

**Public Works, Capital Projects & Transportation Committee  
Regular Meeting Minutes**

**DATE & TIME:** June 13, 2022 – 6:00 PM  
**LOCATION:** Powered by Zoom Meetings, Meeting ID: 851 7457 1042  
By Phone Dial (646) 558-8656  
**PRESIDING OFFICER:** Chair Laura Petit  
**LEGISLATIVE STAFF:** Nettie Tomshaw Legislative Employee  
**PRESENT:** Legislators Fabiano, Litts, Nolan (arrived 6:12 pm), Stewart (arrived 6:04 pm)  
**ABSENT:** None  
**QUORUM PRESENT:** Yes

**OTHER ATTENDEES:** Legislator Phil Erner, Comptroller March Gallagher, Comm. Brendan Masterson, Deputy Comm. Finance Dean Rylewicz, Deputy Comm. Capital Projects Robert Parete Department of Public Works, Deputy County Executive Marc Rider & Chris Kelly, Dir. Veterans Services Agency Mark Cozzupoli, Everett Ericksen, Steve Peterson EM Services, Planning Director Dennis Doyle, Loren Johnson UCAT Director, Ernie Hunt Catskill Mtn. RR, Hank Gross Mid-Hudson News, Alfrande Arch., Kevin Karn, Kristen Kessler, Christopher Young Urban Arch., John Montagne, Cheryl Schneider, S. Deacon Bill Mennenga, Tanya Garment, Steve Rice, Michael Kodransky

Chair Petit called the meeting to order at 6:01 PM.  
Pledge of Allegiance

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**Motion No. 1:** Moved to **APPROVE** the Minutes of the May 9, 2022 Meeting of the Public Works, Capital Projects & Transportation Committee

**Motion By:** Legislator Fabiano  
**Motion Seconded By:** Legislator Litts

**Discussion:** None

**Voting In Favor:** Legislators Fabiano, Litts, Petit  
**Voting Against:** None  
**Votes in Favor:** 3  
**Votes Against:** 0  
**Disposition:** **Minutes APPROVED**

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Resolutions for the June 21, 2022 Session of the Legislature

**Resolution No. 289:** Amending The 2022 - 2027 Capital Improvement Program –Establishing And Funding Capital Project No. 635 - ARPA Parks Program – Amending The 2022 Capital Fund Budget – Department Of Finance

**Resolution Summary:** This resolution amends the 2022-2027 Capital Improvement Program – establishing and funding Capital Project No. 635, ARPA Parks Program, and amending the 2022 Capital Fund Budget. \$5,000,000.00 Federal fund revenues.

**Motion No. 2:** **Moved Resolution No. 289 FOR Discussion**  
**Motion By:** Legislator Stewart  
**Motion Seconded By:** Legislator Nolan

**Discussion:** See attached transcript.

**Voting Against:** None  
**Votes in Favor:** 0  
**Votes Against:** 0  
**Disposition:** **No Action Taken**

**Resolution No. 298:** Establishing A Policy To Eliminate Mandatory Fares For Ulster County Area Transit (UCAT) Service

**Resolution Summary:** This resolution establishes a policy eliminating mandatory fares for UCAT services.

**Motion No. 3:** **Moved Resolution No. 298 FOR Discussion**  
**Motion By:** Legislator Stewart  
**Motion Seconded By:** Legislator Fabiano

**Discussion:** See attached transcript.

**Voting Against:** None  
**Votes in Favor:** 0  
**Votes Against:** 0  
**Disposition:** **No Action Taken**

**Resolution No. 308:** Declaring Ulster County’s Intent To Act As Lead Agency Under New York State Environmental Quality Review Act (SEQRA) For The Purpose Of Constructing A Government Operations Center And Appurtenances To Be Located At Paradies Lane In New Paltz – Department Of Emergency Services

**Resolution Summary:** This resolution declares Ulster County’s intent to act as lead agency under NYS Environmental Quality Review Act (SEQRA) for the purpose of constructing a government operations center and appurtenances located at Paradies Lane in New Paltz. No financial impact.

**Motion No. 4:** **Moved Resolution No. 308 FOR Discussion**  
**Motion By:** Legislator Nolan  
**Motion Seconded By:** Legislator Fabiano

**Discussion:** See attached transcript.

**Motion No. 5:** **Moved to Adopt Resolution No. 308**  
**Motion By:** Legislator Nolan  
**Motion Seconded By:** Legislator Fabiano

**Voting In Favor:** Legislators Fabiano, Nolan, Petit, Stewart  
**Voting Against:** None  
**Votes in Favor:** 4  
**Votes Against:** 0  
**Abstention:** (1) Litts  
**Disposition:** **Resolution ADOPTED**

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**Resolution No. 309:** Amending Capital Project 607- Government Operations Center And Authorizing The Acquisition Of Real Property Located At Paradies Lane In The Town Of New Paltz For Purpose Of Siting A Government Operations Center And Authorizing The Chair Of The Ulster County Legislature To Execute Any And All Documents Required For Said Acquisition – Department Of Public Works (Buildings And Grounds)

**Resolution Summary:** This resolution amends Capital Project No. 607 and authorizing the acquisition of real property located at Paradies Lane in the town of New Paltz for the purpose of siting a government operations center and authorizing the legislative chair to execute any and all documents required for the acquisition. \$3,750,000.00, A Bond Resolution Will Be Required.

**Motion No. 6:** **Moved Resolution No. 309 FOR Discussion**  
**Motion By:** Legislator Fabiano  
**Motion Seconded By:** Legislator Nolan

**Discussion:** See attached transcript.

**Motion No. 7:** **Moved to Adopt Resolution No. 309**  
**Motion By:** Legislator Fabiano  
**Motion Seconded By:** Legislator Nolan

**Voting In Favor:** Legislators Fabiano, Nolan, Petit, Stewart  
**Voting Against:** None  
**Votes in Favor:** 4  
**Votes Against:** 0  
**Abstention:** (1) Litts  
**Disposition:** **Resolution ADOPTED**

**Resolution No. 316:** Authorizing The Chair Of The Ulster County Legislature To Execute An Inter-Municipal Agreement With The Ulster County Board Of Cooperative Educational Services (BOCES) In Relation To Intermunicipal Cooperation For Testing Services - Department Of Public Works

**Resolution Summary:** This resolution authorizes the Chair of the UC Legislature to execute an Inter-Municipal agreement with BOCES for electrical licenses testing services. \$125.00 per student / per exam. 8/1/2022 – 7/31/2024

**Motion No. 8:** **Moved Resolution No. 316 FOR Discussion**  
**Motion By:** Legislator Nolan  
**Motion Seconded By:** Legislator Fabiano

**Discussion:** See attached transcript.

**Motion No. 9:** **Moved to Adopt Resolution No. 316**  
**Motion By:** Legislator Nolan  
**Motion Seconded By:** Legislator Fabiano

**Voting In Favor:** Legislators Fabiano, Litts, Nolan, Petit, Stewart  
**Voting Against:** None  
**Votes in Favor:** 5  
**Votes Against:** 0  
**Disposition:** **Resolution ADOPTED**

**Resolution No. 317:** Establishing Capital Project No. 638 – Boiceville Substation Building Improvements - Amending The 2022 Capital Fund Budget - Department Of Public Works (Highways & Bridges)

**Resolution Summary:** This resolution establishes Capital Project No. 638 for the Boiceville Substation building improvements and amending the 2022 Capital Fund budget. \$27K, A Bond Resolution Will Be Required.

**Motion No. 10:** **Moved Resolution No. 317 FOR Discussion**  
**Motion By:** Legislator Litts  
**Motion Seconded By:** Legislator Nolan

**Discussion:** See attached transcript.

**Motion No. 11:** **Moved to Adopt Resolution No. 317**  
**Motion By:** Legislator Litts  
**Motion Seconded By:** Legislator Nolan

**Voting In Favor:** Legislators Fabiano, Litts, Nolan, Petit, Stewart  
**Voting Against:** None  
**Votes in Favor:** 5  
**Votes Against:** 0

**Disposition: Resolution ADOPTED**

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**Resolution No. 319:** Amending The 2022 - 2027 Capital Improvement Program – Amending Capital Project No. 584 Bridge Superstructure Repairs – Amending The 2022 Capital Fund Budget – Department Of Public Works (Highways & Bridges)

**Resolution Summary:** This resolution amends the 2022-2027 Capital Improvement Program amending Capital Project No. 584 bridge superstructure repairs such as steel girder repairs, bearing replmts. Concrete repairs, joint installation, steel painting, maintenance and protection of traffic and amending the 2022 Capital Fund budget. \$744.1K A Bond Resolution Will Be Required.

**Resolution No. 321:** Approving The Execution Of A Contract For \$584,000.00 Entered Into By The County – HVB Construction, Inc. – Department Of Public Works

**Resolution Summary:** This resolution approves the execution of a contract for \$584K with HVB Construction, Inc. for superstructure repairs for the Fish Creek Rd. Bridge in the Town of Saugerties and the Kingston Reservoir bridge in the Town of Woodstock. 100% County, 7/1/22 – 12/31/22.

**Resolution No. 322:** Approving The Execution Of A Contract Amendment For \$63,000.00 Entered Into By The County – M.J. Engineering And Land Surveying, P.C. – Department Of Public Works

**Resolution Summary:** This resolution approves the execution of a contract amendment #2 with M.J. Engineering and Land Surveying, P.C. for \$63K to expand the scope of work for bridge superstructure repair design services to include part-time construction support services. 100% County, Amd. Term 7/1/22 – 2/28/23.

**Motion No. 12:** Moved to Block Resolution Nos. 319, 321 & 322  
**Motion By:** Legislator Fabiano  
**Motion Seconded By:** Legislator Nolan

**Discussion:** See attached transcript.

**Motion No. 13:** Moved to Adopt Resolution Nos. 319, 321 & 322  
**Motion By:** Legislator Fabiano  
**Motion Seconded By:** Legislator Nolan

**Voting In Favor:** Legislators Fabiano, Litts, Nolan, Petit, Stewart  
**Voting Against:** None  
**Votes in Favor:** 5  
**Votes Against:** 0  
**Disposition:** Resolution ADOPTED

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**Resolution No. 323:** Amending The 2022 Ulster County Budget- CHIPS / PAVE NY/ EWR/ POP Funding Adjustment - Department Of Public Works (Highways And Bridges)

**Resolution Summary:** This resolution amends the 2022 UC budget for additional revenues for the CHIPS/PAVE NY / EWR/ POP funding appropriations. State Revenue \$2,922,564.00

**Motion No. 14:** **Moved Resolution No. 323 FOR Discussion**  
**Motion By:** Legislator Litts  
**Motion Seconded By:** Legislator Nolan

**Discussion:** See attached transcript.

**Motion No. 15:** **Moved to Adopt Resolution No. 323**  
**Motion By:** Legislator Litts  
**Motion Seconded By:** Legislator Nolan

**Voting In Favor:** Legislators Fabiano, Litts, Nolan, Petit, Stewart  
**Voting Against:** None  
**Votes in Favor:** 5  
**Votes Against:** 0  
**Disposition:** **Resolution ADOPTED**

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**Resolution No. 324:** Amending The 2022 -2027 Capital Improvement Program – Establishing Capital Project No. 637 Creekside Drive Road Streambank Stabilization, Town Of Shandaken - Authorizing The Execution Of Any Associated Grant Funding Agreements, Certifications Or Reimbursement Requests For Federal Aid On Behalf Of Ulster County With The United States Department Of Agriculture, Natural Resources Conservation Service – Amending The 2022 Capital Fund Budget – Department Of Public Works (Highways & Bridges)

**Resolution Summary:** This resolution amends the 2022 – 2027 Capital Improvement Program – by establishing Capital Project No. 637 – for the Creekside Dr. Rd. steambank stabilization in the Town of Shandaken and amending the 2022 Capital Fund budget. \$360K Federal revenue – USDA. A Bond Resolution Will Be Required.

**Motion No. 16:** **Moved Resolution No. 324 FOR Discussion**  
**Motion By:** Legislator Litts  
**Motion Seconded By:** Legislator Nolan

**Discussion:** See attached transcript.

**Motion No. 17:** **Moved to Adopt Resolution No. 324**  
**Motion By:** Legislator Litts  
**Motion Seconded By:** Legislator Nolan

**Voting In Favor:** Legislators Fabiano, Litts, Nolan, Petit, Stewart  
**Voting Against:** None  
**Votes in Favor:** 5  
**Votes Against:** 0  
**Disposition:** **Resolution ADOPTED**

**Resolution No. 326:** Amending The 2022-2027 Capital Improvement Program, Establishing Capital Project No. 636, Amending The 2022-2027 Capital Fund Budget – DPW Salt Storage Building Fabric Replacement -- Department Of Public Works (Buildings & Grounds)

**Resolution Summary:** This resolution amends the 2022-2027 Capital Improvement Program by establishing Capital Project No. 636 for (6) DPW salt storage building fabric roof replacements for substations in Accord, Kingston, Plattekill, Quarryville, Shawangunk and Ulster Heights and incorporating an energy efficiency feature in the design phase. \$296.4K A Bond Resolution Will Be Required.

**Motion No. 18:** **Moved Resolution No. 326 FOR Discussion**  
**Motion By:** Legislator Litts  
**Motion Seconded By:** Legislator Nolan

**Discussion:** See attached transcript.

**Motion No. 19:** **Moved to Adopt Resolution No. 326**  
**Motion By:** Legislator Litts  
**Motion Seconded By:** Legislator Nolan

**Voting In Favor:** Legislators Fabiano, Litts, Nolan, Petit, Stewart  
**Voting Against:** None  
**Votes in Favor:** 5  
**Votes Against:** 0  
**Disposition:** **Resolution ADOPTED**

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**Resolution No. 328:** Approving The Execution Of A Contract For \$174,519.00 Entered Into By The County – Hybrid Building Solutions, LLC – Department Of Public Works

**Resolution Summary:** This resolution approves the execution of a contract for \$174.5K with Hybrid Building Solutions, LLC for the replacement of fabric roof on various storage buildings. 100% County. Dates 7/1/22 – 10/31/22.

**Motion No. 20:** **Moved Resolution No. 328 FOR Discussion**  
**Motion By:** Legislator Litts  
**Motion Seconded By:** Legislator Nolan

**Discussion:** See attached transcript.

**Motion No. 21:** **Moved to Adopt Resolution No. 328**  
**Motion By:** Legislator Litts  
**Motion Seconded By:** Legislator Nolan

**Voting In Favor:** Legislators Fabiano, Litts, Nolan, Petit, Stewart  
**Voting Against:** None  
**Votes in Favor:** 5  
**Votes Against:** 0  
**Disposition:** **Resolution ADOPTED**

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**Resolution No. 329:** Approving The Execution Of A Contract For Rates Anticipated To Exceed \$50,000.00 Entered Into By The County – L.W. Tree Service, Inc. – Department Of Public Works

**Resolution Summary:** This resolution approves the execution of a contract with L.W. Tree Service, Inc. for tree removal services. 100% County. Over \$50K, Dates 8/1/22 – 7/31/23.

**Motion No. 22:** **Moved Resolution No. 329 FOR Discussion**  
**Motion By:** Legislator Nolan  
**Motion Seconded By:** Legislator Litts

**Discussion:** See attached transcript.

**Motion No. 23:** **Moved to Adopt Resolution No. 329**  
**Motion By:** Legislator Nolan  
**Motion Seconded By:** Legislator Litts

**Voting In Favor:** Legislators Fabiano, Litts, Nolan, Petit, Stewart  
**Voting Against:** None  
**Votes in Favor:** 5  
**Votes Against:** 0  
**Disposition:** **Resolution ADOPTED**

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**Resolution No. 335:** Approving The Execution Of A Contract Amendment For \$44,870.00 Causing The Aggregate Contract Plus Amendment Amount To Be In Excess Of \$50,000.00, Entered Into By The County – Complete Building Solutions, Inc. – Ulster County Area Transit (UCAT)

**Resolution Summary:** This resolution approves the execution of a contract amendment #2 for \$44.9K with Complete Building Solutions, Inc. for interior professional bus cleaning services extending the term 1-year. 100% Federal, Amd. Term 9/1/225 – 8/31/23.

**Motion No. 24:** **Moved Resolution No. 335 FOR Discussion**  
**Motion By:** Legislator Fabiano  
**Motion Seconded By:** Legislator Nolan

**Discussion:** See attached transcript.

**Motion No. 25:** **Moved to Adopt Resolution No. 335**  
**Motion By:** Legislator Fabiano  
**Motion Seconded By:** Legislator Nolan

**Voting In Favor:** Legislators Fabiano, Litts, Nolan, Petit, Stewart  
**Voting Against:** None  
**Votes in Favor:** 5  
**Votes Against:** 0  
**Disposition:** **Resolution ADOPTED**

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**Old Business:** See attached transcript

The Transportation Working Group

Note -Legislators Petit, Nolan, Stewart and Erner, Cheryl Schneider, Dennis Doyle, Ernie Hunt, Hank Gross, Steve Rice, Tanya Garment, Loren Johnson and Michael Kodransky attended the working group portion of the meeting.

**Adjournment**

Chair Petit asked if there was any other business, and hearing none,

**Motion Made By:** Legislator Stewart

**Motion Seconded By:** Legislator Nolan

**No. of Votes in Favor:** 3

**No. of Votes Against:** 0

**TIME:** 8:35 PM

**Respectfully submitted:** Legislative Staff, Nettie Tomshaw

**Approved:** July 11, 2022

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Regular Meeting Transcript**

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**LEGISLATIVE STAFF:** Nettie Tomshaw Legislative Employee  
**PRESENT:** Legislators Fabiano, Litts, Nolan (arrived 6:12 pm), Stewart (arrived 6:04 pm)  
**ABSENT:** None  
**QUORUM PRESENT:** Yes

**OTHER ATTENDEES:** Legislator Phil Erner, Comptroller March Gallagher, Comm. Brendan Masterson, Deputy Comm. Finance Dean Rylewicz, Deputy Comm. Capital Projects Robert Parete Department of Public Works, Deputy County Executive Marc Rider & Chris Kelly, Dir. Veterans Services Agency Mark Cozzupoli, Everett Ericksen, Steve Peterson EM Services, Planning Director Dennis Doyle, Loren Johnson UCAT Director, Ernie Hunt Catskill Mtn. RR, Hank Gross Mid-Hudson News, Alfandre Arch., Kevin Karn, Kristen Kessler, Christopher Young Urban Arch., John Montagne, Cheryl Schneider, S. Deacon Bill Mennenga, Tanya Garment, Steve Rice, Michael Kodransky

**Nettie Tomshaw**

Okay, you're on Laura.

**Chair Petit**

I gotta hit the - got it. Okay Legislator Litts. Would you like to lead us in the pledge?

**Legislator Litts**

Sure. Let me just tap this thing. Okay. I pledge allegiance to the flag of the United States of America and to the republic for which it stands, one nation, under God, indivisible, with liberty and justice for all.

**Chair Petit**

Thank you. All right next on the agenda is approval of our May 9, 2022 minutes. We don't need to do a roll call do we Nettie, you have everybody.

**Nettie Tomshaw**

I'm fine.

**Chair Petit**

All right. So I'm looking for a motion to approve the May 9, 2022 meeting minutes.

**Legislator Fabiano**

I'll move it.

**Chair Petit**

Legislator Fabiano second, Legislator Litts. All in favor?

**Committee Members**

Aye. Aye.

**Chair Petit**

Any opposed? And we have two absent. Alright, so with that? Should I have one of the County deputies introduce the guests or Director Doyle would you like to introduce our guests regarding the Emergency Operation Center, or

**Deputy Executive Rider**

I'm happy to make the introductions. I just want to clarify you put Hank Gross as - that's Christopher Young, he's one of our head architects. The phone number is Hank Gross.

**Nettie Tomshaw**

Yeah, I'm sorry where.

**Deputy Executive Rider**

2923 is Hank. The one that says Hank Gross right now is Christopher Young. He is an architect from Urbahn Architecture. John Montagne is from GPI. Kevin Karn is one of our internal consultants. Give me the name of your something, (inaudible) Yes. And I don't see Rick was not able to join us. Rick Alfandre is another one of our architects.

**Chair Petit**

And Director Lauren Johnson just joined us. Okay, and as you speak for the transcript, if you know you're answering questions or are just, please state your name. You know, Hi, this is John Montagne, and, but I appreciate that.

**Nettie Tomshaw**

Okay, so let me I'll give you the ability to start your presentation. Are you ready, Rick?

**Deputy Executive Rider**

I think it's probably Christopher to give that.

**Christopher Young Urban Arch.**

Can you if you can just give it to me. That would be great.

**Nettie Tomshaw**

Okay Chris go ahead. You're good.

**Christopher Young Urban Arch.**

All right. Okay. A quick thanks. Thanks for letting us come on. Want to do a real quick, just a sense of who we are. I'm Christopher Young and I'm working as a project architect with Urbahn Architects. And we've been working hand in hand with Rick Alfandre from Alfandre Architecture, and also with John Montaigne, among others from GPI, both of whom are on the call. And, oh, sorry, I know my own video keeps freezing. Sorry about this. But can you see my screen at least?

**Chair Petit**

Yes.

**Christopher Young Urban Arch.**

That's what matters more anyway. I want to sort of give you a quick overview in terms of where we are with the Government Operations Center and the resolutions to purchase land at Paradies Lane, Al's just sort of do a real quick run through for what we had. What sort of steps we've gone through, we've ended up we were given from the county itself, some parameters of where to look and a number of kinds of sites to look through for maybe 20 or so sites. We probably took a decent look at about 10 of them and a very close look at a handful coming down now, sorry, here we go. And our 10 sites and really sort of came down to favoring Paradies Lane over all of those. Most of them were in or right around Kingston, and Paradies Lane down in New Paltz. And, you know, we've gone through rather a kind of long, lengthy, somewhat exhaustive process working with emergency services department, working with county executive's office, working with the planning department to sort of figure out what you know what suit the purpose is best for the P SAP and Government Operations Center. And that entails both sight selection that I would like John to go through in a moment, and also working on a little bit of conceptually what the building would be like how would fit the program in kind of test fitting things. And along the way, actually realizing that, you know, there might have been some other items to factor in. But really, I'd love to turn over to John, for how we went about narrowing down the sites.

**John Montaigne**

So we can say, Christopher, where you can, yeah, that's fine. Go to the site criteria. And actually, I'd like you to just go to the next slide real quick, and then go back. The reason I have this slide on here is this is the criteria checklist that was compiled as the first step in our evaluation process. Dennis, his office was instrumental in evaluating properties throughout Ulster County working with us and the whole design team. And as Christopher said, there were probably at least 20 sites that were looked at in this whole region. Of those, we use this process to go through to shortlist down. Initially, we were looking to try to get down to six sites, we actually shortlisted down to 10, did more detailed evaluation on 10. That was then dropped down to seven sites that we looked at that really had promise, and then that shortlisted down to about three, and then ultimately to the two that I'm going to talk about this evening.

**John Montaigne**

The things that we looked at in here, under safety, that's kind of just a generic area that you're looking at, you're doing a government operation Cerner Emergency Operations Center. So the things that you want to be careful of is you don't want to be too close to an airport, you don't want to be too close to a

main transportation corridor for rail freight. You don't want to be too close to high voltage towers, high pressure, gas, those sorts of things. On the environmental screening side, there are databases that the state has and other government agencies have that that things such as historic properties that you want to make sure you try to avoid on your site, federal databases for things such as hazardous materials, superfund sites, things like that, threatened and endangered species, potential for ground radon, so forth. One of the most important things for this emergency services portion of this project is the 911 trunk feeds. As we went through this process, we got more information on that particular element. There is a strong desire to have redundant 911 trunk feeds, those are the main ground from feeds. It turns out that the New Paltz area is really the only way area in the county that has redundant trunk feeds from the north and from the south. So that's one reason that Paradies Lane had a very high mark because it had that. The other thing you're looking for other public utilities, public water, public sewer, natural gas, redundant electric is also incredibly important. You can't have your systems go down. The system, the facilities themselves will have generators for backup, but it's much better if you have redundant electric power coming in for multiple feeds. And then on sites, there were a number of sites that we looked at that did not have water or sewer. So you have to have the ability on those sites to be able to do either a septic system, and a well.

### **John Montaigne**

The next area that we looked at is site characteristics, site characteristics that are things that most people a lot of people think of as being environmental things like wetlands and floodplains. It also covers things such as primary agricultural soils, principal sole source aquifers, you know, they are things that you don't really want to locate over if you can avoid it. And then obviously, you know, other things such as you know, we do have to be somewhat compliant with local zoning, even though the county has some provisions to avoid that, but you want to be somewhat compliant. So surrounding land uses and compatibility is important.

### **John Montaigne**

The next category that we looked at is lot configuration. So, as in the very first few slides that Christopher had shown, one of the things we were looking at is about a minimum of a five-acre parcel. But that five-acre parcel also has to have a reasonable lot to width ratio, that it has to have frontage on a road lot to width ratio, so that you know, you can't use a property that's about you know, a piano key shape, it has to have some dimension to it. And then because this facility is planned to have a long duration, there's also a strong desire to be able to have room on that property for future expansion, future additions.

### **John Montaigne**

Finally, the last two categories really are accessibility. You know, is the site accessible from a good roadway network? Is there a good population area in that area where you're going to draw staff from, too serviced the facility. And then are there any other large natural obstacles that would make it difficult to develop a site, for example, we looked at one site on Frank Sottile Way in which had a very large gully in the middle of it, which would have required a bridge and it didn't really kind of fit the bill. So that one fell off.

### **John Montaigne**

Public services, we talked a little bit about, you know, public transportation, other things, not very heavily weighted on this, but there is a desire to have the ability for people to use public transportation if needed. And then finally, availability. Obviously, if the county already owns a piece of property, or is has more control over it, it's a more desirable location. However, there are more properties out there, obviously, that the county doesn't have full control over. So the next part of that is, you know, is it on the market, and if it's not on the market, it is something that you know, anything about for being able to access that property. So as I said, we looked at, we ultimately shortlisted 10 properties, the next slide, Christopher, zoom out on this one now.

### **John Montaigne**

After we went through each property, we did a summary of each site and a ranking. And that ranking then led to the chart that you see here, before, you're aware, all of the 10 sites that we looked at, were given scores, and each one of the categories that I just described, safety, environmental, utilities, site characteristics, lot configuration, and so forth. And you'll notice on this chart that, you know, we had a low of about 21.3, to a high of 24. Those were all things that weighed into the ranking, based on the certain characteristics that each site had. And after we looked at all of this, the other thing that we took a strong look at is that whole category of redundant utilities, because that's really critical to this facility. Of these 10 sites. As I noted before, Paradies Lane is the only one that has redundant 911 trunk lines and is the only one that has the quality three phase electric power service at the site. Most of the other properties had other limits on broadband. Wi Fi, excuse me, couldn't think of the word there from as well as some other limitations on other utilities such as gas, electric, and water and sewer.

### **John Montaigne**

So then the very last thing that we did is we looked at the costs for development on the various properties. If you'll notice on the very right here, there are site development costs. Keep in mind this is just the site development cost. There are also building related development costs, which is the bigger chunk of the capital budget. But on the site development costs, we wound up doing concept site plans for seven of these properties. And those concepts, site plans included looking at utilities for those sites grading the need for any type of retaining walls, how the electric service and gas service would come in, whether a site if it had - didn't have redundant power, whether it would need multiple generators, things like that. And those were all then factored into the costs for site development. And you'll see that in general, all of the sites that we looked at had a lot of similarity and costs, with the exception of potentially Golden Hill. And Golden Hill is a facility that the county already owns. It's a property that you already own that the transportation garage is being looked at now. And it has the existing department of health mental health building on it. The one thing that we looked at on that property was the potential to redevelop that particular building. It's somewhat underutilized right now. And so we did do a full concept design and evaluation on that. Christopher, maybe you can show that site plan.

### **John Montaigne**

So in any in any project for the EOC, there are separation requirements from where parking can be and where the building has to sit. And that separation requirement is about an 82 foot setback from the building face. And the reason for that is you want to keep vehicles away that could potentially you know, blast protection and other things safety protection. So in order to redevelop the Golden Hill sight for this, for the adaptive reuse, we would have to take a lot of the parking that's there right now. And we would

have to make a green space and we would have to limit it. But having said that the site actually does lay out in some ways to be suitable for the project. Christopher can go into the building a little bit later. The difficulty on this, obviously, is that you have existing services in that building. So two things have to happen on this site. The existing occupants of the building have to be relocated somewhere. There's a time and a cost associated with that. And the existing EOC building that's next to the historic building. That existing EOC building would have to come down to allow the circulation to come around. Now that buildings redundant anyway, because you're going to be moving them into this new building, but it just adds complexity to the redevelopment of that property.

### **John Montaigne**

I'm going to now quickly go to the Paradies Lane site. And the nice thing about the parodies Lane site is that it is right at the New Paltz Thruway exit, it's adjacent to it. It's a very flat piece of property that was agricultural land. So it's got good draining soils. It has, as I said before, the redundant electric and 911. But it also has the ability to have water and sewer on it. If it doesn't have the sewer, then easily can handle a septic system because the soils aren't conducive to that, very good for it. You know, the nice thing about it is that they're the site right now is a vacant site. And it was a development proposal that was planned for it. And they had taken all the buildings down and pretty much cleared the site. But the only problem that we have on the party's name site is that it is an old agricultural property, it's an orchard property. And as most orchards and people that live in Ulster County know that have developed redeveloped properties, you know, they're, they use pesticides on it. Those pesticides tend to stay in the topsoil. So there is some contamination on the site from that. It is something that would have to be dealt with on the site. So, you know, fair enough, we struggled with that a little bit. So we did additional research on that, we contacted the company that did all of the testing on it, it's a company called CT mail, Associates Engineering. We gathered their information on the soils. And then Dennis's office did a good job of arranging meetings and calls with the New York State DEC to understand what the parameters are on there. And based on that, we have a very strong understanding of any mitigation that would have to be done. Pesticide laden soils tend not to they're not soils, that leach. The pesticides, just stay in that soil and, and the typical means of mitigation for that as you berm up the material, push it, berm it into an area on the site, and you can use for landscaping. Put a layer of topsoil over it, you do some planting on it, and it's stabilized. And that takes care of the remediation. And based on that, and all the investigations we did, that's what led us to really favor the Paradies Lane site. And I'm sure there'll be some questions as we go along. But I'm gonna stop on the site side for right now and let Christopher talk and maybe he can go through into the sizing of the building and what we've discovered on that, from the programming.

### **Christopher Young Urban Arch.**

Thank you, John. Yeah, very quickly wanted to kind of touch on a little bit of what we were given. Originally, county was expecting that they need about 9000 square feet for specifically for programming, (inaudible). And then maybe end up at about 11,000 plus into overall. When we went through our design exercises, we kept certainly on any space by space basis. We kind of kept that as close as we could, you know, just comparing kind of what we were given to what we were ended up and maybe we're over by 20 square feet or under by five here and there. But more or less we adhere strictly to that, there what kind of made for some additional factors are more items that may not have been kind of thought of it that at the very outset when the RFP was put together so something like some printer plotter rooms, or a quiet room for the call takers to be able to decompress after pretty intense day or hour.



**Christopher Young Urban Arch.**

And then mental health, you know, mobile mental health was not something that was originally in there. But that's now been added in. So as we work that in the square footage for the building increase, and we kind of had a bit of a loop back with John in terms of what we would need for the site. So both of these items, both these concept plans here, are allowing for a building size, that A. that would fit what's needed kind of on day one, and then also trying to account for building expansion, future expansion as well. And when we went through, you're just going to schematic design trying to make sure everything, one make sure things fit. two to kind of keep it as tight as we possibly could, three to work with emergency services to make sure that this in fact would suit their own needs. Kind of have figured a good working plan for a new building, you know, presumably Paradies Lane. And then we also just on the idea of Golden Hill, we also wanted to test fit well how would that work if we ended up switching to the to the adaptive reuse. Not as develop at least we were able to kind of test to make sure that's an option. That said, as John was pointing out, you know, we still were feeling that Paradies Lane ended up being the stronger really the best sight given the fact that, you know, the, the undeveloped land, that's kind of cool should be quicker to build on. The fact that in building new we can make for much better for like a high efficiency, building a healthier building in that regard. The redundancy for Verizon for electric for Central Hudson. So that really kind of ended up being, you know, where we landed both.

**Christopher Young Urban Arch.**

I think, as on the design team and also believe the county stakeholders also share in that feeling. Just kind of skimming through, I want to kind of move along, because I don't want it to assume we've got all of your evening here. But when we were comparing cost, trying to figure, you know, to the best that we can at this level, you know, I still have a bit of a high level when we don't really have a building design, but just trying to figure out, you know, what, are we looking to what, what was the county originally figuring on? Well, would it only be talking about a Golden Hill for adaptive reuse? Well, what would we be talking about for Paradies Lane?

**Christopher Young Urban Arch.**

Some of the factors that we have are on both sides. You know, Golden Hill, if that ended up being the direction to go in, there would of course be the moving the health department, and whether it's, you know, purchasing land or building for that, let alone kind of a time factor, which could really any kind of change up the whole schedule in that regard? It would be one issue, Paradies Lane, as John was already speaking of whatever mediation issues. But that said, you know, we had given to the county the estimate for what the soil remediation would account for amount to. And that then factored right back into their own negotiations with the current owner.

**Christopher Young Urban Arch.**

Rick are still, you know, Rick was driving, I don't know if he's still on available and perhaps can speak a little bit in terms of process that we've gone through with the county and

**Rick Alfandre**

Can you hear me?



**Christopher Young Urban Arch.**

We can. Yes.

**Rick Alfrandre**

Okay. Yes. So, very briefly, since I'm driving, as John and Christopher mentioned, are clearly stated, this process has been a very robust, lengthy, detailed, and not necessarily linear effort to identify the appropriate site to this facility. The winter ice storm certainly affected the program and the thinking around what the building needs to be and where it should be. One of the, I think, important point takeaways with respect to the Parady site is that after subdividing off the approximate six acres that the county will need, there's going to be a residual 20 to 22 acres of developable land. And that is prime real estate, certainly for solar and probably for housing, probably mix type housing at least. I think that even though the initial cost to purchase the properties may seem high to some, have to keep in mind that the residual value is going to be a million, two million, two and a half million ultimately back to the county when the time comes. And there'll be other benefits to the county as well. Yeah, so that the certainly we can make a good building at Golden Hill, but we'll make a great building from ground up. It'll definitely be more resilient and, and near net zero or net zero carbon neutral. And I think we'll get done more quickly than if we have to do a rehab.

**Chair Petit**

Say I do have a couple of questions about the property and I think they're going to be all over. Was this the old -it was going to be the Wildberry.

**Rick Alfrandre**

Correct.

**Chair Petit**

Okay, and are you going to subdivide the property now in anticipation of of not holding the whole piece?

**Deputy Executive Rider**

This is for the purchase of the entire 58 acres.

**Chair Petit**

Okay.

**Deputy Executive Rider**

The idea it would be that we would subdivide the six and then potentially do something similar to an RFQ like we did up on Golden Hill for housing.

**Chair Petit**

Okay. Also, I was wondering why we were purchasing without, you know, for just going into the SEQRA process, but I see that there has been extensive testing done on the site? I'm assuming it's like the lead arsenic in the soil. But the one question that did pop up a sewer six out there and new policy has already kind of maxed out. Will you as part of whatever negotiations you have with the town, is that going to be,

are you looking at helping them upgrade their system? Or do you think you'll be completely off as far as municipal water and sewer goes?

**Deputy Executive Rider**

We're gonna probably start off with a septic but we there has been ongoing talks with the town. And if they were able to get funds from the state to expand the sewer and water to this location, then we may become a user.

**Chair Petit**

Okay. I see Eric Stewart has his hand up.

**Legislator Stewart**

Thank you, Chair Petit. There was just a couple of things I wanted to come in and ask about. First of all, I wanted to say that I thought that the idea of locating this facility here, among the many qualifications that have already been stated, is that I think it's a good idea to do something like this in a location outside of Kingston. I mean, not that I have anything against Kingston, I think Kingston is awesome. But I know that many legislators have felt that a lot of our efforts are too focused on Kingston, and doing something further south, I think is a great idea. So I wanted to commend you guys for that. I guess my question I have the unfortunate well, I it's not unfortunate, but I have the advantage of having heard Dennis Doyle's presentation about this project to the Energy and Environment Committee the other evening. And I guess my concerns would be are not really concerns but I guess my question is, would be, what other considerations are we thinking about for the rest of the acreage? I see that a lot of this area appears to be heavily wooded. I was wondering if maybe a conservation easement might be considered for some of the woodland. And I believe, Rick, Alfandre just a few minutes ago said housing was something that might be appropriate for some of this additional acreage. And I was just wondering how housing, how appropriate housing would be considering the issues that we've heard about soil contamination.

**Deputy Executive Rider**

So that that can be pretty easily fixed and remediated, and they do it regularly. As John said, it's an easy remediation, it's basically burying and berming. The heavy metals and they don't go anywhere, they kind of once they're in the soil, they stay in the soil. And so we can remediate. And it's in the DEC Brownfields program. So every dollar that's spent, remediating is a tax dollar that can be used for housing. It can be used for developer we can't because we don't pay the taxes. But as you're looking at this page, right here, I think the idea would be the side of the parcel that's away from the through a and kind of closer to 299 would be a good location for the housing. We're in the we're in the park up. Yep. That's being highlighted there. That's where we're slated to be everything down, for the most part is wetlands that we would plan on conserving, because there's a large about 20 acres of wetlands here. The other piece that we've talked about is a county owned roughly four-megawatt solar array that would help us go a long way to get to that net zero, as well as doing other really, you know, having high efficiency, everything in the building. Right, the solar array will definitely help as well.

**Legislator Stewart**

And I understand that there's also going to be solar on the building itself, correct?

**Deputy Executive Rider**

We're considering it. It just depends on how much solar can you really,

**Legislator Stewart**

Right.

**Deputy Executive Rider**

Yeah, you put four megawatts there, that's going to be a large - our solar array at the landfill, in Town of Ulster, I think is a little under two megawatts, so.

**Christopher Young Urban Arch.**

The other thing the other thing m Marc on this site is the area that we'd be looking for that is to the south of where the EOC building would be. There's a natural divide there, and it's got phenomenal southern exposure, and the building itself has southern exposure and you can't

**Legislator Stewart**

Which is perfect for solar, obviously so thank you.

**Chair Petit**

I can only see four tiles with the, with the image gap, which is amazing because you can show us what were you know and answer the questions. But did anybody else please speak up because I can't see you? Okay.

**Rick Alfrandre**

Just to be clear, the building's going to use way more energy than the amount of solar, it can put on the building roof. So it's good to be able to add solar to the site.

**Legislator Stewart**

Great. Also, I think it's great that we're working with a local architect. So that's another plus so.

**Legislator Stewart**

And Rick did not pay me to say that.

**Rick Alfrandre**

Thank you.

**Chair Petit**

Resolution 308 and 309 are - is it alright with the committee if we move those up? In case we have any other questions while we're discussing the resolutions?

**Legislator Nolan**

Good idea.

**Chair Petit**

Yeah. Thank you. All right. So with that, I'll be looking for a motion to open up Resolution Number 308 for discussion: Declaring Ulster County's intent to act as lead agency under New York State Environmental Quality Review Act for the purpose of construction and Government Operations Center. Do I hear motion?

**Legislator Nolan**

I'll move it.

**Chair Petit**

Legislative Nolan.

**Legislator Fabiano**

I'll second it.

**Chair Petit**

Seconded by Legislative Fabiano. Do we have any other questions on this? Since we have Director Doyle and Everett Erickson's here too. Okay, it's quiet. All right. So oh, there now I can see everybody. Okay, so hearing none, I will call the vote All in favor?

**Committee Members**

Aye. Aye.

**Chair Petit**

Any opposed? Any abstentions?

**Legislator Litts**

I'll abstain. Purposes of employment.

**Chair Petit**

Legislator Litts. I thought they looked familiar. Okay. So that's been passed.

**Legislator Fabiano**

I'll move it.

**Chair Petit**

Next is Resolution No. 309. Amending capital projects 607, government operation center and authorizing the acquisition of real property located at Paradies Lane in the Town of New Paltz for the purpose of citing a government operation center. Do I hear motion to move it for discussion?

**Chair Petit**

Thank you, Legislator Fabiano.

**Legislator Nolan**

Second.

**Chair Petit**

Seconded by Legislator Nolan.

**Chair Petit**

I think my questions have been answered, because I didn't realize we were so far along in the process.

**Deputy Executive Rider**

If I could just make one real quick point here. And that is I believe the legislature has ordered a second appraisal, which will be done at some point next month. And you know, we are not going to close on this until we get that back. Just wanted to make sure that everybody knew.

**Chair Petit**

I don't know why, I thought the capital project was - we had set aside 3 million, but I'm seeing that the 3 million is more for the purchase and the total project is going to be closer to 25. So we are all set in our capital budget. Or is any of this going to be ARPA money or other funding?

**Deputy Executive Rider**

This all will be capital money.

**Chair Petit**

Okay thank you. Any other questions? Hearing none, I'll call the vote. All in favor?

**Committee Members**

Aye. Aye.

**Chair Petit**

Any opposed? Any abstentions? Yes - Legislator Litts. Thank you.

**Chair Petit**

Okay. Well, thank you very much. Congratulations, Everett. And Dennis Doyle.

**Everett Erichsen**

Thank you very much.

**Chair Petit**

Yeah, I think you're gonna be everybody's favorite when this building goes up. It looks like it's going to be an amazing.

**Legislator Fabiano**

This looks like it's an awesome project. It really does.

**Everett Erichsen**

Absolutely is. Thank you, everybody for your support.

**Legislator Nolan**

Very nice presentation. Thank you.

**Chair Petit**

Yes. Okay, we're moving back over to Resolution No. 289. Amending the 2022 to 2027 Capital Improvement Program, establishing and funding capital project number 635. ARPA Parks program. Do I hear a motion to open it for discussion? Legislator Stewart seconded by Legislator Nolan. Legislator Stewart. I'll put you on deck since you were the sponsor of this resolution.

**Legislator Stewart**

Great. Thank you so much Chair Petit. Several months ago, I actually put forth a resolution requesting funding for a park project in the village of High Falls in the town of Marbletown for a considerable amount of money, and that was shut down by the ARPA committee because they felt, even though that the project would serve as a nexus for trails, serving the entire area, that the park project was too focused on what was going on in the town of Marbletown, and didn't really benefit the larger county as a whole.

**Legislator Stewart**

And taking that into consideration, I decided that I would put forth a resolution that was based, that was modeled very closely on a resolution that was put forward earlier to the ARPA committee by Legislators Petit and Maloney. And under that particular resolution was requesting funding for water and sewer projects around the county. And basically, it would create a umbrella funding mechanism where the municipalities - with the different municipalities could, you know, approach the committee for specific projects. And that would have a \$500,000 matching limit that would be matched by the communities. And so seen as you know, I think parks and trails are a vital part of our community, I felt that, you know, this, this might be another way to, to go about getting the park project that I support in High Falls, funded. As well, as you know, projects all over the rest of the county. I mean, I figured that every single municipality in the county has Park projects and trail projects that they would like to pursue. And so this just seems sort of to be sort of a natural fit. I also just got off the phone, actually, a few minutes ago, with Legislator Hewitt from the town of Rochester, and he would like to add his name to this resolution. And he would be requesting funding for a project that he's been working on in the town of Rochester, for quite a while. So like I said, this is a this would be a match of 50%. There is a total of \$6 million in the kitty for this one. And I hope you guys will consider supporting it.

**Legislator Fabiano**

Legislator Litts.

**Legislator Litts**

Yes. That was the question I had. In the whereas of the resolution, it says \$6 million. But if you look down at the bottom of the resolution, it says it's \$5 million.

**Legislator Fabiano**

Right? I noticed that the language is

**Legislator Litts**

Which is which?

**Legislator Stewart**

Oh well, that's a very good question. And I'm sorry that I did not catch that discrepancy earlier. I discussed the funding of this with Amber Feaster, and, you know, from the legislative offices and also, Vicky. I was told that we saw that actually there was more funding potentially available than either of those figures. But I guess the short answer is, I'm not sure and I would need to do some research on that. And my apologies for that discrepancy.

**Chair Petit**

Yeah, Legislator Nolan and then Legislator Fabiano.

**Legislator Nolan**

Thank you, Chair Petit. Yeah, this is a little bit of a conundrum for me, because I did not support the other resolutions because I felt that setting aside a certain amount of money ahead of knowing what the actual project requests are, isn't the best way to get the best projects to move forward quickly. You know, it just gets projects that come forward to move forward. So um, that's my preference is that we don't do that. On the other hand there is a project in Shandaken in a county owned corridor that has broad support and has a feasibility study and needs funding in order to move forward. So and Legislator Stewart makes a good point having brought a specific project and not had the project be supported and therefore trying to set up a process so that other projects could fairly compete with the project that he is advocating for. So we've got a little bit of a circular link line of reasoning here in terms of how to provide funding. And I'm not sure how to break out of that in a way that brings the top projects to the fore. In 2021, the county did do outreach to get community input on the types of projects to fund and some priorities. And so we have some guidance from that. We now have the ARPA committees Scoring Matrix. And so I would like to hear from others about this. But I think my inclination, I supported Legislator Stewart's first proposal, and I felt like that was a better way to do it. But if that's not going to work, then maybe we need to rethink it. And so if others feel that this is a better way to go, I'm not completely opposed. I just need to be convinced.

**Legislator Stewart**

Madam Chair, may I comment on Legislator Nolan's comments?

**Chair Petit**

Yes.

**Chair Petit**

Thank you. I just want to say that the main reason why, you know, we did, one of the main reasons why we did why I'm putting this forward is because I received a lot of feedback from many other county legislators that, you know, we were trying to make this more widely available to more municipalities, and that basically every municipality has some park or trail project that they would like to work on. And so, you know, we felt that this was a more democratic way of approaching, you know, that funding issue. So, but I understand what you're saying, and thank you for your thoughtful comments, Kathy.

**Chair Petit**

Legislator Fabiano.

**Legislator Fabiano**

Yes, my question is, so, do they know what the total cost of this project will be out of the funding, the ARPA funding that's available for - this is parks and trails, right.

**Legislator Stewart**

Yes, parks and trails.

**Legislator Fabiano**

So what would be the total cost of this project?

**Legislator Stewart**

It's my understanding that total cost would be six, that there would be a total amount of 6 million available, I would just need to check with Amber Feaster and make sure that you know that figure is still accurate.

**Nettie Tomshaw**

I'm sorry, Legislator Stewart. I asked Jay to check the resolution and she said that the resolution was quoting a resolution from August is 2021. The financial impact and resolve is 5 million.

**Legislator Stewart**

Is 5 million. Okay. So my, my apologies for the confusion there, folks.

**Chair Petit**

Legislator Fabiano.

**Legislator Fabiano**

So what I'm understanding here, then project in itself would cost five \$5 million. For this parks and trails. Is that correct?

**Legislator Stewart**

Or there'd be \$5 million of funding available for multiple municipal projects around the county, each getting a maximum of \$500,000.

**Legislator Fabiano**

Okay that's my question. Okay.

**Legislator Stewart**

Yes. So each project would get could get \$500,000.

**Chair Petit**



Could we have everyone mute? Thank you. I guess. So I think Legislator Stewart my only comment and I guess I'll echo a lot of what Legislator Nolan said is, a very supportive of your first resolution. And I wish we could have gotten that passed for you,

**Legislator Stewart**

Me too.

**Chair Petit**

I mean, I will have to go back and speak with Amber if we still have the 5 million left in the trails. Otherwise, we have put money into OSI and trails and some other infrastructure and I think some feedback I get from the community is we've got 150mile of trails. It's absolutely beautiful. I was up at the Ashokan. I don't know how I feel about putting in another 5 million not with the economy being the way it is. I just I don't know which way to turn right now. So I don't know if you'd be willing to you know, just put this off for another month, if you would prefer that we do vote on it now. What was your scoring on the the ARPA from the ARPA committee?

**Legislator Stewart**

The ARPA committee meets later on Wednesday. And so I don't have a score for that. This has been in front of them for a while. Unfortunately, it came up for a vote the last, you know, last month, and unfortunately, I was unable to attend that meeting. And so it was not voted upon. So unfortunately, I can't answer that question. But I will have that answer for you. You know, after the ARPA meeting,

**Chair Petit**

Legislative Fabiano.

**Legislator Litts**

Yes, after listen to everything that's been said here. I hear some of the same things that you do Laura. I know, in my area, district three. For the past six to nine months, I've been getting a lot of flak about all this money, we're spending on trails in the county. Some old timers approached me other day to say we keep going like this, we're going to have more miles of trail than we are of roads, and they're starting to feel that there's more important things, like fixing our roads and bridges, and people are, you know, they just think enough is enough. And so I've got to be honest, I'm gonna have to be a no on this.

**Legislator Stewart**

And sorry, Chair Petit may I make another comment?

**Chair Petit**

Yes, and Legislator Nolan has her hand up.

**Legislator Stewart**

Oh, I was just gonna say that, you know, the focus of this is actually on parks and not trails. And, and one of the reasons why I did this is because, you know, the particular project I was trying to find on High Falls is for a park. It's a park that serves as a trail Nexus, but it's mainly for the park itself. And you know, of course, we did pass, you know, all that funding for trails earlier in the year. But really, the focus of this

legislation is really intended to increase funding for parks. And that's specifically one of the things that legislators Maloney and Petit had talked about was, you know, there's a lack of trails, for example, in the town of Saugerties. And so we were trying to. I was trying to make this appeal more broadly to, you know, other communities outside of the trail network, and have it really focused more on parks than trails. So that was my intent.

### **Chair Petit**

Thank you, Legislator Nolan. And then Legislator Fabiano.

### **Legislator Nolan**

Thank you just want to get some facts out because it's easy to begin to see the trail network as much larger than it is. The state of the trails report from 2020 that was put together, indicated, we have 75 miles of multipurpose trails in Ulster County out of a potential build out of 124 of multipurpose trails. And if you add back country hiking trails, then you can get to higher numbers. But the kind of trails that require this support of public monies are primarily the multipurpose trails. And I think that the trails punch a little bit above their weight in terms of people's thinking there are a lot of them, because there's been a lot of effort to build out a network and there's been promotion to do that. The reality is that the linkage of those trails through parks or other ways of linking trails, as Legislator Stewart is talking about, are the ways to make this network do more for the county.

### **Legislator Nolan**

It already I think, this trail network, more than pays for itself, by the tourism dollars that it brings in, in addition to the health dollars that it saves us. And there are some groups that are looking at putting together those figures to be able to demonstrate that with more than just an impression. But it's an impression that's pretty easy to give given I think it's \$500 million in tourism income in Ulster County last year, and that number stayed the same despite. And we know why that is. So there are monies that have gone into constructing those trails, tiny monies that go into maintaining them, but huge amounts of income that come from people who come to the area and buy goods and services here, especially if they stay overnight. And they tend to stay overnight if you have a larger trail network. So that's the origin of the push to construct more trails, and especially link the trails and get the trail network.

### **Legislator Nolan**

Um, what I would suggest for this committee to think about is, we did have an early, two projects from OSI for three trail segments that were funded. Um, but that money was maybe half of what I would see as a good number to put towards these kinds of projects. So I would wonder if the resolution sponsor would consider maybe reducing the amount to be set aside to maybe 2 million. And since you haven't added the other sponsor yet, Legislator Stewart could do that on his own. And then I would ask for support for this because I think that \$500 In match for the Marbletown project and for a couple of other projects that are shovel ready or near shovel ready, would be a good investment and make sense out of the ARPA funding. This number I think, is a little high for, you know, what people are feeling like there, these other things need to be taken care of. But I think we are putting a lot of really responsible funding towards roads and bridges and Ulster County. And so I think we can do this in addition to that. So I'd ask the sponsor to consider that and to get a reading from the committee whether that would be a direction that could generate some support.

**Legislator Fabiano**

Legislator Fabiano.

**Legislator Fabiano**

Yes, on this proposal from Mr. Stewart, I have no problem with the parks part of it at all. But I am kind of in agreement with Legislator Nolan. If some of that money can be reduced from the trails part of it, maybe half or whatever, like I said, I have no trouble with the parks, then I could probably find myself supporting this as a whole.

**Chair Petit**

How does the sponsor feel?

**Legislator Stewart**

I would have no problems with either of those suggestions. And I'd certainly be willing to, you know, take both of those into consideration. I would want to speak with Chris Hewitt some more. Who is currently out of the country.

**Legislator Stewart**

But yeah, I think that sounds great. I mean, basically, I want to get my park funded in High Falls, and I want to get the park funded in Rochester. And if taking trails out of it, and you know, making the overall ask, you know, less accomplishes that. I'm totally in favor. So I would be open to all of those suggestions. And thank you both for those comments.

**Chair Petit**

Legislator Litts.

**Legislator Litts**

Yes, at this point we've discussed this quite a bit. We have several options. We can call the question. The sponsor can withdraw his resolution. And he could put forth another resolution that accomplishes what they want to do other than, apparently, this one doesn't. So at this point in time, we either call the question or the sponsor request to postpone the resolution. Or we could take no action or withdrawal. If he's going to change it, he might just withdraw it and put in what he wants to be voted on.

**Legislator Stewart**

I guess my only question to what you just raised Legislator Litts is that the ARPA committee meets on Wednesday. I would just hate to see this go another month without making some progress because I'm afraid the funding might no longer be there depending on what else is coming before the ARPA committee and I have to say that since I'm still rather new at this, I'm not really sure what would be the best way to proceed? Legislator Petit do you have any comments?

**Legislator Litts**

Call the question.

**Legislator Nolan**

Do not call the question. I have a comment.

**Legislator Nolan**

Um, so I think that we don't want to vote on this, because unless I'm reading the room wrong, you might not have enough votes. And you want to, you potentially want to make some revisions to this. So I would say, don't withdraw it. Keep it active so that it gets reviewed on Wednesday by the ARPA committee, but let them know that you're considering these revisions. And you want to talk to your co sponsor about them. So it's your timing that's really driving this on in terms of that.

**Chair Petit**

Yeah, okay.

**Legislator Stewart**

Right.

**Legislator Nolan**

But if we postpone or don't take any action, then you can make amendments to it before you introduce it Wednesday or before it comes back to us next month.

**Legislator Stewart**

Okay, so I can make the changes that you and Legislator Fabiano suggested and then bring it before the ARPA committee without having to wait another month to make those changes.

**Legislator Nolan**

You can make those between now and Wednesday, and then it would have to come back to us next month.

**Legislator Stewart**

Okay. Great. Well, I think that's what I'll do.

**Legislator Fabiano**

I can agree with that.

**Chair Petit**

All right. So there'll be no action taken on Resolution No. 297, 289 I'm sorry. All right thank you.

**Legislator Stewart**

Thank you, folks.

**Chair Petit**

Resolution 290. Establishing a policy to eliminate mandatory fares for Ulster County Area Transit Service. Do I hear a motion to open it up for discussion?

**Legislator Stewart**

So moved.

**Chair Petit**

Legislator Stuart, second.

**Legislator Fabiano**

I'll second it.

**Chair Petit**

Second it Dean Fabiano. Okay, Legislator Erner.

**Legislator Erner**

Okay. Good evening. Thank you Chair Petit. So thank you for considering this resolution. This comes from my own experience as a writer and a writers group centered in Kingston that formed over three years ago when UCAT took over the city bus. And as well as informal surveys that have continued, that I've done on buses and at bus stops. This is a leading concern among riders that we eliminate the fares now. Chair Petit you and I have met with that group as well as members of the executive. And I actually at the start of this meeting saw an email from Deputy Executive Kelly. And so at this point, it has become clear that simply eliminating the fares the way that this resolution wants to do is not - we can't use that direct approach, basically, because of the way that the funds work. So what I'd like to do is, is hold this up, so that we can get more information from the executive about alternative ways to accomplish the same goal. And if that's all we can, I'm comfortable just asking for no action. But I can also go through a couple of the aspects of this that don't depend on any changes that we make, just to point out but whatever that you think Chair Petit and the committee.

**Chair Petit**

I would like to defer to Deputy Executive Kelly as well just to clarify FTA funding and then Legislator Nolan had your hand up. Legislator Nolan is it alright, if the County Deputy speaks. Okay. Thank you.

**Deputy Exec Chris Kelly**

Thank you, Chair. So Legislator Erner is correct. We're researching kind of how other municipalities have done this. Legislator Erner brought up Kansas City, I believe. And when I just did some cursory research, the way that they accomplish that was both through increasing their municipal budget, and then also seeking and then the other 50% of that was through private donations in order to show activity at the fare box because activity at the fare box is what is part of the state operating assistance formula in order for us to continue receiving aid. The other thing is FTA, who is I don't know the exact percentage but they're the major funder here in our in our transit system. So in order to accomplish any of these things, we have to do this with approval of the FTA. So temporary holidays or targeted ways of providing relief. They've been approved in the past by the FTA. And we have done those things. But the long-term mandatory removal of all fares is - I don't know. I mean, Dennis can correct me, but it's not something that the FTA would readily agree to. So we're doing our research. So I got the budget team, doing an analysis on the farebox kind of excluding 2020. And going back a few years so we can understand what the income has been. I suspect it's between 270, upwards to 300 annually. So we're just trying to figure out like what that

delta would be. And then we can engage on the creative ways if the legislature chose to about how to fill the delta. So that's kind of where we're at right now. But the budget team should have something, just that base level analysis on farebox revenues. I think, probably by the end of this week, and I'll make sure to share it with everybody in the committee. Thank you.

**Chair Petit**

Legislator Nolan.

**Legislator Nolan**

Thank you. Um, yes, we had discussed this in this committee and made exactly this point, that our funding for our transit system may depend upon having paying riders. And I thought that our consensus approach was to invite in the new director of UCAT, to have a conversation with this committee, and interested legislators on exactly this point. So we, we come up with a really good system. The FDA can't tell us what to do, but they can withdraw their funding, and it's huge, multi millions of dollars. So if we want to have a transit system, about functions, I think we have to do this in a way that's really smart. And I think we'll come up with better solutions brainstorming together. I think there are ways that we could perhaps, particularly make reduced or no fare available to those who need it most. And something like monthly bus passes that maybe could be provided and paid for through some of the other area nonprofits, or would their support, I think those approaches would be maybe involve the community more in a way that makes it a shared project and have the benefit of not threatening our funding base. Even to bring these requests to the FTA would I think be a fair amount of work for our planning department, and especially our transportation planning, people. And so I don't think we should ask them for just the easiest thing that occurs to us. But instead, we should talk with UCAT and with our transportation planners, who run the area, transit organization was NPO. And, you know, are hugely knowledgeable about this. So I think we need to have those conversations to have all of the legs of the stool, holding up the stool, and then I fully support this vision and goal, and I think we can get there or get largely there. But I think we should do it with all of the pieces of information in front of us.

**Chair Petit**

Thank you, Legislator Erner. Did you have any closing remarks? And you did say we could take no action?

**Legislator Litts**

Yeah, no action. That's the remark. There's no action.

**Chair Petit**

Legislator Stewart.

**Legislator Stewart**

I was just going to add very quickly that I totally support the thought behind this legislation. And I agree with Kathy, in everything that she just said. I also wanted to make a quick comment. I've had conversations recently with deputies, Rider and Kelly, about the need for at least what I think is a need for building bus shelters, along UCAT bus routes to increase ridership. And this is something that I think that I intend to pursue, and I think we should all look into. So thank you.

**Chair Petit**

We can bring it up during the transportation workshop as well.

**Legislator Stewart**

That would be awesome.

**Chair Petit**

Okay, Deputy Kelly and then we'll move on to our next resolution.

**Deputy Exec Chris Kelly**

Thank you chair. So just following on Legislator Stewart's comment I did have a conversation with Dennis Doyle, and we don't own the bus shelters or the property. We can work with the municipalities in terms of creating a capital project so we can build them and then they could continue to maintain them. So it is something that I've heard from several legislators. And it's, you know, we're in budget mode now, on the executive side. So for the 2023 budget and looking at our capital programming, it's the right timing, to engage in this discussion. So it's certainly going to be part of our planning. Thank you.

**Chair Petit**

Perfect. Okay. All right. So with that, let's move on to our next resolution. What do we got here? Looks like 316. Resolution 316, Authorizing the chair of the Ulster County Legislature to execute an inter municipal agreement with the Ulster County Board of Cooperative educational services in relation to inter municipal cooperation for testing services. Do I hear a motion to open for discussion? Legislator Nolan. Second?

**Legislator Fabiano**

Move second.

**Chair Petit**

Legislative Fabiano. Do we have any questions on this? No. Okay. So I will call the question that All in favor.

**Committee Members**

Aye. Aye.

**Chair Petit**

Any opposed? Any abstentions? Okay, it's been moved.

**Chair Petit**

Now the next. Are we able to block 317 through 322? Are they all affiliated? Director Masterson?

**Commissioner Masterson**

No, the first one is relating to the Boiceville substation. The following ones can be bundled.

**Chair Petit**

They can be, thank you. Okay. All right. Thank you very much. So a Resolution 317, Establishing the capital project number 638. Boiceville substation building improvements, amending the 2022 capital fund budget. Do I hear a motion for discussion? Legislator Litts, second Legislator Nolan. Any questions, comments? Hearing none I'll call for the vote. Did you have one? Yeah, do it right. All right. All in favor?

**Chair Petit**

Any opposed? No. Abstentions? Thank you.

**Committee Members**

Aye. Aye.

**Chair Petit**

Okay. So I would like to call for a motion to bundle Resolution Nos. 321 322 and 323? No. 319 through 322. Okay, I apologize.

**Legislator Fabiano**

I'll move it.

**Chair Petit**

Legislative Fabiano, second

**Legislator Nolan**

Second on the block.

**Chair Petit**

Legislative Nolan on the block. Are these all up in your neck of the woods?

**Legislator Nolan**

Not all. No not all but I'll second anyway.

**Chair Petit**

I do have a question about the superstructure repairs. I was looking at the capital project. Do you have any particular bridges pegged for repairs that have been either red flagged or yellow flag for the last couple of years?

**Commissioner Masterson**

If I can respond to that, yes, there is this is a continuation of a previously established capital. We identified four bridges that needed the superstructure work. This is going to construction for the following two. One is in Woodstock, and one was in Saugerties.

**Chair Petit**

Okay.



**Deputy Executive Rider**

Just to clarify, this is not our red flag, yellow flag program. That's a separate category.

**Chair Petit**

Okay. All right. Thank you. Any other questions? Hearing none, I will call the vote on the block. 319, 321 and 322. All in favor?

**Committee Members**

Aye. Aye.

**Chair Petit**

Any opposed? Any abstentions? Yes, ma'am.

**Legislator Nolan**

Was that to create the block? That was the vote and now vote on the block.

**Chair Petit**

Now were voting on the block.

**Legislator Nolan**

Okay. Thank you.

**Chair Petit**

Should we do it again? Okay, so we created the block now we'll vote on the block all in favor?

**Committee Members**

Aye. Aye.

**Chair Petit**

Any opposed? No. Abstentions? Thank you.

**Chair Petit**

Okay, Resolution No. 324. Amending the 2022-2027 Capital Improvement Program establishing capital project 637.

**Nettie Tomshaw**

I'm sorry, Laura 323.

**Chair Petit**

Trying to skip over one.

**Nettie Tomshaw**

CHIPS 323.

**Chair Petit**

Well, we can't forget CHIPS. That's the big one. Okay, Resolution No. 323, Amending the 2022 Ulster County budget for CHIPS Pave New York EWR - pop funding adjustment.

**Legislator Litts**

I'll make that motion.

**Chair Petit**

Legislator Litts., second Legislator Nolan and Fabiano. Any discussion? Hearing none, I'll call the vote All in favor?

**Committee Members**

Aye. Aye.

**Chair Petit**

Any opposed? No abstentions? Thank you. Okay, now we'll move on to 323 which is the Creekside Dr. 324. I'm reading it. I'm just not there on the right numbers out there. Yeah, I'm sorry. Hold on let me turn the light on in here.

**Legislator Fabiano**

Maybe I can make the screen bigger too.

**Nettie Tomshaw**

Put your glasses on.

**Chair Petit**

Yeah, right.

**Legislator Litts**

I'll move 324.

**Chair Petit**

Thank you. Second. Second. Okay. Any questions? No. Hearing none, I will call the vote. All in favor?

**Committee Members**

Aye. Aye.

**Chair Petit**

Any opposed? Any abstentions? Thank you.

**Chair Petit**

Okay Resolution 326. So I imagine 325 must be of the bond. Amending the 2022 -2027 capital improvement program, establishing capital projects 636. Amending the 2022 capital fund budget for

DPW, salt storage, building fabric replacement. Motion for discussion. Legislator Litts, second Legislator Nolan. And questions Legislator Litts.

**Legislator Litts**

Yes, I realize they're changing on six salt sheds from the darker color to the white. I mean, were they due for replacement already or

**Brendan Masterson**

They were purchased with a 15-year prorated warranty. And they are ending early. So we got a discount to get them replaced. They're failing in part due to the color.

**Legislator Litts**

Okay. I'm good.

**Chair Petit**

Okay. Legislator Nolan.

**Legislator Nolan**

Appreciate that. I'm glad that they're being replaced when they need to be replaced. And I know that the use of salt in Ulster County is something that the highway department tries to minimize. Are all these buildings right sized for a reducing winter severity that has happened over the past decade and will likely continuing happening and wouldn't make a difference in terms of how much we have to pay for any of these replacement shields - tenting.

**Commissioner Masterson**

We have more allocated by the state every year. So past few seasons, we've been low. We tried to conservatively use the salt. But these facilities allow us to store what we asked for. Our allocation, we actually do that in March. And then we start buying in September. So these facilities allow us to store what we request from the state during the OGS process.

**Legislator Nolan**

So it may not be this year or this, you know, maybe not until 15 years from now, but I think it's worth considering in all the sizing on those buildings. And does the highway department since we're talking salt, do we use a pre salting solution before the storms come?

**Brendan Masterson**

We do not?

**Legislator Nolan**

Well that my understanding is that far less salt is used and far better deicing is achieved by those piercing techniques. So maybe that's something that you can look into and we can consider whether or not that's you know how to potentially transition over to. It's very strongly recommended by the State Highway Department.

**Commissioner Masterson**

Absolutely.

**Legislator Fabiano**

Legislators Steward and then Legislator Litts.

**Legislator Stewart**

Thank you. I was glad to hear that you know, we tried to be as judicious as possible with our use of salt. I was wondering if what the county's policies are regarding salt usage near waterways and I was also curious as to you know, if we're looking into possible other alternatives to salt.

**Commissioner Masterson**

Salt is what we mainly use, we use a mix out in the mountains to get some additional traction. All of our trucks are calibrated so that we're not over applying salt when we don't need to be. But we do not have a set policy as far as when we're adjacent to waterways.

**Legislator Stewart**

Because I understand that, you know, salt can play some fairly substantial environmental impacts, you know, on creeks and streams and lakes. And so perhaps that's something that we could look into perhaps, you know, maybe coming up with some guidelines for use around waterways and the use of salt.

**Commissioner Masterson**

I know New York State is conducting a pilot program on the Adirondacks to do just that.

**Legislator Stewart**

Awesome. That's good to hear. Do you know whether that is going to happen or when we'll see the results from that?

**Commissioner Masterson**

I do not know.

**Legislator Stewart**

Okay. Well, thank you for that.

**Legislator Nolan**

That's a study that's in process. And I think that they may be able to report back out sometime in the next year or two from the last presentation that we've heard on it from the forest preserve Advisory Council, where the New York State DOT comes and talks about those things, especially for the Adirondack Park.

**Chair Petit**

Thank you. Legislator Litts.

**Legislator Litts**

Thank you. Yeah, a couple of points. In my past employment, the use of the amount of salt that is being used is under constant microscope, and the policies on the use and the application rates. God, I was back in 2002, we were reducing rates and utilizing and studying different materials, adding magic, those types of things. So I mean, that's ongoing. That's part of, you know, moving forward. The other thing is, Legislator Nolan brought up a good point about sizing the buildings. I think maybe we should be looking at increasing the size of the buildings, because there's an economy of savings when you purchase the salt. And if we would have purchased salt two years ago, as opposed to this year, we would have probably paid almost half of what we're buying it for today. So if you have the facilities to store it, it doesn't go bad. I mean it's not like, you know, if you buy vegetables and put them in the refrigerator, and we could capitalize on the savings for the county.

**Chair Petit**

That's a good point. Legislator Nolan.

**Legislator Nolan**

I would agree with that. It as long as we're really sure that our salt storing facilities do not leak or leach. It could be that larger buildings would make sense, or

**Legislator Litts**

That's why we're replacing these roofs. So they don't

**Legislator Nolan**

Well, yes. We don't want water running in for sure. So yeah, so I hope this conversation is helpful to the highway Commissioner, and maybe we can return to it with some more information as it becomes available.

**Chair Petit**

Thank you. All right. Hearing no other discussion, I will call the vote All in favor?

**Committee Members**

Aye. Aye.

**Chair Petit**

Any opposed? Any abstentions? Thank you.

**Chair Petit**

Alrighty, next I have Resolution No. 328. Okay,

**Legislator Litts**

I'll move it.

**Chair Petit**

Second.

**Legislator Litts**

This is the contract that we just talked about.

**Chair Petit**

Okay. We should have bundled those two. Okay. All in favor?

**Committee Members**

Aye. Aye.

**Chair Petit**

Any opposed? Any abstentions? Thank you.

**Chair Petit**

Next is Resolution No. 329, Approving the execution of contract for rates anticipated to exceed \$50,000 entered into by the county with LW Tree Service. Motion for discussion.

**Legislator Nolan**

I'll move it.

**Chair Petit**

Nolan, second Legislator Litts. Any questions on this one? Okay, hearing none, I will call the vote All in favor?

**Committee Members**

Aye. Aye.

**Chair Petit**

Any opposed? Any abstentions? Thank you.

**Chair Petit**

And last we have Resolution No. 335, Approving the execution of a contract amendment for \$44,870 causing the aggregate contract plus to exceed 50,000 entered into by the county with complete building solutions. Do I hear motion for discussion?

**Legislator Fabiano**

I'll move it.

**Chair Petit**

Fabiano, seconded by Legislator Nolan. Do we have any questions? I've seen Loren Johnson on here. I don't think he's here anymore. Oh, yep, there you are. Hi. Okay. Any questions for our director of UCAT? Okay, hearing none, I'll call the vote All in favor?

**Committee Members**

Aye. Aye.

**Chair Petit**

Any opposed? Any abstentions? All right, thank you.

**Chair Petit**

So we are going to move into old business now, which is going to be a transportation workshop and discussion about it. If any of our legislators have had enough after an hour and a half, otherwise, you're welcome to stay with us. We do have several members of the public and this will be an open forum. So that we can, you know, get as much input as we need. Let's see here. I have

**Deputy Executive Rider**

Good night, everybody.

**Chair Petit**

Have a good night.

**Legislator Litts**

Thank you, Madam Chairwoman.

**Chair Petit**

Yes, sir.

**Legislator Litts**

I know you promised this would be over at seven o'clock.

**Chair Petit**

Yeah.

**Legislator Litts**

But I have another commitment at 7:30. I can stay for a few minutes, but then I'm going to have to leave.

**Chair Petit**

Okay. Thanks. I appreciate that. Okay, so I'm going to open this up, and I'll make the print bigger. So given that the transportation and housing issues were such big ones, they moved transportation out of economic development into public works. Of course, housing is with health. There's been several discussions with our UCAT Director Loren Johnson, with our County Deputy, Chris Kelly, and with the Kingston, now I'm going to say this wrong, the Kingston Riders group, as well as several Legislators Phil Erner, Dean Fabiano, And I think he had to step away. Legislator Erner, you mentioned. Aaron, as well, Levine. So, again, this is an open forum, what we're looking for to start and Kevin Smith did get back to me, he had a conflict at 6:30, obviously, starting at 720, he wouldn't be able to make it. He does want to stay in the loop and stay on our emails.

**Chair Petit**

So I think the first course of action is recommendation for stakeholders and other individuals to bring to the table on this. The purpose is going to be for a transportation network that services a whole county, and probably is - thinking outside of the box, it won't just be our public transportation UCAT. It would be we could think of private bus service cabs, trails, bikes, you know, any any type of complex intermodal opportunities. It is a large county. It's a county that I think based on tourism, but also, with many individuals at the income level, where owning a car and paying for gas that's exceeded \$5 a gallon is going to make it difficult. So with that in mind, you know, where are we looking for our stakeholders, Legislator, Nolan, you mentioned the trail committee, trail Advisory Committee, and of course, the Ulster County Transportation council. So we have Catskill Mountain Railroad here.

**Legislator Nolan**

And I think that the planning department is doing a lot of work also with UCAT. And I think hearing from the public about the needs that aren't being met is good. Um, and then maybe we can return to what we do have in place and what our plans are, because there may be things that the public is concerned about that we're already addressing.

**Chair Petit**

That's a good point.

**Chair Petit**

What about including tourism?

**Legislator Nolan**

That makes a lot of sense that there overlaps between functional transportation needs and tourism, transportation needs, and the riders can help fill out a system because you need a certain amount of riders to make any system work. So I think we want to have the- have that developing in parallel, if not collaboratively.

**Chair Petit**

Any other ideas? And folks feel free to speak up this isn't it? This isn't like a you know, a legislative committee meeting with you know. Yay, Cheryl. Okay. Oh, you just went mute again.

**Cheryl Schnieder**

Phil also has his hand up.

**Chair Petit**

I'm sorry. And Director Johnson too. Okay. And legislator Stewart. Okay. So we will go with Legislator Erner Director Johnson and then Legislator Stewart.

**Legislator Erner**

I think Director Johnson, you were up before me, you put your hand.

**Loren Johnson UCAT Director**



Thank you for conceding Legislator Loren. I just want to mention that last comment as far as tourism. I have been meeting with, Lisa Berger who is the Director of Tourism. So that is on our radar to do some collateral work with as well as reaching out to our health department and making some connections there as well, really making this a county wide initiative to work collaboratively because each of those entities have some unmet needs when it comes to transportation and servicing the constituents of the county as a whole.

**Loren Johnson UCAT Director**

Another group that I've just started working with is also the office of employment and training and coming up with some creative ways to actually facilitate transportation gaps that are there and fill those guy needs as well. So it is an ongoing process. And this is some things that maybe the public doesn't isn't aware of, because we are in those preliminary phases of actually starting to reach out and understand how we could essentially take care of home first and foremost, because really, the county is already servicing a lot of the riders and understand some gaps that are already there as a whole. So just wanted to share that.

**Chair Petit**

Thank you, Legislator Erner.

**Legislator Erner**

Okay, thank you. I am just really excited about us having this discussion. I want to thank the Chair and the committee for considering it and, members of the executive team as well, and especially the public for motivating it and bringing the needs and the concerns to us here in the county government. Folks in this space may know me, principally and originally as an advocate for public transit, mass transit better and more busing, and things of that sort. But I also want to point out that if we're talking about transportation, generally, then we need to think about the fact that many people pass through our county who aren't from the county, whether it's for business or pleasure. And, and the fact is that the roads and bridges get used for commerce, as well as for personal transportation. And so when we think about things like equity, and in terms of who can get around now, as you mentioned, Chair Petit with the rising price of gas, and many in our community have never had a car and now it's becoming increasingly unaffordable, but also freight and things like that, and thinking about how are we going to do this with less fossil fuels - that sort of equity and environmental justice, dealing with the climate crisis. This is a really big issue overall that we're that we're talking about here. So, I'm sure the with the experience and knowledge in the space, we'll be able to sort of hone in on some ways to tackle it. But I would have been remiss not to mention what I see as the big scope of this year. Thank you.

**Chair Petit**

Thank you. Legislator Stewart and then Cheryl Schneider.

**Legislator Stewart**

Thank you, Chair Petit. I just wanted to kind of reinforce my earlier comment about what I think is a real urgent need. If our plan is to increase ridership on UCAT I think we need to rebuild shelters, so that people can stand there and wait for the bus and not get soaking wet or freezing cold or you know blasted by sun or whatever. I think that you know, I drive down 209 in Stone Ridge. And you know, you see

people all bundled up during the winter, you know, waiting for the bus and that just doesn't look very pleasant. And I think that if we had functioning shelters along the routes that that would really you know, contribute a lot to increase in ridership.

### **Legislator Stewart**

I spoke with Executive Director Kelly, you know, and I asked him, it's like, well, you know, like, what are the guidelines for these sorts of shelters and it's my understanding that basically every municipality kind of does their own thing. And I think it would be really worthwhile for us to look at perhaps having standardized designs for bus shelters throughout the county. So, you know, so that people who are in Ellenville, you know, can expect the same standard of service as people who are in Kingston, or people who are in Saugerties, or people who are in Shandaken. So I think that looking into some sort of, like say, standardized design for the shelter's preferably something that is, you know, aesthetically pleasing, as well as functional, you know, would be a great thing. And, you know, and I'm not really sure you know, how to go about doing that, perhaps eliciting comments from the public, or from our town supervisors, perhaps, of what they're looking for. I think that might be something to consider doing. But I think that some sort of a standardized design process for these shelters would be valuable to look into.

### **Legislator Stewart**

I also want to, again, support, express my support for Legislator Erner's comments about making ridership either free or as affordable as possible for underserved communities. And I also want to comment about how important I think having good service to SUNY Ulster and other institutions of learning and public libraries for that matter, too. I think that should be higher priorities since, you know, folks, if we're looking at issues of equity, I mean, you know, people who maybe don't have access to computers or to, you know, the sort of amenities provided by a public library. I think that, you know, we need to be sure that we have excellent service to colleges and schools and libraries. And I'm not saying that we don't already. But I'm just saying, I think that that is something that we should, you know, focus on. Thank you.

### **Chair Petit**

Thank you. Cheryl Schneider.

### **Cheryl Schnieder**

Thank you, everybody. Sounds like our public transportation system is being envisioned to expand and become like a multifunctional. It's going to be a hodgepodge, because I'm just kind of brainstorming some stuff been said. We've got to extend the hours is, there's a lot of discussions about people who get to school in the evening, but they can't get home. Or people can only migrate halfway back to where they need to be at night. We should be also along with high school and colleges and the library's; large housing complexes and large employment and Loren also spoke to the fact he's already meeting with the heads of those particular communities and services. I envision park and rides at the entries to the to the cities, so that people can get off out of their cars. And if we have functional bus systems that are circulating around the local towns and cities, people can leave their car. And we already have like rail trails that go to like the edges of towns and cities that already have park and ride, so we can see what we can do to parlay off of that.

### **Cheryl Schnieder**

Is there a possibility maybe of intermodal using school buses when they're like sitting vacant in the middle of the day and after hours? And you know, like I a public private kind of thing. I know the school bus companies are struggling as well. And yeah, I kind of see capacity for E bikes, as well as using our waterways, the Rondout, the Esopus, the Walkkill. What can we do to get on the water at least small scale transit. That's a good thing. And I you know, we have county roads, we have state roads, we have federal highways. So when you talk about these bus shelters, not only do you have your municipalities, but our designs have to meet the criteria of like the US Highway 9W, US Highway 209, state routes 213, 32, 28 and on and on and on 199. So we're gonna have, you know, there's a lot of work. So I think I could envision a whole subcommittee just on shelters and working out all the kinks on that. But I'm very excited to see this stuff moving forward. And if we do bring in tourists, that's a revenue stream that can offset transit for other people who don't have the capacity, pay all the time, or pay at all. Thank you so much. I'm excited about all this.

### **Chair Petit**

Legislative, I made you a legislator, Director Johnson.

### **Loren Johnson UCAT Director**

Not quite yet in my career path. So that's a couple of things, you guys are bringing up some very great points, many of which are things that we already identified here. Since I've come on board. I would like to say the last comment about the waterways is something that I didn't think of yet. So, you know, I put that down on the list there. But just to give you guys a little insight to what we have done. You know, we talked about the colleges and everything like that, we have that New Paltz loop that we currently have. And I'll be meeting with that group, actually, in the next couple of weeks, to discuss the entirety of that, that contract there, and moving forth. And how we could be a little bit more creative with that. But also at the meeting was SUNY Ulster. And one of the great things that I'm working with them on is actually getting a list of their upcoming course offerings, and then devising and giving their students information about how to get to and from that class, utilizing UCAT. So we can have that posted and shared out with those students.

### **Loren Johnson UCAT Director**

Going forward with that, I think a lot that we're going to be doing right now is part one part educating our public about the services and how we can link up and make a utilize of services to get to and from whether or not is school or work, I can say I'm still waiting for BOCES, Steve casa, to actually give me some information and data back from his program, so we could identify that gap that's there. So we could see what services need to be augmented to actually better service, that population. So those students can't get to him from their internships. With that, I kind of want to go a little bit further back. And I no legislator or, you know, had the resolution that he was proposing there. But I just want to caution people to say that it's not free transportation, there's always a cost to things. And so the best way that in the industry that we kind of convey that is no cost to us service, right? Because someone's going to pick up that tab, and everything. And so instead of saying free transportation, it's more so no cost to the rider service, because they need to understand that someone's still picking up that tab, of course, in order for us to be in compliance with FDA guidelines.

### **Loren Johnson UCAT Director**

And as well as get our reimbursement through (inaudible). One of the biggest things that we're going through right now is a route optimization. And that's where we're really looking at all of our routes to become more efficient, and more efficient that we could come about our routes means that we could then take those inefficiencies and put it towards more service or extending out services where it's needed. And so that's an arduous process. And we are underway of doing that. But we're hoping with that, we'll see some short-term gains, immediate gains right away. And so, you know, one of the biggest complaints that we've heard was regarding the internal support that we were providing to our ridership on the weekends.

**Loren Johnson UCAT Director**

And so we actually just completed our bid process today with where we're ensuring that we have people inside the offices on Saturdays and Sundays to fill those calls from the public. You know, for those people, I heard someone mentioned that, you know, computer literacy or even access to computers to be able to look up right schedules or whatnot. So now they have a person that will be there. And that schedule will go into effect on July 10, just to be in compliance with the union RECs and everything. But these are short term things that we were able to listen to the public and get that feedback and make some instantaneous changes right away to make some improvements with that. We're very aware of mirroring the services. We are very concentrated heavy with our services right now and then morning, compared to the evening, we have a dramatic drop off with that. And also prior to COVID. There's a number of routes that we haven't even brought back into service. The idea is that now I bring those back right away, is actually go through this route optimization process to see how those routes are going to need to be designed to fit the new need of the county as a whole. So I just kind of want to throw those little tidbits out there with your group and see if there's any other feedback that can be beneficial for us.

**Chair Petit**

Before Legislator Nolan, Tanya Garment is on the phone. And she said she's been waiting to speak. Tanya you still there?

**Chair Petit**

Tanya, you are muted.

**Cheryl Schnieder**

\*6.

**Chair Petit**

Thank you.

**Chair Petit**

You're still muted. Did you try \*6 like Cheryl said?

**Chair Petit**

Go. Perfect. Hey.

**Tanya Garment**

Okay thanks. I wanted to say (inaudible) that this workgroup is happening. And I think that it's very, very important for the group to understand exactly how the systems work, for instance, route optimization, how is that being done specifically? Like precisely? Is it left to a couple of people in the UCAT at offices? Or is it a collaboration with the planning department? Is there any regular? Is there a, what are they looking at when they do routes optimization? With the (inaudible) funding is another example. Is this (inaudible) funding? Do we - does everybody understand exactly how that works? If rides become free to the riders, is that money that comes out of the budget first, and then with the miles, riders per mile? Does it get reimbursed, exactly how this stuff works I think is really, really important to understand in order to discuss it. Thanks.

**Chair Petit**

Thank you. I just had a Mr. Rice, email me. I guess you're on the call. Would you like to speak? Steve Rice?

**Chair Petit**

Think he said - how about we'll go with Legislator Nolan. While we're waiting to find everybody.

**Steve Rice**

Can you hear me now?

**Steve Rice**

I just would like to help with this group. I'm interested in seeing the transportation system as a whole grow together to include trails, waterways, possibly rails in the future, and certainly the bus service. So anything I can do to lend what I've learned in the past two decades? I'll be glad to lend.

**Legislator Nolan**

Go ahead, Steve.

**Chair Petit**

Excellent. And are you? Are you on the mailing list already? Or did someone

**Steve Rice**

I am.

**Chair Petit**

You are.

**Steve Rice**

You sent me message I believe it came directly from you from my traffic safety port affiliation?

**Chair Petit**

Cool. Okay. All right. I don't want to miss anybody.

**Steve Rice**

Well I'll be paying closer attention to the issue. And so if you miss me, I'll be asking for attention. Trust me.

**Chair Petit**

It's good to hear. Thank you. Legislator Nolan.

**Legislator Nolan**

Yes, thanks. I think the comments about understanding the transportation system are very much on target. And the planning department prior to COVID did do periodic public workshops to explain federal funding on various things, including housing and transportation, very helpful. So perhaps using online technology or some form of hybrid, we can see if we can prevail upon the planning department to do some of that, and UCAT to do some of that to explain where they are.

**Legislator Nolan**

My particular interest is in the micro transit work that I believe UCAT has been undertaking and coordination with the planning department. I know there was a public forum I wasn't able to attend that evening. So I'm looking to stay connected on that and get some feedback. I make it - want to raise it in priority because I live in one of the most rural parts of Ulster County, and we do have good UCAT service, but I think it's going to be very hard for that service to provide all that we need. We don't have sufficient service to allow people to use UCAT for work. And somebody just mention that to me, again this past week that they, that between the fact that the jobs that are being offered are part time and want, often weekends and the UCAT schedule, they don't think they can make it work. So I encouraged them to call UCAT and try to, you know, get into the system on it. And so we can continue to do that. But making some of these workshops available to the public, again, I think is helpful. And if either Director Johnson or Director Doyle have an update on micro transit for us, one of the other features of micro transit is that done properly, it can be low or very low carbon by using electric vehicles. And I think that it's already been articulated, that should be a very prominent part of our process moving forward.

**Chair Petit**

I agree. I agree. If we're going to put more cars on the road, they better be electric. Legislator Stewart.

**Legislator Stewart**

Sorry, about that. I just had a quick comment. And this is relating, I guess it's following up on kind of what Kathy was saying, about coordinating UCAT schedules to, you know, employment opportunities or business, you know, business hours. You know, like, for example, although I do not represent Ellenville, I know that there's a, you know, the huge marijuana growing facility is going to open in Ellenville in the not too-distant future. And I think that, you know, it would be important to have, you know, decent bus service to that facility. We're talking about how UCAT can relate to tourism. And, you know, like, one of the largest employers also, you know, a great tourist attraction is the Mohonk Mountain House. Granted, that is not an easy place to get to. But, you know, perhaps, you know, bus services, those types of facilities, you know, is something that we should look into. So, and your idea of, you know, coordinating, UCAT service to universities based on their schedules is great, and I hope we can see more of that. And especially, not only as it relates to educational facilities, but also as it relates to places of business. So thank you.

**Chair Petit**

Thank you. Um, okay, so we have a Director Johnson. And I do just have a quick question. You know, because we've heard about identifying, and you refer to them as transit points, which would be larger areas of either large housing or large employers. You know, where you would focus probably more on service. How much is overstepping, then? I mean, obviously, you know, you're the professional here. So I saw I just, you know, if you wouldn't mind, you know, bringing that up, as well, as we come up with ideas and look into financing and discuss options. Do you want us to get into like the real, you know, the real Yeah, here's where you should go. And after you, I have Ernie Hunt, and then Tanya, Garment, ready to speak again.

**Loren Johnson UCAT Director**

Okay, so it's one of those things chicken or egg, right, you know, do we make service kind of affordable, they increase ridership, but then we also need to add the drivers and infrastructure in place to be able to support that right. And so this is where we have to be very creative, but also strategic about our initiatives. We're looking at revamping this entire network. And just looking at the complexity of things. I think, before we get into the minutiae of the, you know, how we reimburse, we should look at those pains will low hanging fruits that we have right in front of our face, which is our fare structure, right now has about roughly about 14 different options, right? Fair, that's hard to manage. I mean, that's something that's very tangible, that we can say, as a county and look at and kind of dress real time and say, Hey, we have a full fare, and we have a reduced fare flat. It's easy. It's simple, right? It really identifying those low hanging things that will make a difference going forth. When we talk about where we're going and places of interest and transit points and everything. It's good that we also keep in mind again, going back to the fare, we could pull a bus or create a route to go to certain areas. But can those people afford to get on the bus? Right? And so going back to the fair discussion there, sure that we're looking for equitable ways to holistically that people could actually utilize the system across the board. So, you know, when we're doing, and I believe Tanya had the question regarding what is wrapped optimization who's a part of that process. Of course, that's something that is more turns towards people who are experts within that field. So we can explain it in the best way that we're looking for efficiencies, were reducing costs in certain areas, whether it's the number of miles we're going, or having more direct routes, or having more timely routes that that could reduce the headways bounce or a reasonable number, or timeframe for people that are especially out in our further areas, such as Ellenville, or, you know, going up there to someone mentioned Mohawk mountain, being able to have access to those points. It's all about understanding our demand versus our actual resources.

**Loren Johnson UCAT Director**

And I think what we have right now, because a higher demand over then the amount of resources that we have. We have vehicles, 100%, electric vehicles, we have all that in place, but we don't have the tangible a driver in that seat doesn't matter. And so that's our greatest resource. And that's something also then I'm working with Office of Employment and Training on is the how can we market it? How can we go out there and develop different ways to recruit new drivers into our system. At least someone mentioned about micro transit, and it will come on or you get an update on that. June, and I think it's June 24, for submitting the actual grant into NYSERDA. So they did give us about a two-week extension on that. So we are expecting the final draft of the proposal that's being done by via to be in the county's



hands here this week, hopefully, so we could review it and give our feedback to it. But after our submission, I believe we're looking at don't quote me on a date, but I believe is July 18, is that we will be doing our formalized pitch to NYSEDA. regarding the micro transit, which by them, we're hoping to hear something back from them by the end of August or September, whether or not we are the winner of that.

**Loren Johnson UCAT Director**

But it's also a grant, keep in mind that even if we don't get the grand prize, there are still some funding availabilities within that, to my knowledge. So we can see how we can utilize that funding to kind of go forth and fill in those gaps. As we're talking about earlier, within the rural areas. I think one thing that we cannot overlook is the work that has already been done through that partnership with sustainable Hudson Valley and via in the county. Because we were able to get those funding dollars to actually look at our county as a whole and where those gaps or resources are. So we have a good baseline of some good tangible data that otherwise we would have to go through the planning department go out and RFP and get that information and get a consultant in here to kind of do that work for us. So we have a plan to kind of move forward with things. And I'm kind of excited about taking that and then building upon that as we walk through this route optimization process for our entire county as a whole. And keep in mind that, you know, the micro transit is really mostly to identify those gaps what those people truly need. So that's why it's focusing heavily on Kingston and New Paltz and Ellenville as the primary areas that we're, you know, essentially testing out this, this micro transit and seeing if it will take care of those gaps that we have identified there. Yep, so I kind of wanted to shed some light on those things.

**Chair Petit**

Thank you. We'll go with Ernie Hunt. And then Tanya Garment.

**Ernest Hunt**

Hi, I'm Ernie hunt from the Catskill Mountain Railroad. And just wanted to comment that the railroad is a potential transportation mechanism that you all might be able to integrate into the plans of the county. You know, we've had a plan to extend the tracks up to Basin Rd. and provide a shuttle service from Kingston Plaza to the Ashokan trail. And if that can be useful to the county as a part of the transportation infrastructure. We are very happy to work with the county to do so. So the state has put this putting in quite a bit of money into the crossing protection, we just signed a contract to upgrade the crossing at 209. We have more funding available for Washington Avenue. And potentially additional funding through the state for other things on the rail corridor that really have no cost to the county. So I just want to mention to you as if it can be useful in terms of being integrated into the full plan. We're happy to work with you on that. Thank you.

**Chair Petit**

Thank you, Tanya.

**Tanya Garment**

Hi, um, I wanted to bring up partnerships, like the New Paltz loop, is there a threshold for when those (inaudible) partners grow enough to deem them appropriate to be taken over financially by UCAT because maybe that ridership now that they've grown it by funding it for a while, UCAT can actually be reimbursed because there's not enough riders per mile.



**Tanya Garment**

There are other ideas to actually do that with to, like, partner there's partnerships with school buses, increasing ridership with the school system, how new housing projects, we're always hearing about a new housing project planning on having a shuttle bus to the malls or into town and partnership would really also add some, a lot of infusing neighborhoods with other incomes is a benefit in many ways. And this is an example where maybe it's a neighborhood with a mostly higher income. But there's always people who need the bus and we wouldn't really have people opt into the bus. So when projects with people with lower income, we should let that benefit happen, where it would be more of a demand for a bus stop. Because you've got ridership there and then the neighborhood would benefit because then people can opt out of it and the resorts as well. There's very rarely busses to, like was mentioned the Mohonk house, there are no buses that I know but also Kingston Point Beach near the Hutton brickyards. People are going to these places with public transit often and we'd love to be able to jump on the bus into town. And so these kind of things start off with partnerships like the New Paltz loop where they're subsidized by the people who are asking for it. But in the end, maybe the ridership would increase enough there to have you get be able to fund it. And there was something else. Well, I, your optimization, I feel like we do we do need more information on that on how that's done. There are, for instance, is a program like streetlight being used, being done - just the who are the experts. And then I don't think it's unreasonable for the public to be able to follow along with that process. Because UCAT is not necessarily tuned into everything that's going on. You've got the people who are out there are a wealth of information to be used towards that. Thanks very much.

**Chair Petit**

So just to follow up with that we were you thinking of doing a next workshop doing a presentation on the systems and the funding, and just so we could get more educated on the actual system. Tanya, is that right?

**Tanya Garment**

Yeah, definitely. I'm definitely asking for that. Yeah, the I love what Legislator Nolan pointed out that we used to have some information coming from the planning department on funding, but UCAT could be putting out. And she mentioned also that UCAT could be doing similar things. And that's an example of that, explaining to us what they're thinking in terms of optimization and reaching out for some more feedback regarding that for sure.

**Chair Petit**

Okay, all right, because I think your first 100-day vision you were only here about a week or so. Director Johnson, you have your hand up.

**Loren Johnson UCAT Director**

So I heard this comment about school buses kind of thrown out there multiple times now. So let me just address this real quick. Underneath FDA guidelines, there's a certain thing called Hours of Service. So hours of service relate to how many hours someone in a safety critical position can actually be at work at any given week. And that threshold is 70. Right? And so we talked about makes use of you know, school bus drivers operating on their downtime for UCAT or vice versa, right? We have limitations in which we

can't exceed that, because then it becomes a safety issue, right. And so as I was saying earlier, one of our most valuable resource is the driver itself, it's not getting the vehicle, we could get vehicles, we have vehicles, right? It's the driver itself. And we have to understand that we're limited by the number of hours, each driver could actually safely operate that vehicle for us and everything. And so that's just one of the multiple factors that we have to keep in mind here at UCAT. And in designing the routes, and how the hit ways are designed, and how the runs are designed. Because we have taken in that account of what's our infinite resources, the number of drivers that we have.

**Loren Johnson UCAT Director**

Totally open to, to working and understanding, they need to understand better our funding source and everything, we could provide that information there. It is very convoluted, sometimes in a sense, but you know, that without getting down into the weeds, but be able to give an overview of how the money is actually funded in who's it funding through something very simple, that, you know, we could provide and, you know, or reach out to the planning department and see what they have provided before in the past.

**Loren Johnson UCAT Director**

But it is a very, it's a formula, as with any state funding or federal reimbursement, that formula is very interesting to say the least, to be able to get back to that dollar, not how it comes. But I think what might be more beneficial is to provide an understanding of how much it actually costs to operate said route. And that's something that you know, after my meeting with Legislator Petit, and Legislator Erner and Deputy, County Exec. Kelly, we're looking at the cost of our reimbursement, but more so is how much is that actual route costing us to operate. Because if we only have, you know, 10 riders a day on a route versus 30-40 route riders on another route, right, that's where that so funding has come into play, to kind of offset those costs and those expenses to kind of supplement those routes, in those areas that typically, they'll have that high ridership amount there.

**Loren Johnson UCAT Director**

And as we are moving towards electric, you know, I've been working with Nick Hvozda, the and the environment department to get an understanding of what's the true cost of electricity that we're putting into those vehicles, to run these electric vehicles and everything. And so, you know, we usually go off of miles per gallon when we look at, you know, unleaded and diesel fuel, but then there's a thing called MPGE, which is how much is electricity is gonna cost us to run this route and everything like that. And so those are little things that we will put into place when we're looking at Route Optimization. It's a total picture of that entire route that we are looking at.

**Loren Johnson UCAT Director**

And when we say that I know Tanya has been mentioned twice now about well who's part of that process. But when we make any changes to our route, large changes off of certain threshold, we're required by FDA, to engage in public hearings and public meetings. And that's the point in time that we will engage with the public and offer up feedback on the changes that are being proposed with that, and everything. And so there is a process for that. And so, you know, it's one of those things, you know, too many cooks in the kitchen will kind of go array a little bit. And so we let the experts be the experts, which will be my team. And if we need to work with the planning department to bring in some other professionals to help and assist with that, we will do so because it is a lot of data, intense work, to be able to do that work

efficiently and everything. So again, by opening up those public hearings, which will come at a later date, that's where we want to get that feedback so we could go in and make some findings.

**Chair Petit**

Cheryl Schneider.

**Cheryl Schnieder**

A few things. Whatever your inputs are, kind of have a major impact on your outputs. So one of the things to consider is in your optimization is how do we get more ridership on those low travel routes, not just how much it costs us per head to travel up and down the corridor, but like what are we not looking at? How are we like leaving people on the wayside? That's number one.

**Cheryl Schnieder**

Number two, waiting till all the experts have done their thing and then bringing us the final product to take a taste of is so backwards. That's what we're actually trying to reorganize here is that we need to put people in the process ahead of time. Um, yes, there are transfer experts. So you're using traffic analysis software like they do for the telephone system, correct? Like, you know, what's your bandwidth? How much capacity do you know you have, how many calls are on, you know, so forth and so on, which is, you know, don't assume that that people in the community don't understand what the experts do, we just need to know exactly what the experts are doing.

**Cheryl Schnieder**

So because some of the assumptions are wrong, and I think, you know, I would like to see a more diverse set of input. Before the final product. It's the wrong place to bring the community and that's why we told (inaudible) in another meeting with Kingston Public Transit Riders and Friends, because don't cook it all up, and then ask us to rubber stamp it. It's like, it's going to be our transit system. Talk to us in the process, as you're making assumptions, you know, it's really important to have the right set of criteria that you're looking at the entire project with. So just as I said, don't assume that you have to cut routes because you have low ridership, how about upping the ridership?

**Cheryl Schnieder**

So like, let's try to reorg the way everybody's been looking at this stuff. Because clearly what we've been doing has not been working. So let's not keep repeating the same thing over and over and over again, and this whole thing of like, you're the experts, and then we're just like, the I don't know, public, but it's like, there's you're leaving, you're leaving the whole magic of what we can create, here and now and moving forward in this, this county of unlimited possibilities. So let's not get stuck with like, well, the software doesn't do that. And this is how it's always been done. And this is what the experts say, because I've seen so much freaking boilerplate out coming out of the public sector, and major public works over and over again, from everything from federal, you know, scientific research studies, on and on and on. So I think we have to like think differently. And we have a major opportunity right now. So I just encourage out of the box, thinking.

**Chair Petit**

I love that idea. Legislator, Nolan, before I go to you Nettie, Michael said he's in our waiting room, but I don't see him anywhere. You don't see him either. Tanya, maybe you could have him, like recall in. And I'll keep an eye out for his name to pop up. Okay. All right. Legislator Nolan and Director Johnson.

### **Legislator Nolan**

Yeah. So I just want to highlight that I think that this forum is an out of the box approach and is exactly that invitation to come in and be a part of the process in an iterative way. That is, we get information about gaps and what's needed, concerns. We do some brainstorming with ideas. And then some experts can go crunch that to see how that can fit in the other side of the equation that the transportation professionals have, which includes things like staffing, funding, safety considerations, moving towards a low carbon future. And so then they come up with an idea, a plan even and come back to us. And I'm really feel gratified that in the current administration, both in the executive's office and the agencies, and in the legislative side, that there's a real desire to embrace that kind of collaborative decision making. And I don't think we can expect either side to get it exactly right. And sometimes we'll use language from a paradigm that weren't so collaborative, and then we can call each other on it. But I think we should be open minded about this attempt to try to have a more collaborative process in advance of planning and along the way, so that as things go along, we get that feedback without weeks or months or years of frustration. So this is a forum I think, for each step along the way to receive that kind of attention from the public, as well as from all the other stakeholders.

### **Chair Petit**

Okay, Director Johnson.

### **Loren Johnson UCAT Director**

That was a great point by Legislator Nolan. Since I've gotten here, and then just running down the list, you know, Legislator Erner actually reached out to me to actually meet with the, the group of Kingston Riders and Friends. And so I have been very gracious to open it up and facilitate that and want that feedback from them. But that's not the only group. I have to provide a service for the entire county as a whole. And so there has not been a meeting with any outside entity that have not extended that offer to really work together. And partner together. I'll give you example, when I met with BOCES, they have a direct connection with a lot of the employers in the communities and everything and I told them right away, I said, hey, I'm wanting to set up a symposium where I'm offering up where, you know, all the employers are coming in and talking about and expressing those needs and gaps of services for their employees to get to and from work. When are their shifts? When are those things designed to be able to be a better partner with them with that? Can you offer some fringe benefits to your employees that entice them to take public transit and everything? Can you do like a, you know, public transit day where all your employees have to take public transit to work and everything?

### **Loren Johnson UCAT Director**

You know, so there has been a lot of engagement, you know, and so, you know, best practices, professional practices within transit agency is always to gather and work with those entities and start bringing them together, because not everybody can meet on this platform here. And so I think is a little premature to say that, you know, UCAT and the county has not taken a global perspective, we get that feedback, we are. And you know, as long as I've been here, which I know is only been three months

here, but that has been our practice going forth, is to reach out to those entities and kind of work with them as partners to understand those needs and gaps, because they know what their employers need, or the reason why their employers aren't getting the work, right. They know that whether or not is our service not running on time, or we haven't delays affecting their business and their bottom line there right.

**Loren Johnson UCAT Director**

We know from the schools like, kids with internships and everything could get there, but they can't get away back. So these are all those various feedbacks that we are getting, by extending that olive branch and extending our ears to listen in, first and foremost, and not respond back. And that good work that was done in partnership with sustainable Hudson Valley, (inaudible) when they did those outreach and everything. They did surveys, they were at the bus stops, they were reaching out with those stakeholders such as the Mohonk Mountain House, SUNY, New Paltz, and all those entities in those communities to say, hey, what are the needs, you represent a much larger body and a large demographic over the riders that potentially should be riding in our buses or is riding our buses with gaps, right? So we're getting that feedback. So the prematurely say that we're not doing that, or that we're just going to be operating in a silo, and then say, here's the plan, just, you know, there you go. That's not how this goes. This is a very engaging process, and every day, and so I really will push back and tell people to understand, like, when we do reach out, we expect to get value added feedback.

**Loren Johnson UCAT Director**

You know, it's one thing to say, this happened 10 years ago, right. But it's another thing to say, hey, this is what we're proposing as a solution that will work for our community or our demographics. That's a whole different spin of things. And I think, as long as we're having solution focused discussions, that we will be successful about working in partnership in collaboration with that, you know, because no one wants to feel like, Hey, you're a bad guy, and you're not getting things done. And so I'll just leave there on that note with that.

**Chair Petit**

And understandably, public transportation is the up and coming. I mean, we had a whole exodus of New York City folks that many don't have vehicles, you know, plus the expensive of just the rising cost of living and gas. And so, you know, I'd love to put 50 cents into the fare box and hop a ride. You know, and that, that I think is ultimately our goal is to expand it enough and to connect everything so that we can do this. So I think moving forward, it's a whole new challenge that probably many of us didn't expect. It's always been a rural community, you know, you were 16 you went out you got a car, because that's kind of what you did. And you know, there weren't even any trails Kathy, there are just a couple of little ponds that we used to sneak into so. I don't know if Michael, if you just popped on, but you know, feel free to speak or Steve, did you have anything else?

**Michael Kodransky**

Hi, can you hear me?

**Chair Petit**

Michael yes.

**Michael Kodransky**

You can hear me?

**Chair Petit**

Yes.

**Michael Kodransky**

Okay, great. I've been in the waiting room. So I'm glad to be able to finally talk. Firstly, I wanted to acknowledge that this is, it's great that this meeting is happening. And as a UCAT rider, I, have thoughts on the fare, I have thoughts on the app. and I have thoughts about the destination that it goes the current route, go to.

**Michael Kodransky**

And so on the fare, since that was a point of discussion, I've noticed that many riders don't often have exact change. And so ended up at many instances, giving more money and putting more money into the fare box than the actual fare. So I think when there is some study on what's happening with the farebox, the fact that there's no ability to get change, I see people sometimes putting in \$1, or \$5, even \$10. And so that's not representing more than just one rider. With the app, you know, that is probably my entry point into figuring out when the bus is coming, best entry points when the bus is coming. And how far away is it. And it often the schedule, and where the bus appears on the app, like the icon of the bus, and the information on when the next bus is coming, they don't really match up. So there needs to be some review of how the app is working, because it's actually not getting the best rider information dynamically.

**Michael Kodransky**

And then in terms of destinations, I just wanted to bring up because many other people brought up great points about destinations that are just over the county line, and destiny and hubs that provide regional transportation, so whether that be Amtrak and Rhinebeck or the Trailways bus so that you can riders can also connect to other transit systems and other counties and other regional options.

**Chair Petit**

Thank you. Steve, did, were you gonna say something as well?

**Steve Rice**

No, I'm just happy to be part of this process. I'd like to see a master plan, but this is the master plan to deal with the problem as it evolves.

**Chair Petit**

Yes. And if you would like to help me with that, I can send you some of the notes I've been taking, because I had kind of thrown some discussion points in there, which haven't been addressed. So I'm going to leave those out. And take what is the general consensus of this group here today? What about Director Doyle? Are you just gonna listen, I'm putting you in the hot seat.

**Director Dennis Doyle**



No, thank you Chairwoman Petit, appreciate that. I just want to echo some of the things that Laura has said. And that is and that I think it is unfair to say that the process in which the system has evolved over time has not outreached to the to the community well before we've essentially come to a conclusion in terms of what changes should be made. We've taken, we've done studies beginning in 2003, 2006, 2009, 2013, 2017, 2016.

**Director Dennis Doyle**

We've continued to take a look at this transit system. And as part of that, look, we we've always essentially outreach with stakeholder groups, forming stakeholder groups, sometimes as many as eight or 10. Pop up interviews for people that are using the bus surveys on the bus, etc, etc. So when you look at where we are in terms of the transit system right now, that transit system has evolved considerably compared to where we were in 2006, and where we are and where we are today.

**Director Dennis Doyle**

And I think it's evolved in a way that essentially has been very helpful in terms of moving to a spoken hub system which we currently use, beginning to provide service to Poughkeepsie. Moving to service so that we can service down into Orange County. We're the only county in the region that has operating authority outside the county itself right now. I think it's important to recognize the fact that this is an organic system that has evolved over time. Has it kept pace with all the needs? Probably not. Does it need to change? Probably yes. But I think it's unfair to say that we're not open to change, or that these kinds of this kind of work that you're seeing right now is something that we haven't done before, we have. And we will continue to do that, as a transportation Council.

**Director Dennis Doyle**

And I would also say that we're also engaged not only in looking at the transit system, but we're also engaged right now in a in a three-county study in terms of freight movements, relative to that. And we also engaged in something called Ulster Connect, which looked at all three counties in terms of how the bus systems operate in all three counties right now, in terms of recommendations. And the MPO, The Ulster County Transportation council was responsible to essentially move to have VIA come into this county and examine micro transit because one of the first recommendations that came out of the latest study was, we need to think about how micro transit could essentially help to meet the needs of this county.

**Director Dennis Doyle**

The last thing you know is that the transportation Council currently is programming federal money that supports your transit system. That federal money is moving into allocations that come down from the state, in terms of that the amount of funding that's available. We're going through that TIP update right now, we'll be looking at adopting a tip prior to prior to September at the end of the federal fiscal year. We're also engaged, quite frankly, in a number of other studies that have an impact on transit. And the last thing I would say is that, when we look at our review function under local land use for powers from the from the from the planning board's perspective, we continue to make recommendations with respect to how site plans are designed so the transit access is where they're capable of transit access. So you're starting to think about how you can move buses in and out of in and out of projects where bus stops can

occur, making sure that sidewalk connections are there so that when transit stops, there's a place to get through the project into the building itself.

**Director Dennis Doyle**

And there's a holistic approach to the transit system. We're engaged in a trail studies we've done a number of trail studies, we did the one that Legislator Nolan just mentioned up and up and Phoenicia in the Shandaken area. We've done that study we're currently engaged in trying to fund a study with trying to fund construction of a project that runs from Kingston to U&D. We're finishing up a midtown linear park. We're engaged in looking at making sure that the OSI funding that went through provides particular areas. We've engaged several developments so that regional trail systems can go through it.

**Director Dennis Doyle**

We're currently trying to take a hard look at in terms of how we can extend regional trail systems into the Saugerties area. We're also engaged in funding for elderly and disabled individuals something called a 5310 program. We're in the process of reviewing applications for that those fundings, having conversations with those folks that essentially get 5310 funding, so that we can start to look at transit as a service in those areas when rather than a particular project owning a bus, that we look at how those buses can be used for providing transit as a service within the region that the project sits.

**Director Dennis Doyle**

There's a lot of work that's ongoing with respect to transit. And I think it's important that we recognize that that work continues to be ongoing. We also need I think, to recognize that we're in a fairly opportune time to essentially look at how transit is managed, and how it can work. And part of that has to do with the fact that there's dollars, the dollars available, not a lot, but there's some dollars available. The other thing is, is that the technology has come a long way in terms of how to treat on demand transit service compared to what it was many years ago. And there are other options that are available to us. I think that the leadership, both of the prior administration and this administration, in looking at making sure that our transit was operating and could continue to function, particularly during the COVID. The COVID work has been really phenomenal in terms of the dedication of those workers that to continue to operate buses and put themselves in harm's way during the COVID crisis, I think is to be commended. Thank you.

**Chair Petit**

Thank you. All right. So we are pushing 8:30. You know, I'm happy I'm a night person I could go but did you -I'll open this up for some email information? I think what I'm hearing is, first we would like to set up um, just a public information meeting. Is that what I'm hearing with information about the financing and the UCAT you know, availability or do you want to go right into workgroups and there's enough here as someone said you could probably spend a significant amount of time just on bus shelters, where we could break it down. We could do you know, ridership and marketing and outreach. We could do an expansion of services and help identify transit points. Or we could just look at a complete connectivity of intermodal. See Kathy's thinking, But Director Johnson has raised his hand.

**Loren Johnson UCAT Director**

All right, if I can suggest, each group that we talked to, and everybody on here probably has a different spin on what the actual needs are. I think there needs to be a consistency of in a prioritization of what is



the top needs, and what will yield the biggest impact, immediate impact with the understanding of what has been shared by myself today, to really say, these are the top three things that we really want to focus on. And that will help streamline some of the work in that pool. You know, us in multiple different directions. Because if you pull us in too many directions, we're not going to be very good about what we focus on and everything.

**Loren Johnson UCAT Director**

And there's a lot of big things that we are currently working on. And I think, you know, this is only just a tip of the iceberg. And Dennis did a really good job as far as giving a complete rundown of a lot of things, even for my time that we're working on. And if we really go in depth about some of those things, it might open everybody's eyes to understanding how complex this change and transformation is. It's not as simple, hey, let's meet as a group, let me tell you, where that bus need to go and boom, we're going to have new routes, and we're going to have drivers and services, it just does not work that way.

**Loren Johnson UCAT Director**

And so it is a very convoluted system and network that we need to prioritize where we are spending our time and attention to understanding that, you know, what might be a priority number one from this group, and this discussion might actually fall on our priority in a timeline of doing things as maybe number four and number five, and we need to be able to convey to you guys, hey, this comes before that, in order to make sure that we are doing things in an efficient manner, kind of going from there.

**Loren Johnson UCAT Director**

I did also want to just touch very quickly on someone mentioned about farebox, I believe that was Steve or somebody that came on there, about people having to put \$5 and \$10 denominations on there. Aside from us having the increase of counterfeit bills that has been hitting our farebox in five and \$10 denominations, right? We are actively working on procuring your farebox systems, that will be future proof that could be able to handle Apple Pay, credit card pay. So if you don't have dollars per se, or if we give you a RFD transit car from one of the agencies, who will be able to get on a bus and utilize that. So that's something that we are hoping to have in place here by coming in the beginning of 2023, and everything that, you know, will be an immediate, impactful change that we could do to the system there.

**Loren Johnson UCAT Director**

And then I believe someone also mentioned about our ability to just, you know, put things in a computer, and voila, we have these routes. UCAT does not have any fixed route software. So let me say that, again, we do not have any fixed route software. So when these routes were created way back, it was pretty much pen and paper and a map. So we don't have a software to actually put this information in to do so. Right. And so this is the old school, you know, push pen and paper type of mentality and how we're doing things. Do we have routing software for our demand results, responsive services, our paratransit our ADA service? No, that's more so of just a scheduling software that we use to organize those things. So you know, there's this misconception that we're like a full fledge authority with all these software's and technologies around us, but we are far from that. So again, this is why working in a quote unquote professional arena of a silo first and foremost, is needed so we could produce that work and everything. And so, just want to throw those things out there and I'd

**Chair Petit**

Okay. So I had a suggestion that we should wrap our meetings up in two and a half hours. But I do have some closing remarks, please from Legislator Stewart and then Legislator Erner.

**Legislator Stewart**

Just following up on what Director Johnson just said, I think it would be helpful if we may be limited. I shouldn't say limited, but if we focus on, you know, three or four major points, I think that's a wise call. And of those three or four major points, I think that shelters is one that we should investigate. And the fare issue that Legislator Erner brought up, you know, is definitely another. And I was gonna say that if you know, folks are interested in the shelter issue, then I would certainly be willing to work on a subcommittee or special working group or whatever you want to call, want to call it on call on that topic. So those are my thoughts.

**Chair Petit**

The third one being, I have bus shelters, fares, and

**Legislator Stewart**

Those are two that came out that seemed obvious to me. I'm not sure where the rest of the group would want to go on the others.

**Chair Petit**

Okay, I'll come up with something. Legislator Erner.

**Legislator Stewart**

Oh Phil, you're muted.

**Legislator Erner**

But it was very profound what you just said.

**Legislator Erner**

Thank you. It was in November last that Legislator Uchitelle made a comment, we were near the new circle at upper Broadway and 587 Albany Avenue. To remember victims of traffic violence. And Abe said, it's long been part of the American dream to get yourself a big fast car and go hit the open road and our future it can't really continue to look like our past for so many reasons. Our future dreams have to be different. So what does that look like for us here in Ulster County? Private car ownership, getting an operation is just getting more expensive. We're gonna have to figure out ways to share more, and that's a cultural project as much as it's a government policy project.

**Legislator Erner**

In the United States, there's 132 households with 286.9 million vehicles, almost one vehicle per human in this country, and about two per household. So, and every month, we pass all kinds of resolutions, funding our infrastructure, our roads, our bridges, and so forth. So I believe in us, and I believe that we can do this. We can lead to an eco-thriftier future where poor people really have the rights and transit that everyone else has. And that's about it. Thanks.

**Chair Petit**

Okay, very good. All right. So I have typed down, you know, four issues that have really jumped up. So we will have an opportunity to discuss how we'll be addressing them. And I'm not going to keep anybody any longer. But thank you. I mean, I think this has been amazing. We've gotten a lot of input, we have a real nice selection of, you know, professionals and local organizations and stakeholders right here. And I certainly do appreciate your time. We're going to come up with an amazing model for every other county in the nation to follow. All right, thank you have a good night, everybody.

**Nettie Tomshaw**

Laura motion to adjourn.

**Chair Petit**

Oh, we have to adjourn. Okay. motion.

**Legislator Stewart**

So moved.

**Legislator Nolan**

Second.

**Chair Petit**

That was Legislator Stewart and Legislator Nolan. Gotcha. Okay.

**Legislator Nolan**

Call, the question lol.

**Chair Petit**

Yes, should I call the question lol.

**Legislator Stewart**

Thank you, everyone. Good night.