

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

DATE & TIME: July 11, 2022 – 6:00 PM
LOCATION: Powered by Zoom Meetings, Meeting ID: 827 0902 7577
By Phone Dial (646) 558-8656
PRESIDING OFFICER: Chair Laura Petit
LEGISLATIVE STAFF: Nettie Tomshaw, Legislative Employee
PRESENT: Legislators Fabiano, Litts, Nolan
ABSENT: Legislator Stewart
QUORUM PRESENT: Yes

OTHER ATTENDEES: Legislator’s Phil Erner, Christopher Hewitt, Manna Jo Greene, Commissioner Brendan Masterson, Deputy Comm. Finance Dean Rylewicz, Deputy Comm. Capital Projects Robert Parete – Department of Public Works, Director Planning Dennis Doyle, Deputy County Executive’s Marc Rider & Chris Kelly, Director Nathan Litwin Recovery & Resilience, Director Loren Johnson UCAT, Cheryl Schneider, Clark Richters Sr., Sophia Jang Gordian Group Inc., Krishia Zamora, Rachel, Robert Paulson, Anne Ames, Ilona Ross, Sam Merrett Schooner Apollonia, Cynthia Nikitin Placemakers Guild & Sustainable..., Melissa Everett

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

Motion No. 1: Moved to **APPROVE** the Minutes of the June 13, 2022 Meeting of the Public Works, Capital Projects & Transportation Committee

Motion By: Legislator Nolan
Motion Seconded By: Legislator Fabiano

Discussion: None

Voting In Favor: Legislators Fabiano, Litts, Nolan, Petit
Voting Against: None
Votes in Favor: 4
Votes Against: 0
Disposition: Minutes **APPROVED**

Resolutions for the July 19, 2022 Session of the Legislature

Resolution No. 289: (AS AMENDED) - 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 establishes Capital Project No. 635 in the amount of \$5,000,000.00 to create the ARPA Parks Program to partner with municipalities to match up to 50% of the total cost of each park project, with a maximum match of \$500,000.00 per project.

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

Discussion: See attached transcript.

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

Resolution No. 340: (AS AMENDED) - Funding Capital Project No. 600 - ARPA Food Security And Access - Department Of Finance, Division Of Recovery And Resilience

Resolution Summary: This Resolution funds Capital Project No. 600 – ARPA Food Security and Access in the amount of \$350,000 for the purpose of convening an Emergency Food Working Group to complete a Food System Resilience Report with Cornell Cooperative Extension of Ulster County as the partner to convene this effort by engaging the Emergency Food Network, local agricultural producers, suppliers and others in the planning and coordination process.

Motion No. 3: **Moved Resolution No. 340 FOR Discussion**
Motion By: Legislator Fabiano
Motion Seconded By: Legislator Nolan

Discussion: See attached transcript.

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

Resolution No. 341: Amending The 2022 - 2027 Capital Improvement Program -Establishing Capital Project No. 642 - ARPA Homeowner Energy Improvements And Job Training Project - Amending 2022 Capital Fund Budget - Department Of Finance, Division Of Recovery And Resilience

Resolution Summary: This Resolution establishes Capital Project No. 341 – ARPA Homeowner Energy Improvements And Job Training Project in the amount of \$500,000 to provide assistance to income eligible homeowners while also offering job training activities to improve the energy efficiency of homes, following the same conditions and rules that is part of its CDBG Program.

Motion No. 4: **Moved Resolution No. 341 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Fabiano

Discussion: See attached transcript.

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

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. 5: **Moved Resolution No. 298 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Fabiano

Discussion: See attached transcript.

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

Resolution No. 339: Approving The Execution Of A Contract For \$1,364,900.00 Entered Into By The County – Gorick Construction Co., Inc. – Department Of Public Works

Resolution Summary: This resolution approves the execution of a contract with Gorick Construction Co., Inc. from August 1, 2022 through December 31, 2023 for demolition services for the former Ulster County Jail in the amount of \$1,364,900.00.

Motion No. 6: **Moved Resolution No. 339 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Litts

Discussion: See attached transcript.

Voting In Favor: Legislators Fabiano, Litts, Nolan, Petit
Voting Against: None
Votes in Favor: 4

Votes Against: 0
Disposition: **Resolution ADOPTED**

Resolution No. 347: Amending Capital Project No. 541 SUNY Ulster – Facilities Equipment - Amending The 2022 Capital Fund Budget – Ulster County Community College

Resolution Summary: This resolution amends Capital Project No. 541 SUNY Ulster, Facilities Equipment, amending the 2022 Capital Fund Budget, UCCC. \$340K 50% reimbursable from the NYS Dormitory Authority. A Bond Resolution Will Be Required.

Motion No. 7: **Moved Resolution No. 347 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Litts

Discussion: See attached transcript.

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

Resolution No. 352: Authorizing The Department Of The Environment To Submit An Application To The New York State Water Quality Improvement Project (WQIP) Grant Program For Water Quality Projects – Department Of The Environment

Resolution Summary: This resolution authorizes the DOE to submit an application to the NYS Water Quality Improvement Project (WQIP) grant program for water quality projects. \$ TBD Potential Capital Project Revenue.

Motion No. 8: **Moved Resolution No. 352 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Litts

Discussion: See attached transcript.

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

Resolution No. 357: Authorizing The Chair Of The Ulster County Legislature To Enter Into A Lease Agreement With Industry Village 1151 LLC - Department Of Public Works – Buildings And Grounds

Resolution Summary: This resolution authorizes the Chair of the UC Legislature to enter into a 5-year lease agreement with Industry Village 1151 LLC. Contract term August 1, 2022 through July 31, 2027 for a total lease cost \$260K.

Motion No. 9: **Moved Resolution No. 357 FOR Discussion**
Motion By: Legislator Litts
Motion Seconded By: Legislator Nolan

Discussion: See attached transcript.

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

Resolution No. 383: Establishing Capital Project No. 639 – Hall Of Records Building Roof Restoration — Amending The 2022 Capital Fund Budget — Department Of Public Works (Buildings & Grounds)

Resolution Summary: This resolution establishing Capital Project No. 639 for the Hall of Records Building Roof Restoration, amending the 2022 Capital Fund Budget. \$560.6K A Bond Resolution Will Be Required.

Motion No. 10: **Moved Resolution No. 383 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Fabiano

Discussion: See attached transcript.

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

Resolution No. 385: Approving The Execution Of A Contract For \$510,600.00 Entered Into By The County – Titan Roofing, Inc. – Department Of Public Works

Resolution Summary: This resolution approves the execution of a contract for \$510.6K with Titan Roofing, Inc. for repair and restore roof at UC Hall of Records. 100% County, Contract Term 8/1/22 – 11/15/22.

Motion No. 11: **Moved Resolution No. 385 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Fabiano

Discussion: See attached transcript.

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

Resolution No. 386: Approving The Execution Of A Contract For \$492,196.00 Entered Into By The County – AECOM USA, Inc. – Department Of Public Works

Resolution Summary: This resolution approves the execution of a contract with AECOM USA, Inc. for \$492.2K for design services for the replacement of the Turnwood Bridge. Federal 97%, County 3%, Contract Dates 8/1/22 – 11/30/24.

Motion No. 12: **Moved Resolution No. 386 FOR Discussion**
Motion By: Legislator Litts
Motion Seconded By: Legislator Nolan

Discussion: See attached transcript.

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

Resolution No. 387: Establishing Capital Project No. 640 – DPW Large Culvert Program – Amending The 2022 Capital Fund Budget – Department Of Public Works (Highways And Bridges)

Resolution Summary: This resolution establishes Capital Project No. 640 for county road 109A Culvert #8 replacement. Awosting Rd., Town of Shawangunk, \$60K County Capital Fund. A Bond Resolution Will Be Required.

Motion No. 13: **Moved Resolution No. 387 FOR Discussion**
Motion By: Legislator Litts
Motion Seconded By: Legislator Nolan

Discussion: See attached transcript.

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

Resolution No. 389: Amending The 2022 - 2027 Capital Improvement Program - Establishing Capital Project No. 641 Route 28A/CR 50 Embankment Stabilization, Town Of Hurley - Amending 2022 Capital Fund Budget - Department Of Public Works (Highways & Bridges)

Resolution Summary: This resolution amends the 2022-2027 Capital Improvement Program, establishing Capital Project No. 641 for Rt. 28A/CR 50 embankment stabilization in the Town of Hurley, amending the 2022 Capital Fund Budget. \$300K County Capital Fund. A Bond Resolution Will Be Required.

Motion No. 14: **Moved Resolution No. 389 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Litts

Discussion: See attached transcript.

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

Resolution No. 391: Approving The Execution Of A Contract Amendment For \$101,060.00 Entered Into By The County – Complete Building Solutions, Inc. – Department Of Public Works

Resolution Summary: This resolution approves the execution of a contract amendment #7 extending the term of agreement with Complete Building Solutions, Inc. for \$101.K and updating locations of agreement for janitorial services. 100% County, Amd. Term 7/31/22 – 7/31/23.

Motion No. 15: **Moved Resolution No. 391 FOR Discussion**
Motion By: Legislator Litts
Motion Seconded By: Legislator Nolan

Discussion: See attached transcript.

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

Resolution No. 392: Approving The Execution Of A Contract For Rates Anticipated To Exceed \$50,000.00 Entered Into By The County – The Gordian Group, Inc. – Department Of Public Works

Resolution Summary: This resolution approves the execution of a contract with The Gordian Group, Inc. for software licensing and support services to develop, implement and support a “job order contracting program”, (JOC.) 100% County, Contract Dates 8/1/22 – 7/31/23.

Motion No. 16: **Moved Resolution No. 392 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Fabiano

Discussion: See attached transcript.

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

Resolution No. 393: Approving The Execution Of A Contract Amendment For \$13,970.00, Causing The Aggregate Contract Plus Amendment Amount To Be In Excess Of \$50,000.00, Entered Into By The County – Dutchess Overhead Doors, Inc. – Department Of Public Works

Resolution Summary: This resolution approves the execution of a contract amendment #1 with Dutchess Overhead Doors, Inc. for \$14K extending the term of agreement and include additional overhead doors in the maintenance agreement. 100% County, Contract Dates 7/31/22 – 7/31/23.

Motion No. 17: **Moved Resolution No. 393 FOR Discussion**
Motion By: Legislator Fabiano
Motion Seconded By: Legislator Litts

Discussion: See attached transcript.

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

Resolution No. 394: Establishing Capital Project No. 643 - UCAT Bus Purchase 2022 - Amending The 2022 Capital Fund Budget – Ulster County Area Transportation (UCAT)

Resolution Summary: This resolution establishes Capital Project No. 643 for a UCAT bus purchase, amending the 2022 Capital Fund Budget. \$2,991,807.00 anticipated county capital fund appropriations. County match for the purchase of all vehicles for the UCAT fleet \$299.2K for a total of two battery electric buses, and up to eight 100% electric, zero carbon support vehicles. A Bond Resolution Will Be Required.

Motion No. 18: **Moved Resolution No. 394 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Litts

Discussion: See attached transcript.

Voting In Favor: Legislators Fabiano, Litts, Nolan, Petit

Voting Against: None
Votes in Favor: 4
Votes Against: 0
Disposition: **Resolution ADOPTED**

Resolution No. 396: Supporting And Authorizing A Grant Application To The Federal Transit Administration To Accept And Administer 5339(b) Funding For Bus Replacements And Support Vehicles And Authorizing The Ulster County Executive To Execute Any Required Applications Or Agreements To Accept Funding- Ulster County Area Transit (UCAT)

Resolution Summary: This resolution supports and authorizes a grant application to the Federal Transit Administration to accept and administer funding for bus replacements and support vehicles. \$940K Anticipated capital fund appropriations.

Motion No. 19: **Moved Resolution No. 396 FOR Discussion**
Motion By: Legislator Litts
Motion Seconded By: Legislator Nolan

Discussion: See attached transcript.

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

Old Business: Special Transportation Working Group

See attached transcript.

Adjournment

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

Motion Made By: Legislator Nolan
Motion Seconded By: Legislator Petit
No. of Votes in Favor: 2
No. of Votes Against: 0

TIME: 8:45 PM

Respectfully submitted: Legislative Staff, Nettie Tomshaw

Approved: August 8, 2022

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Chair Petit

And just for my own oh, just said the meeting is being recorded.

Chair Petit

My own information. You know, I'm well aware of RUPCO providing funding, and you know, going out for bid for rehabilitation activities. How does Citizens Power fit into this? Is the entire portion of this funding going just to contract with them? Does it go in for additional energy upgrades? If I could just get at that?

Nettie Tomshaw

Chair I forgot.

Assistant Deputy Executive Markowitz

Sure. And thank you for that question of Legislator Petit. The Citizens for Local Power has a really great working relationship with contractors that do these deep energy retrofits. And also with respect to the internship program. So the money here would be devoted to Citizens for Local Power on the administration side, and on their, on their work with their they currently have a grant from Novo, that's paying their interns. So a bulk of the money would go to essentially for RUPCO, for direct assistance to the to the homeowner, and Citizens for Local Power, have a small piece of this with respect to make sure that they have the administrative capability to move this forward.

Chair Petit

Very good. Thank you. Okay. So we will take no action on this resolution. Unless you're comfortable enough after the explanation.

Legislator Nolan

I'm not aware of the Chair's concerns. This looks very good to me. I mean, it's a, if there is some time sensitivity in terms of getting the program started this year, I'd rather have it this year than next year.

Chair Petit

I would too.

Legislator Nolan

Have it done before winter so it might be more helpful. So is there a way that we can be respectful of the chairs concerns and still move this forward?

Chair Petit

Legislator Fabiano?

Legislator Fabiano

Yeah, I feel the same way as Legislator Nolan. I think we should move this forward tonight.

Chair Petit

I tend to agree after the explanation. Yeah. Especially if, you know, if someone else is taking care of the administrative part of it and more money will go into the upgrades. Deputy Kelly.

Deputy Exec Chris Kelly

Thank you Chair. I mean, anybody on the call can correct me if I'm wrong, but even if this committee passes it tonight, it will still go to other committees down the chain. So if the chair wanted to have her voice kind of heard on this, I think there'll be other opportunities even before the floor.

Chair Petit

All right. So hearing the will of the committee. Yes. Legislative Fabiano.

Legislator Fabiano

I would like to move it - pass it.

Chair Petit

Okay. Did we vote? We will call the vote. Okay. All in favor?

Committee Members

Aye. Aye.

Chair Petit

Any opposed? No abstentions? Okay. Thank you very much.

Chair Petit

So Deputy Rider, we have Legislator Erner present now. So we are going to move back to Resolution No. 298. To 298. Yep, that's the first one. Establishing a policy to eliminate mandatory fares for Ulster County Area Transit. Do I hear a motion to open it for discussion?

Legislator Nolan

Move it.

Chair Petit

Legislator Nolan, second.

Legislator Fabiano

I'll second it.

Chair Petit

Okay Legislator Fabiano. Okay, Legislator Erner. Did you want to ask the first question? Or do you want to open it up to one of our deputies to discuss it?

Legislator Erner

Thank you Chair Petit. Well, Deputy Kelly and I had most recently talked as far as between me and the executive on this. So Deputy Kelly through the chair, would you like to share what, where you're at?

Deputy Exec Chris Kelly

Sure. All right. So we have been researching and I'm not gonna get too far down in the weeds. But it is important to understand that there's quite the thicket of weeds when you're dealing with FTA and state operating aid and making sure that we ensure the integrity of it. So our approach is to understand the existing ridership and income it provides. And then what we're doing is trying to find a way where instead of charging the user the fee, which is our fare to make sure that we charge that same amount back to the government meaning us in order to make when we report up to the state in the FTA in order to make sure that we get - it's essentially And it's about we get \$3 for every dollar that we spent. If we have 300,000, or 350,000, in fares, the state is going to give us about a million dollars in operating aid assistance. So that's what we need to make sure is made whole. So I've got the budget team right now, just finalizing that piece. The other piece is really getting down to the implementation part of this. We have fares posted everywhere we have a fare schedule, we have to make sure that we're ready for the messaging of this. Automatic people counters are going to be installed on the buses at some point. I'm sure in the beginning, we'll have to do manual counts, but to have the APCs installed as part of even good internal controls when it comes to counting fares against people writing is a good idea.

Deputy Exec Chris Kelly

But it will be more important since we're not going to be chart collecting that dollar, that fare. The other piece, and this is more of a budgetary approach, and just having the understanding that what we're creating is a semi -it's an optional program. It's a benefit to, that would be offered to anyone riding the transit system. So we are just trying to figure out and this is not at all to step on the idea that came from Legislative Erner. But we're trying to understand whether we're more comfortable with using existing an

extra fund balance versus ARP funds for a short duration. We've never done this. We don't know. We've had a declining ridership over the last few years. What is the impact of a free transit system on a county. We don't know the answer to that because it hasn't, we haven't done it yet. So the risk becomes over time is that we're successful, very, very successful, it's going to be that much more expensive. We're also trying to invest in our transit system. We're trying to green the fleet, we're trying to replace aging infrastructure, we have to build a new bus garage, all of that has to stay intact, whether we collect the fares or not.

Deputy Exec Chris Kelly

So we're much closer and my goal is August, where we'll have this ironed out. We've gotten a lot of this (inaudible) stuff out. But I still you know, I know Dennis and the Ulster County Transportation Council will still want to weigh in on certain aspects of this. But I do feel much more comfortable today. And I think we're getting to be in a very good place. It's not that expensive. We're talking 300 to \$350,000 a year.

Deputy Exec Chris Kelly

So on a whole for a budget of 352 - \$353 million to provide free transit county wide, it's not so significant that it's really, you know, that's not what's causing pause. It's making sure that we do this in the right way. And I do, I do think that a pilot for 18 months, two years, whatever seems to be everybody's purview. I think that would be prudent. And then it's really a study. It's a, it's a study of an impact of free transit on a county like ours, and I don't know the outcome. So but we're in a good place.

Chair Petit

Legislator Nolan.

Legislator Nolan

Thank you for that Deputy Executive Kelly. It's very helpful. I have one question. And one suggestion. The question is will riders be allowed to pay? You know, could we keep the existing fare structure in as an optional fare structure. We have a lot of businesses throughout the county that actually do operate on a pay forward basis, where people pay for things that they are giving to their neighbors. So if it's possible, and it doesn't complicate the logistics unduly, then I think there might be a benefit in that. So that was my question. Is it possible? And I put a recommendation in on that.

Legislator Nolan

The other recommendation is, I think this does make sense to me for ARPA funding because I think that Ulster County Area Transit was hit so hard with the pandemic, that there's a kind of natural connection that I think will help with the messaging to the public. That as a result of, you know, the impact on the system from the pandemic, we're seeking this funding and making this change. So that would be my suggestion. At depending upon what you and Director Johnson and others work out in terms of what you think the ridership will want, and Legislator Erner may have some feedback from the members of the community he's been working with about both of those issues. In the end, I think people will be happy if it's funded and won't care where the funding comes from. But there may be people who have ideas about the messaging.

Deputy Exec Chris Kelly

Sure may I Chair.

Deputy Exec Chris Kelly

So that idea was brought up by Legislator Erner and several others about the pay forward model. I, yeah, without getting too much into the operations at the bus level, I think that would be fine. And we just, we have to work that part out. In Kansas City, it's about an eight, they've done the same thing. And they have about an eight and a half million dollar and all that they fill on the fair sides, 4 million is coming from private foundations, and four and a half is coming from the city. So they're doing a mix of both of those, obviously, their ridership is significantly higher. But it makes a lot of sense. And that is what could lead to what I think would be a more kind of recession and hard times resilient type of system if we were to continue to collect something.

Chair Petit

Thank you.

Deputy Exec Chris Kelly

And in terms of part of our approach is, and I think Loren can speak to this well as a newer to our system is if you look at our fare schedule today, it's kind of complicated and a bit all over. And that these things do happen over time. So from a budget standpoint, we're looking to simplify it in terms of what we charge back to ourselves. So I think state operating - Dennis can also jump in and correct me, but they require a minimum and a discount fare. And I think it's 30 cents and 15 cents. That doesn't make sense for us because it's not going to roll up nicely to the 300 or 350,000 that we need. But we are trying to settle on maybe two fares here that we can charge back to ourselves just for terms of simplicity. But yeah, I think the pay forward model could help. I think there could be interest from I talked with legislator, the majority leader, John Heppner, and he talked about if municipalities want to expand service that looking to replicate like similar contracts, like we do with New Paltz and the student union without paying for it essentially, in a lot of respects. So there's interesting ways that we can look at that part of it. But I think that'll be a little further down that road.

Chair Petit

Okay, Legislator Nolan, did you have another question, okay, no. Legislator Fabiano.

Legislator Fabiano

Yes, I gotta live, I can't believe that I'm going to agree with the legislator Nolan on two resolutions in a row. But I do agree with her, if the party gets on the bus, and they want to pay, I mean, you know, somebody that's doing okay in life, and don't want to, you know, take advantage if they want to pay, they should they should be able to pay to help towards the cause. I mean, if I had to get on one of those buses, and the option was there not to pay, I think for 50 cents or \$1, that it would cost me I would definitely be willing to pay. So I feel that that should be in there, that that can take place.

Chair Petit

And Director Johnson, did you want to add anything to the conversation since your name was brought up?

Loren Johnson UCAT Director

No, everything is in a line - it was hard discussions that we had as a group, collectively. I agree I would add is looking for other opportunities, such as the private sector with businesses to participate in that, that share the funds, specifically, we match our ride times or delivery times to their shift schedules, that their operation might be a kickback to actually promote more ridership that is going to be used and meaningful, especially when we look at dates, if those corporations or organizations promote, you know, public transit as a ride for that day, or whatever, to increase our ridership and the use of it.

Chair Petit

I agree certainly with, the with the price of well, I know that feels gone down a little bit, but it's still high enough that, you know, I don't know about everybody else. But I'd love to be able to take the bus more often. You know, I'd said before when we went down to Ellenville, that would have been a good quarter of a tank of gas just go to that meeting. So. So with that, this resolution, would you like to take no action on it since it? It doesn't contain all of the components of this discussion, and there'll be another resolution presented. Legislator Erner. What would you like to do at this point?

Legislator Erner

Yeah, I'd be fine with that.

Chair Petit

Okay. All right. So we'll take no action on this resolution. The next one is resolution, thank you.

Chair Petit

Resolution 339. Approving the execution of a contract for \$1,364,900. entered into by the county with Gorick Construction Company. Do I here motion.

Legislator Nolan

Motion.

Chair Petit

Thank you much later Nolan. Second. Where did Herb go, oh there. Want to second it good. Legislator Litts will second it. Okay, I'll open the floor up for discussion Legislator Erner. You had questions.

Legislator Erner

Yeah. If anybody on the committee, though, has questions first?

Chair Petit

No. And we have Deputy Rider here who can answer questions as well. Along with Director Masterson.

Legislator Erner

Ok then. So let's see here. So I read as best I could through the plan here. And I spoke with the named Project Manager, Jake Blosser from buildings and grounds. Jake had told me he hadn't hadn't heard

that he was named on this yet. So I just like to verify that we feel that he'll be prepared to play that role of managing. Having just learned about that he's supposed to do that.

Deputy Executive Rider

Yeah, I mean, a project manager wouldn't get assigned to a project until there's actually a project which hasn't happened yet. And so I think it would be early to say that he's going to definitely be the project manager. We have multiple project managers to in the county, and so that determination would be later.

Legislator Erner

Okay, so you're saying it's more of a formality, you just have to name somebody and it could change and that's okay.

Deputy Executive Rider

Yes.

Legislator Erner

Okay. I, let's see here. I read through the boring study and the asbestos study. I think that the second of those had come out in a previous resolution, but I'm certainly not an expert on these things. I know some concerns had been raised previously about the roof. And the study says that the roof is assumed all to be asbestos. Do we feel that we're prepared and or the, you know, the bitter, the contractors prepared to deal with that, however, they have to deal with that?

Deputy Executive Rider

Yes, they are aware that they have to demolish the building as assuming that there's asbestos. I'm sure they were will be some bestest testing to do samples. There's already been some done that I believe were included in the bid documents. But they will have to take the roof down. Assuming it's best, assuming its asbestos. Dennis, do you have anything to add?

Director Dennis Doyle

Only the fact that the county is going to be required to essentially hire a separate asbestos consultant to essentially make sure that we have third party air quality testing with respect to the demolition as it relates to asbestos removal. And that's required under law.

Chair Petit

So that'll be done after the contractor goes in. And there's a deeper dive into what's there. And then, no?

Director Dennis Doyle

We'll hire that individual prior to that.

Chair Petit

Okay.

Deputy Executive Rider

We have people on contract that knew that we would just assign that that vendor to do that testing.

Chair Petit

And where does the asbestos go after. I mean that the clean solid waste is, you know, the Resource Recovery Agency takes possession under flow control, but does this get shipped out to a landfill in Buffalo area?

Deputy Executive Rider

There're certain areas that are allowed to take in asbestos waste, and so it has to get certified that it was disposed of in a licensed certified manner.

Chair Petit

Awesome. Okay, so this manifests, okay. Okay, Legislate Erner.

Legislator Erner

Thank you. Have we gotten any better sense at this point about what if any blasting might be needed to do the demolition?

Deputy Executive Rider

I don't think - yeah, go ahead, Dennis. Sorry.

Director Dennis Doyle

No that's fine Marc. The short answer is that there will be no blasting with respect to the demolition.

Deputy Executive Rider

If there was any blasting it would be done during the site work to prep the site being ready, but we have not determined that that's going to be necessary.

Legislator Erner

Good news.

Chair Petit

All right. Anything else? Okay, hearing no other questions? I'll call the vote All in favor?

Committee Members

Aye. Aye.

Chair Petit

Any opposed? No abstentions? Thank you.

Deputy Executive Rider

Thank you, everybody.

Chair Petit

Clerk Tomshaw are we at resolution number 347 now since we're hopping around, okay. All right. Resolution number 347. Amending capital project number 541 SUNY Ulster facilities equipment amending the 2022 capital fund budget. Motion to open for discussion. Legislator Nolan. Okay take your pick. Do we have any any questions on this resolution? Improvement of facilities, no comments? Okay, so hearing none, I will call the vote All in favor?

Committee Members

Aye. Aye.

Chair Petit

Any opposed? No abstentions?

Chair Petit

Resolution number 352. Authorizing the Department of the Environment to submit an application to the New York State Water Quality Improvement Project Grant Program for water quality projects motion to open. Kathy Nolan, second Herb Litts. I think my only did have a question on this. No, I think I was wondering where or what it exactly was but it looks like it's specifically for Woodstock. It was called Woodstock something for the salt shed. Is that correct?

Legislator Nolan

Woodstock number two crossing? That's part of it I think.

Chair Petit

Yeah, Director Masterson.

Commissioner Masterson

There are two parts to that she's submitting on. Or that the environments somebody on. One is for what we call Woodstock number two culvert. And the other part is to try to get some funding back for what we're just spending on the (inaudible) appraisal.

Chair Petit

Also, it's two part Oh, awesome. Okay. Okay, because I did remember we did the salt shed already. So I thought maybe we had multiples in the county. All right. Okay, so that answers my question. Anything else? Okay, hearing none, I'll call the vote All in favor?

Committee Members

Aye. Aye.

Chair Petit

Any opposed? No abstentions?

Chair Petit

Resolution Number 357. Authorizing the chair of the Ulster County Legislature to enter into a lease agreement with Industry Village 1151. Motion to open for discussion. Legislator Litts. Second Legislator Nolan. Any discussion?

Legislator Nolan

I think legislator Fabiano has his hand up, but I also

Legislator Fabiano

I was gonna move our discussion. I'm sorry.

Legislator Nolan

Yes. So what will take place in this building?

Comm. DPW Brendan Masterson

This is on behalf of the Sheriff he requested this space.

Chair Petit

Okay.

Legislator Nolan

So just do we know if this is then additional to space that we already have or is it to replace something?

Legislator Nolan

Deputy Kelly.

Deputy Exec Chris Kelly

I believe the chair of the legislature made calls on behalf of this resolution to you the chair and others on the committee.

Chair Petit

Yeah, she told me she spoke with everyone. I see two yes.

Legislator Nolan

Yeah I forgot. It was long enough ago.

Chair Petit

Thank you. Yeah. Okay, so hearing no other discussion. I'll move the vote. All in favor?

Committee Members

Aye. Aye.

Chair Petit

Any opposed? Any abstentions? Thank you. Scrolling I'm scrolling Resolution 383. Establishing capital project number 639. Hall of Records building roof restoration, amending the 2022 capital fund budget. Do I hear a motion to open for discussion.

Legislator Nolan

I'll move it.

Legislator Fabiano

Second.

Chair Petit

Second Legislator Fabiano. I see that it is eligible for solar up on the roof, which is awesome. Robert Parete. Did you have a comment?

DPW Deputy Comm. Robert Parete

Other than we were required to do a feasibility study, the Department of the Environment, we did one and it came back that it's that it is economically feasible. And it also is structurally feasible. So that's a separate part, a separate project than this project. But we're excited about that.

Chair Petit

I thought it was part of this. That's why I was so excited. Legislator, Nolan.

Legislator Nolan

I just like to compliment especially Legislator Greene, who has worked tirelessly to make sure that we always ask this question, and it's so nice to have the question asked and answered in a way that allows us to save some money going forward and continue to move in a green direction. So I appreciate people following through on this. I don't know for sure if this is the one but um, there's one of these resolutions that has salt, it must be another one. So I'll come back to that. I want to know what soil nails are. But I think it's a later resolution.

Chair Petit

Thank you. Okay. Yeah, that's an interesting. All right, Legislator Litts.

Legislator Litts

Yeah, I mean, I was hoping - my question was, is the cost of the project, including the solar and I just found out that no. Is there somehow we can coordinate the projects, because we're going to put a brand new roof on this building, and then we're going to put out a project to cut holes in it to install solar. That doesn't make any sense to me.

DPW Commissioner Masterson

Legislator Litts that's not necessarily how we're going to go about it. I believe it's easier to separate these out. But identify that it is feasible to do so. But the design for the solar may or may not be penetrating. I believe in this case, it might be a ballasted system.

Legislator Litts

I mean, that that's fine. If in fact, that's the way it's going to go, can we find that out before the roof contractor is there or leaves because if there is penetrations, maybe those can be made, then the roof company does their work. So everything's sealed up nice and tight. And then the solar comes in and installs. I mean, if there's no penetration, I don't see the issue. But if there is penetration, that would be nice to have that work done before you buttoned up and seal the roof, rather than cut holes in a new roof.

Chair Petit

And would it void the contract or the you know, the warranty on it.

Legislator Nolan

On some of these, some of the solar installations may be eligible for grants that may not have been applied for yet. So I wonder if there's some funding issues that are cross cutting. I agree with Legislator Litts point from the engineering point of view. But does the roof need to be addressed right away? And are there - is there going to be a delay to get the funding for the solar? Or could it be brought together reasonably? And a limit? You know, it just gives us more options in terms of whether to penetrate the roof or not based on what we're going to need to do for the solar?

DPW Commissioner Masterson

Rob, you have any comment on that?

DPW Deputy Comm. Robert Parete

No other than we did go back and forth with the consultant and the company. And you know, it's not going to be part of it. And there's a 15 year warranty with the roof, the new roof. And we're going to start with the second part of the phase for the solar aspect of it right away.

Chair Petit

So the contractor is aware that there will be solar put on this roof and they're still carrying forward with the warranty.

DPW Deputy Comm. Robert Parete

We can yes, we can double check with that. Just yeah, that's fine.

Legislator Litts

Yeah, I mean, I'd like to see that in writing that he will guarantee the roof system for 15 years whether we penetrated it or not.

DPW Deputy Comm. Robert Parete

Okay.

Chair Petit

Would that be an amendment in the next Resolution 385? Or

Legislator Nolan

I was going to ask maybe we don't need to do that by resolution. If we could just request that

Chair Petit

That is in the contract

Legislator Nolan

That it's in the contract.

Chair Petit

Would that contract amendment be ready for ways in me at their next meeting?

Legislator Fabiano

Which is that's tomorrow night.

Chair Petit

Well, it's quick. They do have one next week as well. Okay. So what do you think, Legislator Litts to you. I'm sorry. Legislator Fabiano.

Legislator Fabiano

Well, my question to Rob would be, how time sensitive is this? Would a postponement for a month do a lot of damage?

DPW Deputy Comm. Robert Parete

Well, you know, we have to get moving with the project, because, you know, there's a window ,construction that's set to expire after we go through the contracts and contract process. So it's July, say, we, you know, the contracts are approved in August, and then it's into September, and then we're close, where it gets down into a tighter timeframe for the construction, because it starts getting colder in October. And this should take about three months, I believe to complete. And the hall of records is, uh, you know it's a vital building there where they, they house a lot of documents and important documents. So we want to hurry up and get this get this done and over with as soon as we can. So there is a sense of urgency to getting it done.

Chair Petit

Legislator Litts.

Legislator Litts

Yeah, can we pose a question to the engineering firm that did the study on the solar and ask them is there a non penetrable system that would work there? And is that going to increase the cost above and beyond another system? That, you know, you can install.

DPW Deputy Comm. Robert Parete

Yeah, so we can do that.

Legislator Litts

Good.

Chair Petit

So Legislator Litts did you want us to take action on this? I mean, if we had to, we could always have a special meeting prior to legislative session.

Legislator Litts

Well, I mean, this resolution is just establishing a capital project to do the roof. I don't have a problem with that. I mean, we need to do that. The next resolution is the one that approves a contract for \$510,600. And then if we're changing the contract or changing the, you know, their guarantee or some verbiage to make them guarantee whether we penetrate or not, I mean, that price tag that they gave us or they bid on my change.

Chair Petit

Legislator Nolan.

Legislator Nolan

Yeah, I would be happy to go ahead and move on this and the next one tonight, with knowing that this will go to Ways and Means. We're not asking for changes. We're asking for clarifications and guarantees. And I think that we might not have those by tomorrow night. But by next week, I would think that we should add clarification. And if it's unsatisfactory, then it just wouldn't pass out of Ways and Means. So this would allow it to move forward if that call is clarified in the way we expect.

Chair Petit

Okay, and I can let a Legislator Gavaris known for his next meeting that this came up in the conversation. Okay, so let's call the vote on this one because as Legislator Litts pointed out the contract for the roofer is 385. So we will be - I'm calling the vote for the Hall of Records on 383. All in favor.

Committee Members

Aye. Aye.

Chair Petit

Any opposed? Any abstentions? Okay, so moved.

Chair Petit

So the next Resolution is 385. Approving the execution of a contract for \$510,600 entered into by the county with Titan Roofing Inc. Motion to open it? Legislator Nolan. Second? Legislator Fabiano. Okay, any additional discussion on this one, other than adding to the contract? The conditions for the warranty? Legislator Litts.

Legislator Litts

I mean, I don't have a problem with it. As long as Titan roofing is aware of guarantees, that if we do whatever work we do afterwards, they're still going to make good on their warrant, 15 year warranty. I don't have a problem with that.

Chair Petit

Okay. Very good. Any other discussion? Hearing none, I'll call the vote. All in favor? Aye. Any opposed? So moved. Next resolution is 386, approving the exit addition of a contract for \$492,196 entered into by the county with A-E-C-O-M.

Legislator Litts

Aecom.

Chair Petit

Aecom, thank you.

Chair Petit

One of the largest engineering firms in the country.

Chair Petit

Woo. Okay, so I imagine you're opening this up for discussion. You made the motion? Second? Legislator Nolan. Okay. This is 97% funded by federal government. So this has got to be good. And so a replacement of Turnwood Bridge.

Legislator Litts

Yep.

Legislator Nolan

Where is Turnwood Bridge?

Legislator Litts

In the middle of nowhere. You cannot, you cannot get there without driving through either Delaware County or Sullivan County. Unless you walk up over the mountain and it's a long walk.

Legislator Nolan

It's out in my district? I've got to go visit it. Thank you.

Chair Petit

Where do you find that? Where exactly, isn't there usually, there's no address or anything. It's so rural. There's no address. Okay. All right. Any other discussion? Hearing none, I'll call the vote, all in favor?

Committee Members

Aye. Aye.

Chair Petit

Any abstentions? Any noes? Okay, that one has been moved. I lost my spot. Okay. Resolution number 387. Establishing capital project number 640 DPW. Large culvert program, amending the 2022 capital fund budget. Motion to open for discussion.

Legislator Litts

No move.

Chair Petit

Legislator Litts. Second? Legislator Nolan and Fabian. Okay. Any questions on this one? I think this one was specifically for the Shawangunk, was it a culvert pipe? Yeah, that was for culvert. A long one?

Legislator Nolan

Um, I do have one comment. And I guess bringing it in here is a good place. There is from New York State D. O. T. Um, quite a bit of material on creating wildlife passageways with culverts. And I think we discussed this when I was in the legislature previously, I'm not sure if we have anything standing that the Department of Public Works does when looking at some of these fairly large culverts in particular, but maybe all of them to look at Wildlife passages. They can prevent crashes of animals and humans and cars and humans in other vehicles, like bicycles. So they can be cost effective, even though there may be some incidental expense with them. So I just ask, um, the director to maybe look at what is currently done and what could be done to build in that kind of analysis.

Chair Petit

Legislator Litts.

Legislator Litts

Yeah, typically, all of those projects have to acquire permits, and that's part of the permit process.

Chair Petit

Oh, that's interesting. Okay.

Legislator Nolan

Are these state-level permits?

Legislator Litts

Excuse me?

Legislator Nolan

State-level permits. Director Doyle. DEC permits? Oh for streams.

Legislator Litts

A lot of them. For streams. They typically, a culvert is used, well, I won't say exclusively for streams or waterways, because there are animal crossing culverts that are put under the road. But I would say in our location of the world, probably 99% of the culverts are for passage of water.

Legislator Nolan

And do you think DEC looks at Wildlife passages as part of their permitting process?

Legislator Litts

Typically, there are things put into the project required to put in large rocks so that the fish can, can hide out of the sun and make their way through the culvert. Very rarely are culverts allowed to have a smooth bottom anymore, especially large ones, we have to put back native materials and boulders so that the fish feel comfortable going up and downstream. There's a lot of requirements.

Legislator Nolan

I'm happy to hear that. Thank you very much.

Chair Petit

And I did read in one of these resolutions that it was following up on a DEC migration study. Esopus had done one as well. So, um, Director Doyle, did you want, did you have anything to add to that? No? Okay.

Director Doyle

There article 15, the only thing I'd say is there article 15 permits that are out there for, for quality. There are general permits, that depend, that are dependent upon culvert size, that you, that you, that you can follow, without actually going to get an individual permit.

Chair Petit

Do you think Clerk Tomshaw, that you could take a peek at, or forward that to us? You know, as far as requirements or, Director Masterson, just out of curiosity, what, you know what is required when you want to drop something in a creek? Because I mean, I've heard people joke, you can't even throw a toothpick in there without asking for permission. So that's why, when you see trees in riverbanks, you're not actually going to move them. But who would be the, where would be the best place to get that information?

DPW Commissioner Masterson

DEC generally has that information, but I can get it to you.

Chair Petit

Thank you. Okay.

Director Dennis Doyle

The general permit.

Chair Petit

Oops, you went? There you go.

Director Doyle

Yeah, sorry, the general permit information is out there for the conditions and they're basically, they require open bottom culverts, you can have closed bottom culverts, those kinds of things, all the type of things that that Legislator Litts was talking about.

Chair Petit

Thank you. Okay, so is there any other discussion on this? Right, hearing none, I'll call the vote. All in favor?

Committee Members

Aye. Aye.

Chair Petit

Any opposed? Any abstentions? Okay, that has. Next one, because I was moving things around again. Resolution number 389. Amending the 2020 to 2027 Capital Improvement Program, establishing capital project number 641, Route 28A, embankment stabilization in the town of Hurley, motion for discussion? Legislator Nolan. Second? Legislator Litts.

Legislator Nolan

Vice versa.

Chair Petit

Whoops, oh no, I just lost it.

Legislator Nolan

It'll come back.

Chair Petit

It won't

Legislator Nolan

I lost mine for a while.

Chair Petit

Oh, I tell you, okay.

Legislator Nolan

This is the one where I have my question about the soil net nails. It was soil cracks on the roofing project. This is soiling, soil nails, it looks like Legislator and engineer Litts can answer the question.

Legislator Litts

Typically, when you build a road adjacent to a stream, the stream erodes the bottom of the embankment. Or maybe you have a clay layer beneath the embankment and you start to get a shear failure, you get cracks in the road. And there's a chunk of earth that wants to rotate out and drop. Soil nailing is a type of geotechnical fix for crossing, what you actually do is you drive a soil nail across that

intersection that wants to slip. And in, in effect, you're stitching it together. So it creates a shear, it creates a shear pin to a slip, due to shear. It's a shear failure. So they shoot them in. Some of them are grouted. Some of them are. Some of them have anchors on the bottom of them, some of them don't. It's all, all of those features are engineered into a, each, each and every shear failure is engineered for the fix. It's not a cookie cutter type thing. But this is just a process that has been found to be very successful, and relatively cheap. I mean, years ago, we used to just dig the hole embankment down and put stone in and then build it back up, which was millions and millions of dollars. So this was a innovative way to correct that issue, or it, or at least, I won't even say it totally corrects it, it slows the movement. So rather than have a crack and drop every year, it may crack and drop every 40 years.

Legislator Nolan

And cost a lot less when you have to repair it. I'm delighted like that we're stitching together sliding slopes, sounds.

Legislator Litts

Engineers at work.

Legislator Nolan

Excellent. Thank you for that.

Chair Petit

Sure. Thank you. All right. Do we have any other questions? Hearing none, I will call the vote. All in favor?

Committee Members

Aye. Aye.

Chair Petit

Any opposed? Any abstentions? Okay, thank you, Legislator Litts. Okay, I got back on. I'm only on the third page. Okay. Resolution number 391, approving the execution of a contract amendment for \$101,060 entered into by the county, complete building solutions. Legislator Litts, you move? Second? Legislator Nolan? Second. Any, any discussion on this? Legislator Litts.

Legislator Litts

This is merely an extension for the existing contract to clean county offices that correct?

Chair Petit

Yes.

Legislator Litts

Okay. So roughly it costs \$100,000 a year to clean all of our facilities. Okay, it's all I needed to know.

Chair Petit

Okay. And they're obviously using green products. Right, Rob?

DPW Deputy Comm. Robert Parete

Yes they are.

Chair Petit

He sponsored that resolution. Okay. All right. Any other questions? Hearing none, I'll call the vote, all in favor?

Committee Members

Aye. Aye.

Chair Petit

Any opposed? Any abstentions? No moved. Next resolution number 392. Approving the execution of a contract for rates anticipated to exceed 50,000 entered into by the county with Gordian Group, Inc. Open for discussion? Motion? Legislator Nolan. Second? Legislator Fabiano. Thank you. Any questions on this? This is software.

Legislator Nolan

This software, I mean, it looks like there is a representative from the company, or if somebody else could just describe what the software accomplishes.

Chair Petit

Thank you. So Sofia Yang, Representative from Gordian.

Sofia Yang

Hi, how are you?

Chair Petit

Good, how are you?

Sofia Yang

Good. Thank you. So this is to put in place help. Ulster County put in place a procurement vehicle, it's just another method of procuring construction projects. So it gives you the, another ability to bring contractors on board.

Legislator Nolan

Thank you. Yes, I see that.

Legislator Litts

So this would be similar to like, the contract reporter?

Sofia Yang

No, we would be working with the county to establish a unit price book, which will go out on the street for a separate stage, for advertisement, which would be open to contractors, to the bidding community and the contractors would essentially be bidding on that unit price book that we develop.

Chair Petit

Legislator Litts

Legislator Litts

So this would be similar to the OGS contract type procurement that the state of New York uses.

Sofia Yang

Yes, yep. New York State OGS, Office of General Services, has its own job order contracting program, one of Gordion Solutions. We also work with New York State Department of Environmental Conservation, and others state entities like Daz D.

Legislator Litts

So if we build our own unit bid price process, would we still be able to utilize the OGS bid list? Or are we locked into a county system?

Sofia Yang

it's just another option that doesn't replace any, any procurement tools that you already have at hand.

Legislator Litts

Okay, because usually the OGS bid procurement, it tends to be a lot more economical because they're bidding out 600,000 tons of blacktop where the county might bid out 6,000 tons. So usually with the economy of scale, there's a savings.

DPW Deputy Comm. Robert Parete

Legislator Litts, this is not material. This is only, you know, services.

Legislator Litts

Oh, okay. But we would still look at and compare the OGS list and pick the best, right? Okay, I'm good with it.

Chair Petit

So, but with this, would this be a way for us to get in, you know, whatever, every, every two to five years, to just go out for general bidding so we wouldn't have to go out selectively every time we need a product, I mean, isn't that similar to the OGS type building or the, what is it the NY, NJ, PA, NYPA, if that's still around, and would other counties be able to utilize this?

DPW Deputy Comm. Robert Parete

So we're going to be piggybacking off of an Orange County contract.

Chair Petit

Ah, okay, there we go.

DPW Deputy Comm. Robert Parete

We're, Orange County has already awarded to Gordion for JOC, job order contract. We are piggybacking off the reward. And it's just what Sophia had said, it's another route of procurement. Another, another method.

Chair Petit

Good. Should be more efficient that way. Okay, any other questions? Hearing none, I'll call the vote. All in favor?

Committee Members

Aye. Aye.

Chair Petit

Any opposed? Any abstentions? Okay, thank you. Resolution number 393 approving the execution of a contract amendment for \$13,970 causing the aggregate contract plus amendment amount to be in excess of 50,000 entered into by the county, with Dutchess Overhead Doors. Motion to open for discussion?

Legislator Fabiano

So move.

Chair Petit

Fabiano. Second? Litts. Thank you. Any questions on this one? Legislator Litts.

Legislator Litts

Yes. This is an, this is an additional amount to the existing contract. Is this for new doors? Or did the price go up? Or? Why do they need the \$13,970?

DPW Commissioner Masterson

Parete, go.

DPW Deputy Comm. Robert Parete

This is a contract extension.

Chair Petit

So what was the original term of the contract? From 2?

Legislator Nolan

to July of 2022.

Chair Petit

Okay. Oh, so extending it another year, gotcha.

DPW Commissioner Masterson

So another year extension.

Chair Petit

Okay.

Legislator Nolan

And it says include additional overhead doors in the maintenance agreement.

Chair Petit

Where do we have overhead doors besides the DPW, ah, maintenance shop?

DPW Commissioner Masterson

Fire Station. Station. Station, okay.

Chair Petit

Yeah, fire station, okay. Any other questions?

Legislator Nolan

Director Johnson has his hand up.

Chair Petit

Oh, I'm sorry. Director.

Loren Johnson UCAT Director

I also have, we have 20, 20 bay doors here.

Chair Petit

You do? And really big buses?

Loren Johnson UCAT Director

Yes.

Chair Petit

Yeah. Thank you. Okay, any other questions? Hearing none, I'll call the vote, all in favor?

Committee Members

Aye. Aye.

Chair Petit

Any opposed? Any abstentions? Okay, so moved. Next resolution number 394. Establishing capital project number 643 UCAT Bus purchase 2022, Amending the 2022 capital fund budget with UCAT. Motion to open for discussion? Legislator Nolan. Second?

Legislator Nolan

I'm happy to move, make that motion.

Chair Petit

Legislator Litts. Okay, \$20 million. Director Johnson. Whatcha buying?

Loren Johnson UCAT Director

Well, this is some good news. We're buying more BEBs, battery electric buses, as well as eight support vehicles. That will be also all-electric. So right now, currently we are at roughly about 6%, 7% of our fleet being in compliance with the Green New Deal. This will actually bring us up closer to just under 40% of all of our fleet at 100% electric, and mind you, this will allow us to be ahead of schedule as far as the 2025 benchmark of 40%. It will take us at least, anywhere from nine months to 18 months, to procure and get these vehicles delivered to us. It is also going to be utilizing some lapsing funds from the FTA that if we don't use those funds by September, we will lose that funding, so it is killing two birds with one stone, so to say.

Chair Petit

Thank you. Legislator Litts.

Legislator Litts

Are these the same make and model of the electric buses we already purchased?

Loren Johnson UCAT Director

We do have an option to go with those. We are working with the procurement office to possibly submit a another bid out there and pretty much, dusting off the previous bid and putting that out there to see if we can get different price points. Again, I will like to have a fleet that is consistent across the board. So when you deal with different manufacturers, you're changing the model. Right now currently, our fleet is comprised of four vehicles, cutaways, and Helix transit buses. And then our BEB's are New Fliers, which is a brand new bus manufacturer that we have here, so.

Legislator Litts

I mean, it makes it easier to stock parts, and you know, if you use eight different companies, you've got 8 different, you know, needs for parts and stocking them.

Loren Johnson UCAT Director

Absolutely, it makes it a little bit more difficult to, to maneuver those things around.

Chair Petit

So the eight support vehicles, are those EV cars that Via will be using, or are these smaller sized buses?

Loren Johnson UCAT Director

So I can tell you, there will be a combination of the Mustang Mach-E that will be used for admin support vehicles, but we have to go out and do our 19-A compliance, you know, observations on the fleet. And then it will also be comprised of two Ford Electric Transit Cutaways that we will outfit to be our service vehicles. And then it will also incorporate three, four transit electric vehicles that will be used as passenger vehicles for paratransit in hopes of our ability to win a competitive, great grant with Via, they will not be able to introduce paratransit electric vehicles right away. So this will be able to have those vehicles ready to as a compliment for that population.

Chair Petit

And I guess it's my understanding that some of the larger buses, the charge isn't, isn't held, as long as, you know, since this is such a large county, are we also, because there I know there's a resolution after this about a bus grant, but are we looking at some charging stations, perhaps in the park and rides so that we can, you know, get more of these buses into the county, but have the infrastructure to keep them up and running?

Loren Johnson UCAT Director

Absolutely, I've been having some meetings with Nick Hvozda, our Director of Environment and Energy. And we actually had a meeting coming up this week with NYSERDA and NYPTA, I believe, regarding looking at our current site here, and our goal is to maximize this footprint here with charging solutions, inclusive of solar panels. So we could then collect energy and putting in additional backup generators to be able to support not only the building and a bit of loss of power, but also, as a charging backup solution for the vehicles if we lose power. And we are also going to be looking at outfitting all of the future-ready projects that was already previously planned for, for the level two chargers that will also be opened up to the public to be able to use and charge their vehicles here, as well as our new fleet support vehicles. So the goal is, again, to maximize this footprint here. Make sure that we are plugging in all the charging solutions that we can, other than that SMS Support Branch or outside around our facility as far as a little tube. And then from there, we can then go back and work with Dennis and Transportation Council Planning Board on what is the plan for a secondary site or on recharging solutions?

Chair Petit

Right. Okay. Thank you, Legislator Nolan?

Legislator Nolan

Actually, Legislator Fabiano was ahead of me.

Legislator Fabiano

No, I'm good.

Legislator Nolan

I was just gonna ask if we know the rough travel distance of the electric buses between all charges, what are the mileage up to on those?

Loren Johnson UCAT Director

Oh, that's a very, very subjective number. I could, I can tell you the factors that play into it. We get more MPGe, which is for electric, during the spring and summer months than we do in the fall, winter months because, utilizing the heat system inside those vehicles, we have a higher degradation of voltage with that. And the big factor that's very subjective right now is driver habits and how those impact, you know, the electric economy of the vehicle. Right now I am working with mixed group to actually bear down what is the cost of actually operating those vehicles? Because we have to look at the cost of electricity as the cost of our fuel. And from there, we'll be able to see how efficient are we truly being with those vehicles or not being with those vehicles.

Chair Petit

Legislator Erner?

Legislator Erner

Thank you, is anyone aware of buses, electric buses that carry a double battery, or some, some way that, let's say that it discharges, and you could switch over to the other battery without having to sit around and recharge.

Loren Johnson UCAT Director

So the battery sizes are all dependent upon the charging method that you're going to be employing in your operation. So if you had the overhead charger system, those take quick, fast charges, and you do those along the route. But then you have to deal with the infrastructure, which is very expensive, to put those along the route, so, to keep that bus moving, versus the type that we have right now, is the plug in charge. Those give you a longer range and battery life. And I'll give you an example of the three units that we have now, compared to the units, the next generation is out there, we've already seen, as roughly about a 70 kilowatt or so increase in battery capacity with this next generation. So as we see, going through the years, the battery capacities will constantly increase, which will give us longer ranges than what we currently have right now, with the first generation of these vehicles.

Chair Petit

Legislator Litts.

Legislator Litts

Thank you. I was just gonna ask, I mean, what's your difference in peak and non-peak charging?

Loren Johnson UCAT Director

So typically, we have a bus leave out at 4:30, 4:45 in the morning, and it comes back to the depot and has roughly about 40, 50% charge left in a depot. And we can charge it for an hour while the drivers on lunch. And we could get an additional 20, 30, you know, wattage, increase to that, enough for that bus to go right back out and then complete the end of the run for the day. So we're going to be designing these routes to allow for three to four run cuts, where we can bring those units in, do a quick charge, send it back out, do another three to four hours, bring it back in, charge it and then send it back out as well. So we're definitely trying and testing out all different types of configurations, and sending these vehicles out on every route that we currently have, just to see how it performs on those routes to collect that data.

Legislator Nolan

I can just follow up on my initial question. I really appreciate this. And I think that it's likely that the more urban areas of the county will be best served by these buses, at least initially. You know, we have a very, very big county. So long distances on batteries is difficult even in passenger cars. But I just really think that the county is moving in the right direction and to have our public transit system not contributing to air pollution is really important, of course, as reflected in our Green Fleet policy, but to be ahead of the curve, and really testing this new equipment and being a model for how it can work is really, I think, a very important priority for the county. So I appreciate your work on this so much on the Department of Environment as well. Director Johnson and the whole group that's work to make this all happen.

Legislator Nolan

Yes, it is. It's definitely a collective effort and I'm just happy enough to be a part of the county while we're taking on this investment.

Chair Petit

Any other questions? Hearing none, I'll call the vote, all in favor?

Committee Members

Aye. Aye.

Chair Petit

Any opposed? Any abstentions? Okay, I think this is our last resolution 396, supporting an authorizing a grant application to the Federal Transit Administration to accept and administer funding for bus replacements and support vehicles and authorizing the Ulster County Executive to execute any required applications or agreements to accept funding. While everybody's hands went up, okay, Legislator Litts, and then seconded by Legislator Nolan. And so the previous, the previous resolution, those were already funded, this is for additional Director Johnson?

Loren Johnson UCAT Director

So it's actually the other way around. So we need this to be approved here. So we can secure that lapsing funds that I spoke about earlier, to make that purchase, which was the prior resolution. So it's timing wise, the reason why you guys are kind of getting bombarded with two at once here is because for those support vehicles, the window for ordering opens up in August. And so we need to be prepared to be able to be first in line to make that order, because those vehicles are going to take about nine months to a year to get them produced. Secondly, also because of the transit vehicles is going to take anywhere from 12 to 16 months, 18 months to get produced as well. And so we don't want to go too far without having new vehicles coming into the fleet, replacing our, our fossil fuels that we have. This is actually their original purchase, was supposed to be made last year, for this year, and that didn't get made or planned because the proposal at that time was for diesel buses, which was not in compliance with the Green New Deal. And so this is making sure that we're in compliance with that Green New Deal and moving full steam ahead with that.

Chair Petit

And will there be additional funding put in here for the infrastructure to say do the remote charging up in Shandaken or down in Marlborough or?

Loren Johnson UCAT Director

That is, that is something that we are definitely looking at, I believe we had a, prior to my coming on board here, we had a site study done for us to have a garage built across the way here, as well as looking for some on-route charging solutions. Unfortunately, we had to do a new site study and go through that whole process again, because it has lapsed. And so FTA requires us to have something within two years, as far as the site study when we're going to utilize that funding, but actually, it's actually perfect timing because, like I said earlier, we need to actually learn what we can do here, at Dane Circle, first and foremost, and maximize this site fully before we start putting additional charging solutions out in the community and everything. And so this will help us to have a little bit more efficient plan of how we need to spend those dollars because it is going to be costly when we put that infrastructure in place. And that way, we'll be a little bit more clued in about, about the funds a little bit.

Chair Petit

Unless we can get solar canopies in at all the park and rides.

Loren Johnson UCAT Director

Yeah, so one of the things that we're partnering up with Nick Hvozda on is, I believe the DPW out in Ellenville, there's a little patch of land mayor that we're looking at plugging in a canopy style, possibly charging solution for you know, micro transit as well as you know, our UCAT buses, so.

Chair Petit

This will be to Director Doyle, since you're titled today's Ulster County Transportation Council. I have not, I have the proposed, but it's not a report, but for the 2023-2028, or 27, TIPS?

Director Doyle

Yeah, it's the Transportation Improvement Program.

Chair Petit

Thank you.

Director Doyle

The TIP, yeah.

Chair Petit

Is this part of it as well?

Director Doyle

There's funding in here for, for both transit as well as the highway system. So the short answer is yes. And we're looking at allocations of funding that we currently have for UCAT, which is somewhere in the neighborhood of about \$4 million a year from all sources that we currently have, not including STOA

funds. And that's, that's what's programmed here. And we work with, we work with Director Johnson on their program of projects to make sure that the tip and the, and the FTA applications would go together, otherwise we run into needs for amendments, etc. But I would, I just want to caution the, the county that, you know, electrifying your fleet is not cheap. And you need to think about what you're, what you're spending versus essentially what you have in federal dollars. And you're looking at a substantial amount of capital needs in order to electrify this fleet by 2030, compared to the dollars available at the federal level, and you need to be aware of that.

Legislator Nolan

Okay, is it to our advantage to be obtaining this funding now, where we have a 10% cost-share and getting these purchases already in place?

Director Doyle

These are allocated funds, Legislator Nolan. So these are allocated by formula. They're, there are various numbers that are associated with them, whether it's 5339, or 53, or 5307, funds are allocated by formula. So Ulster County is entitled to draw from two areas we are entitled to draw from the Poughkeepsie-Newburgh area, we draw funding from that, we're also entitled to draw funding from the Kingston area. And then finally, because we're, part of the county is rural, we're entitled to draw rural funds, which are 5311 funds. And then finally, you have this whole host of funding that's available that you, that's competitive. And UCAT has done a fairly decent job of, of moving to try to get competitive funds, so that they can cover some of the shortfalls. But there are, you know, we know what these allocations are, we have them for federal fiscal year 2021, in federal fiscal year 2022. And the Transportation Council have to go through the necessary agreements. And some of those agreements take all three counties to agree on what the allocations of funds are. But there is a substantial amount of dollars out there. It's just that Ulster County's entitlement to those dollars carry, carry a formula. So we don't get, we don't get, I mean, there's \$39 million available in the region, you're gonna get about maybe up, maybe a million of it under the four, under the formula allocations. So that's, that's we're constantly fighting and working with Director Johnson to, I shouldn't say fighting, we're, we're constantly collaborating in terms of trying to make sure that we have funding available when we need, when we have these large capital needs.

Chair Petit

And were we in putting in for CFA at all? This is the federal, what about the consolidation funding? No. Okay. I'm sorry, Legislator Nolan.

Legislator Nolan

No, I find this information very helpful. And I think it's a, you know, I know from having gone to many Ulster County Transportation Council meetings, it's a complicated process, putting together all of this, these funding streams into a package, and that the terrain is constantly shifting. And I've been amazed at our, the work of our planning department and of UCAT over the years, to keep us where we are. It requires a lot and really appreciate it.

Director Doyle

And we'll be having a public hearing on the tip tomorrow night in the legislative chambers starting I believe it's six o'clock, or maybe 5:30. I'm not sure exactly of the time. But you're certainly welcome to attend and we can explain this process to you one more time.

Legislator Litts

It says it's at 6:30. Thank you.

Legislator Nolan

I always understand it during the time you're explaining it. Thank you.

Chair Petit

Any other questions? All right, hearing none, I'll call the vote All in favor?

Committee Members

Aye. Aye.

Chair Petit

Any opposed? Any abstentions? Thank you. That is, that is it for the resolutions? Any old business? Any new business? Okay, we do have the transportation workgroup after Legislator Litts, is that a hand to hand to adjourn or?

Legislator Litts

No, no, no. It's time for Mr. Masterson to grab his pen and pencil.

Chair Petit

Okay. Okay.

Legislator Litts

We have a gentleman, Larry Furman, who is at 567 Crescent Avenue in Clintondale, New York. A couple of years ago. Well, there's a cross culvert underneath Crescent Ave. And he has a catch basin system with DIs in it. And literally maybe a year or two ago the county, he installed the pipe from his last DI out by the road to the cross culvert. But he believes it was placed too high because since that time, and more recently, more often, the system backs up, it doesn't drain to the creek, it backs up and floods his, his whole area. So if you could send somebody down and look at that, that would be awesome. The second one is Pam Krinsky at 419 North Riverside Road. She lives on a blind curve, and she was hoping you'd go down and look at it and then install a sign because she's tired of almost getting hit, pulling in and out of her driveway.

Legislator Litts

Okay, thank you, sir. I don't know whatever happened with Mrs. Anello down in Pink and Collar Road. I never, I never heard back. She had a slope issue when you repaved the road and regraded everything. She wound up with an over-steeping slope in front of her house that she used to mow herself. And now she can't, and there's, the crew said they were going to come by and take care of it. And that never happened. So she calls me every once in a while and I gave her the telephone number. She said she

called, I brought it up once or twice at this meeting. I don't know. What's the name and number, that one? Sorry, Legislator Litts. It's Miss, that's alright. You call me Herb. It's Mrs. Anella. And I can't remember her box number right now. But she's very close to the intersection across the street with, what's the name of that road that goes off of there. She's right next door to the guy that had the issue with the guide rail. You put the guide rail in, put a catch basin.

DPW Commissioner Masterson

Can do

DPW Commissioner Masterson

Near Tina Drive?

Legislator Litts

Tina Drive. That's it. Thank you. It's pretty much across from that. Just a little south on the opposite side of the road.

DPW Commissioner Masterson

Alright, we'll follow up on that. I'll look more into that one.

Legislator Litts

Yep. Thank you!

Chair Petit

Legislator Nolan? Did you have your hand up?

Legislator Nolan

Well, I was going to mention a similar situation out in Shandaken, but it's actually the state highway, two state highways, so I can bring it up with Director Doyle separately and ask him to take it maybe to the Transportation Council. It's basically the new bridge at the intersection between route 28 and route 212. The bridge has poor sight lines, when you're turning left off of 212, and going east on 28. There are cars coming across the bridge very rapidly. And the cars can't see the oncoming traffic from 212 and 212 vehicles can't see the bridge vehicles. So some signage might help on, one of, the constituent who brought it to me asked if there could be a big mirror like we have when people have those kinds of situations at their driveway? I don't know. I mean, is the Transportation Council the right place to take that? Or, who do you want me to send that to, Director Doyle? You and Brian Slack or?

Director Doyle

You can certainly send it to us, and we'll, we'll take it out. I think one of the things we want to do is actually take a look at the sight distances versus speed limit to see if there's adequate sight distance there.

Legislator Nolan

When this was first brought to me, I wasn't sure that I understood the problem. But I actually was turning off of 212 to go east and had a car come over the bridge very rapidly. I accelerated rapidly and we dealt with it, but the problem they had identified, I experienced so I think it's real.

Legislator Litts

The number is 331-5533.

Legislator Nolan

For Mrs. Anello or for this problem?

Legislator Litts

No, for this problem. That's the Kingston residency. Yeah, right in the New York State Department of Transportation 331-5533.

Director Doyle

It's, it's better than writing now. Just, just so you know.

Legislator Nolan

I'll send it to you. And you can forward it on to the appropriate officials, if you would. Thank you.

Chair Petit

Okay, anything else?

Legislator Litts

I'll make a motion for adjournment.

Chair Petit

So we will adjourn this and go into the workgroup. Is that how we should do this? Nettie?

Legislator Nolan

Oh, we could do this, the workgroups as part of the meeting, I think.

Chair Petit

Okay. Okay. So we will not accept the adjournment you do not have to stay here. But we have several members of the public. We're going to open it up with Legislator Erner and I've been discussing you know, transportation, and we're getting, getting, getting our thoughts together to see what we can do to, you know, address all of the public concerns.

Nettie Tomshaw

And Chair, you don't need a quorum to adjourn. Okay.

Legislator Nolan

Yeah, I apologize. You know, if it would help the members to adjourn and make it clear that this is a separate activity, that's fine with me. Apologize to the legislative.

Chair Petit

I'll have to ask for, you know, for like maybe a legal opinion on that. I don't know. I mean, I'm fine with adjourning it and doing it as a workgroup. The only question would be if we had multiple legislators, at what point, because we were running into this with housing, but most of the legislators that were signing into the Housing workshop were on the Health Committee. And then if there were more than three of us, then we had a quorum, and it presented some difficulties. So, I don't think that'll be the case. Bye, bye Herb. Have a good night.

Legislator Litts

Well, I mean, I don't want to put you in legal jeopardy. So I mean, I can leave if we're one legislator over.

Legislator Nolan

But this is an appropriate topic of discussion for this committee. So I think it's fine for us to have it as part of the committee as I originally said.

Nettie Tomshaw

Yeah, that's what the clerk had said. She said that as well, she said that's what the committee does, is discuss. If you're not taking action, or doing anything other, if you're just talking and discussing, she said, keep the recording, going and keep the meeting going. Doesn't matter if you leave or stay.

Legislator Nolan

Maybe that's the best way to do it, then, you know, it's, I don't think we're going to be formulating something to present and take, you know, a motion and voting on. So in that sense, it also is okay, if we do not have the meeting open.

Chair Petit

At least not during the working group. And this will be very laid back, everybody's, you know, welcome to pipe in. But yeah, what we're looking at is creating policies, and, you know, especially given that, that we're getting close to our budget season, and then we can present it to our committee and the appropriate committees so that we can get the information or the policy passed. For instance, we keep talking about bus shelters. And even though that's essentially left up to the municipality, would we be able to allocate some ARPA money? And where do we need the bus shelters? And, you know, and then how do we get advertising on them? So people know when the bus schedule is, but that's, that's a for instance. So. So should I open it up for discussion? We do have, did everyone see the organizational chart that Director Johnson forwarded? Okay, I will send that to, I will send that to the Kingston Riders as well. All right, let's have.

Legislator Erner

Is there a way to post that somewhere that's public, on the county website, so that anybody in this meeting or anybody watching the recap of it could see that chart. Is, Director Johnson, is that posted anywhere that you're aware of at this point.

Loren Johnson UCAT Director

Um, that's my knowledge. I know, we do share that with FCA and in my site, so they can understand our organizational makeup. And I'm too new, I can still claim that right now, to know if the county has a place for, for organizational charts on, on the website. It can be something that we could look, in the future to update our own UCAT website with that information. I think if you go to the UCAT website right now, you will find no mention of my name there. So there's creative ways that we could do that too. So the public understands how we kind of are organized as a, as a department

Chair Petit

And it did come in very handy. I'm gonna forward it now. Just want to delete all the other, other websites with it.

Nettie Tomshaw

And maybe you can do it with just the titles and not the employee names.

Chair Petit

Yes. Yeah. Okay.

Loren Johnson UCAT Director

And I would just caution just keep in mind with, you know, as things organically grows and develops here with UCAT, there will be some edits to that. So, I don't want to have no documents floating out there that is not current and up to date. So, I heed my caution about you know, publicizing it just yet.

Chair Petit

I had just pulled that up. Did that have a date on it? Because that's a good point.

Loren Johnson UCAT Director

No, the one that I sent you is the one I created last week. So, I, in preparation for the budget. So, that's brand new.

Chair Petit

Oh, okay. Very good. All right. Yeah, it does not have a date on it. Okay. Now, it's very impressive. Thank you for, I guess our timing was right asking for it. So, so how are we going to open this up? I mean, we had discussions about intermodal transportation. Unfortunately, I had something come up and I could not make the trails committee meeting, but we do have Legislator Nolan here for that. We also have an opportunity to comment and you heard, Director Doyle mentioned that there will be a public hearing tomorrow on the Ulster County Transportation Council proposal. So for the members that are here, and remember, this is a little bit of a different level, because we're policies. We are, how would you like to move forward? What, how, we'll just, let's open this up for some conversation.

Legislator Erner

Might I suggest that everybody, we could begin by the everyone? Yeah. Introduce yourself? If you're, if you're here as part of, and tell us, and say why you're here. And that could include things like, any

organization, you're part of, any experience you have with? And we're talking transportation here, so it doesn't necessarily have to be public transportation, or even passenger transportation.

Chair Petit

It could be bus or bikes, yes, absolutely. I'm going to excuse myself for one minute. Well, shall we start with? Do we want to start with Director Johnson? I mean, how is your screen? I would start with the top tile on the screen, Legislator Erner.

Legislator Erner

Yeah, I see director Johnson first. Yep.

Chair Petit

Okay.

Loren Johnson UCAT Director

All right. So Loren Johnson, Director of Ulster County Transit Authority. Here to hear any suggestions and give feedback and insight to what UCAT is currently doing, and what we have planned going forth in the future and really interested in hearing if we are missing anything that we should be causing or directing our attention towards in immediate future, so.

Legislator Erner

Can I? Okay, next I see Director Doyle with UCTC.

Director Doyle

Oh thank you. Yeah, Dennis Doyle, representing the Ulster County Transportation Council and I would echo director Johnson's comments very much interested in in looking at and hearing for, hearing any thoughts in terms of the transportation system and also with respect to UCAT itself.

Legislator Erner

Thank you. Next on the screen, Chair Petit has stepped out, so I see Legislator Litts

Legislator Litts

How you doing? I'm Herb Litts, District Nine, which encompasses, at the moment, Western Plattekill, err, Western Lloyd and Eastern Plattekill.

Legislator Erner

Thank you, and then I see Legislator Nolan.

Legislator Nolan

Jackie Nolan, I represent District 22, which is the westernmost towns of Ulster County, Olive, Shandaken, Denning and Hardenburgh and I've been involved in the county's transportation efforts going back over 20 years, primarily to obtain off-road safe alternatives to on road transportation for pedestrians and cyclists, but also helping to establish the Ulster County Trails Advisory Committee and

the county's current complete streets policy and working with other groups around the areas on those kinds of issues.

Legislator Erner

Thank you, next I see Legislator Greene. All right, I shouldn't say I should see Legislator Greene, but I, yes. Hello Legislator Greene.

Legislator Greene

Ah, hello. I can't tell if I'm on mute or not. I am just observing. I have something else I have to get done. But this way I can observe as well. Thank you.

Legislator Erner

Okay, and we did hear that. Thank you. Chair Petit has returned. Did you want to go now?

Chair Petit

Um, my name is Laura Petit. I represent the Esopus area, we've just recently got, you know, some more public transportation here and the trails all go around us. So I think that's where my interest comes from, where I'd like to see that the connectivity, so we can get, you know, bikes and tourism into the Esopus area and connect it with the other aspects of it. But then, if somebody's too tired to ride a bike and wants to check out one of the really neat hotels or, you know, then they could, could hop a bus. Also, from some of the comments that I've gotten from our more rural people that, you know, they're unable to get to work. So, you know, so it's, it's, it's, it's multiple, you know, it's a cost of vehicles. It's, it's, it's for the workforce, and it's to keep people coming into our area who, you know, may get dropped here without any sort of transportation.

Legislator Erner

Thank you. The next I see from the public are Clark Richter, Sr.

Legislator Nolan

You're still muted.

Legislator Erner

Sorry, we can't hear your Clark.

Clark Richter, Sr.

I got it now, I'll just. So I've been really user of UCAT transportation for, I would say a little over 10 years. I mean, I remember when, before UCAT, City of Kingston merged, that was the whole thing. I remember waiting at a bus stop for an hour thinking that the bus was gonna show up and realize that the bus was taking an hour lunch break. So that experience in me being, you know, trying to utilize it to just basically going out to the mall, that is, spend money to go shopping, or even the find, find better employment. Now I'm, I have good employment. I have a car. But I'm still, because of my past experience at UCAT, that, I think that I wouldn't say it's worse, I mean, bad, but it can be changed, and really make it more easy to use it more for people like me, I could just leave my car home and the gas, I mean, I can't afford the gas, it's like and jump on the UCAT to do my shopping, where I wouldn't have

to be, you know, the only thing, but on weekends, you're very limited. And also taxis right now are limited, and because the gas prices are going up and up. So I foresee, you know, the UCAT being a vital to the gas increase that we see. So I've been, and also, just information-wise, since I've been involved with the Kingston News of Public Access. I've, you know, I would like to see that information go to the public access station to inform people not only that, or vice versa. And then, I'm also on Digital Committee, which handles information technology, with Mrs., with the Comptroller March Gallagher, so that's a great thing, too. So that's like, my experience there, there and my experience for 35 years of driving taxi. And I know the way that things are going, it seems like we have more cars on the roads, now we got more bikes in the roads. And I think we really should figure out how to make it where everybody could share the road without any kind of, I would say, disagreement out there or tragedy.

Legislator Erner

Thank you very much.

Deputy Exec Chris Kelly

And I also serve on the Friends of the, Friends of UCAT Riders Committee.

Legislator Erner

Yes, thank you for mentioning that group. And there are several others here who are part of that group, if they so choose to say, but um, next we have Rachel.

Rachel Ganz

Hello, can you hear me? Yes. Hi, my name is Rachel Ganz. I am a homeowner in Bloomington and Legislator Greene's district and, for 20 years, or over 20 years. I also serve as Board Secretary on the AJ Williams Mars African Roots Center in Ponckhockie, Kingston, and so I have interest and got involved with, and am on the Public Transit Riders and Friends Group and I got involved with that group when we formed because of the merger with Kingston City buses and UCAT, and actually the bus service has been disconnected or discontinued to Ponckhockie area, which directly impacted the community that I do work for there. So and my concerns are accessibility, the, I'm sorry, accessibility of public transportation to all areas of the county and so that people can travel back and forth from work and just in school and do it safely. Thanks, I'll pass that back.

Legislator Erner

Thank you, Rachel. Next to I see Ilona R.

Ilona Ross

Hi, everybody, this is Ilona and I've got a couple of you know, personal anecdotes and then I'm just you know, observing mostly, but I suppose I should wait until later to tell my little anecdotes and to say the things that I would like so I will do so. Thank you.

Legislator Erner

Okay, thank you, Ilona. Next, I see Cheryl Schneider.

Cheryl Schneider

Hi, thank you so much. Good evening. My name is Cheryl Schneider. I'm a long-term resident in the county. I too live in the bustling metropolis of Bloomington. On a county road. Boy, it would be amazing to see, like all, I see all sorts of county vehicles go up and down, along with gas and propane trucks and trash trucks and pool water-filling trucks. Well, I'd love to see, four or five times a day, public transit going up and down my county road. It goes all the way from one part of Kingston, all the way down to Rosendale, for instance, and meets up with a state road. I like to see consistent bus shelters everywhere, I'd like people to have bus schedules that actually represent what's happening with the system. I would like the system to have updated schedules. I would like there to be affordable transit, I'd like people to know that people can get not just to and from their jobs and to and from school, but they can get their kids to and from daycare, they can get their groceries, they can do their laundry, they can get to their doctor's appointments, and they can live their lives like full human beings. And until we provide housing and mobility and living wages, we're just kidding ourselves. That's how we're going to have community safety. And that's why transit is key to this. There's healthcare and a few other things in education. But we these are the building blocks. This is the essential thing. If we're going to be a system and a government for all, or we're going to I mean, it concerns me there's \$20 million in buses that won't hit the road for maybe a year to 18 months. And I don't know that we have like infrastructure for that, all that money. And I don't know if we have the right buses. And I don't know if we've taken a look at where we're supposed to be running them. And I have many concerns. So I'm here to be a, I've also owned a business for almost over 32 years. I see this as a very essential piece of the whole puzzle. Thank you for having this. And thank you for, to Legislator and Chairperson Petit, for creating the subcommittee and thank you for Legislator Erner for sharing it.

Legislator Erner

Thank you Cheryl. Next, I see Cynthia Nikitin.

Cynthia Nikitin

Yes, hi there. I'm glad to be, glad to be on this call with you all and I'm here with my colleague in arms Melissa Everett, and Melissa and I have been working on the Ulster Connect Feasibility Competition with Via transit and Ulster County. And this has been exploring micro transit as an option to improve mobility for Ulster County residents. And as part of this study, which is part of a New York clean transportation study, there's a prize, \$10 million to be awarded to one particular, I think, community across, in the state. To actually implement this, we have been talking to writers, stakeholders, social service agencies, nonprofit organizations in Ellenville, New Paltz, and Kingston. And just trying to figure out if this idea of these on-demand, on-call electric shuttles would be something that people would, would use. It's for the first mile, last mile connectivity to connect you to a UCAT bus route, or if there is no bus at that time, to take you to your destination. So we have done focus groups with Ellenville Regional Hospital. We have done tabling at Office of the Aging events. We've been to the Center for Community Education. We've done tabling at People's Place, the Kingston Farmers Market, Family of Woodstock is one of our partners and colleagues, have been working with the Kingston Land Trust. And there's the Everett Hodge Community Center is another place where we've been talking to people, and doing surveys and having conversations about what people's mobility challenges are, and is this idea of a you know, on demand, on call, almost to your door, door to Door, electric shuttle service, something that people would consider using as a complement to the existing bus system, not as a

replacement for. So I'd like to pass it to my colleague, Melissa Everett. And it's nice to see Clark again. And Rachel and Ilona and, Carolyn, thank you for being part of our focus groups.

Melissa Everett

Yes, and really what she said, and, you know, we have just been the community engagement arm, we've done about 260 surveys in English and Spanish, I think what's clear, is that people understand how hard it is to run a transit authority in a rural community. People think that micro transit in general will help. And people want a really ongoing robust channel of communication, to understand how their inputs are being taken into account, to understand how the system is being designed. So Via, who are the technology provider or the company that, that will run the micro transit are just kind of absorbing all of the inputs that we've gotten and developing, they developed the proposal, and they're developing the pitch, to NYSERDA for the clean transportation prize, that Ulster County is a finalist in, for \$10 million, for it's three years, to pilot, a service. And one of the things I've come to understand is that it's not just pilot, the same old thing, but it's learn and adapt, and course correct, and kind of test what it is that's needed for the micro transit to complement the transit system and really be useful. So, we just got pulled into this meeting. I very much appreciate it. Unfortunately, I have an executive team that I have to jump to. But hopefully Cynthia can be there for any further discussion. And, you know, we are, you know, just now in a position really to take all the feedback and the input that we've gotten, and bring it back to the community and say, here's what we've learned. So that's the next phase.

Legislator Erner

Thank you, Melissa. And I now see in the top left corner of my screen, Ada with a hand up as well.

Anne Ames

My name is Anne, I've been living in Kingston for about 20-so years. And I'm, I'm a member of the Friends of Kingston Riders. I remember when we first started, it was 'Where's my bus?' Remember that? We were like 'where's my bus?' But I am very grateful for this committee, and I look forward to working together and working towards having more equitable transportation in Ulster County. Thank you.

Legislator Erner

Thank you, Anne. And would Clerk Tomshaw like to make an introduction? Otherwise I will conclude the introductions.

Legislator Erner

Okay.

Chair Petit

Lots of hands raised.

Nettie Tomshaw

I'm good. No, thank you, Phil. I appreciate it. I'm just here to keep you going.

Legislator Erner

Okay, thank you. Thanks, Nettie. All right, and I'm Phil Erner, Legislator for District Six, one-third of the City of Kingston. I'm New legislature, but I'm not new to transportation advocacy. I was part of the formation of the group that others have mentioned here in 2019, the Friends of Kingston Public Transit Riders. I share a car, I get around on a bicycle a lot, on a, on the bus sometimes, walking. So my, my interest is in terms of passenger transportation in our county is to work toward equity. And all the ways, all the ways that that can look there are, there are basic considerations, as Cheryl mentioned, in terms of who can how you can live your life if you don't have your own car. There are environmental considerations and in terms of environmental justice, with pollution, where there's tailpipe emissions and also, manufacture of the materials needed to run, run vehicles and so forth. And bigger even beyond passenger transportation. There's, there's other aspects, of course, that in terms of how we move goods around, so talking, talking freight and commercial use of transit in our county, and I'm excited to see what kinds of policies we can create here with everybody's experience and expertise. So thanks, thanks all for being here. And now. I see some hands. And I just wanted to propose as a way of proceeding. I don't know how long we want to spend meeting here this evening. But hopefully, I'd like for us to come away from this meeting with a plan to meet again soon. And with some, some ideas of directions, we might want to head as a, as a working group with a goal as, as Chair Petit had said of, of coming out with policies for the Legislature to consider adopting. We have members of the executive team here so far, I mean, as well, so. So hearing their input as to how we would implement these would also be valuable. But I really hope that this will be driven by the public actually, more so even than the government because it's, it's you whom we serve. So with that said, should we take? Should we take some of the hands that went up? I think I saw Clark's first.

Clark Richter, Sr.

Thanks, Phil. I just wanted to add, in case you, it was your idea, as far as driver training, so that would be a really great is, with the driver shortages, you can't have new buses without drivers. I mean, I would myself would really, I mean, could you imagine like going to SUNY New Paltz and, and do this whole bus driving experience that, you know, better yourself? That would be great. I mean, I would, definitely would encourage you to keep pushing up, because I think that, you know, you're gonna, you're gonna come out with some good drivers. Thank you.

Legislator Erner

Thank you for that, Clark. We could take anybody who has a response to a clerk set or otherwise, I'm ready to, Ilona was the next hand that I saw.

Chair Petit

Just to clarify, so we could. So if we're looking at retention and hiring, that would be operational. But if we're looking at driver training, that would be a policy and of course, we'd want to come up with funding for it since we have a budget cycle coming up. Correct. So we need to know how many people know. Okay, all right. Should I, should, can I have that question answered or should we move on to the next?

Loren Johnson UCAT Director

if I can provide some feedback here?

Chair Petit

Thank you.

Loren Johnson UCAT Director

This is not your Uber operation. This is not your you know, cab-driving operation. This is a commercial vehicle, which the FCA, FMS, CAA has provided standards and guidelines regarding training. And, you know, you can't, you know, to say hey, I want to train someone and put them on the bus. There's new guidelines that have been drafted. It was actually proposed back in 2016, and then went into effect this year in February. It is the entry-level driver training program, and is actually a two part training program that is comprised of a theory, which is a classroom portion, followed by behind the wheel portion of it. Not everybody could teach that. And you actually have to get authorization to be a training facility. Unfortunately, UCAT currently is not a trained facility anymore. So we can't add, or even take someone who doesn't have a CDL license to come on board and train, to actually operate our vehicles. This was one of the first things that I recognized as a systemic issue within our operation. And we are currently actively working on becoming an authorized training facility through those guidelines.

Chair Petit

Oh, good. Okay. All right. So you could do the training, we wouldn't have to put funding aside to hire, you know, the CDL truck driving people

Loren Johnson UCAT Director

Correct, and I've been working with the Office of Employment and Training. Sharon Williams has been great to work with, her and her team. In the interim, as we do get people who are applying who don't have a current CDL license, we're working on bringing them still on board as a bus driver training, in which we are leveraging funds through the Department of Labor to pay for a training course with the locals, truck driving school. So we've identified things to kind of maneuver that. So you know, it kind of makes me cringe a little bit when I hear people say, let's create training to do this or that. There's a process of doing it.

Chair Petit

Yeah. Okay, so you've identified that already, and you're working on it. So that wouldn't, I guess we wouldn't put that on our agenda. Legislator Greene has her hand up, if the other speakers wouldn't mind. Legislator Greene, you're muted.

Legislator Greene

Sorry. And I appreciate you're allowing me to go because I'm late for an eight o'clock. But I want to mention something that's related, but a little bit different than and I apologize for maybe interrupting the train of thought. But there is, when we, when we submitted the Mid-Hudson Regional Sustainability Coalition energy working group comments on the Draft Scoping Plan for the Climate Act. One of the suggestions was that as cars with internal combustion cars get traded in for electric vehicles, they're just going to be sold secondhand to somebody else and still burn fossil fuel. And the thought is to incentivize businesses that can do retrofits to electric vehicles. And of course, I've said many times, that we have to get the renewable energy infrastructure in place ahead of beneficial electrification, so called beneficial electrification. Otherwise, we'll just put more demand on the grid, and be burning fossil fuel in a in a different place instead of in the vehicle. On the grid, so I just wanted to include those two

comments, since this is a transportation theme, and I apologize for having to leave but I am interested and will try and keep posted. Thank you.

Legislator Erner

Okay. Thank you. I believe Ilona was next.

Chair Petit

What about ADA or?

Legislator Erner

I? Yeah, and ADA followed by, following Ilona is how I saw it.

Chair Petit

Okay. Okay. Perfect. Thank you. I'm sorry.

Ilona Ross

Hi, as far as Manna Jo's point, I don't know how easy it is to retrofit a car for electric. But it's not that hard to retrofit a gas car to, to double or perhaps triple the mileage. That can be done, but that's neither here nor there. Really what I wanted to talk about was to bring to a human level, the need for better transportation. I have a friend and she moved up here, I don't know, maybe 5, 6, 7 years ago, and she doesn't drive, and she's put on more than 100 pounds since she's been up here. And she now weighs more, more than 300 pounds. And needless to say, this is horrible for her health. And if you look in her fridge, it's one medication after another, her husband drives and so sometimes he's a contract visa, he's in constructions, not a contractor, but he's in construction. So sometimes she gets a ride in and goes into New York City, just so she can have some freedom of mobility. And you know, that's really not a great situation to be in. And finally, after all these years, she decided to learn to drive. So tomorrow, what she will do is walk down to 209, take the bus into Hannaford's. I will come into Kingston via 28, I will pick her up at Hannaford and I will take her to her driving lesson. And then I will, which is on 9W north and, a little bit north, and then I will pick her up and bring her back. So you know this, it's gas for me, it's gas for it. And the whole, the whole setup is crazy. But if we can go to the health to the issue of her health, I, you know, while you were meeting earlier, I took a look at the cost of an ambulance ride. And it's gone up to about \$900 I get, I'm sure that's an average number. And maybe, you know, let's say that \$400 or \$500 is covered by insurance. And then somebody has to make up, let's say some, you have to make up another \$500 on each ambulance ride. So if there were 1000 trips to the hospital that took place by micro transit, instead of by ambulance, that would probably save the county, the state, somebody, I don't know how the costs are divvied up. But you know, we're talking half a million dollars. And that's only for one year, and possibly even more. Well, 1000 trips to the hospital, by micro transit might be an underestimate, it might be a lot more than that. You might be looking at millions of dollars in savings just by having micro transit. So I'm always looking, I want to think about the costs that are not included in the calculations, the savings that will take place by having better micro transit. So there's no way I can use transit I come from, on 28. I come into town, I hang out on Broadway I have. I spend time in a little office on Broadway. And then my route is to Mother Earth. My, my routine is Mother Earth, maybe Adams, and occasionally one of the hardware stores. So there's no micro transit for me. There's nothing that, so I have to have a car. And this is absurd. It's, it's wrong.

And it could be avoided with a better system and with a commitment to the health and welfare of the people instead of a penny-pinching mentality. And you know, my favorite is tax breaks for millionaires. Well, I think what if we had some tax gifts for the people instead of welfare for millionaires? So that's my opinion. Thank you.

Legislator Erner

Thank you, Ilona. Anne, did you, I see you said you forgot to put your hand down, that means you don't have any anything to add at this time?

Anne Ames

No thank you.

Chair Petit

Okay, so the one question I would have to Director Johnson is the hiring retention. Since you're already you know, in the process of looking at driver training and handling it from there, is there something, as the Legislature, you need with us, as far as putting more money into funding and then of course funding to Director Doyle, for the infrastructure so can we have, you know, maybe chat about the financial end of it?

Loren Johnson UCAT Director

Yeah, one thing that

Legislator Erner

So sorry, Director Johnson, we're having trouble hearing you.

Loren Johnson UCAT Director

It stopped. Can you guys hear me? Okay? Yes. Good. So one area of concern is, as we to transition our fleet over into electric fleet, one of the big failures of the county is, you know, we look at infrastructure, we look at the rolling stock as far as vehicles purchase, but we didn't really take a look into how does that impact the operation. And changing and converting the operation over into an electric operation is quite the undertaking to actually address the needs, the training needs, the different skill sets that's required to run a electric operation, and have dollars set aside for either the promotion of new positions that is going to be needed to support this transition, or training our current workforce in order to be able to support the onset of having all electric operation. That's something that I have raised concerns with, with the FTA, with the state, NYDOT, asking them advocating for dollars, or if there's dollars set aside in grants for workforce redevelopment and training. And unfortunately, there's nothing out there right now. And so what I have had to shift and doing is working with Sharon Williams, and she's been awesome with this, office of Employment and Training, have capitalizing on some DOL funding that's there and available for potentially training dollars that we can utilize for that initiative. But unfortunately, it comes with stipulations. That makes us kind of pigeonholed into the fact that we can't utilize all that funding, maybe only for one or two employees, because there is a threshold as far as how much a person could make before they will be able to qualify to utilize that funding. I believe that threshold if I remember, to top my head is \$22 an hour. And so when we look at our mechanical team who makes more than \$22 an hour, but they're diesel mechanics, how can I then

utilize that funding there? I can't. To pay for them to get the skill sets needed to work on these electric vehicles and everything. So there are some hurdles there. I'm not sure which way the best way to kind of address it. But I can tell you guys that it is one of the, our strategic operational goals to create an ASE master-certified garage. And with that is making sure that all of our mechanics hold that credential as a master mechanic, which is inclusive of a certificate regarding electrification and, and working on those components on vehicles. So in order, we're buying million dollar vehicles, we made to make sure that we have the workforce back to properly work on these vehicles, as well as put those vehicles into the proper use and be efficient about it.

Legislator Erner

Thank you for that. I wanted, I'd like to directly respond or comment. I had some discussions with some SUNY Ulster folks over the weekend about driver training as a, as a possible program there. Could that, could that possibly be could we see that as a pipeline for the kinds of new mechanics we need, or any, any for that matter, any sort of transportation, jobs that the county might need to have dispatchers, drivers mechanics, anything like that.

Loren Johnson UCAT Director

So it's funny you say that. So I've been working with SUNY Ulster for the past two months. And a couple of things that is going to be starting here in the next couple of weeks, is we're using SUNY Ulster as the training platform for our mechanical staff, to go take those ASE master certification, training courses that you could do it on your own at your own pace. And then partnering up with the testing. The nearest testing site is just across the bridge in Poughkeepsie. And so creating a package where we're paying for the mechanics to take that course and as our eight courses that we've identified that we want them to take, and SUNY Ulster has already put those on their course offerings and so of now we're in the process of getting our mechanical staff up and running to utilize that. And so we're using this as a pilot program to see how that relationship works. They already have an existing workgroup, working relationship with Sharon's team with OET. To kind of expound upon that. We're also utilizing, and I'm reviewing right now, their leadership training program that they've put in place for I believe Westchester hospital, that really signifies of, you know, when we put people into supervisory positions, they not necessarily get training on how to be an effective supervisor and everything. And so they have some platforms there that I'm interested in looking at, to provide that support to definitely the leadership team here. Because we're definitely about looking at improving the culture here at UCAT. Because that aids into our ability to retain staff, and also recruit them.

Legislator Erner

Thank you. I see Cynthia's hand.

Cynthia Nikitin

Yeah, hi. So if we're talking about policy and money and funding, which is three of my favorite things to talk about. We've, when we've done our surveys, and we've done our focus groups, there's an issue with getting information about the UCAT service. When I was on the phone with Maria Flores, she says I can't read the PDF, I can't read the schedule. You know, Clark has been waiting for the bus and a snowstorm and didn't had no idea that it was canceled. There are no more dispatchers on Sundays. So they're need, I don't know if it's upgrading the website. But the communication between UCAT and its

riders, whether it's real time information, schedules that are, you know, easy to read. But especially when service, service is terminate or late, you know, because the buses are often delayed for whatever reason, but riders have no way of knowing that that's happening. So, you know, many people not, not the seniors and the elders that we interviewed are, have smartphones and web savvy, and there's apps and things like that, but to say, you know, your bus is delayed 20 minutes, or the bus was canceled because of snow event. Here's another way you can get home. And of course, weekend services is more limited, but people really, really were just devastated by the fact that there's no dispatcher, you can actually like, there's no one to call on Sundays, you know, to get, to get any kind of a bus service. So beefing up the communication, you know, letting people know that UCAT is here and we're operational. And, you know, this is when we're going to be there and creating that trust. And that sense of you know, that there's someone, there's someone in charge, and there's someone who is, is, is, is operating, of course there is. But people kind of out there standing at the Hannaford's with their ice cream melting, don't really get that that message, you know, that they're kind of out here on their own. So that would be something that could be in parallel, as all these other initiatives are going, is how do you communicate to your people, to your riders, all the work, you're doing all the information they need to have to be able to get where they want to go safely and efficiently.

Chair Petit

Thank you. Oh, if we added that to the agenda, what we were looking at is communications, would that be marketing under tourism? Would that be? No. What do you think, Director Doyle? What would your suggestions be? Because again, it's all boiling down to money. And we happen to have some now. I don't know what it's going to look like in two years. So I think if we could address some of these.

Director Doyle

So I mean, go ahead, Loren. I don't want to answer for you. But I will say this that we have as a Transportation Council repeatedly asked the UCAT to devote more funding towards its marketing and outreach efforts. And it's, and it's a scheduling efforts. And I think we have been semi successful relative to that the schedules are a bit easier to read, although they're not, they're not great. But the idea of essentially making sure that people know when the service is available, what services are available, how they can contact the service and removing some of the other, the other items that I think are more frustrating than anything else, I think is a, is a really great way to start it. They're, they're, they're not, they're. They're easy wins. And there's something that I think we can do.

Loren Johnson UCAT Director

Just to piggyback off of that, a lot of things have changed. Since I've come on board. One of the things that brings up the notion of regarding about no one being in debt dispatch on Sundays, for that has been fixed. So staff is actually present seven days a week in UCAT operation. And so unfortunately, it just takes a little time to do that with CBA. Working with CSEA. And you know, making sure we go through the right appropriate process with that. But that is in effect, we still have some vacancies on our dispatch team that we need to fill out. But at least I know, every day, seven days a week and even yesterday, I was in the office just to make sure that everything was going to stop on a Sunday. I still had a dispatcher here for seven hours on Sunday, even though we have only two routes running on that day. So those are little concerns. And that's a kudos to the Kingston Friends of Riders group that brought that notion up to me. And I believe that was our second meeting that we had. And I said, Oh,

well, that's an easy fix, I'll go and address that and, and then address it. I think as, as directed, all pointed out, marketing is severely underfunded here. And it's not being appropriately or properly used. UCAT has an app, which many people probably don't even know about the app currently. And so with that, that's where you can get that real time information, what we're hoping for, is, with a competitive grant via is adoption of an even better app that we can hopefully facilitate real time quicker communications with our riders and everything. I'll be the first to admit, if you could figure out how to get from point A to point B, by looking at our website and looking at the schedule that's as posted, I need to hire you on to help me understand it. Because the times don't match up. You know, especially if you need to connect, you know, you're trying to get from one end of the county to the next. In a county, you need to match up or take a different bus, it doesn't match. And, and this is a very systemic, deep-rooted issue that we are currently actively working on. But again, I feel your frustrations because I can only imagine how long it's been this way. And so we are addressing that. And right now, all we can do is market a broken system. And I would like to fix the system, fix the routes, and then offer up a real time solution for folks that get that information from there

Chair Petit

With a \$1 amount attached, because we'd be looking at that for the budget cycle. Thank you.

Director Doyle

So the other thing, the other thing that comes to mind, and we've had this discussion through our programs that deal with handicapped and elderly programs, and others is there, what people don't realize is there's a significant amount of transit on the road, some of that public-oriented and some of it what I would call client-oriented, think Gateway, think ARC, etc.

Director Doyle

And the thought is to treat transit as a service. And look at how we can move those together. And one of the things that the transportation Council continues to try to do is, is to look at mobility management as a as a means to do that, so that there's someone that essentially knows the services well enough that they can connect you to the necessary people to get you from point A to point B. Never going to be easy, particularly if you're living in the rural areas, but at least we can see whether we can make the connection or we can't make the connection. I would also say that in, in defensive of UCAT is that, you know, we have a responsibility with respect to our, with respect to the fixed route system that we have, which runs all the major corridors in the county. The UCAT folks with the, with the support of the Legislature in the Transportation Council expanded that, that reach for paratransit to three quarters of a mile off, off of the fixed route. So we have a service responsibility for paratransit that are three quarters of a mile off the, off the existing system, which is more than the federal government essentially requires. And we expanded that. And you heard Loren today talk about the additional funding for support vehicles, which the legislative committee had just just went through. Part of those support vehicles allows us to essentially deliver that paratransit service.

Chair Petit

Thank you. We have Clark Richter, and then if you wouldn't mind, Phil, I'd love to hear from Cathy Nolan about trails. I don't want to forget, that's part of our transportation system. I mean there are folks

that, you know, actually bike back and forth. And there's always been some concern that part of our trail system is on route 32. I wouldn't ride on Route 32. Clark, did you want to speak? Or did you want?

Clark Richter, Sr.

I just wanted to, I just I would say, respond to his answer to me, as far as the director of UCAT. I wasn't actually speaking as UCAT, offering classes for driving a bus, I was actually going on Phil's idea where we're going to reach out to the county, SUNY, or even other training centers to offer that, where you're taking some fundings from the tip of the federal or state. Because there, is there still, can I, can I, can I confirm that is there, is there still a driver shortage for UCAT? And, and do we know when we're going to have like normal schedule, because the schedule has been like, the time says, it used to be every hour, and now the times are like, way cut down. And I had to respond to the whole schedule and days, I think it's, it was a mess with the city bus. But it was easier with the city bus to transfer to UCAT, then then when they took over for you, when they took over UCAT, and then they changed the schedules, completely a 360. And now it takes you, you have to, you know, you have to go on three different buses to get to shopping. And then with the mall coming back, it's like, you're, there's no way you could make it back with ice cream coming from the mall. I mean, there's no way, even like frozen stuff. So that, that, that's like a different thing. And I wanted to state with Mr. Doyle. There, there is for the longest time since I remember, it's with Sasha, when she took over, there are, these new electronic devices in each bus that say that this bus is arriving at this stop. And I don't know, they're not even working. I'm not even sure how much the county paid on them devices there. If you could just have something like that a Hannaford saying, or sort of like an aeroplane schedule saying like, the bus is going to arrive at Hannaford at this time, like are the buses going to be canceled? You know, all buses are canceled today, you know, stay home. And that would be, I mean, that would be informational right there. And then you could share it on your Facebook because if you don't have Facebook, you're not going to know the buses are canceled. They did try to put a tablet down in the plaza, bolted, they bolted a tablet in a plaza, UCAT did. And it was just gone. The very, you know, couple of weeks. But I think if you had a better system, as far as like a screen or something that really couldn't be damaged. Or maybe you can talk to Hannaford's and have that inside, because I remember having the taxi phone connected right straight to the taxi company, which was a long time ago, I think they could have a screen inside Hannaford's, where it could be security monitor. And you could you could see when the buses are coming or not even, you know going to show up. But mostly there I mean, it's, it's great to have that ability to, if you don't have a car to just, you know, be able to go from A to B because a distance of like, when you're living downtown, especially in Pockhackie, I couldn't imagine the people down there, when they had no bus service, to try to get up to Hannaford's and then go up because distance apart and I'm not even sure how you would even go shopping if you didn't have transportation outside to counties or make it in the rest of the town. So it's like there's no accessibility to that. And I think I would love to see that get better, but I would just like to, for myself is to focus on the City of Kingston and how to get that, where it's not so much of you know, Oh, I gotta take the bus today, but and recharging people that park their cars, and that in return will take less cars off the road and make transportation a lot better. And I appreciate that. I'm sorry for going on.

Legislator Erner

Kathy, Legislator Nolan, did you have a direct response to Clark or anything?

Legislator Nolan

Yeah, I actually agree with that idea and was going to suggest something similar. I think that an emergency notification system that could be at some of the prominent points that would function sort of, like emergency communications network, so that at major points where riders get on their some kind of notice board, maybe a free standing board that could be, could be lit up, when, when there's major changes, and then ask the public to help spread the word is a good idea. And I think could be really important to build in pretty, pretty quickly. Because it's one of the biggest complaints and it, it makes sense that it is, it can leave people expecting the service that they don't get, and they can make, sometimes can make alternative plans, if they know. My sister, was a longtime UCAT rider. And this was one of the greatest sources of frustration for her. And I think we still have probably in Shandaken, not too long ago, was about 50% of people didn't use computers. It's probably a smaller percentage who don't use smartphones, but there's still some. And so, having some noticeboards and maybe getting the word to the town clerks around the county, because a lot of people will call the town clerk if they have a problem. So may, maybe having a little focus group on potential emergency notification systems, I'm saying emergency. It's not necessarily emergency weather conditions, although it often is. But it's, um, it's urgent notifications for public that are relying on the service.

Legislator Erner

Thank you. I see Director Johnson's hand.

Loren Johnson UCAT Director

Yeah, those are good, valid points. And it's funny. If you guys probably look at my notes over the last three months or months that I've been here, these are things that we already have a plan in place through capital expenditures that we're looking to kind of address. You know, we did have a announcements system that was in all of UCAT buses, but unfortunately, that was installed a little over a year ago, but it never really worked properly. And so we are in the process of getting that removed from our vehicles, and then going out for procurement for a new system. When we talked about technology, and we talked about marketing, there's many different platforms of how people access their information. And lo and behold, you know, we have to design a communication plan as encompassing of multiple formats. You know, from the old school, you know, paper schedules to the new technology where we have QR codes already, I think I saw someone in the comments, mentioned QR codes, we already have that on some of our bus stops. But then you run into a problem, where does our bus actually stop at. So there's, there's a lot of things that are interconnected, but actually impact, you know, our ability to successfully effectively communicate with our ridership and our public, even our website needs to be updated. And I was just told that it was just recently updated, so I feel it's outdated. So we, we want to make sure that one, people understand where to get the information from and, you know, share fatigue, if anything, marketing needs to be allocated to successfully inform the public about UCAT, you know, and, and it's going to take some money to do so to frame a message, put the message out there, and you know, it will be a good time to set aside those funds for that, in hopes that we do and we are successful with that Via campaign to actually merge all this into a very robust campaign about UCAT services and really just get the notion and the idea out there.

Legislator Nolan

So um, Legislator Erner and Chair Petit. We're over two and a half hours from when we started our meeting, and that's tough on, on those in platform. There's some good comments in the chat about using software to broadcast to multiple platforms, and adding in auto-dialing to a list of people who could give you their phone numbers, I guess, and then get those auto-dialing by telephone instead of social media or text. I think those are good. I'm happy to address some specific things on, on trails, or maybe frame an agenda for presenting at the next meeting or get together between meetings. We're having some people dropping off. So I think it will be good if we can wrap up soon. As long as we don't leave anybody feeling like they didn't get their point addressed or didn't have the opportunity to bring something forward.

Legislator Erner

That sounds right to me. I. So I have a sort of closing thought, as we approached, what seems like a point to end on. But before we leave, I certainly want to be sure that we have people give us a way to get in touch with you. I think everybody who showed up here, we have an email, we have a recording. So I'll work with Clerk Tomshaw, to be sure to have the full record of attendance. I have notes that I've taken, that I can send around. And is there, do we want to survey here? A general sense of how soon we want to have another meeting, should we send out an email, see what people's availability is, and, and do it that way?

Chair Petit

And if we have a good mix of legislators, I mean, I don't know if we'd be violating is, and I'm still about keeping the meetings open. I think a lot of the concern about getting a quorum is having a meeting that wasn't publicly noticed. But you know, as long as it's open, and we put the information out there, did you want to continue to do it after our Public Works meeting, because that does tend to go late. And honestly, since we do have the budget season coming up, I think it would be a good idea to have a couple more meetings, because I'm starting to put dollar signs on some of the recommendations. And then it'll take us some time to figure out what the cost is going to be. You know, even if we address the bikes and trikes, which has come up multiple times in conversations about using trails, is public transportation routes, and you know, that's gonna be a cost as well.

Legislator Nolan

I do believe that the City of Kingston has a through one of its mechanisms, I look at Bike Share, that we could ask somebody from the City of Kingston to bring us an update on that. John Grossbohlín might be a good contact for that.

Chair Petit

What is this last name? G-R?

Legislator Nolan

G-R-O-S-S-B-O-H-L-I-N.

Chair Petit

Thank you. Okay. Perfect. Okay. Okay. I think, I think this was good. Yeah.

Legislator Nolan

And in terms of meeting at the Public Works meetings, I think that's a good date for at least some of the meetings because we have a lot of the transportation planning officials and DPW officials at that, at those meetings. But if we could plan for those to be a little shorter, so that it's a little less than two and a half hours, or that we could at least finish by two and a half hours.

Chair Petit

Yeah, it's hard. You never know how many resolutions you're gonna get. I mean, I don't think, I, because it's a lot of this is ARPA, I'm being you know, just it's almost a guarantee that at some point, we won't, we'll have about half the resolutions, but. Bye. Yeah, so hopefully they'll get a little shorter. That's just, you know, we can talk to Nettie about it. Nettie, it's on the agenda.

Nettie Tomshaw

So, I just need the two of you to give me a motion to adjourn. Laura and Kathy.

Legislator Erner

May I just make a closing remark?

Nettie Tomshaw

Oh, sure.

Legislator Erner

Thank you, um, and, and Legislator Nolan. I really do look forward to a discussion on trails. Like next time. Tonight's discussion, mostly focused on, on passenger mass transit, which is great, something that, that I certainly want to be talking about. I, I want us to imagine what it might be like to really have equitable transit? It seems to me that right now in Ulster County, we have committed to having certain infrastructure that we pay, together, as, as the community, we, for example, have roads and bridges. And we, we build them, we maintain them, we snowplow them, we repair them and so forth. But actually getting around on those roads and bridges, falls to the individual. What would it look like for us to commit as a county to more of a shared responsibility for getting each other around on those roads, and bridges? That's, that's kind of what I'm, what I'm putting out here. For us to imagine that. Might be more of a cultural change than something that government can do. But that's, that's part of my vision toward equity. And I've said it at, in public before, when we're allocating a lot of funds to do these repairs, which of course, are necessary if we're to be able to get around at all, but again, seeing it as who has the rights in transit right now. And if you have a private car, or even a shared car, you have a lot more of them than if you don't at this point, it seems to me. So, so thank you.

Chair Petit

Okay, were we still supposed to make a motion?

Legislator Nolan

Yes, I think so. Yeah. I'll make that motion that we adjourn.

Chair Petit

I'll second. Very good.

Legislator Nolan

Call the vote.

Nettie Tomshaw

All in favor?

Chair Petit

What happens if we don't? Do we have to stay?

Nettie Tomshaw

I don't know. You're the host - you have control.

Chair Petit

Okay. Very good. And if anybody has any ideas, Nettie? All of our emails are co.ulster.ny.us. Nettie, it's her first name. And last three, have her, her last name or.

Nettie Tomshaw

Right, right.

Chair Petit

And, you know, maybe shoot us some agenda items. Because, again, we're trying to look at this as a broader overview of the transportation system, and how do we get it all connected? You know, not, not necessarily operational, because if it's something like the Riders' group had brought up to Director Johnson a couple of months ago, and he already has taken care of that, that Sunday dispatcher, I believe starts July 15. So that's kind of the simpler stuff. But that wouldn't have to go through our group. If that makes sense. Okay. Kathy Nolan. Okay. Oh, thank you.

Legislator Nolan

That was intended to go to everyone. So now I've given it to everybody,

Chair Petit

I should probably open this back up, because there is a way, I'll save the chat. And, okay, I just saved it. So when we send it out, now everybody will have it.

Clark Richter, Sr.

Okay. Good. Okay, may I just make a comment about the way this meeting has went. I've been around for a little bit. And this is really a great meeting. As far as inviting the public. I know, you guys are here several hours. And you're probably doing that almost every single day. So I gotta say it's like, thank you for just talking about it. Because I don't think that it's ever, it's always been, we're taking the money, put the buses out there, due the schedule, and nobody really, you know, what, what's, what, how can we make this better, and you guys are doing it.

Chair Petit

Thank you. Thank you.

Legislator Nolan

When we signed up for these jobs, I really, really glad to have the participation and have a forum that works for people. Yeah, thank you Legislator Erner for organizing that.

Legislator Erner

You're welcome. So we'll talk to everyone soon.

Chair Petit

Okay, bye bye. Thank you have a good night.

Nettie Tomshaw

You, too.