

ULSTER COUNTY TRANSPORTATION COUNCIL  
Technical Committee Meeting

Meeting Transcript  
October 25, 2022

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

0:00:25.400,0:00:35.490

UCTC: so I would call it. Order the tech committee of the Ulster County Transportation Council for October twenty-six. I'm just going to do a quick roll call. Um! And

0:00:42.010,0:00:46.679

UCTC: so who's in the room? My My name is Dennis Doyle and the director of the Transportation Council.

0:00:46.920,0:00:56.759

UCTC: Uh David Staas, with the Ulster County Transportation Council, Brian Slack, Ulster County Transportation Council,

0:00:56.790,0:01:05.360

UCTC: and I'm going to ask Dave to read the number of people that are online.

0:01:05.450,0:01:08.240

Shelly Johnston: Good morning.

0:01:08.270,0:01:10.700

UCTC: We have Alex Wade,

0:01:10.730,0:01:16.700

UCTC: Amy Mackenzie, Alan Sorensen, Cheryl, Snyder, Chris, Kate,

0:01:16.770,0:01:18.160

UCTC: Chris Hannah

0:01:18.240,0:01:19.809

UCTC: Harriet Lewis,

0:01:20.280,0:01:22.079

UCTC: Larry Thornton,

0:01:22.120,0:01:32.019

UCTC: Lauren Bennett Mike Baden and Phil Earner, and then I do have a one iphone that's been uh as Manny.

0:01:32.510,0:01:34.550

UCTC: I'm not too sure who that?

0:01:35.130,0:01:38.179

UCTC: And then in the room, or did I miss anyone from the line

0:01:38.730,0:01:43.290

Larry Thornton: uh It's not Larry. It's

0:02:07.040,0:02:19.620

UCTC: and do somebody else join us online. And then Ella joined us online as well.

0:02:21.700,0:02:22.660

UCTC: Why we

0:02:23.290,0:02:24.360

uh

0:02:24.640,0:02:28.289

I have been uh attending those meetings to,

0:02:28.440,0:02:30.180

so if we can.

0:02:30.220,0:02:45.799

It's a long traffic study on the teams highway forever concerning both the rail and the highway, and I just want to bring you up a little bit more. Up to date there has been a grant secure for Distribution Center

0:02:46.260,0:02:52.529

right in front of one of those uh eleven private drives that are coming up,

0:02:52.710,0:02:59.160

and it's going to put a whole lot more trucks on that. So if I would,

0:02:59.260,0:03:14.370

I have no idea what kind of um restrictions or studies that those people have to do. But perhaps we can feed back to them, and uh at least get something

0:03:15.030,0:03:23.499

the way it was supposed to be. But now the

0:03:24.020,0:03:27.580

UCTC: Thank you, Barbara. Anyone else in the room

0:03:28.790,0:03:37.230

My name is

0:03:38.850,0:03:40.010

Um.

0:03:43.120,0:03:51.800

I've never seen anything

0:03:58.950,0:04:00.060

um

0:04:00.289,0:04:01.510

bye.

0:04:01.809,0:04:02.890

Um!

0:04:03.600,0:04:07.059

I believe that we have under staff.

0:04:10.170,0:04:11.620

I suspect

0:04:22.610,0:04:23.760

I think it.

0:04:25.030,0:04:27.030

There is a question with you.

0:04:37.600,0:04:57.359

Um, and you may not do that with the system. It took me two and a half hours between the box to the

0:05:04.480,0:05:27.289

I mean. This is inside we have. We have very upset. We have upset our people, people who rely on us to do to take the bus system. And then, if you want environmental justice, people need to be able to take the public transit system instead of drive their cars to get a

0:05:31.910,0:05:42.029

and I from what I understand uh, we don't some. It would not be sorry. Somebody at you, Cap did something so that

0:05:42.370,0:05:54.620

UCTC: now we can't hire more people, more drivers for the next,

0:06:00.820,0:06:02.699

UCTC: I mean,

0:06:28.460,0:06:33.550

uh something.

0:06:38.620,0:06:54.290

So again, all of the goals here are economic justice to economic development, um, and environmental justice, and you know,

0:07:32.230,0:07:35.370

UCTC: Thank you all any other comments from in the room.

0:07:40.200,0:07:58.129

Um, I uh, we are seeing uh from New York City, and um failing mentally as this opportunity to get for ridership. Um, it's a huge um great thing to have

0:07:58.140,0:08:00.979

the

0:08:01.080,0:08:19.309

the idea that people can jump on

0:08:19.320,0:08:21.089

been for a very long time,

0:08:21.460,0:08:39.689

even before the um. The trans integration and to the Kingston is suffering from the transit integration. It has some really good promises, and because it's not um fulfilled any of those um the pandemic aside. Um. They're they're not. I mean. I honestly feel like pandemic.

0:08:47.120,0:09:05.119

We're at a point now where we're back in the City of Kinks into two two breaks during the day, which is one of the things that we're supposed to get rid of. We're about one hour at least five, to say, for only on gave up the idea of going to the half hour any time. Um! So we have done what I have here in the beginning, which is,

0:09:05.130,0:09:24.040

and now we're in a position where we've got people who are trained at providing one of the presentations moving in and wishing not to own a car, and they must own a car. So I hope that we and also

0:09:24.050,0:09:39.979

this uh, I mean, there's really some real manager problems. And there's really the goals, I mean, really

0:09:39.990,0:09:45.339

and and I think that

0:09:45.810,0:09:52.570

overall population setting for

0:09:58.440,0:09:59.470

uh

0:09:59.490,0:10:09.139

to work out and stuff like that. Um, uh, I don't I

0:10:13.990,0:10:21.230

We You can need absolutely need one person that you can from oversee all the communication,

0:10:21.490,0:10:23.190

this change that we

0:10:23.590,0:10:30.629

put together last minute. Two weeks, Tony Roger has the We route everything so that people can work

0:10:30.750,0:10:36.400

last hours. Um! And then she's off so that they give out the information. She's never name this

0:10:36.860,0:10:40.219

UCTC: um, and that's not supposed to be her job.

0:10:40.430,0:10:59.969

We need one person to make sure that there's signership buses. The is updated. We have the ability to have a. We print your own things from those website as changes half, and I understand that they don't want to change that all the

0:11:00.290,0:11:12.610

UCTC: we have, the very basic or not covered, and it's really in. Because it's.

0:11:12.680,0:11:27.289

UCTC: Why do we not have one person we've got calling it and letting them know that. So anything I talk to you about that more over the next meetings when I come to. I wanted to also just say, um,

0:11:27.670,0:11:39.550

UCTC: what is the update? Um with the uh week? Ninew corner management plan? Um. I try and give a an introduction of it at a time. Um!

0:11:39.560,0:11:56.350

UCTC: And it sounded to me like it was mainly focused on level of servants for being nuclear traffic. I hope that that can be so. I know that it's an answer to some suggestion.

0:11:56.420,0:12:03.860

But really and I understand that it's kind of culture. It's the worst kind of planning in terms of it's not really ever

0:12:03.970,0:12:14.109

to be out of their own car. They can never support a buses, and they're going to be. This: the main sensation to get people around this car center individual and back in place.

0:12:14.280,0:12:27.830

UCTC: So, anyway, I hope. Thanks. Alright, and we'll we'll update the the projects at the end of the at the end of this meeting

0:12:27.900,0:12:37.999

UCTC: from the beginning I know that the kick off meeting within August We haven't heard anything since. I think the beginning is the most important sign to change the

0:12:38.580,0:12:47.030

Thank you. Um, I I just haven't asked. I've seen um some funding opportunities. Come up for.

0:13:03.980,0:13:11.340

Thank you.

0:13:12.350,0:13:18.320

UCTC: And you know, I think we're through with comments in the room comments online. Yes, we do have. Uh,

0:13:18.440,0:13:25.469

UCTC: at least Cheryl had raised their hand. If there's um anyone else that's I'm gonna ask her to unmute. Let's see here,

0:13:26.180,0:13:28.340

Cheryl Schneider: Hi! Everybody um

0:13:28.500,0:13:29.670

Cheryl Schneider: i'm.

0:13:31.520,0:13:41.770

Cheryl Schneider: I I think it's unfortunate that citizens have to come to the Ulster County Transportation Council to voice concerns about a public transit system that you guys

0:13:41.780,0:14:01.120

Cheryl Schneider: um oversee. But don't operate day to day. Um. The reason why we're here is because there is no channel of honest um and truthful communication coming from uh you cat itself. We have tried. We have tried for many, many, many months. So we're here now. Um! But I want to say I think some other people spoke to some of the um

0:14:01.130,0:14:17.399

Cheryl Schneider: frustrations and inequities in the system pretty well, and I just want to say um putting on my business operations hat. Um uh somebody who's put in many, many projects, not transit projects, but technology projects. If I wanted to destroy a company

0:14:17.410,0:14:29.320

Cheryl Schneider: really piss off their employees and um destabilize what they do, I would implement significant changes multiple significant changes on the very same day.

0:14:29.720,0:14:40.039

Cheryl Schneider: Um! Because I it would be a guarantee that everything would fall apart. And then I would have a justification for like outsourcing my it, or whatever. Um,

0:14:40.050,0:15:04.709

Cheryl Schneider: I think that you cat is setting up a situation where it's they're gonna justify outsourcing and privatizing the system, because nobody in their right mind who's confident who has

ever done any kind of project? That is a change project knows very well you don't implement all significant three things. So for people who are unaware um the um.

0:15:05.100,0:15:23.529

Cheryl Schneider: The ridership rights for free was implemented on the very same day that you have changed all the drivers routes that they were forced to bid upon um. The drivers used to own routes. Now they own time slots, which means the system is being destabilized. It is putting

0:15:23.540,0:15:37.279

Cheryl Schneider: uh both the riding public and the uh pedestrian, and and driving public at risk, because you have drivers who are being swapped from one round in the morning to another route at night. If necessary. They're put on routes. They don't know

0:15:37.290,0:15:51.330

Cheryl Schneider: they don't know the people who ride the buses. They don't know where the pull offs are too short or too long, and where you have to they don't know the intersections. This is very destabilizing. And then, at the very same time, on top of that, there were three major changes. Oh, one!

0:15:51.340,0:16:04.050

Cheryl Schneider: They changed the roots without putting out any advertising, without letting anyone else know they started changing roots. So we had about a week of people not being able to get to work on time,

0:16:04.180,0:16:32.470

Cheryl Schneider: people not being able to get to mandated appointments on time, people not being able to get home for their children on time. Um! And it's still going on, and you can, and we have a serious problem at you, Cat and you guys are oversight on some level. So um, I I am going to put this. Not put it in your lap, but say that we have to fix this system. We have to do it now, and we can't wait. Uh we are in a critical crisis.

0:16:32.480,0:16:36.740

UCTC: Thank you so much.

0:16:38.340,0:16:42.200

UCTC: Uh: we got a request from Phil Earner. I'm going to ask him to unmute.

0:16:45.590,0:16:50.350

Phil Erner District 6 (he/him/él): I thank you so much for the opportunity. Uh,

0:16:51.790,0:16:58.459



Phil Erner District 6 (he/him/él): I just. I want to echo the the comments that have been made so far, and recognizing again that

0:16:58.830,0:17:12.190

Phil Erner District 6 (he/him/él): Youctc is mostly an appropriating body. With respect to, for example, public transportation, and in Ulster County I would love to gain some insight from you as a county legislator about

0:17:12.230,0:17:20.899

Phil Erner District 6 (he/him/él): that I could implement to go along with whatever appropriations you are making that could help improve the

0:17:21.020,0:17:25.630

Phil Erner District 6 (he/him/él): situation for public transportation in the county. Thank you.

0:17:25.830,0:17:27.080

Thanks, Phil.

0:17:27.190,0:17:29.780

UCTC: Anything else online Anybody else online

0:17:32.580,0:17:42.459

UCTC: see? No additional requests.

0:17:43.280,0:17:45.599

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

0:17:47.850,0:17:50.160

UCTC: We have a second from anybody online.

0:17:50.540,0:17:51.520

Second,

0:17:51.810,0:17:53.000

UCTC: Who was that.

0:17:55.430,0:17:56.330

No,

0:17:56.860,0:18:03.330

UCTC: I think that was Leanne Leanne. Second. Yes, thank you, Leah. I have a motion and a second, any discussion,

0:18:05.170,0:18:09.879

UCTC: rather than ask all in favor. Given the number of people we have line. Is anybody opposed

0:18:12.140,0:18:14.889

UCTC: hearing on it so carried? Thank you very much.

0:18:15.080,0:18:21.130

UCTC: Communications and announcements, Brian, I just like to mention

0:18:21.580,0:18:22.900

It is

0:18:23.470,0:18:31.739

UCTC: when legislature mentioned that driving communities program. Um, I did recently provide an update to the

0:18:31.900,0:18:38.550

UCTC: webpage there is a tab for funding opportunities in the upper left-hand corner

0:18:38.870,0:18:47.669

UCTC: that became very difficult to manage, considering the relatively good news that we've had quite a few new funding opportunities come up,

0:18:47.950,0:18:59.540

UCTC: so I that if you go to that tab is now links directly to the Federal Highway administration, or rather to the Us. Department of Transportation, and they have um

0:18:59.590,0:19:02.110

UCTC: an updated link to provide

0:19:02.230,0:19:21.480

UCTC: the latest information on programs related to transportation and the bipartisan infrastructure law. That is the most uh recent. And up to date information. They'll find out we programs. So i'd encourage members to take a look at that. Um. Otherwise we also do receive

0:19:21.490,0:19:27.080

UCTC: routine updates from our partners to the Federal Highway administration. Um. I do not

0:19:27.940,0:19:39.199

UCTC: share all those updates directly with our full email list, because not not all that is directly relevant to municipalities or to our partners.

0:19:39.570,0:19:49.950

UCTC: But we will take a closer look at some of those updates, particularly with regard to information for new programs, and try to forward that out to our members.

0:19:50.050,0:19:53.540

UCTC: Yeah, thank you, Brian. Any other updates

0:19:54.550,0:20:06.260

UCTC: the communications to announce that somebody put it that way. None come to mind at this time we did do a a minor update to the transportation improvement program,

0:20:06.710,0:20:22.680

UCTC: adding two new projects to an existing pin Those were Section fifty-three, ten Fta funds for That's uh funding for capital and operations for people with just elderly and people with disabilities.

0:20:22.810,0:20:35.220

UCTC: There are two awards that were distributed based on applications of our office in the New York State, D. And T. Received One was for ruptco for the purchase of two

0:20:35.230,0:20:45.600

UCTC: motor vehicle buses, small buses to provide transportation for their clients, and the other was to alter green arc to provide three

0:20:45.680,0:20:49.559

UCTC: small buses to provide services with their clients.

0:20:49.880,0:20:53.670

Those projects have been added to the transportation for them.

0:20:54.070,0:20:58.259

UCTC: Thank you, Brian. Any updates from members of the account members of the Council,

0:21:00.500,0:21:03.320

UCTC: any updates from anybody online?

0:21:06.760,0:21:07.700

UCTC: Okay,

0:21:08.000,0:21:25.900

UCTC: on item five on the agenda, new business draft, Uct. Resolution, number two thousand and twenty-two. This seventeen distribution of federal fiscal year, two thousand and twenty-three federal

transit administration section fifty-three or seven hundred and fifty-three forty urbanized area portionments attributable to the kingston urbanized area. I have a motion for discussion.

0:21:27.460,0:21:29.589

UCTC: Mr. Pine do I have a second

0:21:30.430,0:21:34.480

UCTC: somebody online.

0:21:38.370,0:21:39.940

UCTC: Thanks, Lean,

0:21:40.090,0:21:42.129

UCTC: Do I have a motion in a second

0:21:42.510,0:21:44.229

UCTC: discussion, Brian?

0:21:44.590,0:21:52.629

UCTC: Yes, those of you who were in attendance during the previous two tech policy meetings may recall that we had a flurry of

0:21:52.670,0:22:05.900

UCTC: transit dialers being made available to uh designated recipients in Ulster County. This is the final um update and appropriation um or apportionment rather

0:22:05.930,0:22:22.090

UCTC: uh of funds that have not yet been appropriated. Um. So at this, with the passage of this resolution, you will be fully up to date, with all of our Federal dollars available for distribution in Ulster County Resolution twenty

0:22:22.210,0:22:39.109

UCTC: Twenty-two seventeen makes funding available to designating recipients operating in the Kingston urbanized area. These are formula three hundred and seven formula funds attributable to the king's and urbanized area for Federal fiscal year. Twenty two

0:22:39.600,0:22:44.659

UCTC: um. If you direct your attention to page three

0:22:45.500,0:23:01.559

UCTC: table, one shows the amount of portions um to uh small organized areas across New York State. The Kingston New York urbanized area, generated one million, two hundred and ninety-nine thousand five hundred and twenty-five dollars

0:23:02.000,0:23:04.349

UCTC: uh given that Ulster County,

0:23:04.400,0:23:17.240

UCTC: and also county area transit, are the is the only designated recipient in the Ulster County to receive public transportation funds. One hundred percent of those funds would be made available

0:23:17.380,0:23:19.550

to austerity.

0:23:21.340,0:23:23.899

UCTC: Any questions or discussions for members.

0:23:25.140,0:23:26.710

UCTC: Anybody online

0:23:28.270,0:23:29.649

UCTC: see? No hands raised.

0:23:31.330,0:23:33.270

UCTC: Okay, rather than ask for

0:23:35.260,0:23:39.290

UCTC: You're going to say something. I'm: sorry. Oh, okay, Um.

0:23:40.240,0:23:45.820

UCTC: Rather than ask for in favor. Given a number of people we have online, I'm: going to ask if there's anyone to post

0:23:48.590,0:23:54.669

UCTC: hearing no opposition, the resolution is carried and will be presented to the Policy Committee. Thank you.

0:23:55.440,0:24:02.229

UCTC: Item: B. Draft Resolution: Two thousand and twenty two hundred and eighteen support for New York State Department of transportation

0:24:02.270,0:24:09.010

UCTC: otherwise known as Nigel targets for safety and performance measures. Do I have a motion for discussion purposes,

0:24:10.050,0:24:13.819

UCTC: Mr. Fine? Thank you very much. Do I have someone online.

0:24:14.650,0:24:21.060

UCTC: Thank you, Leanne. I have a motion in a second for discussion purposes. Any discussion,

0:24:24.120,0:24:27.399

UCTC: Brian, If you don't mind, man, we had public comment.

0:24:28.340,0:24:44.320

UCTC: Yes, um the resolution two thousand and twenty-two dash, eighteen support for New York State Department of Transportation targets. Is uh this is the fifth year that we are providing this uh this update to the safety performance measure,

0:24:44.970,0:24:51.180

UCTC: safety performance targets were required to be adopted by Npos throughout the

0:24:51.360,0:25:00.520

UCTC: Uh. The United States. After uh map twenty one which was uh the previous iteration of a Federal Service Authorization Act

0:25:00.760,0:25:14.770

UCTC: under map twenty-one Mpos were required to do what is called performance measurement and management, and the safety performance measure is one measure that is required to be updated on an annual basis.

0:25:14.880,0:25:22.330

UCTC: The majority of those performance measures only needed to be updated uh once at at one time.

0:25:22.560,0:25:32.379

UCTC: Uh, but this measure is uh updated on an annual basis based on a rolling safety target as defined by Congress through the Authorization Act.

0:25:32.550,0:25:38.700

UCTC: The safety performance measure, final rule establishes five performance measures and some

0:25:38.840,0:25:40.859

UCTC: five year rolling average.

0:25:41.040,0:25:45.119

UCTC: So these performance measures include measuring statewide

0:25:45.630,0:26:01.719

UCTC: uh the number of fatalities, rate of fatalities for one hundred million vehicle miles. Travel, number of serious injuries, rate of serious injuries for one hundred million vehicle miles traveled, and the number of non-motorized fatalities and non-motorized serious injuries

0:26:02.780,0:26:08.890

UCTC: I could direct your attention to the fact. Sheet that is mostly blue

0:26:08.940,0:26:12.360

UCTC: um this has the most um

0:26:13.050,0:26:21.530

UCTC: easily discernible uh explanation of the methodology used to establish the the performances and targets.

0:26:22.320,0:26:28.500

UCTC: I already outlined. The performance measures. The five uh different measures that are used.

0:26:29.130,0:26:41.570

UCTC: Mpos throughout the United States have the option of either establishing their own performance measures or targets, or essentially agreeing to uh

0:26:41.840,0:26:46.340

UCTC: work with the near State Department of Transportation target,

0:26:46.450,0:26:52.329

UCTC: this Npo. Along with all other Npos statewide,

0:26:52.660,0:27:04.889

UCTC: I've always agreed to plan and program projects that contribute to accomplishing this on the statewide level. So we are using your State Vo team's target. With regard to the safety of the

0:27:05.220,0:27:16.789

UCTC: so on an annual basis, roughly in July or August. The Governor's Traffic Safety Committee updates and reports targets uh through the highway State on the program.

0:27:16.800,0:27:25.349

UCTC: Well nice that establishes those safety targets on an official basis to the Highway Safety improvement Program Annual report.

0:27:25.560,0:27:30.140

UCTC: Then those targets are provided to the Npos, and we have the option

0:27:30.560,0:27:38.140

UCTC: to um uh approve them or set our own. And so this resolution does um

0:27:38.700,0:27:45.389

UCTC: uh identify and uh utilize the near State dot safety targets.

0:27:45.820,0:27:52.479

UCTC: So the process for the targets we are allowed to set a five-year role in a

0:27:52.720,0:28:07.140

UCTC: So, as each iterative year uh progresses, we drop out the oldest year, and add on the newest year for for which data is available. So that creates a five year rolling average and the charts

0:28:07.920,0:28:12.630

UCTC: the fact she uh do a good job of illustrating that

0:28:13.140,0:28:30.450

UCTC: so based on those five year rolling averages um step one, we uh essentially might say we. I mean our partners in the primarily set a target based on that five year role in average. And in this instance uh our targets for

0:28:30.460,0:28:43.949

UCTC: looking out up to two thousand and twenty-three um are setting essentially a slight decrease, predicting a slug decrease across the board across all the measures.

0:28:44.210,0:28:46.320

UCTC: The way the rule is written,

0:28:46.660,0:29:01.190

UCTC: however, considering there can be significant jumps in trends uh year to year uh Npos are only, and the State are only required to have a one percent decrease. So there's a cap

0:29:01.200,0:29:12.410

UCTC: on what that target needs to be so, as you'll know. On the charts step two shows the rounded cap of of one, which is that sets the official target



0:29:12.460,0:29:14.160

for two thousand and twenty-three,

0:29:14.660,0:29:17.520

UCTC: David, Have I left anything out at this point?

0:29:17.700,0:29:21.510

UCTC: Um, based on this explanation? I think you did a great job.

0:29:22.700,0:29:23.730

Thank you.

0:29:25.300,0:29:42.070

UCTC: So therefore, uh the resolution will allow the Mpo. To agree to near State Dot safety performance targets, and we'll keep the Mpo. In compliance with the performance measurement. I think that's the key I here. Without this we are not in compliance with the

0:29:42.079,0:29:45.690

UCTC: we need some measure of safety performance.

0:29:46.190,0:29:52.170

UCTC: The uh the state uh program offers that opportunity. Any discussion from Council members

0:29:54.329,0:29:55.850

UCTC: hearing none

0:30:01.079,0:30:02.829

UCTC: so any opposed.

0:30:06.570,0:30:08.450

UCTC: Okay. So, Kerry,

0:30:12.500,0:30:22.110

UCTC: I Don't see thank you. Draft resolution of two thousand and twenty-two, nineteen amendment to the State fiscal year, two thousand and twenty-two two thousand and twenty-three unified

0:30:22.230,0:30:32.459

UCTC: planning work program will me existing planning prior to this this is directly related to the Kingston Rail safety program in terms of its cost.

0:30:32.970,0:30:35.040

UCTC: They have a motion for discussion,

0:30:36.170,0:30:39.690

UCTC: Mr. Pine. We have a second online.

0:30:41.460,0:30:42.739

UCTC: Thank you, Leanne,

0:30:42.960,0:30:58.980

UCTC: the end. So I have a motion discussion, discussion, motion, and a second discussion. Right, let me first apologize and point out there are several errors on this draft resolution. I'm going to run through them right now. The first error is on page two. You look at the table.

0:30:58.990,0:31:08.170

UCTC: And It shows a project number forty-four, twenty-one dot o six. That is incorrect. That's a copy paste error. This is

0:31:08.180,0:31:24.939

UCTC: resolution has nothing to do with our website development projects. This uh resolution is definitely regarding change in the unified plan. Work program to the city takes a real safety program. The costs shown in the table are correct.

0:31:25.520,0:31:40.819

UCTC: So we're um. We did a competitive solicitation, we a railroad safety study focusing on the city of Kingston Um. Looking at primarily our our six at grade public crossings, and also looking at

0:31:40.830,0:32:00.019

UCTC: um Crispin solutions for trespass to prevent trespass um along the west shore railroad Csx. In the city of Kingston, we originally budgeted in sixty-five thousand dollars available available for for consulting procurement.

0:32:00.030,0:32:07.779

UCTC: The cost that came in for our preferred console, which is Wsp. Uh did exceed

0:32:08.010,0:32:10.549

UCTC: uh those those dollars available,

0:32:11.000,0:32:25.699

UCTC: and the costs associated with that proposal were negotiated to one hundred and forty-nine thousand two hundred and fifteen dollars. There's a significant amount of data analysis required as well as working with, I should say,

0:32:25.710,0:32:39.160

UCTC: engineers that are really at the top of their class nationwide the railroad safety. So we'll look very forward to um initiating this project. If this amendment is able to be made

0:32:39.890,0:32:41.130

UCTC: the next

0:32:42.250,0:32:43.420

UCTC: ever

0:32:43.720,0:32:45.730

UCTC: and on page three

0:32:45.740,0:33:08.719

UCTC: uh, if you look at the top. This is It's a draft resolution. Twenty. It's a Monday morning kind of thing. Yeah, it is. I. I will know that I do provide uh this agenda packet to staff for review. So um, anyways, we they call them after they printed. Yeah, this is indeed draft resolution twenty-two. So I I apologize for those. So

0:33:08.890,0:33:11.139

there is at the top and bottom headers.

0:33:11.240,0:33:31.019

UCTC: So, having gone through the errors, what's it about? So on attachment to? We are looking to provide funding Ulster counting area transit has approached the seo going back uh a month or so back um to request planning funds to provide assistance

0:33:31.030,0:33:37.329

UCTC: to do what is essentially a transit network assessment and route route optimization study.

0:33:37.540,0:33:44.780

UCTC: The project. Description is correct and included under project number forty-four.

0:33:45.300,0:33:51.460

UCTC: The Npo. Through last year's unified playing work program had originally budgeted

0:33:51.690,0:33:58.860

UCTC: forty thousand dollars to do a micro mobility uh assessment for the county,

0:33:59.030,0:34:11.919

UCTC: and I think it's most people are aware we did partner with via transit solutions to a New York State. Um nicer that pond to do a micro mobility study

0:34:11.950,0:34:22.039

UCTC: at this point in time. I think we've learned uh as much as we would regarding micro mobility deployment through that initial planning process.

0:34:22.190,0:34:28.420

UCTC: Therefore, we never needed to use our unified plan work program budget toward that effort

0:34:28.490,0:34:38.660

UCTC: that goes in my sort of fundage effort planning efforts. So we've decided to amend this existing micro availability assessment to add additional funds,

0:34:38.670,0:34:52.049

UCTC: roughly, or not roughly, one hundred and thirty-three thousand five hundred dollars would be made available up to that amount of money for pro uh consult procurement. We will be, uh issuing a competitive

0:35:00.570,0:35:04.449

UCTC: firms that are capable of providing the services

0:35:04.510,0:35:10.460

UCTC: described under the project description that still work is presently in development.

0:35:11.020,0:35:15.839

UCTC: I have forwarded a draft to the Director of Public Transit.

0:35:16.140,0:35:18.540

Uh, Lauren Johnson to you.

0:35:18.640,0:35:26.280

UCTC: So is there anything else? There's just one last thing i'd like to draw your attention to attachment. Three at the bottom of page three

0:35:26.480,0:35:33.819

UCTC: we will be drawing from our unprogrammed balances to pay for these cost increases if approved.

0:35:34.040,0:35:37.399

UCTC: Um! The first project as described,

0:35:37.520,0:35:50.859

UCTC: which is the railroad safety study. We'll draw from our Federal highway on program balance, which will, if approved, draw that down to two hundred and four thousand sixty-one dollars. We still remain savings,

0:35:51.150,0:36:09.879

UCTC: and for the route optimization efforts we will draw from our fta planning funds. The unprogrammed balance presently, is seventy-nine thousand two hundred and fifty- We would use one hundred percent of that on program balance which would draw down to zero. I should note that we

0:36:09.890,0:36:12.270

typically keep our Fta funds

0:36:12.620,0:36:22.939

UCTC: strictly for planning purposes. And, uh, we do not typically bill staffing hours to Fda at least not significant staff hours. So a balance of zero.

0:36:23.090,0:36:27.279

It's really not a significant issue.

0:36:29.940,0:36:33.980

UCTC: So just one last point, if I made done us

0:36:34.930,0:36:51.600

UCTC: amendments to the unified planning work program are required when costs or increase twenty-five percent or more of the existing programs or the This project description uh changes significantly. Therefore, a full amendment

0:36:51.790,0:37:10.359

UCTC: of the upwps. Thank you. So summarize. We have two made two amendments of the of the pwp, one for a rail safety program which increases cost and one for a um and one for a route optimization, which is also an increasing cost. Um!

0:37:11.030,0:37:15.230

UCTC: Is that correct? That's right. All right. Any comments?

0:37:20.280,0:37:23.989

UCTC: No, we'll look at the entire

0:37:24.230,0:37:34.600

UCTC: one of the reasons that we we schedule. This was There's been some work on the crossings within the city already, uh, particularly on Flatbush Avenue. Um we're looking at

0:37:34.690,0:37:51.029

UCTC: number of fatalities that have occurred quite frankly away from the crossing, and the number of trespass locations that we're that's visible on the crossing itself. So we're trying to get a handle on those more than anything else. We will also be updating um elements of the original quiet zone study.

0:37:51.090,0:37:53.109

It was done in the early two thousand

0:37:53.140,0:37:55.379

to see if there are any um,

0:37:55.960,0:37:59.329

UCTC: any improvements or additions we could make the welfare

0:38:00.800,0:38:01.710

Okay,

0:38:01.830,0:38:04.689

UCTC: any questions from anybody online or comments.

0:38:05.260,0:38:07.130

UCTC: Council members

0:38:11.320,0:38:12.900

UCTC: hearing none,

0:38:13.780,0:38:15.520

UCTC: any opposed

0:38:20.830,0:38:23.269

UCTC: hearing on so carried. Thank you.

0:38:29.090,0:38:37.769

UCTC: That was Item B under item, six other old. I'm: Sorry i'm one hundred. Yeah, you're right. I can

0:38:38.140,0:38:44.209

UCTC: unified planning work program. Call for new planning projects. Brian. You have a presentation, right?

0:38:44.430,0:38:51.299

UCTC: I didn't have time to prepare prepare a full presentation. So this is more of a uh announcement than a presentation,

0:38:51.440,0:39:08.239

UCTC: and I can make more information available to members uh as needed. But every year. At this time we ask our our members of the Ucp. To think about any planning transportation planning needs. They may require

0:39:08.250,0:39:23.730

UCTC: um, or have in minds uh, either locally or at the county level, or even at the regional level. For that matter, the unified planning work program uh makes funding available for planning studies and a variety of uh

0:39:23.780,0:39:28.879

UCTC: sorts, and it can allow us to do any type of

0:39:28.940,0:39:29.779

but

0:39:29.800,0:39:33.650

UCTC: deep dive into transportation planning issues.

0:39:33.670,0:39:46.800

UCTC: Some of the major uh areas of focus that we can look at are bicycle, pedestrian and complete streets, issues, circulation, street connectivity or access management plans, parking management, plan.

0:39:46.920,0:39:55.409

UCTC: We've done Signage and wavefinding planning. Yes, uh traffic coming road Dive implementation,

0:39:55.570,0:40:04.799

UCTC: um Resiliency planning is an effort that's been underway, and we look forward to providing a greater presentation on the results of that study, too.

0:40:05.650,0:40:08.480

UCTC: Um. Local freight analysis.

0:40:08.780,0:40:25.099

UCTC: Obviously, uh public transportation plans, mobility, management and micro mobility have been a major focus area um uh nationwide, and that's something that we uh can look forward, look into in greater detail.

0:40:25.230,0:40:41.309

UCTC: Um, as well as transportation land use coordination plans, area area core to our site. Specific plans. There's any variety of um mechanisms and planning efforts that we can make available, As we, I will say

0:40:41.320,0:40:49.300

UCTC: that we have some something of a backlog of planning projects that are currently programmed on a unified playing work program

0:40:49.710,0:41:04.220

UCTC: that we hope to get to during the next six to twelve months. We announced two projects that we are amending to increase funding for, and those would be hopefully underway by um early next year, if not a little sooner.

0:41:04.230,0:41:10.120

The Transportation Council has also embarked upon doing a full update to its website

0:41:10.210,0:41:27.809

UCTC: Um, and that Rp. Will be issued very shortly as Well, so we're. We're busy. We have. Not only do we do these elective studies, but we have a lot of core responsibilities that we're responsible for as well with regard to the transportation management area,

0:41:28.170,0:41:31.789

but we do have the capacity to take on more work,

0:41:31.810,0:41:50.169

UCTC: as the especially if they're for specific uh issues or needs. So Thank you, Brian. So just a quick question in terms of timeframes A. And D. Is, is, I just want to build the fact that these studies have to be in accordance with the goals and objectives within the long range transportation.

0:41:50.290,0:42:00.389

UCTC: That's right, so we will provide the um application form. It will be made available later this week. We do a an announcement

0:42:00.400,0:42:20.259

UCTC: uh on mailing list. Website, right? Yeah. And it's available for download on the website. It is a relatively straightforward application process. That's the way I've designed it. You need a



municipal sponsor You do need a municipal sponsor any municipality within any of the twenty-five municipalities, villages, towns, or city,

0:42:20.270,0:42:27.240

UCTC: or the county itself uh must be a sponsor of the uh of the proposal.

0:42:27.470,0:42:32.799

UCTC: Um, that's to ensure that we have units to buy in for whatever is being proposed.

0:42:33.000,0:42:34.670

The um

0:42:34.930,0:42:46.669

UCTC: deadline is uh later in December. I'm just searching for the date, usually the second end of the second week in December, and now it's in here and check the calendar.

0:42:46.760,0:42:52.540

UCTC: Um. I apologize to you at the moment, but it's it is written in here somewhere,

0:42:52.660,0:43:00.780

UCTC: but it's, I think, the Friday's second Friday in December. It's the demo for application here, December nine. Thank you.

0:43:00.850,0:43:12.830

UCTC: So and we'll have an email going out with a call for projects. Is that correct? Correct, and that doesn't? That also includes our other partners, including the through way and Nice. I can also ask this:

0:43:12.980,0:43:14.799

We do different studies as well.

0:43:15.430,0:43:16.299

Um.

0:43:16.520,0:43:31.880

UCTC: And in the past I would tell you that also County Transportation Council has focused on studies that lead to projects on the examples I would have to give you is the city of Kingston, Broadway effort uh the roundabout effort. The city of Kingston and we're currently

0:43:31.940,0:43:42.010

UCTC: uh in design with respect to improvements for rail, safety and Voices name and the town of Ulster, and there's some others out there as well moving our trail projects that were that

0:43:42.050,0:43:49.940

UCTC: the money we just got from a tap. Grant was results. The feasibility study for the shandakin for the sh, and they can.

0:43:50.400,0:43:52.889

UCTC: So we like to focus on

0:43:53.140,0:43:56.629

UCTC: on studies that will sort of set communities up

0:43:56.710,0:43:58.299

to get funding

0:43:59.040,0:44:03.179

for particular trans trans transportation or transit.

0:44:03.570,0:44:05.810

UCTC: Thank you any questions on that

0:44:06.270,0:44:19.639

UCTC: i'd strongly urge. If there's a municipality or member that has a project in mind, just please reach out to me, and we can talk about developing. We'll send an email out end of this week or next week end of this week. You'll see in your time.

0:44:19.780,0:44:25.670

UCTC: Yeah, it goes out to members of the Council, and then

0:44:28.110,0:44:29.669

UCTC: anything else on that?

0:44:30.100,0:44:31.350

No, thank you.

0:44:32.170,0:44:51.070

UCTC: Moving on to other old businesses, Brian Key notices of funding availability. You think you touched that? Yeah, this is the link I was referring to earlier? It is that will. Um. This link goes directly to the Us. Department of transportation, and we provide this link on our web page now under funding opportunities.

0:44:51.080,0:45:08.529

UCTC: So the the latest uh, and I think I should say our partners, the Federal Highway and Federal Transit Administration have been doing a very good job in providing um lots of information to interesting parties regarding these new programs. It's been a lot

0:45:08.560,0:45:23.499

UCTC: for everyone to handle, but they have um. Webinars usually are associated with every new program, and um, there's usually lots of good uh fa cues on under the

0:45:25.830,0:45:29.969

UCTC: uh. Just. I'm going to remind you, Brian, if carbon reduction funding

0:45:30.220,0:45:32.579

UCTC: Yeah, we do. Um.

0:45:33.090,0:45:34.559

UCTC: Thank you.

0:45:34.690,0:45:39.769

UCTC: The Npos for um under the bipartisan infrastructure law.

0:45:39.930,0:45:53.969

UCTC: We're provide a direct allocation to the carbon reduction program. This is a five year funding. Uh roughly, I believe. I'm: sorry I don't have the table in front of me, but it was roughly for

0:45:53.990,0:46:03.570

the Ulster County Transportation Council, two hundred thousand dollars per year over the course of five years, So we have just short of one million dollars,

0:46:03.600,0:46:09.609

UCTC: allocated directly to the Ngo for use toward the carbon reduction program.

0:46:09.660,0:46:12.870

UCTC: So any projects which could include um

0:46:13.000,0:46:26.359

UCTC: a variety of capital projects or planning projects as long as it conforms to the um. The rules of the program, those funds are now available to the Transportation Company.

0:46:26.880,0:46:30.960

UCTC: We have not discussed programming these.

0:46:31.180,0:46:41.459

UCTC: The New York City is required to prepare a carbon reduction plan. That's a statewide plan. Once that plan is approved.

0:46:41.830,0:46:45.070

UCTC: All projects from the Npos

0:46:45.160,0:47:04.790

UCTC: must be conform to that plan. We have, uh no reason to believe at this point in time based on the committees, that I said on that the near cdot would go far. Field of what's written in the under the current rules the types of projects, capital projects that could be approved is

0:47:04.800,0:47:15.119

UCTC: essentially any project that would be eligible under the transportation alternative program, which is traditionally been used for non-motorized projects would be eligible

0:47:15.430,0:47:21.540

UCTC: projects for uh electric vehicle Charging infrastructure would be eligible.

0:47:21.880,0:47:37.969

UCTC: Congestion, management, congestion, manage signal optimization, traffic, signal optimization would be eligible to the extent that the traffic signal optimization could reduce, reduce uh emissions from idling vehicles

0:47:38.190,0:47:50.950

UCTC: and reduce delay on our roadways. Those are the types of projects that would be eligible. Um! One million dollars is not significant. It's not insignificant, but it's not a huge amount of money.

0:47:50.980,0:47:58.459

UCTC: When you think about the new signal system on Broadway that include, I think, at a minimum for new traffic signals.

0:47:58.570,0:48:06.349

UCTC: They had a grant uh that provided over eight hundred thousand dollars. I believe they needed additional funds

0:48:06.910,0:48:15.109

UCTC: for their

0:48:15.230,0:48:33.089

UCTC: planning studies. With respect to the you and pwp update, Just keep in mind that you have this source of funding here right now, so that when you finish your study, you may be able to essentially move it right to a source of funding within the Npo. That it controls as compared to essentially physicists study,

0:48:33.100,0:48:39.559

UCTC: and then looking at a tip uh a tip, update or a tip change, or where effectively, you're going to

0:48:39.670,0:48:48.310

UCTC: wait a number of years in order to get that study program. The Nbos have a lot of flexibility with regard to how we choose to program the

0:48:48.560,0:48:58.399

UCTC: um there as long as we follow our own tip guidance. I think that's essentially the only requirement. We have been also talking with

0:48:59.120,0:49:15.850

UCTC: our partners at the mid Hudson Valley transportation management area to see if there might be opportunities to do uh a regional project working and pooling our funding to do potentially uh some sort of regional effort,

0:49:16.110,0:49:35.220

UCTC: So that that's being discussed where we, I think, at the end of the day. I'm no rush to spend these dollars. We want to make sure they're used wisely and appropriately. So, um, we will continue to make our members aware. And when the time comes we'll outline, I think, a method

0:49:35.550,0:49:39.569

UCTC: for utilization of these funds before they're actually

0:49:41.680,0:49:59.300

UCTC: Thanks, Brian. I wanted to ask you to take something out of order and just keep project updates. Now, particularly with the question we got with respect to the ninew study. Yeah, sure. We have a number of projects that are under way presently. Um. The first one is the Uh Ulster County transportation vulnerability assessment.

0:49:59.310,0:50:03.379

UCTC: This has been a fourteen month effort that is coming to it flows

0:50:03.450,0:50:07.420

UCTC: uh we have been doing. It's essentially a desktop

0:50:07.440,0:50:20.690

UCTC: uh effort to take a look at the entire um, all of our transportation infrastructure, and narrow down to the most essential facilities which include public roads and public bridges,

0:50:20.750,0:50:38.829

UCTC: and compare um the reps to those facilities over a um different uh incremental planning. Verizon. We use two thousand and thirty and two thousand and fifty. If they're planning Verizon. Looking at the primary threats of flooding and excessive fee,

0:50:38.840,0:50:53.009

UCTC: and what those impacts would have on specific facilities, we are able to again. It's a desktop uh methodology and uses the um Federal highway vulnerability sentence framework

0:50:53.050,0:51:11.749

UCTC: um to do this assessment. When you're finished, when you're expected to finish up right and we expect to finish that assessment? Um by, I would hope to have a Yes, by the end of the year. Okay, thank you. And this is the question that was raised earlier regarding the nine W. Quarter of management plan. That project is under way.

0:51:11.760,0:51:17.340

UCTC: We had our initial kickoff meeting with the Technical Advisory committee in mid August

0:51:17.450,0:51:22.130

Um, which essentially

0:51:22.150,0:51:28.660

UCTC: project schedule with our Technical Advisory Committee, which was selected by the

0:51:28.700,0:51:33.479

Uctc. And the town of Ulster. It include a knife that representative

0:51:34.230,0:51:40.859

UCTC: well as members of the business community and town planning board of the town of Gloucester.

0:51:41.070,0:51:52.899

UCTC: There will be a protracted public engagement process, including a mix of in-person and virtual meetings,

0:51:53.160,0:51:56.049

UCTC: as well as focus groups

0:51:56.150,0:52:08.519

UCTC: and face to face interviews regarding users of the corridor. Um. This specific methodology has not been determined yet, but we are looking at a wide range of

0:52:09.960,0:52:20.599

UCTC: Uh methods to engage the public to get their opinion on the corridor. We're particularly interested in the opinions of employees.

0:52:20.710,0:52:40.019

UCTC: We work, we commute within the corridor, but of course all users uh and needs of all users. I'll be forward, or will be addressed through this as Um. Tanya indicated One of the primary reasons we needed to initiate the study was because it was identified.

0:52:40.490,0:52:55.979

UCTC: Do our congestion management process, the high priority uh location. But we're looking at all variety of transportation issues and needs. So we can ensure that everybody that there is a bicycle pick component. They're certainly using

0:52:56.270,0:53:00.710

UCTC: any other project updates besides the resolutions we just adopted,

0:53:00.730,0:53:01.889

which is the

0:53:01.910,0:53:03.750

which is a real safety setting,

0:53:06.110,0:53:09.100

UCTC: doing a lot of talking. Um, Okay.

0:53:09.240,0:53:12.890

UCTC: I also mentioned the website update

0:53:13.030,0:53:16.629

UCTC: that our team will be issued on Friday on Thursday.

0:53:17.210,0:53:25.050

UCTC: Um. So we will be updating the Ctc website reorganizing it, making it more accessible,

0:53:25.080,0:53:28.450

and I would hope easier to navigate from members of the public,

0:53:28.650,0:53:37.719

UCTC: and we have a traffic account. Information coming back Is that correct

0:53:37.950,0:53:45.710

UCTC: invoicing to the vendor, and I believe their contract is up. So we're going to be looking at doing a new contract. Piggybacking off of

0:53:45.730,0:53:49.889

UCTC: uh Duchess is county Issue day. Call for an Rfp.

0:53:49.950,0:53:55.220

UCTC: Um for a new traffic account contractor, so we'll be looking to feed back off that contract.

0:53:55.320,0:53:57.929

UCTC: Once we get a vendor selected,

0:53:58.750,0:54:12.999

UCTC: and then one up one update with respect to um, not not a study, but an actual project is the Shandate and rail trail. Uh, we did do a a call for expressions of interest to the Lds a list

0:54:13.100,0:54:17.829

UCTC: uh for consultants. We do have responses to that. We have not

0:54:17.860,0:54:28.080

UCTC: uh yet begin our our analysis of those responses to choose the consultant. So we you would expect to have a consultant engaged in that by the end of the year early next year.

0:54:28.120,0:54:36.949

UCTC: Uh, and that would be a design. Um a design. We're right. We're incidentals for that particular project, and that's a four point

0:54:37.430,0:54:45.549

UCTC: nine million dollar rant, coupled with a four point, nine million dollar grand, coupled with a a level match,

0:54:54.600,0:54:55.759

four point nine to

0:54:56.120,0:54:57.569

UCTC: anything else.

0:54:57.810,0:55:04.940



UCTC: So I did promise that we would have a uh, a closing public comment. Are there any public comments before we close the meeting?

0:55:09.590,0:55:15.290

Congestion?

0:55:15.330,0:55:18.149

So carbon reduction is

0:55:19.500,0:55:22.350

so extremely problematic. Um!

0:55:31.960,0:55:38.509

So, Broadway, she gave me an example of that. We have civilization that we paid for

0:55:39.130,0:55:45.789

as a carbon reduction from I sort of, you know by way of suggestion management, and

0:55:45.930,0:55:49.680

we've got that button now, all up and down. I

0:55:49.750,0:55:55.280

uh pedestrian corridor. Not all

0:55:59.560,0:56:04.730

um, and it's the bridge between the out and up.

0:56:04.880,0:56:09.300

And so if you get to the signal, you get the quarter,

0:56:09.560,0:56:16.679

UCTC: and you've missed the if it's like, just changing for the music traffic going in the same direction.

0:56:16.700,0:56:22.159

UCTC: You're at a lot as a pedestrian. You're a

0:56:22.310,0:56:40.589

UCTC: you are. But now you're running a disadvantage. You have to stop press the button, wait for a whole thing up to the street. Pedestrians should be encouraged to walk they should they? If they want to stop and go, they should be allowed to be going. Vehicles are already available,

0:56:40.600,0:56:47.149

you know. It's a matter of seconds for people, but it's better than any minutes for a pedestrian. And so

0:56:47.580,0:56:59.370

this suggestion reduction, the name of carbon reduction is just so problematic. And I really hope that the Council can start hiring consultants

0:56:59.510,0:57:05.709

that really understand the impact of uh in these demand for traffic.

0:57:05.790,0:57:07.940

UCTC: Thank you. Time Anyone else.

0:57:33.350,0:57:51.229

Um, uh! Unfortunately, this pedestrian there's consideration of charging the pedestrian.

0:58:21.610,0:58:35.509

You have a little.

0:58:35.870,0:58:53.209

It's impossible. It's too big a project, or whatever. But to me it sounds like the The problem is not why it's not just yes, it's on my road, or it's on your road, or it's.

0:58:53.350,0:58:58.700

Why are we not?

0:59:00.010,0:59:18.679

UCTC: So? Maybe it hasn't been done. I have no idea. The the focus of the King's study was on pedestrian, although there is some work relative to a vehicle. But the city has done a substantial amount of work on the vehicle work. It will focus on on this study is on pedestrian. Um work. That's the one thing. And and, as you know,

0:59:18.690,0:59:21.070

we did do some work with respect to the

0:59:21.120,0:59:24.559

UCTC: studies and celebrities relative to um.

0:59:24.690,0:59:36.019

UCTC: The safety issues associated with the questions there. So we've looked at them and it's not. We Haven't looked at it's literally trying to find the necessarily funding to fix what we look at

0:59:36.390,0:59:37.269

right now.

0:59:37.920,0:59:46.830

UCTC: Anybody online. We have several comments online. I'm gonna start with Cheryl. She did have her hand up early on, so i'm going to ask her to unmute here.

0:59:48.580,0:59:50.600

Cheryl Schneider: Hi, thank you. Um,

0:59:51.150,1:00:00.369

Cheryl Schneider: I I think the people who need to be uh the pedestrians, the bike riders. Um! The public transit riders

1:00:00.550,1:00:02.779

Cheryl Schneider: need to have a seat at the table

1:00:02.910,1:00:09.070

Cheryl Schneider: not just be asked for their comments and feedback to stuff that's designed without them.

1:00:09.080,1:00:30.779

Cheryl Schneider: Um. And ultimately they don't have a say, because if we're talking about pedestrian traffic, um, how many you here don't use a private car. Um. So I think that Um, that's number one. We need public transit. First. You put more people. If we better public transit. You wouldn't have people trying to cross those crazy roads to begin with.

1:00:30.790,1:00:32.580

Cheryl Schneider: Um. And

1:00:33.230,1:00:38.989

Cheryl Schneider: yeah, people need to have a seat at the table, and the other thing about safety and pedestrian crossings.

1:00:39.000,1:01:02.430

Cheryl Schneider: Why is it that we're expending our tax dollars? I mean, whether you get them for the state of the fed, it's our tax dollars. Why are we spending our money to do what's actually incumbent upon a private corporation? Csx. To provide that infrastructure of safety? If people are trespassing on their property, they should be doing it. Why are we using our money? The other thing I want to say

1:01:02.440,1:01:16.619

Cheryl Schneider: is, it is a total lie. It is a scam to call charging stations uh electric charging stations a green alternative. It is environmental violence in the communities where those

1:01:16.670,1:01:31.100

Cheryl Schneider: power plants are still producing filthy, disgusting life, stealing toxins to produce the power that is um that goes on the grid to charge those charging stations. So rich people can drive around

1:01:31.110,1:01:49.210

UCTC: gas without having to pay for gas. I think it's a scam. I think it's a rip off, and I think it's violence against the community. Thank you sure any other comments on them? Yes, we do have uh one comment from uh Oh, i'm gonna ask her to uh unmute Here, I think Quick! Hang on there. It is

1:01:51.310,1:01:54.509

Ella: still muted. There we go. Okay,

1:01:54.880,1:02:01.089

Ella: Hi, everybody. I'm Alla. Um, i'm using my phone. Can you hear me?

1:02:01.240,1:02:10.759

Ella: Okay, Great. I'm: sorry. I have a little cold or something, so um! But I just wanted to speak on kind of the support.

1:02:10.800,1:02:15.419

Ella: What everyone else has been saying about the bus system. And

1:02:15.840,1:02:24.650

Ella: you know, I think that really does need to be a priority to make that a functional system that people can use, and

1:02:25.360,1:02:27.540

Ella: you know, not just

1:02:27.870,1:02:31.669

Ella: a system that people who have no other choice,

1:02:31.690,1:02:33.150

Ella: but also

1:02:33.420,1:02:38.870

Ella: people who, you know people can decide whether they want to drive their car, take the bus

1:02:38.890,1:02:39.949

Ella: um,

1:02:41.000,1:02:45.460

Ella: bike, et cetera. I also wanted to talk about

1:02:46.210,1:02:52.060

Ella: the person who was hit by a car, and, according to the daily frame, and I don't really know, like

1:02:52.580,1:03:01.949

Ella: further details other than what I've read in the newspaper but a few weeks ago. Excuse me, the person who was crossing nine W. And I

1:03:02.170,1:03:07.599

Ella: I think someone else who might have been talking about it before. But I couldn't honestly hear Very well,

1:03:08.980,1:03:10.779

so excuse me.

1:03:11.530,1:03:19.219

Ella: So this person was crossing nine W. And their hips, and broke a leg, and

1:03:19.770,1:03:22.169

Ella: according to the newspaper,

1:03:22.650,1:03:27.809

Ella: they may be faith in charges for failure to yield the right of way.

1:03:29.010,1:03:33.749

Ella: Um, I think that basically I think that's a

1:03:34.370,1:03:40.029

Ella: major problem. And I think it's really absurd in a lot of ways, considering I went to that

1:03:40.350,1:03:47.299

Ella: particular intersection. There's no safe way to cross it, but you know, Meanwhile, we have

1:03:47.470,1:03:48.769

Ella: people who,

1:03:49.000,1:03:56.060

Ella: you know need to go to Walmart need to go to target people who might be working at those

1:03:56.290,1:04:07.680

Ella: stores and not making a living wage, not being able to afford a car and not having a bus system that is reliable and has an adequate

1:04:07.819,1:04:09.149

Ella: schedule

1:04:09.170,1:04:10.260

Ella: to

1:04:10.840,1:04:15.439

Ella: provide um adequate access to those places.

1:04:15.640,1:04:18.849

UCTC: Thank you, Carol.

1:04:19.590,1:04:21.660

UCTC: Sorry you have something else.

1:04:23.949,1:04:27.110

Ella: Um, Yeah, That was the main thing, I think I just.

1:04:27.420,1:04:33.980

Ella: I I also wanted to mention. So I feel actually guilty about this that I haven't

1:04:34.029,1:04:34.909

Ella: uh

1:04:35.080,1:04:39.050

Ella: I didn't bring this to anyone's attention before, but I did

1:04:39.140,1:04:56.739

Ella: um find that the crosswalk on nine W. I think it's the only crosswalk in that section um is broken at massa, as so that it's one side as voices lay. And I think one science, Massa app so that crosswalk is broken.

1:04:57.529,1:04:59.599

Ella: You kind of just have to.

1:05:00.470,1:05:12.189

UCTC: I I I tried crossing it myself. It was very treacherous, so I just wanted to make sure everyone's aware of that, and hopefully that can be fixed, too. Thank you so much. No, thank you, Carol. Anyone else

1:05:15.630,1:05:17.070

UCTC: hearing none

1:05:18.850,1:05:20.420

UCTC: motion to adjourn.

1:05:22.020,1:05:23.450

UCTC: Mr. Pine.

1:05:24.160,1:05:25.709

UCTC: Do I have a second

1:05:26.540,1:05:29.150

UCTC: lean and your second English right. Thank you.

1:05:29.400,1:05:30.430

UCTC: Um.

1:05:30.930,1:05:35.489

UCTC: So we stand adjourned folks.

**Meeting concluded at ~11:07 am**