:27.624,0:45:36.708

DD: Thank you Barry. Alright, now I'm not going to ask again. I have a motion from Mr. Litts to adjourn do I have a second?

0:45:37.490,0:45:39.320

MB: Mike Baden will second it.

0:45:39.320,0:45:41.730

DD: Thank you.  
I have a motion and a second. Any discussion?...

0:45:42.290,0:45:45.948

..actually you don't have discussion on adjournment. Any opposed?

0:45:47.570,0:45:51.570

Any abstentions? We are adjourned everybody. Thank you very much.

0:45:51.570,0:45:59.490

\*All:\* thank you take care be safe and stay healthy  
thank you everybody thank you guys

**Meeting concluded at ~10:50am**