

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

DATE & TIME: August 8, 2022 – 6:00 PM
LOCATION: Powered by Zoom Meetings, Meeting ID: 829 5445 0277
By Phone Dial (646) 558-8656
PRESIDING OFFICER: Chair Laura Petit
LEGISLATIVE STAFF: Nettie Tomshaw Legislative Employee
PRESENT: Legislators Fabiano, Litts, Nolan, Stewart (arrived 6:11pm)
ABSENT: None
QUORUM PRESENT: Yes

OTHER ATTENDEES: Legislator’s Phil Erner, Manna Jo Greene, Leg. Employee Chelsea Villalba, Deputy Comm. Finance Dean Rylewicz, Deputy Comm. Capital Projects Robert Parete – Department of Public Works, Deputy County Executive Chris Kelly, Director Nathan Litwin, Molly Scott Recovery & Resilience, Director Loren Johnson UCAT, Cheryl Schneider, Andrew Willner Center for Post-Carbon Logistics, Japheth Wood, Mark Sheperton, Tanya Garmen, Michael (inaudible)

Chair Petit called the meeting to order at 6:04 PM.
Pledge of Allegiance

Motion No. 1: Moved to APPROVE the Minutes of the July 11, 2022 Meeting of the Public Works, Capital Projects & Transportation Committee

Motion By: Legislator Fabiano
Motion Seconded By: Legislator Nolan

Discussion: None

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

Resolutions for the August 16, 2022 Session of the Legislature

Resolution No. 401: Amending Capital Project No. 598 – ARPA - Community Wellness Hub, Crisis Stabilization Center Renovations, City Of Kingston – Amending The 2022 Capital Fund Budget — Department Of Public Works (Buildings & Grounds)

Resolution Summary: This Resolution amends Capital Project No. 598 to increase funding in the amount of \$175,000.00, for a total of \$2,175,000.00, to fund design services for the renovation of a Community Wellness Hub.

Motion No. 2: **Moved Resolution No. 401 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Fabiano

Discussion: See attached transcript.

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

Resolution No. 402: Approving The Execution Of A Contract For \$158,850.00 Entered Into By The County – Pomarico Design Studio Architecture, PLLC – Department Of Public Works

Resolution Summary: This Resolution approves the execution of a contract for \$158,850.00 between Ulster County and Pomarico Design Studio Architecture, PLLC, for the architecture and engineering services for the Community Wellness Hub. 100% Federal, Contract dates 9/1/22-8/31/23.

Motion No. 3: **Moved Resolution No. 402 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Fabiano

Discussion: See attached transcript.

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

Resolution No. 406: Confirming Appointment Of Member To The Ulster County Electrical Licensing Board

Resolution Summary: This Resolution confirms the appointment of John Dispensa as a member of the Ulster County Electrical Licensing Board to occupy the vacancy of one of the seats representing a member of the public. Term expires 12/31/2022.

Motion No. 4: **Moved Resolution No. 406 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Litts

Discussion: See attached transcript.

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

Resolution No. 407: Amending The 2022 - 2027 Capital Improvement Program - Establishing Capital Project No. 645 – Renovation Of 21 Elizabeth Street – Elizabeth Manor Emergency Housing – Amending 2022 Capital Fund Budget – Department Of Finance And The Department Of Public Works

Resolution Summary: This Resolution amends and establishes the 2022-2027 Ulster County Capital Improvement Program for Capital Project No. 645 – renovation of the Elizabeth St. building in the City of Kingston to support the need for transitional emergency housing. A bond resolution will be required.

Motion No. 5: **Moved Resolution No. 407 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Fabiano

Discussion: See attached transcript.

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

Resolution No. 409: Approving The Execution Of A Contract For \$180,000.00 Entered Into By The County – LaBella Associates, D.P.C. – Department Of Finance And Department Of Public Works

Resolution Summary: This Resolution approves the execution of a contract for \$180,000.00 between Ulster County and LaBella Associates, D.P.C. for the Capital Project to renovate the building and property at 21 Elizabeth Street. 100% County, Contract term 8/16/2022 – 12/31/2022.

Motion No. 6: **Moved Resolution No. 409 FOR Discussion**
Motion By: Legislator Fabiano
Motion Seconded By: Legislator Nolan

Discussion: See attached transcript.

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

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

Resolution Summary: This Resolution establishes Capital Project No. 635 in the amount of \$2,000,000.00 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 \$100,000.00 per project.

Motion No. 7: **Moved Resolution No. 289 FOR Discussion**
Motion By: Legislator Fabiano
Motion Seconded By: Legislator Nolan

Discussion: See attached transcript.

Motion No. 8: **Moved To Amend Resolution No. 289**
Motion By: Legislator Fabiano
Motion Seconded By: Legislator Nolan

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

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

Resolution Summary: This Resolution Establishes A Policy To Eliminate Mandatory Fares For Ulster County Area Transit (UCAT) Service.

Motion No. 9: **Moved Resolution No. 298 FOR Discussion**
Motion By: Legislator Stewart
Motion Seconded By: Legislator Fabiano

Discussion: See attached transcript. Legislator Nolan asked to be added as a sponsor.

Voting In Favor: Legislators Nolan, Petit, Stewart
Voting Against: Legislators Fabiano, Litts
Votes in Favor: 3
Votes Against: 2
Disposition: **Resolution ADOPTED**

Resolution No. 414: Authorizing A Right To Cross The Right Of Way Owned By Ulster County Of The Ulster And Delaware Railroad Corridor Near Mile Point 4.8, City Of Kingston To The Hudson Valley Housing Fund Company Inc. – Department Of Planning

Resolution Summary: This Resolution immediately authorizes a right to cross the right of way owned by Ulster County of the Ulster and Delaware Railroad corridor near mile point 4.8, City of Kingston to the Hudson Valley Housing Fund Company Inc. No financial impact.

Motion No. 10: **Moved Resolution No. 414 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Stewart

Discussion: See attached transcript.

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

Resolution No. 415: Authorizing An Easement Across The Lands Owned By Ulster County Associated With Ulster Delaware Railroad Corridor Of Near Mile Point 5.1, City Of Kingston To The Central Hudson Gas And Electric Company – Department Of Planning

Resolution Summary: This Resolution authorizes an easement across the lands owned by Ulster County, associated with Ulster Delaware Railroad Corridor near Mile Point 5.1, City of Kingston, to the Central Hudson Gas and Electric Company. No financial impact.

Motion No. 11: **Moved Resolution No. 415 FOR Discussion**
Motion By: Legislator Litts
Motion Seconded By: Legislator Nolan

Discussion: See attached transcript.

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

Resolution No. 419: Establishing Capital Project No. 644 – Site Ready Services For Electric Vehicle Charging Stations — Department Of Public Works (Buildings & Grounds) And Department Of The Environment

Resolution Summary: This Resolution establishes Capital Project No. 644 for the Electric Charging Station Project, in the amount of \$317,807.00, amending the 2022 Ulster County Capital Fund budget. A Bond Resolution will be required.

Motion No. 12: **Moved Resolution No. 419 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Fabiano

Discussion: See attached transcript.

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

Resolution No. 421: Approving The Execution Of A Contract For Rates Anticipated To Exceed \$50,000.00 Entered Into By The County – J&J Sass Electric, Inc. – Department Of Finance And Department Of Public Works

Resolution Summary: This Resolution approves the execution of a contract with J&J Sass Electric, Inc. to develop sites for Electric Vehicle (“EV”) charging stations (“EVSE”) at multiple locations within the county, for Capital Project No. 644. Financial Impact to be determined. 60% County, 40% Other. Contract term 9/1/2022-8/31/2024.

Motion No. 13: **Moved Resolution No. 421 FOR Discussion**
Motion By: Legislator Nolan
Motion Seconded By: Legislator Fabiano

Discussion: See attached transcript.

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

Resolution No. 422: Supporting A Grant Application To The Federal Transit Administration To Apply, Accept And Administer 5307 Funds Transferred From The Rural Transportation Assistance Program-Section 5311(b)(3) For Operating Assistance 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 a grant application to the Federal Transit Administration for Rural Transportation Assistance Program, authorizing the County Executive to execute any required applications and agreements, and any amendments to any documents, to accept the funding agreement with the FTA. Federal share \$2,055,787.00, New York share \$242K, County share \$378K.

Motion No. 14: **Moved Resolution No. 422 FOR Discussion**
Motion By: Legislator Nolan

Motion Seconded By: Legislator Litts
Discussion: See attached transcript.
Voting In Favor: Legislators Fabiano, Litts, Nolan, Petit, Stewart
Voting Against: None
Votes in Favor: 5
Votes Against: 0
Disposition: **Resolution ADOPTED**

Resolution No. 423: Approving The Execution Of A Contract Amendment For \$32,884.00, Causing The Aggregate Contract Plus Amendment Amount To Be In Excess Of \$50,000.00, Entered Into By The County – New York Communications Company, Inc. – Ulster County Area Transit (UCAT)

Resolution Summary: This Resolution approves the execution of a contract amendment #4 for \$32,884.00, causing the aggregate contract plus amendment amount to be in excess of \$50,000.00, extending the lease for radio equipment and increase the not-to-exceed amount. Amd. Term 7/1/2022-12/31/2023.

Motion No. 15: **Moved Resolution No. 423 FOR Discussion**
Motion By: Legislator Litts
Motion Seconded By: Legislator Fabiano

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

Old Business: Special Transportation Working Group continued the meeting after the resolutions were voted on.

See attached transcript.

Adjournment

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

TIME: 8:20 PM

Respectfully submitted: Legislative Staff, Nettie Tomshaw
Approved: September 12, 2022

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PRESIDING OFFICER: Chair Laura Petit
LEGISLATIVE STAFF: Nettie Tomshaw Legislative Employee
PRESENT: Legislators Fabiano, Litts, Nolan, Stewart (arrived 6:11pm)
ABSENT: None
QUORUM PRESENT: Yes

OTHER ATTENDEES: Legislator’s Phil Erner, Manna Jo Greene, Leg. Employee Chelsea Villalba, Deputy Comm. Finance Dean Rylewicz, Deputy Comm. Capital Projects Robert Parete – Department of Public Works, Deputy County Executive Chris Kelly, Director Nathan Litwin, Molly Scott Recovery & Resilience, Director Loren Johnson UCAT, Cheryl Schneider, Andrew Willner Center for Post-Carbon Logistics, Japheth Wood, Mark Sheperton, Tanya Garmen, Michael (inaudible)

Legislator Laura Petit

If we go too late, we'll, whoops.

Nettie Tomshaw

Okay, I got you.

Legislator Laura Petit

Boy Nettie, you were quick on that okay. All right um, so I'm calling the meeting to order. I'm sorry but if it gets too loud out here, let me know, because I am outside. I'll just go back inside and find a room to hide in. I'm calling the meeting to order at 6:04. Legislator Litts. Would you please lead us in the pledge of Allegiance?

Legislator Herbert Litts, III

I pledge allegiance to the flag of the United States of America, and to the Republic for which it stands. One nation under God, indivisible with liberty and justice for all.

Legislator Laura Petit

Thank you. Okay, Clerk Tomshaw, would you mind doing the roll call please?

Nettie Tomshaw

Chair Petit.

Chair Laura Petit

Here.

Nettie Tomshaw
Deputy Chair Fabiano?

Legislator Fabiano
Here.

Nettie Tomshaw
Legislator Litts?

Legislator Herbert Litts, III
Here.

Nettie Tomshaw
Legislator Nolan.

Legislator Kathy Nolan
Here.

Nettie Tomshaw
And Legislator Stewart. Okay, four present, one absent.

Legislator Laura Petit
Thank you. So with that, we have resolution 289, which is amending the capital plan for the parks, and resolution 298. With the permission of the committee, I'd like to move those towards the end. Legislator Erner would like to speak on 298 and legislator Stewart is not here to speak on 289, unless all of our questions have been answered. I mean, I'm okay with 289. Myself, but.

Nettie Tomshaw
Hey Legislator Petit, excuse me. Could you approve the minutes?

Legislator Laura Petit
Oh, that is on there. Okay, so I jumped the gun. So approval of the July 11, 2022 minutes. Do I hear a motion?

Legislator Fabiano
I'll move it.

Legislator Laura Petit
Move it, second?

Legislator Kathy Nolan
Second.

Legislator Laura Petit

Any comments? Amendments? Revisions? Okay, hearing none, I'll call the vote, all in favor?

Committee Members

Aye.

Legislator Laura Petit

Any opposed? Any abstentions? Okay, that has been passed. So what is the will of the committee with 289? Do you want to move forward? Or would you like to wait for Legislator Stewart?

Legislator Kathy Nolan

Since he might come into the meeting and might like to be here for the vote, why don't we hold it until he, we see if he's coming?

Legislator Laura Petit

Perfect. Okay. All right. So I am going to move on to resolution number 401: Amending capital project number 598, ARPA Community Wellness Hub, Crisis Stabilization Center Renovation in City of Kingston. Motion for to open it for discussion.

Legislator Kathy Nolan

I'll move it.

Legislator Laura Petit

Nolan. Second?

Legislator Fabiano

I'll second it.

Legislator Laura Petit

Legislator Fabiano. Do we have any questions? We do have Deputy Kelly here. No? Okay. So I'll call the vote on 401. All in favor?

Committee Members

Aye.

Legislator Laura Petit

Any opposed? Any abstentions? Thank you. To follow up with, that we have resolution number 402: Approving the execution of a contract for \$158,850, entered into by the county with Pomarico Design Studio Architecture. I'll hear a motion to open it for discussion.

Legislator Kathy Nolan

So moved.

Legislator Laura Petit

Legislator Nolan. Second?

Legislator Fabiano

I'll second it.

Legislator Laura Petit

Legislator Fabiano. Do we have any questions on this, and of course this is the engineers for the crisis center. Okay, hearing none, I'll call the vote. All in favor?

Committee Members

Aye.

Legislator Laura Petit

Any opposed? Any abstentions? Thank you. Resolution number 406: confirming the appointment of a member to the Ulster County Electrical Licensing Board. Motion to open it up for discussion?

Legislator Kathy Nolan

So moved.

Legislator Laura Petit

Legislator Nolan, seconded by Legislator Litts. Any questions on the individual or on the resolution itself? Okay, hearing none, I'll call the vote. All in favor?

Committee Members

Aye.

Legislator Laura Petit

Any opposed? Any abstentions? Thank you. Resolution number 407: Amending the 2020 to 2027 Capital Improvement Program, establishing capital projects 645, renovation of 21 Elizabeth St., Elizabeth Manor emergency housing. Motion to open it up for discussion?

Legislator Kathy Nolan

So moved.

Legislator Laura Petit

Legislator Nolan. Second?

Legislator Fabiano

I'll second it.

Legislator Laura Petit

Legislator Fabiano. Any questions on this? My only comment is we do have to put very green elements into this. We just had three people moving to Port Ewen from California, because California is on fire. We have droughts, that we are definitely in a climate emergency, and declaring it is not really going to help the issues. So as long as every engineer understands that, you know, our capital projects have to

have a green element, whether it's heat pumps, or solar or super insulation, but you know, just something, so that we don't keep contributing ourselves to the problem. Starting to sound like Legislator Greene, but give me a little more time. So other than that, are there any other comments? Okay, hearing none, I'll call the vote. All in favor?

Committee Members

Aye.

Legislator Laura Petit

All right. Any opposed? And it looks like we have an abstention. Legislator Litts. Okay. Thank you.

Legislator Kathy Nolan

On the basis of employment?

Legislator Herbert Litts, III

Excuse me?

Legislator Kathy Nolan

On the basis of employment?

Nettie Tomshaw

Oh, here comes Legislator Stewart.

Legislator Herbert Litts, III

Yes.

Legislator Laura Petit

Okay. We'll move on to the other Elizabeth Manor, and then we can go back to Legislator Stewart's.

Nettie Tomshaw

Oh, I'm not sure he's here, it might just be by phone.

Legislator Laura Petit

That's possible. Okay. Resolution number 409: Approving the execution of a contract for 180,000, entered into by the county with LaBella Associates, DPC. Motion to open for discussion?

Legislator Herbert Litts, III

I'll move it.

Legislator Kathy Nolan

I'll second.

Legislator Laura Petit

Okay. Legislator Fabiano, seconded by Legislator Nolan. Do we have any questions or comments on this resolution?

Legislator Eric Stewart

I just want to let folks know I'm here. My apologies for being late.

Legislator Laura Petit

Hello, sir. That's okay. We held your resolution for you.

Legislator Eric Stewart

Oh, you're sweet. Thank you.

Legislator Laura Petit

All right. Okay, hearing have no further discussion on resolution 409, I'll call the vote. All in favor?

Committee Members

Aye.

Legislator Laura Petit

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

Legislator Herbert Litts, III

For employment.

Legislator Laura Petit

Okay, so Nettie, please keep remind me of where we just left off because we are going to move back.

Nettie Tomshaw

We finished with 409.

Legislator Laura Petit

We finished 409. So we're going to go back to resolution 289, Amending the 2020 to 2027 Capital Improvement Program, establishing and funding capital project number 635, ARPA Parks program. Do I hear a motion to open it for discussion? I'll move it. Legislator Fabiano, seconded by Legislator Nolan. Okay, Legislator Stewart. The floor is yours.

Legislator Eric Stewart

Oh, well, thank you. I just wanted to let folks know that since the last time I was here to discuss this resolution. I made a lot of changes to the proposal, a lot based on the comments that I heard here. This has gone through many reiterations. If you recall, it initially started out as an ask for \$1 million for a park project in town of Marbletown, that would serve as a trail nexus for other parks. Then it was changed to a \$5 million project for, \$5 million project for parks around the county, then that was lowered to \$2 million for 10 projects. And that was changed to \$2 million for 20 projects at \$100,000 each. And that's, and that's where we are now. So a lot of changes were made to make this resolution apply, you know,

to actually the entire county at this point, all the municipalities will be able to, you know, provide a, to make a request, and language was added to allow in-kind services to be included, as part of the municipalities' input into the project. And now the wording states that up to 25% of the municipalities' 50% input into the project could, can now be of in-kind services. And Chair Bartel's asked me to bring this resolution before the meeting of the town supervisors to get their input on it and see if you know there was interest in the project. And when I made that presentation in front of the supervisors' breakfast, I received overwhelming support from the supervisors that were there that day. Something, I believe it was nine of the supervisors present all spoke out in favor of the project. One thing that was brought up was that this project coming through ARPA was definitely needed, because other funding sources are unwieldy, and take forever. And they said that this is something that they could actually, you know, put to work really quickly, so that this money would, you know, be available to up to 20 projects around the county. And the idea was that the supervisors, like I said, would be able to make immediate use of this project. And so they were very enthusiastic.

Legislator Laura Petit

Legislator Litts does have a question for you.

Legislator Eric Stewart

Oh, okay. Great. I'm sorry. Go ahead.

Legislator Laura Petit

Yes.

Legislator Herbert Litts, III

I'm not able to bring it up on my screen, but in the resolution, there was a statement in there about county-owned, in-kind equipment. Can you explain that to me?

Legislator Eric Stewart

County-owned in-kind equipment?

Legislator Herbert Litts, III

Yeah, near the bolded changes.

Legislator Kathy Nolan

It's the next to the last whereas. And I basically read it to say that the county could count in-kind labor and use of equipment in the same way that the municipalities could from making up their portion of the total project budget.

Legislator Eric Stewart

Yes, thank you. That does answer the question. And this was the language that was provided to me from the Legislative Clerk. And this is kind of standard, boilerplate language when it deals with in-kind services.

Legislator Herbert Litts, III

I agree. But this, I believe this resolution affords this money for projects that the town would request, is that correct?

Legislator Eric Stewart

Right, the town will have to make an application.

Legislator Herbert Litts, III

So will the town then assume that the county is going to loan them equipment to do the work on their project?

Legislator Laura Petit

Deputy Kelly has his hand up.

Chris Kelly

Yeah. Thank you, Chair. I certainly hear what Legislator Litts is saying to me. I would say that you get, you need to swap out county-owned equipment with town-owned, municipal-owned equipment, because we're not going to be using our highway or other equipment as a match for a grant that they're applying to from us. So I would just, it's a ministerial error, I would swap out that part of it, and then it's clear. I think that's what you were going with, Legislator Litts. I mean, we've done project, when I was in New Paltz, and we had the county come out and help because they had a jack, whatever, that's not a jackhammer, but a piece of equipment, but. Yeah, we all do share resources from time to time, but I would say since they're applying for our ARPA funds, it would be inappropriate for us to use our labor as their match. That's all.

Legislator Laura Petit

Okay.

Legislator Herbert Litts, III

Right.

Chris Kelly

I think it's just a clean up there.

Legislator Eric Stewart

Okay, so we just need to be sure that it says that it's town-owned equipment, as opposed to county-owned equipment.

Chris Kelly

And then we would, in conjunction with the commissioner of finance, you know, we're going to set a table to basically assign what the value is of the different pieces of labor equipment as they do in other grants. It's pretty standard, Dennis said.

Legislator Herbert Litts, III

Do we even have to mention town-owned equipment? It's, if the town can do in-kind services, that could be anything. I don't think we even have to mention equipment. It's just the towns can, up to a certain percentage, use in-kind services.

Legislator Kathy Nolan

Well, I think, when I read that, the the next whereas basically says that we can accept the matching funds through in-kind services, the prior whereas, what I think that was, now that Deputy Kelly has explained what it's trying to say, it seems like we're saying that the value of that in-kind labor or, it should say town or municipal resources, that that will be assigned by and recorded by the Ulster County Commissioner of finance. It's not just whatever the town or municipality would say that's worth. So I think this whereas provides a mechanism for assigning the value to what the municipality offers as the match in I think it should say municipally-owned equipment, labor or other municipal resources, as approved by the, we're giving that to the Ulster County Executive's office in consultation here with the Commissioner of Finance. That would make sense to me as a way to go.

Legislator Eric Stewart

So is this something that I could have Vicky just clean up? Or I mean, we don't have to like wait a month and vote on this again, or anything like that, do we, for a minor change in wording?

Legislator Fabiano

No.

Legislator Laura Petit

Vote as amended, correct?

Legislator Kathy Nolan

Yeah, and as Deputy Director Kelly said, this is ministerial, it appears to be just an inadvertent change in wording.

Legislator Eric Stewart

Yeah. Okay, so I will get that language cleaned up with Vicky.

Legislator Laura Petit

Thank you for that catch Legislator Litts.

Legislator Eric Stewart

Yes, thank you for pointing that out Herb.

Legislator Herbert Litts, III

Mhm, you're welcome.

Legislator Laura Petit

Legislator Fabiano?

Legislator Fabiano

Yes, I have been following this resolution now for a couple months and I was kind of on the fence about it. Because as you know, the way I feel that, I think we have enough walking trails in the county, but, but the parks for the children throughout the county, every township should be able to have a park where the children can go play. I know we have many in the town of Saugerties on Cantine Field, and it's just awesome on weekends, watching all those children up there by the hundreds, enjoying themselves up there. And secondly, I just want to compliment Legislator Stewart for, he's been working on this very, very hard. He's done a lot of work on this. And I will be supporting this resolution tonight.

Legislator Eric Stewart

Well, thank you sir. That's appreciated, Legislator Fabiano. And I also, one of the other changes I did make is that I did remove all references to trails from the language of this bill, based on your request, so, so thank you for that.

Legislator Laura Petit

Thank you, Legislator Nolan.

Legislator Kathy Nolan

But they still will, those parks will still serve as hubs for bringing people in and sending them out on those trails, but we just won't tell anyone.

Legislator Fabiano

Okay.

Legislator Laura Petit

Okay, any other comments or questions? Hearing none, let's call the vote. All in favor of this resolution?

Legislator Herbert Litts, III

As amended.

Legislator Fabiano

Aye.

Legislator Laura Petit

As amended.

Legislator Kathy Nolan

As amended.

Legislator Herbert Litts, III

As amended.

Legislator Laura Petit

As amended. Any noes? Any abstentions? Okay, that was passed unanimously. How does that feel, Legislator Stewart?

Legislator Eric Stewart

That feels great. Thank you all so much. I appreciate.

Legislator Fabiano

Do the long roll.

Legislator Eric Stewart

Well, I appreciate your patience and I appreciate everyone's input into this process so, thank you.

Legislator Laura Petit

Okay, with that, let's, because we have Legislator Erner is here, let's go back to Resolution 298: Establishing a policy to eliminate mandatory fares for Ulster County Area Transit. Do I hear a motion to open for discussion?

Legislator Eric Stewart

So moved.

Legislator Laura Petit

Legislator Stewart.

Legislator Fabiano

I'll second it.

Legislator Laura Petit

Legislator Fabiano. Questions? Or can we open this up to Legislator Erner and to Deputy Kelly, who has been working as hard as Legislator Stewart did on his resolution? And neither of you unmuted, who's gonna go first? No? We should just vote on it? Okay. Legislator Erner.

Legislator Phil Erner

I will. Yeah, thanks for taking this up, again. Public Works and etcetera Committee. I appreciate it. And I think that people who depend on the bus will appreciate hearing where we've gotten to with the Executive. So, Deputy Executive Kelly, would you, like, care to share?

Chris Kelly

Thank you, Legislator Erner, Chair Petit. So we've gone back and we've looked at the past few years of fares with a few goals. First is, obviously, we think that increasing ridership has multiple benefits, including on traffic, for the environment, but also in terms of equity, getting people around who can't otherwise afford other modes of transportation. So, that kind of sticks out. From a more technical standpoint, in terms of funding, our other goal is to continue to ensure that we claim for every dollar that is available to us through the New York State Operating Assistance, as well as federal transit. So we are setting up the program, or we intend to set up the program, where we would cover the fares by

basically internal processes, to build a county for the individual riders that come onto the bus. So we're going to, we based our estimates on 2019. And kind of where we've started to get to today. I do want to strongly caution that we have not returned to a sense of normalcy since 2019, in terms of ridership numbers, so we are basing it off of that last full, so-called normal year. We're still, right now, kind of, it's not as bad. But we are struggling right now in terms of staffing routes and drivers. So there's still some challenges. But we want to set this up in a way that we're set up for success, it'll expand the system expand, access to the system. So we are looking at right now, and I think that we may have to still take this to caucus, but we're looking at about a \$350,000 annual cost, which would be charged back to the county government. So that's based on several estimates that we kind of pored through, and that will ensure that, to the formula of the state operating assistance, that we would be able to maintain the numbers that we have in the past, which is about a million plus annually. The other part that we're looking at is 75,000 for advertising. So we, if we're going to do a free fair system, we need to let people know, and it needs to scream out loud on every bus. And it needs to be distributed widely, it shouldn't be a mystery that we've got a free transit system. So doing proper signage, doing proper bus wraps, all of those things have to be incorporated to make this successful. The other part, and this comes out of a lot of the discussions we've had with both Legislators Erner, Uchitelle, Petit, as well as a lot of the Kingston Transit advocates, and just really, I would say for Loren and I, working over the last, about eight months now for me. I know Lauren, you're still a little, a little shy. But we've been absorbing feedback from the public. And a big part of that feedback is, is our routing is not, it's not rational, and it's not efficient in a lot of ways. It was built up over time, and doesn't really reflect an efficient way of getting people to and from where they need to go. And that's, that's a major hindrance to a successful transit system. So it's not just about the free fares, it's about, we want to take 25,000 and invest that in robust modern transit scheduling software that would allow us to be a bit more, a lot more dynamic. This is actually a big C change. Right now, we only have scheduling software for our paratransit. So this is a big shift for the organization that will allow us to grow and be more responsive to what the data tells us. Because that is an important part of building this transit system out.

Legislator Laura Petit

Deputy Kelly, you have three hands up. Legislator Litts, Nolan, and Stewart.

Chris Kelly

Yep. So I just want to close with the one part, is just, we can't just offer a free system and think that everything's gonna be okay. We have to also look at how we're scheduling all of the fixed routes throughout the county, so we can attract more people in that way too. So with that, I'm happy to take questions too.

Legislator Laura Petit

Legislator Litts.

Legislator Herbert Litts, III

Yes, thank you. Mr. Kelly, you've answered some of my questions. I mean, right now, basically, the federal government, the state government is what is funding the operation of our UCAT system. We collect about a third of what our expenses are. So we're already operating at a deficit. Um, I'm not sure what will happen with the Federal government or the State, but if that funding decreases, I'm afraid that

our transit system is going to go belly up. I would much rather see a program where people that need the assistance, get some sort of a card or something, and get half fair or a quarter fair, or maybe even free, I don't know. But I'd hate to see the whole system go free, because in order to reinstitute a fare would require a resolution before the Legislature and all those good things. And you'll have an overwhelming, a group of people that are used to getting a free fare, and then if we have to go back to a fare system, I just don't see that working. We're already operating at a deficit, you want to increase that deficit from 65% deficit to 100% deficit. We want to increase the amount of electric buses to the system, which is three times the value of a regular bus. We want to increase the routes. When you're operating at a deficit, not sure of your incoming funding for the future. To make a big investment, and increase your routes, and, and your equipment and the number of vehicles you need, and three times the cost of the number of vehicles, I think we're looking at the possibility for failure in the future. I would much rather see a program whereby, you know, much, much like some of the food programs, people that need assistance, get snap cards, or whatever they are. We could do something similar to that for the transit system. Because if we gave everybody who walked in the store free food, I don't think the store would stay open very long, and I don't think our transit system would be able to last if the state or the federal government started reducing the amount of funding we get. So as it stands, I mean, I'm a no on the resolution, because I don't think it's well thought out enough for what will happen in the future. Because, you know, just like ARPA funds and everything else. You know, we get it, when it goes away, we're gonna feel it. So I think we should continue with a fare system, and maybe give a break to people who need the break, but to eliminate it all together, I think is something we shouldn't do. Thank you.

Legislator Laura Petit

Deputy Kelly.

Chris Kelly

Thank you. So Legislator Litts, I have to say that we've only seen massive increases from the, both the federal and state government towards public transit, especially rural and urban types of transit systems. So support has only continued to increase and it hasn't been threatened to be kind of taken away. Even in terms of capital, you're talking about a formula which makes us responsible for the smallest piece of the state and federal kind of pie there. So I, you know, as a budget person, I certainly hear you out, you know, loud and clear, in terms of out-year risks. And that is something that I've talked about with Legislator Erner and others, where, that's why we're looking to pilot something, and be very explicit about taking a two year period to collect data, see where it comes, see what the users are, see what type of service expansion we may enter into, and the impact on the county budget. I would say, at a time where we have record fund balance, I think a program such as this for \$350,000 on an annual basis, to provide a free transit system on a limited time, kind of, basis is a, is a good use of that fund balance. I think attracting more people to the transit system right now is definitely a good use of that kind of extra fund balance. So the out-year risks are always going to exist in any program that's not mandated by a state or federal government, whereas it's also not funded by them fully. But there are other optional programs that the county enters into, you know, and I guess, yeah, I do think that this would be a good use of that fund. I think there's little risk of the state and Feds pulling out based on the current trend lines. Yeah, electric buses are much more expensive. And Loren and I have a meeting on that, I think, later this week because they're very expensive, but we are just trying to expand the system, get more people on it, not drive around empty buses. So thank you.

Legislator Herbert Litts, III

Would you consider like if someone who just, who is already on like, SNAP or something like that, just shows their car to the driver, and he goes free? And helping the people that need the help the most?

Legislator Laura Petit

Don't they already do that?

Chris Kelly

I think we do. And I think part of what we're trying to do here is not be bureaucrats, and to really look at the overall price here at \$350,000 annually, our budget's 355-ish right now, to set up all the different criteria on what's, I'll just say, is a very complicated and convoluted fare schedule right now, I don't think helps the, helps it. It would make it so limited that, I don't know that we're going to really expand the audience, and that's what we're trying to do. It is about helping, it's about equity, but it's also trying to promote a system that I think is underutilized.

Legislator Laura Petit

Legislator Nolan and then Legislator Stewart.

Legislator Kathy Nolan

Thank you Chair Petite. Yeah, I appreciate this discussion, and Deputy Executive Kelly has, you know, hit the nail on the head, I think, in terms of our fund balance, but also, you know, the language in this resolution. Ulster County is paying about 25% of the funds for UCAT. And so, this change would basically mean that we're providing a, you know, higher percentage than that, but 25% is pretty low, and that the total revenue generated by the fares is modest. So what we have with state and federal funding is a lot of financial support for vehicular transportation, and what we have with this is an alternative, so it is a question of equity for me. And people who have to show credentials and prove that they are somehow, don't have \$1.50, it's not, it's not fun for the people that have to do that. If it were essential to the functioning of the system, then I would feel differently, and I've pushed very hard and still want to push the Deputy Executive, the director of UCAT, planning, as long as this does not hurt our federal and state funding. I think it's absolutely what we should do. It's like having a library. Yeah, everybody can go buy a book. And people do, because it's nice to own your own book. But we want to have people have access to be able to read and educate themselves. And I think this is the equivalent, and with the.

Legislator Herbert Litts, III

They have a library card.

Legislator Kathy Nolan

Which is free, yes. So it, with the assurances from all the leadership on this, that this would not hurt our funding, for, you know, from the state and the federal government, I would be happy to support this and add it as a co-sponsor.

Legislator Laura Petit

Thank you Legislator Nolan. Legislator Stewart.

Legislator Eric Stewart

I was just going to, want to say that I am pretty much in agreement with the points that Legislator Nolan just raised. And I think the analogy of comparing it to a library card was very apt. I also wanted to say that if we're looking at, and this is something that I've spoken with a few people in this room, or on this Zoom meeting with already. But I think if we're looking to really increase ridership, that we also need to really look at the situation of bus shelters. I had a conversation earlier today with a transportation advocate from Kingston about this matter. And I told her that, you know, we've already started some preliminary discussions about that. But I think it's super important that if we're trying to get people to use our public transportation system, that we provide them with shelter. I've seen people waiting for a bus standing in rain and snow on 209. Just on, sitting on the side of the road, sitting on a, on a guardrail, across from a shopping center in Stone Ridge. And you know there's nothing attractive about standing in rain or snow or 100 degree sun, you know, waiting for a bus. And so, I think that if we're trying to increase ridership, that that is something we really need to look at. I also think it's going to be important for the county to really take a lead on this, because it's my understanding that up until now, bus shelters have kind of been the prerogative of the various municipalities. And I think it's important to have, kind of like a standardized way in which we deal with this. I mean, I think the bus shelters should look the same in Kingston, as they do in Saugerties as they do in Ellenville, as they do in Marletown. And I think it's also very important that, that in these bus shelters, they have things like, you know, bus schedules, and, you know, that we provide information and that all of this be standardized. I think that having it be standardized is key. And so I'm hoping that this is something that we can look at, and I would certainly welcome taking part in further conversations on this matter, and would be happy to, you know, work with Christopher Kelly, or, and Mr. Johnson, or whoever else would be interested in pursuing this. So thank you.

Legislator Laura Petit

Thank you, Legislator Stewart. Deputy Kelly, and then Legislator Erner.

Chris Kelly

Thank you, Chair Petit. Thank you, Legislator Stewart. So I can just say that we're currently working on the 2023 Executive budget. And the discussions around bus shelters is, it's a big county, and we're trying to unwind and do some research internally to see who and what is, who is responsible ultimately. There's a lot of different moving pieces here, but we are trying to create a capital project within the 2023 program where we could start to invest in these. But in the meantime, we are just kind of trying to figure out all of those other pieces. The other part of it is, if we get to better scheduling, route optimization, we're going to have to look at all of those individual stops too, and the shelters. So we are definitely looking at it. And we thank you guys for bringing it up. And we just think it, from my perspective, I think the '23 capital program is the appropriate place to really engage in that, in that part of the discussion, because that'll be a little longer term, frankly.

Legislator Eric Stewart

Well, and if we want to put together like a task force on this project, I would certainly be willing to participate in that, so.

Legislator Laura Petit

Legislator Erner.

Legislator Phil Erner

Thank you. Thank you for this discussion. Thank you Legislator Nolan for offering to co-sponsor as well. I want to point out that in, in my experience, and we don't know, have any way of knowing the fact of the matter about this, but I believe that the majority, if not almost everybody currently riding the bus in our county is a working class person, working poor, or just straight-up poor people. Now, we do have a part of this resolution which keeps the fareboxes on the bus, for voluntary contributions. And what I would hope is that, as we increase the ridership and expand it, perhaps to those of greater wealth, or even if not, that people will pay what they can, and that will alleviate some of the burden on the public. But even if we were to completely subsidize this, which is what this resolution does, by default, the savings we would have, like, even if one more rider rode the bus instead of taking their car, on road maintenance, on that person's car repairs, and on the health care costs of having that many more vehicles on the road, if you have that instead of transit, this is savings both to private people as well as the public in my view, that accumulate as you do this, even if you get a few more riders. And then, finally, I just want to say that when we had the discussion over the gas tax, we committed to costing the county an estimated \$3 million for just this year, and this would only cost about 1/8 or ninth of that per year.

Legislator Laura Petit

Thank you Legislator Erner. Is there any more discussion on this resolution? Again, I'd like to thank Legislator Erner and Deputy Kelly for working so hard on this resolution. Initially, when it was brought up that we should just waive the rider's fee, you know, we would have lost federal funding had that happened. But this particular resolution ensures that we were still, continued to get that portion of federal and state, it doesn't compromise that. And, you know, I mean, these, the fares as they are now, there's just, between one and five different rates that are set, which makes it confusing, and my worries about giving it to anyone who is income-eligible. It may also prohibit people who are, I think they call it, not incidentally, but I mean, it's at the poverty level where if you need to get your car fixed, I mean, you just don't have any expendable income. And, you know, they could be \$10 over the eligibility limit, or \$40 over, so they wouldn't get the assistance either. And many of the users of our public transit are, you know, working families working people. So, again, thank you and with that, I will call the vote. All in favor of this resolution.

Legislator Kathy Nolan

Aye.

Legislator Laura Petit

Three in favor, we have Petit, Stewart and Nolan. Opposed? Legislator Litts and Legislator Fabiano, and no abstentions. Thank you. Okay, so we will now move to Resolution 414. Let me double check, make sure I didn't skip anything. Authorizing a right to cross the right of way owned by Ulster County of the Ulster County Delaware railroad corridor, near mile point 4.8. City of Kingston to the Hudson Valley

Housing Fund Company Inc. Do I hear a motion for discussion? Legislator Nolan. Second? Do I have a second?

Legislator Eric Stewart

Aye. Oh, second.

Legislator Laura Petit

Okay. Legislator Stewart. Thank you. Any comments on this questions? Legislator Nolan?

Legislator Kathy Nolan

Thank you Chair Petit, I would just say that this resolution has generated a lot of comments in other committees and concern among legislators, and I share many of those concerns in terms of being worried about the the soundness of this proposal. But the request to have a right of way to this site across this corridor seems to me to be the least objectionable part of this proposed project, and I am concerned that if we put up roadblocks here that we will, one, encourage the project to use a less safe or less desirable means of ingress and egress, and I also think there's potential for litigation about this, where I'm not sure that we're in a strong position as a county. So on purely pragmatic grounds, I think that we should go ahead and grant this easement, and that requires us to have a secret finding, and that's, you know, problematic here because we wouldn't like to just pass this project as a whole with the level of review that it's had, we would have, I think, I would have, I just speak for myself, I would have appreciated a higher degree of review from the City of Kingston. Lacking that, however, I don't want to try to use the this little easement as a way to express discontent with their decision. I think that should be expressed in other other ways. So I just wanted to go on the record here, because I think Public Works is the right place for this discussion, with those considerations, and the reason that I would support the the granting of this easement for a project that I don't support in its current form.

Legislator Laura Petit

And I agree, that has been, you know, the questions that have been coming up and other committees, and one concern as well was that this resolution gives the appearance that we're supporting the project, and I think that is in the first couple of whereases, because Ulster County does of course support housing. I don't know. I mean, obviously, we could get it through this committee, but perhaps that may be a way to give other legislators a little more comfort as far as passing this. Because, again, it's not the most ideal location. I don't know much about the company. It does have, a lawyer is one of the board members, who is also, you know, part of this. We were trying to find it online. Anyway, yeah, so I don't know if we can remove a couple of those first, whereases. If that would make it easier. You know, again, we can just move this forward and vote and then we can bring it to the floor, and may not vote for it on the floor. But, because we certainly don't want to give the impression that we're all gung ho and supporting this project, but the resolution, absolutely. Legislator Nolan?

Legislator Kathy Nolan

I think this resolution did not pass economic development, and so, there would be the opportunity. I think, Deputy Director Doyle from planning is looking at rewording of some of the resolution. So I think, I guess, you know upon reflection, we're not called upon to pass it from this committee, in this form tonight.

Legislator Laura Petit

So can we take no action? And wait for the newer resolution to come? Okay.

Nettie Tomshaw

Economic Development postponed it.

Legislator Laura Petit

Okay. I like that idea, that makes me a little more comfortable. Legislator Litts, Fabiano or Stewart? Do you have any thought on that?

Legislator Eric Stewart

Yeah, I think taking

Legislator Fabiano

I would support postponing it.

Legislator Laura Petit

Okay. Legislator Stewart?

Legislator Eric Stewart

I'm sorry, I couldn't hear what Legislator Fabiano said.

Legislator Laura Petit

I think he said he'd be okay with postponing it.

Legislator Eric Stewart

I would be okay with postponing it too. Because even though I am hugely in favor of building all the housing we can, it sounds like this particular project has a host of rather serious issues. So yeah, and rather than doing something that can be construed as supporting the project, I would rather take no action.

Legislator Laura Petit

Okay, so we will take no action on this, Clerk Tomshaw. Thank you. Um, let's, let's see resolution number 415: Authorizing an easement across the lands owned by Ulster County associated with Ulster Delaware railroad corridor of near mile point 5.1, City of Kingston to the Central Hudson Gas and Electric Company. Motion to open this up for discussion? Legislator Litts, and seconded by Legislator Nolan. Thank you. It's my understanding that the infrastructure is already there. I had asked why aren't we charging Central Hudson for this piece of property, but it's there already. Other than that, I do not have any other questions. Does the committee have anything they'd like to ask? Okay, hearing nothing. We'll call the vote. All in favor?

Committee Members

Aye.

Legislator Laura Petit

Any opposed? Any abstentions? Okay, thank you. Resolution number 419: Establishing capital project number 644, site ready services for electrical vehicle charging stations. Motion for discussion?
Legislator Nolan.

Legislator Fabiano

Seconded.

Legislator Laura Petit

Legislator Fabiano. And we do have, I saw Director Rylewicz was on here for a bit. Is he still on Deputy Kelly, or would you like to speak?

Chris Kelly

I see Dean is on still.

Dean Rylewicz

Hello.

Legislator Laura Petit

Oh, thank you. There you are right in the middle. Okay. Okay, so questions on this for the site ready services? This is not for our UCAT infrastructure, so I was mistaken in that. I don't know if anybody else had that thought. This is for public, yes?

Dean Rylewicz

Public and fleet. Correct.

Legislator Laura Petit

And this is in our remote locations? Or are there other locations throughout the county?

Dean Rylewicz

This is going to be four locations throughout the county. It is a rates contract, so it's an open ended contract to where we can utilize it as more sites come up.

Legislator Laura Petit

Okay. Legislator Nolan, did you have a question?

Legislator Kathy Nolan

Yes. No, I think this is a great investment by the county. I'm really happy to see it. And I would like to suggest a site out in Shandaken, actually, the far end of the county. The Pine Hill Community Center is adjacent to the Town of Shandaken's municipal parking lot. And I've opened it to the board members of the community center, and they would greatly welcome your considering them for the next installation going forward. This, these projects, as described here, seem ready to go, so I won't hold this up, you know, I'm happy to approve these. I thought it was five sites, and then I just urge you to bring forward

another group as as quickly as we can. It's really a growing sector of the tourism economy, electric vehicle transportation, and so it does great stuff for the climate. It also gives us a little bit more reason to have visitors come to the Catskills and Ulster County, than to go somewhere that has less good charging infrastructure. So thank you for bringing it forward. And happy to see it.

Legislator Laura Petit

Legislator Stewart?

Legislator Eric Stewart

I was just going to chime in my support of this resolution. I think that electric vehicles are clearly you know, the way of the future, and the way that we get that to happen is to build the infrastructure. So I'm all for building electric vehicle infrastructure in Ulster County. And yeah, I support the resolution. Thank you.

Legislator Laura Petit

Thank you. Okay, so with that, I will call the vote on resolution 419. All in favor?

Committee Members

Aye.

Legislator Laura Petit

Any opposed? Any abstentions? Thank you. Resolution number 421: Approving the execution of a contract for rates anticipated to exceed \$50,000, entered into by the county with J&J Saas Electric. Now this is also part of 419. Do I hear a motion to open it for discussion?

Legislator Kathy Nolan

Legislator Stewart had his hand up, were you?

Legislator Eric Stewart

Oh, my apologies, I didn't take that down. Excuse me.

Legislator Laura Petit

Okay, and it's seconded by Legislator Fabiano. As my understanding too, with this particular contract, that other municipalities can use it as well, correct? Okay, that's good. I like them when they're written like that. Did you have anything else to add?

Dean Rylewicz

No, I was gonna say that is correct. We all have our bids that we do our piggyback a bowl by other municipalities so they can onboard and use it. Thank you.

Legislator Laura Petit

Okay. Seeing no other questions, we'll call the vote. All in favor?

Committee Members

Aye.

Legislator Laura Petit

Any opposed? Any abstentions? Thank you. Resolution number 422. This is supporting a grant application to the Federal Transit Administration to apply, accept and administer 5307 funds, transferred from the Rural Transportation Assistance Program, for operating, assistance, and authorizing the Ulster County Executive to execute any required applications or agreements to accept funding. Okay, I'd like a motion. Thank you, Legislator Nolan, second Legislator Litts. I did have a question, which I had emailed out, asking if this covered general operations, or if it was for a particular project. The resolution itself had referenced, I have to pull it up, I apologize for that.

Legislator Kathy Nolan

The third whereas says operating expenses?

Legislator Laura Petit

Yeah, but there was another. Anyway, this isn't working. If I could open it up for Loren Johnson to just give me some description of this? Tonight's meeting, UCAT. Okay, it's for urbanized area grants, covering operations. Is that generic? Or does it cover something specific? Is this like our federal funding for the bus fares? Or is it you know, more detailed than that, I think is what my question was.

Loren Johnson

Our reimbursement that we get from, that's regarding our operating expenses, it's a combination. If you look down on the resolution, you'll see a lot of buckets of money. In fact, a little bit behind it, we are reallocating our dollars from prior years of 2021, 2020. So this is just a big pool of money, allowing us to then designate that money to pay for our operating expenses.

Legislator Laura Petit

All right, I apologize, and I was reading too much into it. All right. Any other questions? Hearing none, I'll call the vote All in favor?

Committee Members

Aye.

Legislator Laura Petit

Any opposed? Any abstentions? Thank you very much. Okay. Our last resolution 423: Approving the execution of a contract amendment for \$32,884 causing the aggregate contract cluster amendment amount to be in excess of \$50,000, entered into by the county with New York Communications Company. Motion for discussion? Legislator Litts. Second? Okay, Legislator Fabiano. Do we have any questions on this? Okay, seeing none, I will call the vote. All in favor?

Committee Members

Aye.

Legislator Laura Petit

Any abstentions? That's wonderful. All right. So with that, we are going to move into the special transportation working - Oh, I'm sorry, Legislator Nolan?

Legislator Kathy Nolan

But before we do that, I just wondered if we wanted to give Legislator Stewart an opportunity to record votes on the resolutions that we addressed before he came into the meeting?

Legislator Laura Petit

That is a good idea.

Legislator Kathy Nolan

Maybe he could indicate that to Clerk Tomshaw.

Legislator Laura Petit

Okay. And that would be Resolution 401, Legislator Stewart. That would be for the community wellness hub. 402 was for the engineering for the community wellness hub. 406 was confirming appointment to the electrical licensing. 407 was for the renovation of Elizabeth Manor. And 409 was for the engineering of the renovation.

Legislator Eric Stewart

So you guys did all of that in five minutes?

Legislator Laura Petit

Yeah, I was.

Legislator Eric Stewart

Wow. That's impressive. You guys are really speedy. So how did, like, were all those approved? Because I was going to ask about 401.

Legislator Kathy Nolan

They were all approved with a vote of four to zero except one, except two, I think, that had abstentions from Legislator Litts.

Legislator Eric Stewart

Okay, well, in that case. Yeah, I'm, you could mark me down as a yes on all of them, too.

Legislator Laura Petit

Okay. Did you want to ask your question on 401? Since we have Deputy Kelly and Rob Parete here?

Legislator Eric Stewart

Well, yeah, I did have a couple of questions, and my apologies for being tardy and missing the opportunity to ask these questions earlier. Let's see, it said that the current plan does not incorporate renewable energy because they're going to be using the existing heating and cooling system. This is in the wellness crisis stabilization center, that's correct?

Robert Parete

Correct.

Legislator Eric Stewart

Okay so, and I assume that those systems are working properly, and I mean.

Robert Parete

Yes, this is, when the building was constructed in 1991, and all the systems have been either replaced or are, they're all in good working condition, so yeah.

Legislator Eric Stewart

Because I was gonna say, I mean, if you know, those systems are at the end of their life, perhaps we could look into putting solar panels on top of the roof or, you know, those sort of, you know, more renewable green energy type considerations, but you're saying that's not, that's really not in the picture here?

Robert Parete

Not, not today. Not right now.

Legislator Laura Petit

Have whoever that was design the jail, huh. It seems like their systems lasted a lot longer.

Legislator Eric Stewart

Okay.

Robert Parete

So the facility has an enormous parking lot. But that would, so, using that as an example, there could be a situation next year, where we could install canopies, solar canopies. That would be a different capital project from this.

Legislator Eric Stewart

Yeah.

Robert Parete

So that's just an example.

Legislator Eric Stewart

And I think that would be a great idea, so yeah. Okay, so that was my question on that Resolution. And I guess I had a similar question regarding Resolution 407, the Elizabeth Manor thing. Were solar panels considered there too, or? I'm not sure, I know the structure is an older structure, and I'm not sure if, you know, the roof could support it, but I thought there might be opportunities to use solar panels elsewhere on that facility.

Robert Parete

For, well, this, this resolution just amends a capital essentially to go into design, and those type of things would be incorporated in the design.

Legislator Eric Stewart

And so those are being considered? Yeah.

Robert Parete

Yeah.

Legislator Eric Stewart

Yeah. Also, this is just out of curiosity, not that it has any great policy implications. But I noticed that the Bruderhofs are working on this project. I was just curious, like, why? I mean, not that I have anything against the Bruderhofs, it just struck me as unusual.

Chris Kelly

So I'd be happy to address that. And thank you Chair Petit. So the Bruderhof has, actually, quite often, volunteers. They're, they're very highly-skilled carpenters and laborers. So from time to time, they'll volunteer and do things exactly like this. They did some at the Patriots house that we did for homeless veterans, the Pavilion in New Paltz at the town park that we actually did our last budget speech in, I believe. That was built entirely by the Bruderhofs. So there, it's not uncommon, and it's actually quite helpful. They're not going to do the HVAC work, but they're certainly going to help with the demo, in other words, but it's we're certainly going to help with one other or myself play that myself.

Legislator Eric Stewart

Yeah. Well, I know from previous experience that you know, they are that that group, you know, does have a lot of great carpenters in the group, I worked on them on a project until some at a public park Oh, geez, like 15 or 20 years ago, and they built a an outdoor pavilion at that park until some. So I mean, I think it's great that we're using them for, you know, those sorts of things. I just don't want them formulating our social policy. So. Okay, thank you.

Nettie Tomshaw

Chair. May I ask a Legislator Stewart, while you're voting on all of the other ones, do you want to approve the minutes as well?

Legislator Eric Stewart

Oh, sure.

Nettie Tomshaw

Okay. Very good. Thank you.

Legislator Laura Petit

Thank you.

Nettie Tomshaw

Okay. And thank you all for indulging me in my tardiness.

Legislator Laura Petit

All right, so is there any old or new business before we move into our special transportation working group? Okay, so I am going to turn the floor over to Legislator Erner. Nettie, I'm on here looking. How do I approve other people to be host? I can stay until 7:30. I'm actually at my son's house and I promised I'd be off of the meeting by 7:30. If we could put Legislator Nolan and Legislator Erner?

Nettie Tomshaw

Yep, absolutely.

Legislator Laura Petit

Yeah. Can you do that? Okay, thank you.

Nettie Tomshaw

No problem.

Legislator Laura Petit

Okay, thank you, Legislator Erner, we're ready.

Legislator Phil Erner

Okay. Oh, thanks, Chair Petit. Oh, Legislator Litts had his hand up.

Legislator Herbert Litts, III

Well, I was just gonna ask the question. Is this actually part of our meeting? Or is this a working group that is above and beyond the DPW committee?

Legislator Laura Petit

This is part of our Public Works Committee. Because some of the other working groups are a little difficult if they're meeting outside of a committee, if more than three or four legislators attend who are on that committee already, somebody has to leave the meeting. Or if for some reason, you would have a quorum of I guess it would be 12. So this is how we have decided to do it. It's not counted as an absence. It is included in the minutes, especially on the audio, and it's very open for public inclusion. We want to hear what everyone has to say. So it's a gray area. I'm sorry, I can't be more clear.

Legislator Herbert Litts, III

That's okay. It's just that I have another commitment in probably about eight or 10 minutes so I can only stay for a little while.

Legislator Laura Petit

Okay.

Legislator Herbert Litts, III

And I didn't want to be counted as absent.

Legislator Laura Petit

And Clerk Tomshaw had asked if we have, let's see, so we had, when I leave, we'll have to close the meeting?

Nettie Tomshaw

Well, I just need two legislators. I need two legislators for it.

Legislator Laura Petit

All right, Legislator Nolan, will you be on? Legislator Stewart, are you going to be on until?

Legislator Eric Stewart

I can stay on.

Legislator Kathy Nolan

As long as we don't have an agenda to carry us late into the night. I have to travel this evening after this meeting. So I'm happy to have this conversation.

Nettie Tomshaw

I think Legislator Erner is shooting for another hour. Right? I think your email said that.

Legislator Phil Erner

Yeah, I did budget just an hour for the discussion. And also, to your to your question, Legislator Litts. Clerk Fabella and I, she actually brought to my attention her preference that this is, that, she says this is a good way to do this sort of thing. It actually, we're doing it under, basically under this, today, old business, last time, I guess it was new business. But, and as you said, Clerk Tomshaw, that as long as two committee members are here, you can adjourn the meeting at the end without, without a quorum. And since we're not actually passing any, considering any resolutions at this point, that's also, that also works out. And we won't be passing resolutions, we will be discussing and formulating and coming up with ideas and policies. But we won't be taking any action in this part of our Public Works Committee, that will be done, you know, at a separate time. Thank you. Legislator Erner. Oh, I muted myself. And so with that, thank you so much, Chair Petit, thank you to the whole committee for having this discussion here. I wanted to begin with just introducing everybody who's here and spend five minutes doing that. And I guess, what you can just say, what your name is, and what part of the county you're in, and what your interest is in this discussion. And I can start out, I'm Phil Erner, the legislator for District Six, part of the city of Kingston. I've been doing transit advocacy in Ulster County for about three and a half years and very interested in things like expanding public transit, as you heard earlier, and equitable transportation, decarbonizing and types of things like that. And next person I see on my list is Legislator Litts.

Legislator Herbert Litts, III

Hello, did you call me Phil? Oh, yes, please, Herb. Oh, I didn't hear that. Herb Litts, District Nine, which is the lower part of the county. I'm always interested in all related transportation issues. So I'll be tagging along until I have to leave. Thanks.

Legislator Phil Erner

Thank you. Next, I see UCAT Director Johnson, please.

Loren Johnson

Good evening. As said, Director of UCAT, Loren Johnson.

Legislator Phil Erner

Thank you. Next I see Legislator Nolan.

Legislator Kathy Nolan

Good evening, everybody. I'm Kathy Nolan, and I represent the four towns west of Woodstock, out towards the Delaware County border in Ulster County. I've been a proponent of non-motorized and public transit in Ulster County for about 20 years.

Legislator Phil Erner

Thank you, and the previous person, feel free to call on the next person you see who hasn't gone and I'll, but I'll do this one, Legislator Stewart.

Legislator Eric Stewart

Hi, I'm Eric Stewart. I represent District 18, which is portions of Marbletown and portions of Hurley.

Legislator Phil Erner

Eric, would you, can you call on the next person please?

Legislator Eric Stewart

Sure. Next on my screen is Japheth Wood. Hi, everyone. My name is Japheth Wood. I live in Kingston with my family. I'm a math professor at Bard College and until I moved to Kingston about 16 years ago, I was a big advocate of public transportation. But I haven't figured out how to get across to Bard College on a bus, except going down through Poughkeepsie and back up. So what I'd really love to see is a bus running across the Kingston-Rhinecliff bridge. And I'd also like to teach my kids about public transportation here in Kingston, thanks. And someone else I see. I see pixel three A-XL. That's a catchy name.

Mark Schepetin

That's me. Can you hear me?

Legislator Eric Stewart

Yes.

Mark Schepetin

My name is Mark Schepetin, and I live in the town of Ulster.

Legislator Phil Erner

Thank you, Mark. Do you want to pick the next person to go?

Nettie Tomshaw

Legislator Erner, there's Andrew Willner left and Cheryl Schneider.

Legislator Phil Erner

Okay, please, Andrew.

Legislator Kathy Nolan

Chelsea Villalba?

Andrew Willner

Can I go?

Legislator Kathy Nolan

Yes.

Andrew Willner

Okay. Hi, I'm Andrew Willner. I'm the Executive Director of an organization called the Center for Post Carbon Logistics. And Phil Erner asked me to come and talk about my comments to the Climate Council Scoping, and it was directed at the transportation sector. I live in Rosendale.

Legislator Phil Erner

Thank you, Andrew. Okay, I'll just call Chelsea please.

Chelsea Villalba

Good evening. My name is Chelsea Villalba. I am a legislative employee, and I live in Kingston, and I will call Cheryl.

Cheryl Schneider

Hi, good evening. My name is Cheryl Schneider. And I live in Bloomington in the town of Rosendale. I've experienced public transportation, used mass and public transportation in other cities. And I would love to see more, especially, we have all these county roads. Let's run some 15-passenger vans up and down those roads. Um, anyway, I'm excited about decarbonization, and greening our infrastructure, and building equity into our community. Thank you.

Legislator Phil Erner

Thank you, Cheryl. I see, oh, go Legislator Petit.

Legislator Laura Petit

Thank you. I'm Laura Petit. I'm the legislator in District Eight for the town of Esopus. And I am interested in, as Legislator Erner said, making our transportation system more equitable. Making sure that it reaches all of these vast corners of our county so it can be used. And yeah, I mean, it's a good system, it can always do better. And I will call on a phone number, 917-470-2303.

Michael Kodransky

Yeah, hi. Can you hear me?

Legislator Laura Petit

Yes.

Legislator Phil Erner

Yes.

Michael Kodransky

Great. This is Michael Kodransky. I'm a resident of Kingston, and I'm interested in clean, equitable transport in the county and connections to destinations within and adjacent to the county.

Legislator Phil Erner

Thank you, and I believe, finally, we have 917-533-3208.

Tanya Garment

Hi, Tanya Garment. I live in the city of Kingston. I grew up using transport, public transportation. I agree with, I'm so thankful to so many of the points that people have made. One other point is, I mean, this goes along with the equity, I think, but our our teens shouldn't be required to drive. Their brains are still developing, and we're basically putting them in a position where, I mean, it's, it's, we have a system where, you know, there's centralized schools and large destination parks and such. We're working all the time on more and more neighborhood amenities. But even if we did have more, sort of a route to the downtown, where they could wander around, we still don't want to just trap them in the neighborhood, and they won't stand for it. But they'll go out and get their license and drive before they gain some of the maturity that one needs to be able to handle that tonnage of possible killing machine. And so I, I really think we need to take more cars off the road, for our environment, but also for safer roads. And so, I'm really glad that this is a conversation, for these and many other reasons. Thanks a lot.

Legislator Phil Erner

Okay. So I, I would like to turn it over now. Does. I had scheduled two presentations, but Legislator Nolan might not have known that hers was one of them, and I'm sorry about that, but.

Legislator Kathy Nolan

What are you asking, what I can do?

Legislator Laura Petit

You can do this.

Legislator Phil Erner

Well, I'd love to hear. At the end of the last meeting, you had said you could talk about trails, but I recognize we haven't prepared you to do that. So if you'd like to take up to 10 minutes to do that this time, that's great. If not, we can do that another time, or you can take less than that. And then the other presentation is from Mr. Willner.

Legislator Kathy Nolan

Great. Do you want me to go first? Or would you like Mr. Willner to go first?

Legislator Phil Erner

How about guests first?

Legislator Kathy Nolan

Fine.

Andrew Willner

Oh, well, thank you. And thank you for having me to this meeting. Thank you, Legislator Erner for inviting me. I had supplied, I believe, the committee, or certainly the County Executive with my comments on the Climate Council's scope of work. And I, my comments were particularly focused on transportation. I was, I was actually thrilled to hear the discussion and the legislation that was discussed and passed about free transit. That was one of my comments to the council, and I didn't think anybody was listening, so that's a nice bonus. The, my comments have to do with the fact that, unfortunately, the transportation sector of the Climate Action Plan is the weakest of all the sections. My interest is in maritime transportation, low and no-carbon maritime transportation, in particular, but it goes to almost all types of no-, low-carbon transportation, in preparation for and in anticipation of high petroleum costs and low availability of petroleum products, and for transportation purposes. I think everybody understands that 30% of the carbon produced in New York state comes from the transportation sector. And that doesn't include some ancillary transportation methods. So what I did is I broke down my comments into several categories and recommendations. And I know I don't have a very long time. So what I'll do is I'll go through them, and if anybody would like me to elaborate on any of them, I will, I will do so. The summary of recommendation focuses on opportunities, adaptations and mitigation of the transportation sector and on solutions that use and enhance New York's entrepreneurial, commercial and industrial enterprises, makers, makers, processors, local resources and training, and employing New Yorkers in a carbon-constrained future. Recommendation one, and takes up the most, most of my comments is, decarbonizing maritime transportation. And the, the first line in that, in the summary is moving goods and people from place to place in a carbon-constrained future will be dependent on sailing vessels, hybrid Fossil-free electric ships, and people-electric-powered transport for first and last mile logistics. And I can go into more detail on that if you like. Recommendation two is converting internal combustion engine vehicles to EVs and zero emission vehicles. So there's a little disagreement that electric vehicles are the future of the automobile and light truck industry, because over the lifetime, a zero-emission vehicle carbon footprint is significantly less than internal combustion vehicle. One huge problem though, that's giving short shrift in the scope of work is what happens to all those internal combustion engine vehicles that get traded in? And there's

nothing in the plan that says what will happen to those vehicles. Traditionally, they get wholesaled from a dealer, if you trade it in, or they get sold on as used cars, or they get shipped to out of state or even out of the country to third-world countries. So that means that internal combustion engine cars, even if they're, even if they're replaced by electric vehicles, can run for 10s of 1000s of miles more, and continue to pollute, and as they get older, they pollute more and emit more carbon. So they're, one of the, one of the solutions is to build an industry of converting gasoline- and diesel-powered vehicles to electric vehicles. And I can go into more detail if you wish. My third was, my third recommendation was improved and free transit. And I just said that Tallinn, Estonia made international headlines when it became the first capital city in the world to introduce free public transport for its residents in 2013. And my favorite one is island transits in, in Washington State, in Puget Sound, where, literally as tourists, we got off a free ferry, got on a free bus, went to our hotel, and then my wife was teaching, and I spent the rest of the time on the island going from place to place for free. I even watched a driver take an elderly woman to her home and help her unload her groceries into her house. It was the most extraordinary transit service I've ever been on. The other, recommendation four is for demand-responsive transportation. When it comes to improving public transportation in rural areas, flexibility is key. The first step is to provide an easy and efficient way for more people to access public transportation. On-demand public transportation, also known as demand responsive transportation, provides a way to increase the geographical coverage of traditional public transit service. Recommendation five, electrification of commuter, interstate and municipal buses, close to 90% of commuter, inter, and intrastate buses are diesel-powered. Some municipalities are transitioning to hybrid electric buses. But the plan, meaning the climate plan, should include regulation, incentives and subsidies for the conversion of these diesel-powered buses. I noticed that during the discussion about the free transit that there was some concern about the cost of electric buses. Based on my research, the lifetime costs of buying a brand new electric bus as opposed to buying a diesel bus is significantly less. So diesel buses are actually less expensive. I mean, electric buses are actually less expensive over their lifetimes than diesel buses.

Legislator Eric Stewart

Which is good news, because we just bought three.

Andrew Willner

Okay, recommendation six, electrification and solarization of freight and passenger trains. So even though trains are most of, the most efficient, sustainable form of transport worldwide, around 75% of trains have been electrified, while 25% still use fossil fuels. The bad news is that even electric locomotives use a partially polluting mix. That means they get their electricity from polluting source, or they use a diesel electric combination. Recommendation seven, improved bicycle and E-bike transportation opportunities. And then, although electric bicycles didn't receive much attention during COP 26, 2021 was the year they found a more welcoming home around the world. An estimate, an estimated global ebike sales of 36.5 billion for the year compounded annual growth rate of more than 12% of 2020. Within three years, revenue could reach \$53.3 billion. I'd like to see more, not just more electric bicycles and electric bicycle paths made for commuters, and other non-recreational users, but also to start building both electric bikes and the motors and batteries for them in New York State. And then the last recommendation is airships and electric aircraft, Airships are relatively expensive, they carry a substantial amount of cargo. They're significantly more environmental-friendly than their heavier

air relatives. Once thought to have passed into memory, airships are having something of a renaissance. So airships are what we used to call blimps or dirigibles, and they're now being used for heavy lift instead of helicopters. They're being used in Europe for short range transit, passenger and freight transportation. And one example that I thought was pretty extraordinary is that an airship that travels about 225 miles an hour and costs about a third of the cost of a traditional jet aircraft can go from Buffalo to New York City in about the same time it would take somebody to go from the center of the city to the airport, wait for plane, get on the plane, take the 45 minute plane ride, get to the airport, go to, and take a cab or some other way of getting downtown, whereas the airship can go from downtown to downtown in about the same amount of time. The other, the other interesting thing is electric airplanes are now, may be coming useful in the 500 miles or less routes because they are again, less expensive, certainly extraordinarily less polluting. And that's a niche market where fossil fuel power plants don't make as much sense. If you have any questions about that, any of those things, I'll be happy to answer them. And I made this, these entire comments available to Legislative Erner. And so if he, if anybody's interested, he can distribute or, if you contact me, I can send you the entire, those entire comments. Thank you.

Legislator Eric Stewart

That's awesome.

Legislator Phil Erner

Welcome. Thank you so much. We have spent the 10 minutes that I had allocated for this portion. But would folks like to continue in order to ask questions, any questions? Otherwise, we can follow up with you. I believe we've got your email now. So that's shared among us all. And in case folks don't have your report, we can share that as well.

Andrew Willner

Thank you.

Legislator Eric Stewart

Kind of following up on on what Mr. Willner said, I know that there is a solar-powered ship at the, that you can catch at the Maritime Museum in Kingston, that will take you up and down the Hudson, I believe it's called the Solaris. I think that would be, I think that kind of stuff is awesome. And I think members of the environmental, Environment Committee, and maybe this one as well, since we deal with transportation, might want to look into perhaps, taking one of those cruises. Just a thought.

Andrew Willner

Yes, thank you. The Solaris is, was built at the museum and is run by the museum for purposes of education. It is an entirely solar battery electric vessel, it does not plug into the shore, it makes more energy than it uses just from the solar panels on the roof and the battery storage that it has on board. The other, other ship that is operating in the Hudson River right now, carrying freight is the Schooner Apollonia, and that is carrying primarily grains and malted barley, but also some processed farm goods and, and fresh vegetables to be processed from Troy, Albany area, down to New York City and stopping at various ports along the way. So that's a sail-powered cargo vessel.

Legislator Eric Stewart

Wow. Very cool.

Andrew Willner

Thank you again.

Legislator Phil Erner

Other questions? All right. So let's move on to Legislator Nolan. You'd like to tell us about trails?

Legislator Kathy Nolan

Sure. The things that will most orient us, I guess, are that the Ulster County Trails Advisory Committee was formed back in, I think, 2007 or '08. It's an advisory committee to the Ulster County Legislature and has representatives from differing user groups of trails in Ulster County, as well as, we attempt to get geographic dispersion as well, and has non-voting membership of Ulster County Planning and New York State D.O.T., and now a liaison with Ulster County's Traffic Safety Board. That group is a forum for people to bring reports about how rail trails or other trails in their communities are progressing, are being used, and what they need, and to look at opportunities for different types of trails. We've added, we've had membership from the horse riding community, going back to the beginning, that's been somewhat intermittent. And one of their requests was that we help them find out where trails that would accept horses are available in Ulster County. The, that group published a report called the Ulster County State of the Trails report about, a little over a year ago, and that, I recommend highly for really, a little over 20 pages summary with great photographs of the trails in Ulster County and the plans for further trails. The reason that Ulster County has moved forward with pursuing trails over the past couple of decades is their benefits for non-motorized transportation, for recreation, for health, and economic vitality. We do have a large tourism economy in Ulster County, and the trail network has become an enhancing feature of that, and really came to the fore during the first two years of the pandemic, providing a place for safe outdoor recreation, and potentially for transportation. We, there's the state of the trails report. I should probably have dropped a link to that in the chat or perhaps

Legislator Phil Erner

I can work on that.

Legislator Kathy Nolan

We can send it around with the, with the minutes. That the, Ulster County has an historic county with a lot of historic towns and cities. It does have a fairly well-developed train corridor network from the 1980s and into the 1990s. The only railroads that are continuing to run as transportation railroads are Amtrak and Metro North, running into the county or up to the county or through the county. And those corridors, one of which is also a canal way down in Stone Ridge, in that area, provide an opportunity to preserve that history, but provide for public access and use of those corridors for transportation and all those other purposes. So that's been our intent. They're very good research to document all those benefits. If people are interested in any particular area, I can try to find specifics for you. And there's also very good research to document that the more, the longer trails are, and the more interconnected they are, the more likely they are to draw visitors from far away. Visitors that come from the counties do spend money and so, generate some economic activity. They improve their health, which has some economic

benefits for the county. But it's travelers from further distances and the farthest distances that bring the most economic activity because they stay overnight. And so that is an expense there, and then they have activities around their stay. The area of, there's a couple of areas of Ulster County that are less well-developed. It didn't have an easy rail corridor to bring in and consider for conversion to trail, and that's down the Hudson Valley, down towards Esopus from Port Ewen, and up into Saugerties. There are trails in those areas, some DEC lands, public lands or DEP lands. And we do count those as trails in terms of people's use, but they're not considered part of the interconnected railtrail network, because you need to have certain physical strength and, and equipment to use them. Whereas the rail trails are smooth and flat and can be used by people of all different abilities and ages. So I think we have some work to do in terms of looking at how to find ways to bring some of those parts of the county that aren't yet on a corridor into the, into the county's network. And recently we have seen nonprofit organizations, Open Space Institute, OSI, in particular, starting to look at the intercounty connections. The O & W Rail Trail in Ulster County is nearing completion, it has a few segments that are still gaps, but that can connect in Ellenville, into Wurtsboro in Sullivan County, and also can connect into our Orange County, and the Wallkill Valley Rail Trail also has some potential extensions. The Hudson Valley Rail Trail goes across the walkway to the Hudson over into Delaware County, I'm sorry, over into Dutchess County, and the Ulster and Delaware corridor, as its name implies, continues in Delaware County, where there's a 26-mile rail trail that's further out west, but potentially could be connected in to Ulster County, either for trail activities or in some cases, railroad activities when there's funding and other resources to support that. So that's a nutshell. I didn't time myself, but I think it's under 10 minutes.

Legislator Phil Erner

Yes, thank you. I think we have at least two minutes for questions on the 10-minute timeline, if anybody has any.

Legislator Kathy Nolan

I guess I didn't mention it for this group. I would, and then I can take Andrew Willner's question, that we also envision for the trail corridors, that they will be part of an intermodal transportation system. And we have, back many years ago, reached out to UCAT to try to get shuttles from UCAT running to some of the popular trail sites. I believe they do stop at the Catskill Visitor Center out in Mount Tremper. And there are plans to do more as UCAT has drivers and capacity to do that. One of the early consultants for Ulster County on this back, going back to 2005 was Jeff Olson from Alta Planning, and he's written a book called The Third Mode, and he's basically building on experiences in Europe, where people ride bikes and get on public transit, and go around, you know, multiple countries with very little barrier to their doing so, and so, that's the vision. Low-carbon, low-cost, transportation alternatives. I'm sorry, to run over. Your question? Your hand was up.

Legislator Eric Stewart

Oh, no, I was just going to add, kind of taking, continuing with your point about intermodal transportation, how, you know, I think we need to view our trail network as you know, basically green infrastructure that provides not only recreation and a chance to get out into nature, but also can be viewed as transportation from getting from point A to point B on a bicycle or walking or, you know, roller skates, however, one wants to do it. And then I was also just going to comment on two recent additions to our great trail network. Um, and you had mentioned the O & W. Earlier in Marbletown, earlier this

summer, they opened a connector trail that links the college, SUNY Ulster, with Main Street in Stone Ridge, which was a great thing, and thereby connects it to the O & W so, that's a great example of, you know, serving the needs of folks in town who need to get to college and folks from the college who need to get to Main Street, and it's a good thing all around. It's something that they've been working on for several years. So we were very happy about that. And also, I just wanted to give a shout out to this linear park that opened that had its grand inauguration last Friday, and I know that several of us attended that event. Phil was there, Kathy was there. And wow, that was a very exciting thing, and it provided a link for people to go from their neighborhoods in Midtown to, to get to the grocery store at Hannaford. And, you know, that's an example of, you know, being actual, green, you know, transportation and also brings up issues of equality and, you know, food security. And I just think, you know, that just covered so many bases, I think that everyone involved hit it out of the park with that particular project. So I was just going to add that so thank you.

Legislator Phil Erner

Thank you.

Michael Kodransky

I'm still on the phone. Can you hear me?

Legislator Phil Erner

Yes.

Michael Kodransky

On topic of multimodal connections. I recently took the Z bus from Onteora Lake and Trail, and it was really great and easy to get there. Getting back required crossing 28, which I'm fairly, I was fairly able to run across that road to catch the bus back, but I think it's important, as we talk about bus shelters, that access around the shelters and around the bus stops is also equally important.

Legislator Phil Erner

Thank you for that.

Legislator Eric Stewart

And if I could just chime in again. That is something that is very much on the radar of Melinda McKnight, who is the Town Supervisor of Hurley, and, you know, that is something that we hope to address in the not too distant future.

Legislator Phil Erner

We might need the State D.O.T.'s help as well. A lot of our roads that currently have UCAT buses are New York state roads. Andrew Willner had a question before.

Andrew Willner

Yeah, yes, it was a question about trails. One of the, in my, in my comments, and in my work. More and more European cities are opening, are closing downtowns to truck traffic and are depending more and more on electric, people-assisted trikes and bikes for transport. One of the things that has occurred to

me is that on certain times and on certain trails, it would make an enormous amount of sense to allow some of those larger cargo bikes to be delivering farm goods and other farm-processed products from the farms or collection centers where vegetables and processed goods be, and using the trails to bring them to urban centers. So it's something that I know is difficult, but in Europe, I think it's astounding that trolleys run through parks, the trails serve bicycles, pedestrians, and rubber tire trolleys, and people seem to think that's just normal. So we seem to isolate our modes as we develop these trails, we should think about how to accommodate more variety of modes on those trails.

Legislator Kathy Nolan

It's a really forward-looking comment. If I may, Legislator Erner, we're currently looking at and have discussed in several meetings of the Ulster County Trails Advisory Committee, which meets the, usually the third Monday of the month. And currently, we're meeting in person at the Legislative chambers on the sixth floor of the county office building. And it's open to the public, so everybody's willing to come, or, welcome to come. We've been talking about how to handle electric bicycles on the trails. And recently, I had an initial meeting, to suggest that we develop a policy that would not be based on how the bicycle is powered, but on what activities it does. So we're concerned about bicycles, whether human-powered or electric-powered, going at high speeds, on trails where there are small children. We allow dogs on many of the trails, and horses on some. And so we do have to look at those issues of compatibility. I think that we will, we are moving towards a consensus on that, and we'll have that policy established probably this year. I hope to introduce something and then we can move on to the idea of larger equipment moving on the trail. I think in some instances, it could make sense. Some trails could handle it, as you're, as you're suggesting. And is there a demand for that? One of the things we've seen with the railroad company, that's an, actually now a tourist train, is that they are offering to provide certain services, but there's not enough, there's not enough use that is projected to justify the cost or the the designation of that resource for that purpose. If this is, if these larger, these carts with larger wheels can integrate well with the other existing uses of the trail, then I think that would be an enormous benefit.

Legislator Phil Erner

Cheryl Schneider.

Cheryl Schneider

I'm just curious to know if we allow people on scooters and people on wheels, in wheelchairs, on the trails, and if we're making sure, as we're looking at different modes of transportation, that we have accessibility to those folks because getting out into fresh air is essential for all of us, and they don't have a lot of options that we have, to walk on different kinds of turf. So I just want to make sure, as we're thinking about bicycles, and E-bikes, and all these other modes, that we include those on scooters and in wheelchairs, and that we also take a look at whether we have to isolate paratransit from the rest of the transit universe, or if there isn't some way to combine, you know, sending somebody to that part of town and picking up two different people, maybe one who has to go to childcare, and one who has to, you know, be in a wheelchair or go to a doctor, I don't know. But I think what we have is, we have to stop isolating people from, from the community, just because they have a different need. I don't see why we can't look at how to accommodate more of us in the common space, thanks so much.

Legislator Kathy Nolan

So I can speak to the wheelchair accessibility, which would extend to scooters, if the scooters are for accessibility. We have several major rail trails that are completely ADA, and there's a D.O.T. accessibility standard that we meet as well, on the Ashokan rail trail, I think the Wallkill Valley Rail Trail, many sections of the O & W rail trail. And that's been a real focus when, one of the reasons that we can justify moving to putting trails in some of these corridors is that it provides that universal accessibility. We've had some conversations and discussions because ATV traffic, which some people would like to do, coming on to those trails would disrupt the use by people, everybody else, potentially. So we try, we've been trying to write our accessibility in a way that anybody who needs to have a powered vehicle for their access can do it, but without opening those trails, which do require maintenance, and they require more maintenance if you have heavy vehicles on them, so we don't really want to invite ATV use, for recreational use. And so it requires some attention as you're writing your policies, as to what it, what is allowed. But it's been a major focus of mine to provide that accessibility. And I've been on some of the rail trails with my non-hearing friends, who were very grateful for them, much safer for everybody, but particularly, they have appreciated that. And if you look in the state of the trails report, you'll see some mention of the accessibility and photographs of people in wheelchairs and other assistive devices on the on the trails.

Legislator Phil Erner

Thank you. So we're at 20 minutes out of 10 for that part of the discussion, which is great. I'd like to propose we move on. So I emailed everyone that I knew about before this, if, in case you want to follow along, I can pop in the chat for anyone who has the authority to share with the rest of us, the idea for the rest of the time, but we can definitely go off this especially, in order to keep to an hour. But I thought, after we had those presentations, to talk about the overall goals of this discussion that we're having. And, if I might just pop to the two-minute county legal authority section and point out, we can talk about what our goals are, and then we'll have to determine what a county can do under New York law, for example, and what we can't, and what we might need to, for example, ask the state to do or what powers the towns, villages and city have to do instead. But that shouldn't prevent us from imagining what could be and asking for that, and we just have to know whom to ask. So with that, with that caveat, we could do this goal discussion, or the we could move right into policy areas. Does anyone have a strong feeling about one or the other? And by the way, the policy areas, as you see, I certainly don't believe we have time to have a discussion about all of them, but we could get into one or the other. I know many folks are here from different community groups and have different interests to be here. So does anyone want to want to jump in on any of this? I can just mention the reason that I put this goal sort of thing here. Many of us have mentioned equity as a goal in transportation policy. And that is to say, expanding access to transportation, to those who lack it right now, or maybe evening, evening out transportation options might loosely be what that means. And as the representatives of the people in the government that, in my view, at least, has to be what we're always working toward. And.

Legislator Kathy Nolan

Legislator Erner?

Legislator Phil Erner

Yes please?

Legislator Kathy Nolan

I can't see the document you're referencing. Did you put something in the chat? Or are you referencing back to an email that I should pull up? Or?

Legislator Phil Erner

It's an email that you should have, Legislator Nolan, but I'm going to also, I'll send it to you. And then, if you don't mind sharing, I'll just put it in the chat for you, if you don't mind sharing it out to everyone, because I don't have the authority to do that.

Nettie Tomshaw

You do. Phil, you're there. You're co-host.

Legislator Phil Erner

Oh great. Oh, thank you, Clerk Tomshaw.

Nettie Tomshaw

Well it took me a little bit though to realize that you didn't. Sorry.

Legislator Phil Erner

Okay, there we go. Alright, so now, everyone can see what the heck I was just talking about. And so, one goal and policy, at least for me, and feel free to chime in with others and anybody else, is this idea of equity. And then decarbonizing also, with the the imperative of, we're facing a climate crisis that could, is existentially threatening all of us. And so, we recognize that decarbonizing our society in general is, is necessary, and the way that we do that is something that we have some say over with our policy. And then, I wanted to leave space for anyone here who's part of a community group with transportation interests to list what their goals are with that group or any individual, what your goal might be in a discussion around transportation policy for Ulster County. Anyone has any thoughts?

Michael Kodransky

This is Michael on phone. I have some ideas related to decarbonization and greening of the network. So, I'm not sure if Public Works overseas, any road repaving, but looking into and making sure that future repaving have considered things like reflective pavement and porous pavement, that can deal with stormwater runoff, and is not necessarily coming from high petrol-based materials and is also not contributing to heat island effects. So that's one area that I think is worth exploring, if it hasn't been discussed before. And the other is, looking into travel demand management. So strategies like carpooling, which I think is a, an under-incentivized area where more people can gather in less vehicles, more informally than, you know, using the transit system.

Legislator Phil Erner

Thank you very much for that, Michael. And I don't believe we've had a discussion yet about pavement.

Legislator Eric Stewart

No, but that's really an interesting thing to bring up, so.

Legislator Kathy Nolan

Yes, there there are people who serve on the Public Works Committee, or who are from the executive's office, who are not present at this time, who are in charge of that. We have been moving, with my experience with the Public Works Committee, looking back six years, and actually more, just as a member of the community, moving towards using equipment that takes the asphalt that's there and reuses it rather than creating new asphalt. So there have been some improvements. But I think it will be great to bring to the members of this working group, innovative approaches that we can share with the public, people in the Public Works Department, for their consideration.

Legislator Eric Stewart

Well, and I know that some of the trails are paved with asphalt, at least they appear to be paved with asphalt. Legislator Nolan knows more about this than I do. But I mean, maybe on the trails themselves are where we could perhaps pilot some of these alternative surfacing options.

Legislator Kathy Nolan

We had to do that at the Ashokan Rail Trail, because it's in the, next to the Ashokan reservoir, which is New York City's drinking water supply. So that trail, which may, which has a feeling as though it's asphalt, in terms of its solidity, is actually pervious pavement. And it was a new interlocking system of rock that the engineers for the project really developed specifically for that site, and is now being used on other trails that we're constructing in Ulster County. So we have been somewhat piloting those and some of those engineers were interested, potentially in making it a more formal piloting process, that could be very, that could be very interesting, if we could get funding to do that. Those trails are working well, they're holding up, and I think they're an advance on what some communities have.

Legislator Eric Stewart

That's great to hear. Thank you for sharing that.

Legislator Phil Erner

Okay, this is great. So we have about, say, 10 minutes left on the hour. And I'd love for us, at the end, to have a plan for everyone interested in continuing to work with transportation policy in this situation here to have a, take on some task or other that they want to do for next time, so to leave enough time for that, perhaps we can just spend five minutes. I know that there's a lot of folks here concerned specifically about our buses, our county bus system. So maybe we can jump right to that, spend a few minutes talking about that. And then we can decide who will do what for next time, does that sound all right?

Legislator Kathy Nolan

Yes, I have a question about what kind of policies that you're envisioning and who they would come from. Ulster County does have policies on Green Fleet, and many of these topics that we're talking about. So part of our work, I think, should be to gather the existing policies, and look at what we might like to review or where we need to fill in some gaps.

Legislator Eric Stewart

And one thing I mentioned at our earlier meeting that, you know, I certainly am interested in and would like to follow up on would be, you know, pursuing the bus shelter issue. So that's something that I will definitely take on as a homework assignment before we meet again, and try to arrange a meeting, perhaps with Deputy Executive Christopher Kelly and Director Johnson. Perhaps we can try to get something put together for a bus shelters meeting before next month.

Legislator Phil Erner

Sounds great. I feel like we're doing what I'd hoped and Legislators Nolan and Stewart going, beginning it. So how about we go around and everyone else say what, you could say what's on your mind and what you think might be, as Legislator Nolan, you pointed out, we might not all be aware of what the current policy is, but what's on your, on folks' mind to try and accomplish with a policy, and I, I recognize that's a fairly broad thing to posit, but let's try it. Let's see how that works. Who wants to go next?

Tanya Garment

Can I go? This is Tanya Garment. I wanted to, I definitely am interested in the shelters and the signage of shelters, or general shelter from the elements while waiting for the bus, and signage, which I was glad to see Chris here, Chris Kelly. What, did he mention something about that? Anyway, this anyway. So, by the way, I'm really glad that these meetings are recorded because this is a ton of information. And it's hard to, to digest it all. But being able to go back and listen to the recordings when they're posted, and then even later to listen to the transcripts is such a great resource, so if anybody doesn't know about that, that is available. I would like to be, I'm very interested in shelters, I'm really glad that that's being done. And I'm assuming that we would just contact Legislator Stewart, if we wanted to be involved in that or have any thoughts. And in terms of intermodal transportation, and also, cross county transportation, I think those are really important, that sort of connectivity. And there are a lot of, there's a lot of things. There's, for instance, the Maritime Museum, applied for a river access grant from the DEC for, it's called River Link, using the Solaris, to go between the train station and the Hudson River Museum, and I think the Sojourner Truth State Park, and that was, I think, 2021 that they applied. I wonder where that's going. And I know that their bicyclists are having a bit of a hard time on the Kingston-Rhinecliffe bridge trail. And so that's going across county, and I know that there's, there's possibilities for other cross county buses, maybe hopefully through UCAT. I do just want to make one sorry, it did take a long time for me to say all that, but I want to make an important point. It does go back, and it's just what I've been thinking about today, is teens and riding the public transportation system, or any transit really, not necessarily public, and the disadvantage that they're put under, we, they really, we really need to make UCAT something that the teens can use, because for instance Trailways. And I think, and I've heard today, I didn't research it yet, but I heard that Amtrak has a similar policy. But Trailways, you have to, if you're driving, if you're riding the Trailways, if you're under 17, if you're riding without an adult, you have to have an adult meet you on both sides, fill out paperwork ahead of time, and pay \$5 extra each time. So we really do have, we really have to cover a lot with the public system for, in terms of the transit end.

Legislator Eric Stewart

Yeah, we don't want that, that sort of red tape to have to go through, yes.

Legislator Phil Erner

Thank you, Tanya Garment. Who'd like to say something next? Cheryl.

Cheryl Schneider

I guess the the other piece, people have all covered a lot of things I want to say, is, I know we have a chicken and the egg with, we don't have enough riderships, and it's hard to recruit drivers. But we need to figure out a way to extend the service to two shifts, at least, instead of the one shift service we have now, because many people who would use the service can't figure out how to do their round trip and get back home, if they go out on the bus, how they're going to be able to get places, do their interconnects and get home because the bus is shut down so early. And I've heard this over and over and over again, and the same thing with paratransit that, you know, it's just like a, almost like a nine to five service. And that's it, and but, disabled people live full lives, or would like to. And so I, you know, I know we, I would love to figure out a way to have, to solve this chicken and the egg of, we don't have the drivers, we're not paying them enough, we don't have enough ridership to justify it. How do we like, change the culture and get more demand? Get people on the bus? I think we all need to get on the bus. I think we're getting into an economy in the universe where most people can't afford two cars in a household. You know, for every single household. It's ridiculous to have vehicles sitting in driveways or on the street all the time. So I mean, how are we going to change that culture and make transportation something we just do? So everyone can just get around? You know? Amen. Thank you.

Legislator Phil Erner

Andrew Willner.

Andrew Willner

Yeah, thanks. I just had one more thing. In trying to interest the Mid Hudson Transportation Management Area in waterborne transit, it was very difficult to get their attention on this matter. And when I explained that in order to get federal funding for improving low-carbon waterborne transportation on the Hudson River, and they, they really had no information and no ability to, to act on it, and it's required that a metropolitan transportation planning area or Transportation Council actually be the applicant for designation for any Maritime Administration grants. So it's a, I can go into more detail offline if somebody wants to talk about that, but it was a frustrating process to speak with the only agency that could ask the the Maritime Administration for designation, and have them not understand the process, so thank you.

Legislator Phil Erner

Please, Mark.

Tanya Garment

Oh, I'm sorry. I just want to say quickly, this is Tonya, that if anybody did want to speak, and they were muted because sometimes it gets muted, everybody, when there's like, some background noise, they should press star six.

Legislator Phil Erner

Thank you, Tanya. Um, Mark Schepetin was next.

Legislator Eric Stewart

Oh, Mark, you're muted.

Mark Schepetin

Can you hear me now?

Legislator Phil Erner

Yep.

Mark Schepetin

Okay, kind of like the Verizon commercial. The professor at Bard who brought up the idea of a UCAT bus going across the Kingston-Rhinecliffe Bridge. I thought that was an excellent idea. The bus might be able to go to like Rhinebeck, Red Hook and Bard. I know I have some doctors across the, by the Northern Dutchess hospital. It was difficult to get to over there. First, I was told even paratransit doesn't go there. And then I was told well, yeah, they do, once a week. It's sort of ambiguous. So anyway, that's a good idea. With regard to the shelters, the shelters that I've encountered are like this clear, plastic type of roof and surrounded by like a clear either glass or translucent material. And, you know, in this type of weather that we've been experiencing this summer, and then you sit down on the bench in one of these shelters, and the ambient temperature is 85 or 90 degrees. And if you want to sit on the bench, it's about 120 degrees. It's like sitting in a closed car. So I would say, maybe the roof should be constructed with, other than a clear plastic type of roof, because it's impossible to sit in, you really need to sit in the shade, especially if you're sitting, you know, 20 minutes, 25 minutes, waiting for a bus. And just the last thing I would like to bring up is the scheduling, the routing, I mean, I live. I don't live in, you know, the way out, you know, deep in the woods, I live, you know, right off Ulster Avenue, and just for me to be able to get to like New Paltz, and then return at the end of the day, it was like a big back and forth, and back and forth, and emails, and just to be, you know, and they had to get like, special buses. It just shouldn't be like that. And a last thing I would like to bring up, and maybe, maybe the legislators should like, actually, you know, ride the buses, sit at the Hannaford. I mean, it's sometimes, I personally cannot sit at the Hannaford. Everybody, it seems that everybody waiting for the bus is smoking a cigarette, even though it's against the law, even though there are signs up, it's not enforced. It's like 80% of the ridership waiting for the buses at the Hannaford are smoking cigarettes. I have to wait over by the Senate house just to choose just to get off one bus and transfer to another. It makes it very uncomfortable. That may be a reason, one of the reasons why, you know, the people that are more affluent, people that may have cars and may have the choice, whether to drive or take the bus, they're opting for their cars, now out of 10 times, because they don't want to deal with like, sitting at the Hannaford. Maybe there should be, you know, a separate, you know, Central Depot for the UCAT buses. Maybe with, even, like, a security guy out there with even, like, you know, if you see other other municipalities, you know, in other states, they have like a Central Depot where all the buses come in. You could change from one bus to another, even if you have to wait a half an hour, you're waiting in a safe, clean, pleasant location, because it's not pleasant to sit at the side of the Hannaford.

Legislator Phil Erner

Mark, thank you very much, and I think you bring up a lot of important points, some of which are directly, have to do with what UCAT can do. Others have to do with things like the State Bridge Authority, or state D.O.T., or private, private entities like Kingston Plaza that we work with, and there's, maybe, even individual businesses in the plaza. So there's, there's a lot going on here. A lot to unpack. But I feel like as, we are the public, we are the people, we can figure it all out. And you've laid some things on the table, so thank you for that. We're at about the hour mark. Does anyone else? I guess what we, if anyone's mentioned something about, that has to do with possibly creating a policy, I guess, take, this is an invitation for you to take on some research on what the existing policy might be, if any on that, and then move along. I know, we haven't heard much, from you, Director Johnson, with your task to enact the policies of the county, that's a big task with respect to public transit, but if you had any, do you have any reflection on what's been said? And others, certainly, we'd invite to have a final word, too. I have one last thing to say as well.

Loren Johnson

No, no comments at this time.

Legislator Phil Erner

Okay. I'd be interested to research the following. I'd like to see, besides what grants we, additional grants we might be able to get, that's a usual sort of function of county government, trying to get funds through grants. I'm curious what it would look like for the county to, say, for every Public Works, Transportation-related project that, for example, was to repair or maintain a road, if we were to devote a certain percentage of the funding toward transportation on the road, like busing, or any of the different types of transportation that people might use, what that might look like. It could look like funding for carpools, it could look like different intermodal things, trails, but just seeing whether that's a policy that we could, what that policy might look like. And I'm also going to take on the, just seeing what the full range of our power is in the county, that might not be something that can be directly answered, but it might be a policy-by-policy type thing that counsel has to look at, but I'm going to look into that too. And Legislator Stewart?

Legislator Eric Stewart

This isn't really a topic for discussion. It was just, I just wanted to say this before we adjourn for the evening. I just wanted to welcome Chelsea to her new position and also say, oh my goodness, she is a dynamo, this one, and she did great work at the, at the Climate Smart Communities table, which we both served at for the Environment Committee. So that was awesome. So Chelsea, that was, it was great getting to meet you, and thank you for all of your effort. Quite a showman, this one. And also, to Nettie, because, when is it that you actually are leaving us?

Nettie Tomshaw

In the, in the fall. This is my last meeting though for Public Works.

Legislator Eric Stewart

This is your last meeting for Public Works.

Nettie Tomshaw

Chelsea is here.

Legislator Eric Stewart

Wow. So.

Legislator Kathy Nolan

Wow. Didn't know that.

Legislator Eric Stewart

So, good luck and many thanks for your service. We appreciate it.

Nettie Tomshaw

My honor. Thank you.

Chelsea Villalba

Thank you so much, and thank you Nettie. And thank you, Legislator Stewart.

Legislator Eric Stewart

Well, certainly.

Legislator Phil Erner

I want to thank folks for coming. I want to apologize if it was a little bit disoriented, disorganized. I admit, I felt disorganized. But I hope that folks will remain in touch via email, if they so choose. And I believe that the next one of these discussions is supposed to be tacked on to the end of next month's Public Works, that's the usual way. I see this, I see we've had a couple of discussions so far about where people are at with various things, and of course, the goal being ultimately that we create policies to help people. So let's keep that in mind as we press forward. Any closing thoughts?

Legislator Eric Stewart

And just thanks again, to all the folks who are joining us as guests, we certainly appreciate your input. And we'd love to hear more, so.

Andrew Willner

Thank you for the opportunity to participate.

Legislator Phil Erner

Well, which of the committee members wants to adjourn?

Legislator Eric Stewart

So moved.

Legislator Kathy Nolan

I think, do we have to move? Okay, second. All in favor?

Legislator Eric Stewart

Aye.

Legislator Kathy Nolan

Alright, please leave.

Legislator Eric Stewart

Good night, everyone. Thank you all. And Phil, thank you, sir.

Legislator Kathy Nolan

Thank you everybody.

Legislator Phil Erner

You're welcome.