

**Ways &
Means Committee
Special Meeting Minutes**

DATE & TIME: October 14, 2020 – 6:00
LOCATION: Powered by Zoom Meeting by dialing 1-646-558-8656, Meeting ID 942 1764 5557
PRESIDING OFFICER: Lynn Archer, Chairwoman of Ways & Means
Dean Fabiano, Chairman of Public Works & Capital Projects
LEGISLATIVE STAFF: Natalie Kelder, Amber Feaster, and Jay Mahler
PRESENT: Legislators Tracey Bartels, John Gavaris, Heidi Haynes, Eve Walter, Manna Jo Greene, Brian Cahill, Jonathan R. Heppner, and Herbert Litts, III
ABSENT: Legislators Kenneth J. Ronk, Jr., Mary Beth Maio
QUORUM PRESENT: Yes
OTHER ATTENDEES: Legislator Laura Petit; Deputy County Executives Marc Rider, John Milgrim, and Evelyn Wright; Commissioner of Finance, Burt Gulnick; Comptroller, March Gallagher; Deputy Comptroller, Christopher Quirk; Commissioner of Public Works, Tom Jackson; Deputy Commissioner of Public Works – Finance, Donald Quesnell; Director of Innovation, Tim Weidemann; Legislative Employee, Nettie Tomshaw; Daily Freeman, Patricia Doxsey

- **Chairwoman Archer called the meeting to order at 6:00 PM**

Chairwoman Archer explained that the focus of the meeting would begin with the newly added items to the 2021-2026 Capital Improvement Program and then the committee could move on to any questions on the remaining projects.

GENERAL GOVERNMENT

Equipment

New Tax System Software Upgrade – Commissioner Gulnick explained that the new system is to replace the current homegrown system. It will accept payments online and integrate better with New World. In addition, New York State tax laws will be updated and maintained by a third party, no longer relying on Information Services to continuously update the system. The plan is to begin the RFP process in early 2021 and have the system implemented by year end.

Comptroller Gallagher and Legislator Bartels asked Commissioner Gulnick if he has pursued options through the same companies as other County systems. Commissioner Gulnick explained that they will go through the RFP process and see which system is the best fit.

Personal Computer Replacements – Deputy Executive Rider explained that there are currently computers in the Sheriff’s Department that are still on Windows 7, which have an added fee to continue support of the older system. The plan is to replace 175 desktop computers through a short bond.

Chairwoman Archer asked if the replacement costs of the units will be less expensive than the current fees to continue support. Deputy Executive Rider explained that these computers are also coming to end of life, which combined with the added cost of support and security, it will save money overall.

Legislator Bartels and Legislator Cahill both expressed that the number of desktop computers seemed quite high for the Sheriff’s Department. Commissioner Gulnick stated that it includes Corrections, Sheriff, and URGENT. Deputy Executive Rider informed the committees that there are over 200 staff at this department and only 125 new computers.

Legislator Greene asked how the end of life computers will be disposed of. Deputy Executive Rider explained that quotes are done for E-Waste Recycling.

The committee agreed to continue the conversation with the Sheriff at the upcoming Law Enforcement Committee meeting.

Facilities

HVAC/Weatherization Various Buildings – Chairwoman Archer confirmed that the buildings in this Capital Project are as follows: County Courthouse, County Office Building, Information Services, 1 Pearl Street, and 17 Pear Street.

Parking Lot Kiosks – Chairwoman Archer asked if the kiosks are in lieu of an attendant and how many attendants were employed. Marc Rider, Deputy County Executive, explained that the attendants would be given other duties but in time they would phase out the attendant system. Tom Jackson, Commissioner of Public Works, stated that said that there were four to five part-time attendants.

Legislator Heppner asked if this would include a policy change regarding free night and weekend parking or simply just an automation of the current process. Marc Rider explained that the kiosks can be set up in a way to begin collecting around the clock or maintain free night and weekend parking.

Legislator Cahill questioned if the County Office Building is the only parking lot with a fee at this time and if there was any plan to add a kiosk behind the County Courthouse. Deputy Executive Rider answered yes, the only fee lot is at the County Office Building and there is no plan for the County Courthouse at this time. Tom Jackson added that there had just recently been discussion regarding the County Courthouse and that there should be consideration of adding a kiosk at this lot. However, at this time, the focus is only on the parking lot at the County Office Building.

Legislator Walter asked about the added costs of the Kingston Police having to watch an additional parking lot, if the prices were going to be raised, and if the machine will take coins. Commissioner Jackson explained that the price would be determined through policy by the Legislature, the City of Kingston employees several meter attendants, and there may not be any additional cost to the County. Don Quesnell, Deputy Commissioner of Public Works, explained that the machine will be put out to bid or RFP but the ones that are currently in Uptown Kingston do take coins.

Legislator Heppner stressed the importance of the machine taking dollars and coins.

Legislator Gavaris asked when the staff was expected to be phased out or transitioned to different duties. Commissioner Jackson explained that he would expect it to happen by the end of 2021 and that it has been addressed in the budget. Legislator Gavaris asked about the employees' transition to different duties and if the County would end up spending an additional \$30,000 to both, keep the employee and add the kiosk. Deputy Executive Rider explained that there are still parking attendant positions at the pool complex. Deputy Commissioner Quesnell added that the budget for part-time attendant pay is about \$44,000 per year and there would be a one-year payback period, if those positions are not backfilled.

Legislator Walter asked if there would be a penalty for going over the allotted parking time purchased, and how severe the potential penalty be. The current system is set up so you pay when you leave, you do not have to anticipate how long it will take you to conduct your business. Deputy Executive Rider stated that the fines will be determined through policy by the Legislature. Deputy Executive Rider also added that there are individuals that will park their cars in the lot prior to the gate going down and leave after the gate goes back up, taking up parking spots for Department of Motor Vehicles (DMV) and not paying. At times, many individuals will be forced to circle the lot looking for a spot to park in order to utilize the DMV services.

Legislator Haynes pointed out that when individuals cannot find spots in the parking lot they are forced to utilize the metered street parking. If your DMV visit takes longer than expected, you will receive a ticket from the City of Kingston for the metered street parking time elapsing. Legislator Bartels suggested the legislature account for this scenario by having a longer time limit than the parking meters have. Adding that the Legislature can be generous when thinking of what a normal DMV wait time would be.

Chairwoman Archer questioned when the kiosks are expected to be added. Commissioner Jackson stated that after the Capital Plan is approved, a Request for Proposal will need to be completed for the kiosks. Deputy Commissioner Quesnell added that policy would be needed at the earliest mid-2021.

Chairwoman Archer confirmed with Commissioner Jackson that the Request for Proposal will include the items discussed by the Committees.

HOME & COMMUNITY SERVICE

Facilities

Development Court LED Lighting Retrofit – Chairwoman Archer confirmed with Commissioner Jackson that this came out of the Climate Action Plan.

Legislator Walter asked if there was an estimation of utility cost savings. Evelyn Wright, Deputy County Executive, explained that lighting projects are typically some of the quickest payback, in less than three years and most County office buildings have been completed at this time.

Legislator Litts questioned if this was part of the Central Hudson LED exchange program. Deputy Executive Wright explained that they will be reviewing the Central Hudson program as well as NYPA to see which is a better deal.

EV Charging Stations – Legislator Walter expressed that she would like to see Electric Vehicle Charging Stations everywhere and questioned how these locations were chosen as the majority are in Kingston, with the exception of the Ashokan Rail Trail. In addition, Legislator Walter asked why, in this five-year plan, they are not anticipating adding additional EV Charging stations anywhere else within Ulster County. Deputy County Executive, Marc Rider, noted that this particular project is to support the County bus fleet operations and the public usage is a great side benefit. Evelyn Wright, Deputy County Executive, added that Amanda LaValle, Coordinator of Environment, is monitoring the availability of State funding and has a plan for how to roll these out.

Legislator Bartels noted that the Capital Plan lists 39 charging stations and questioned if that was correct and 39 new charging stations were being added for the \$105,000 budgeted. Deputy Executive Wright did not know how many were being installed in 2021 and agreed to follow up with the Department of Environment to obtain the details for 2021 and the overall vision for the next five years.

TRANSPORTATION

Infrastructure

Bennet Road Bridge – Tom Jackson, Commissioner of Public Works, explained that this bridge is in the Town of Wawarsing, which has received a red flag requiring it to be closed. New York State Department of Transportation previously designated this bridge to have a three-ton weight limit. However, large trucks often do not obey the limit and continue to use and consequently deteriorate the condition of the bridge. Commissioner Jackson went on to explain that this bridge is essentially a shortcut over to Sportsman Road and the Upper leg of Bennett Road. This Capital Plan is for the removal of the bridge only. A decision will need to be made whether or not there is a good reason to replace the bridge. It does not automatically qualify for replacement because it is essentially already a shortcut. The local residents are not happy, but they do have a safe alternative outlet.

Legislator Bartels noted that there is a bridge in her district that is also closed and stressed the importance of shortening the timeline of the decision-making process. Noting that she did not know the specific area this bridge was located in. Commissioner Jackson stated that the detour is 1.8 miles to Route 55. Legislator Gavaris added that one way is 2.1 miles and the other is 1.8 miles.

Chairman Fabiano agreed that the decision should be made sooner than later, adding that people's lives are interrupted for several years. However, agreeing with Commissioner Jackson that considering the alternative route is within a few miles, the situation is acceptable. Chairman Fabiano questioned how much a replacement bridge would be. Commissioner Jackson explained that after talking to the engineers the cost would be in the \$3 to \$4 million dollar range.

Legislator Gavaris noted that the alternative route is very short and when you are coming from the Grahmsville area or 209 from the Napanoch area it really doesn't add anything to the trip. Legislator Gavaris asked if the bridge must come down completely or could it be barricaded off. Noting that many residents fish off the bridge and that there is not a lot of public access to the Rondout Creek. Commissioner Jackson agreed to look into that possibility. Deputy County Executive Rider noted that there is some liability on the County end to ensure that the bridge is safe.

Legislator Greene asked how the bridge was determined to be unsafe. Expressing that there is an overall tendency to deconstruct and to construct instead of trying to repair. Legislator Greene added that safety must come first but it is a concern how easily things are destroyed instead of renovating. Asking if there was a way to renovate the bridge without taking it down and rebuilding a new bridge. Commissioner Jackson explained that New York State closed the bridge due to safety concerns. The three-ton weight limit did not work and there is not further fixing that can be done to this bridge. Legislator Litts agreed with Commissioner Jackson and stated that all bridges are inspected by the State every other year. Red flag bridges can be expected annually or even every six months, depending on the severity of the red flag.

Legislator Litts added that this is why the Legislature passed a resolution to give the Department of Public Works a sum of money to fix flagged bridges as they arise. This allows the department to act proactively and fix flags right away, without a resolution. Deputy Commissioner Quesnell pointed out that every penny of that money was utilized already in 2020.

Deputy County Executive Rider added that the timeline for bridge repair can feel lengthy and frustrating to residents. However, the design process can be long, obtaining property requirements, weather limitations including stream restrictions, surveys, and final design work, and then the bid process. Deputy County Executive Rider did encourage further conversation regarding the policy decisions for this particular project.

Legislator Bartels clarified her previous comment that the timeline should be sped up in regard to a future resolution, not the Department of Public Works or Highways and Bridges. Nothing that at times bridge closures can be for several years, citing a State Bridge that cut off a major road for over a year and affecting many local businesses.

Chairman Fabiano applauded the work of the Department of Public Works and Highways and Bridges and stressed the importance of infrastructure for any municipality. Closures affect businesses and residents' lives, in addition, the safety of a resident should be the priority.

Chairwoman Archer noted what an amazing job the Department of Public Works did on the Boodlehole Bridge and asked if the Bennet Road Bridge was to be done in-house as well.

Commissioner Jackson explained that the Bennett Road Bridge has more extensive problems than the Boodlehole Bridge, which was more preventative maintenance to extend the life of the bridge. The Bennett Road Bridge has already been through all of the preventative maintenance and is now at the replacement stage.

Commissioner Jackson mentioned that the chief complaint of the residents who are most inconvenienced by the closure of the bridge is not the length of the alternative route but that it is a narrow winding road. A shared services agreement with the Town of Wawarsing could be more cost effective and a quicker timeframe if they are able to straighten out the road and some of the sharper curves.

Bridge Substructure Repairs – Marc Rider, Deputy County Executive, stated that this is preventative repairs to prolong the life of a bridge. Commissioner Jackson explained that the substructure is the cement abutments and piers, which are the most fundamental structure of the bridge. Once these are deteriorated beyond a certain point the bridge must be completely replaced.

Chairwoman Archer confirmed that this is for the Rosendale Bridge in the Town of Rosendale, the Conyes Bridge in the Town of Saugerties, and the Leggs Mills Bridge in the of Ulster.

Don Quesnell, Deputy Commissioner of Public Works, added that their engineers estimate it will add ten more years to the life of each bridge.

Bridge Superstructure Repairs – Tom Jackson, Commissioner of Public Works, explained that this is the steel that is resting on the concrete substructure and seven bridges will be repaired within this Capital Plan.

Galeville Bridge Replacement – Legislator Bartels questioned the timeline and if a closure of this bridge is anticipated. Tom Jackson, Commissioner of Public Works, explained that they do not have total control of that, this Capital Project is for 2023 and they are trying to anticipate this replacement far enough in advance as it would be a very difficult bridge to have closed for very long. Commissioner Jackson also noted that it is a very long bridge, spanning 300 feet.

Chairwoman Archer clarified that this Capital Project is the entire replacement of the bridge, not just maintenance work.

Legislator Bartels noted what a beautiful job was done on the bridge in New Paltz and questioned what makes a bridge look more natural vs the painted colors you sometimes see. Legislator Litts explained that on the more natural bridges you are seeing cortel steel, which is a self-rusting steel that anneals itself. However, corten steel cannot be used on all types of bridge design, if the members do not circulate air the bridge will prematurely collapse.

Golden Hill Roads – Marc Rider, Deputy County Executive, and Tom Jackson, Commissioner of Public Works, explained that this Capital Project is asphalt and rehab of the Golden Hill Complex and a portion is charged back to the nursing home. If the proposed residential development goes forward, the shared costs will apply to that community as well.

Commissioner Jackson also added that due to the replacement of the water tank, demolishing the jail, and renovations to whatever becomes of the jail will cause a lot of heavy trucks and construction vehicles to utilize these roads. Stressing that it is necessary to wait on the roads until the construction is substantially complete. However, there are several parking areas that can be completed. Commissioner Jackson added that this road is not considered a public road and not on the Department of Transportation's list of roads and therefore not on the Consolidated Local Street and Highway Improvement Program (CHIPS) list. However, it will essentially become a public road going forward and there should be a conversation about who should be responsible for maintaining this road, once it has been improved.

Legislator Litts commented that it is very wise to wait until all the construction has been completed prior to improving these roads. Legislator Litts suggested petitioning New York State to add this road to the County Road listing which would qualify it for CHIPS, as it serves the public and not just the County's assets.

Legislator Bartels questioned if the Capital Plan would be moved back to 2022. Don Quesnell, Deputy Commissioner of Public Works, stated that they would only do the parking lots in 2021 and push the roads off until the construction was done. Legislator Bartels agreed with Commissioner Jackson's logic and encouraged him to have the discussions of turning over the road sooner rather than later.

Legislator Walter asked how much of the Capital Project cost is for parking lots vs roads and with all the unknowns if it even made sense to move forward on this project at this time. Deputy Executive Rider noted that there is an obligation to the nursing home to fix the road and the City of Kingston would not be interested in taking over the road in its current state.

Legislator Heppner agreed that he would like to see the breakout of the cost associated with the different aspects of this project.

Commissioner Jackson agreed to breakout the sections of the Capital Project that are more immediate and need to be completed in 2021, delaying the remaining aspects.

Legislator Litts concurred that as this is a five-year plan, it makes sense to breakout the portion for 2021 but cautioned the importance of keeping all aspects as one Capital Project for when the old jail property is developed, and they contribute some money.

Guide Rail Replacement Program – Legislator Walter questioned why the budget is equally distributed over all five years and if there was a priority list similar to bridges. Tom Jackson, Commissioner of Public Works explained that there is a priority list and they have not been able to get to many of them this year due to Covid. This Capital Project is largely due to automobile accidents. If the guardrail is damaged and not fixed it represents an increased liability to the county for any subsequent accidents.

Chairwoman Archer asked if there was any historical data and how long they have been tracking it. Don Quesnell, Deputy Commissioner of Public Works, stated that the painting has been

coming out of operating with in-house labor and they have not compiled any data. Commissioner Jackson clarified historical data was used for man hours and it is an informed number.

McKinstry Bridge Replacement – Legislator Bartels stated that this is the project she was referencing earlier in the meeting where the bridge is already closed, and businesses and residents are affected by the detour. Legislator Bartels stressed the importance of shortening the timeline. Don Quesnell, Deputy Commissioner of Public Works, stated that there will be a resolution in December for design work of this bridge. Legislator Bartels expressed that this represents a shortened time frame which is appreciated adding that she feels this way for any bridge in any district that is affecting people.

Marc Rider, Deputy County Executive, noted that they are trying to get improved way finder signs.

Tom Jackson, Commissioner of Public Works, added that after the Capital Project was submitted New York State subsequently downgraded this bridge to a three-ton weight limit. After the downgrade, Public Works inspected the bridge and found that the decking was coming loose from the substructure. Additionally, large trucks were going over the bridge and ignoring the weight limit. For these reasons it was unsafe to keep the bridge open and it had to be closed. Commissioner Jackson assured Legislator Bartels that they would move along as quickly as possible. Legislator Bartels stressed that she trusted the decisions made by the Commissioner.

New Paltz Substation Parking Lot Replacement – Chairwoman Archer confirmed that the New Paltz substation parking lot will be done completely in house.

Phoenicia Bridge Replacement – Legislator Bartels confirmed that this bridge is currently open, and the Department of Public works does not anticipate any closures prior to the actual work being done. Tom Jackson, Commissioner of Public Works, stated there is a lot of planning that needs to be done on this bridge as it needs to be longer and higher than it currently is.

Legislator Bartels also questioned what will happen if funding is not received. Don Quesnell, Deputy Commissioner of Public Works, stated that the bridge replacement will still need to be completed, but they always look for grant funding first.

Chairwoman Archer asked if the bridge needed to be raised due to the flooding from Hurricane Irene. Commissioner Jackson stated that the bridge was damaged in the flooding and it does not meet the criteria needed for the hundred-year flood and possibly not even the fifty-year flood.

ECONOMIC DEVELOPMENT / CULTURE & RECREATION

Broadband Initiative – Marc Rider, Deputy County Executive, noted that this is an initiative and 2021 is the initial year to do the feasibility study. The plan is to get fixed wireless broadband to the areas of the county that do not have adequate internet. They will be seeking funding opportunities on this project as well.

Legislator Bartels stated that she was happy to see this project with numbers attached to it after Chairwoman Archer wrote initial policy several years ago. Legislator Bartels also questioned

why the numbers in 2022 and 2023 seem so low. Tim Weidemann, Director of Innovation, explained that they found that the equipment costs are low and the real cost is in the assessment of the towers that the equipment will be placed on and hiring licensed certified contractors to climb the towers in order to install the equipment.

Legislator Walter noted that they seem to have a pretty good idea of where the towers need to be placed and asked if there is a way to move the timeline up as there is such a huge need for this service. Director Weidemann noted that some of the time-consuming work is engineers looking at tower loads and the service areas that can be broadcast from those towers, which is a complicated analysis. In addition, it must be decided who is going to operate and maintain a service to provide broadband. Director Weidemann agreed with Legislator Walter that it should be a priority. Legislator Walter suggested the possibility of moving up the 2022 and 2023 timelines.

Legislator Haynes confirmed that this is not a study to see which areas lack broadband as the New York Governor recently signed a feasibility and accessibility plan and agreed with Legislator Walter that the areas lacking service are already known.

Legislator Bartels agreed in both the acceleration of this project in the coming years as well as the idea that the majority of the areas lacking are known and have really been exposed by Covid. Noting the importance of equalizing and making broadband accessible for all residents.

Deputy Executive Rider added that he thought it was feasible to expedite where the towers are placed, citing page 43 in the Capital Plan, the Countywide Radio System, which has towers being built in 2022, which are needed for the Broadband service. Public towers that are already in existence can be utilized to get service to some of the areas that are lacking.

Legislator Heppner added that this is something Chairwoman Archer has been working on for several years noting that there are individuals in his district, and not just the rural areas, that cannot get service, impacting their ability to have small businesses.

Chairwoman Archer added that this has been on her list for a long time and that technology is evolving and 5G is allowing wireless to be more efficient and effective than it has in the past. However, with 5G brings some challenges and opposition.

Legislator Cahill added that this project has been a long time coming and hopeful that action will be taken on this as there are a lot of areas that need the service.

Community Development Program – Evelyn Wright, Deputy County Executive, explained that this is a renaming and broadening of what used to be referred to as the Shovel Ready Program, which provides county matching funds for economic development purposes. This is a broadening that includes housing and health facilities as well as other public services.

Legislator Bartels noted that this sounds similar to something that was proposed a few years ago and questioned how the process in determining which applicant would be chosen over another and associated criteria would be determined. Legislator Bartels also expressed concern about

adding \$1,000,000 annually to the budget when failing bridges are being discussed and there are numerous other budget concerns due to the Covid Pandemic including drawing down contingency and being asked to utilize the tax stabilization fund.

Legislator Walter noted that this sounds similar to a payment in lieu of taxes (PILOT) and asked what mechanism would ensure that the promised jobs are actually occurring. Deputy Executive Wright explained that may not be a necessary element.

Legislator Greene added that this is another example of how sustainability criteria should be added to any funding opportunity.

Enterprise West Redevelopment Project – Tim Weidemann, Director of Innovation, and Evelyn Wright, Deputy County Executive, shared a presentation in which they discussed transforming the former Tech City Site into a new enterprise with a live/work/play mix. Deputy Executive Wright noted that given the sites location and bones of the property, the site could be attractive to potential businesses. Deputy Executive Wright noted that the environmental issues are not as much of a hindrance or roadblock as the community may think and that there is demand for flexible manufacturing space, light industrial space, and maker space. There are local people in the art and music communities that are having a difficult time finding affordable space. In addition, there are large numbers of people looking to leave high-density areas and moving to Ulster County. Deputy Executive Wright explained that the county will, in the short term, retain oversight of the property and then potentially surplus the property to a local development corporation to own and manage the property.

Tim Weidemann, Director of Innovation, explained that there is 400,000 square feet of space within the three interconnected buildings which are in surprisingly good condition. These buildings were mostly renovation in 2005 with a new roof and new building systems. It also has working elevators, a loading dock, and an established fiber connection that brings high network bandwidth. A feasibility study was done with Scott Dutton of Dutton Architecture, who also completed the Fuller Building in Midtown Kingston, and suggested that there is pent up demand for this kind of space.

Discussion ensued on the current state of the building and surrounding property.

Legislator Walter noted that there were no details regarding solar, geothermal, or sustainability and questioned the utility costs of a building this size. Don Quesnell, Deputy Commissioner of Public Works, stated that a utility bill recently came due and would follow up with the Committees regarding the details. Director Weidemann stated that they are excited at the potential opportunities that exist through NYSERDA (New York State Energy Research and Development Authority) but recognize that essential to get the building up to occupancy standards.

Chairwoman Archer requested that the monthly Tech City Update include operating costs in order to understand the full cost of bringing the building online.

Legislator Greene also commented on the sustainability and dismissing the toxicity of the site. Further explaining that there are Volatile Organic Compounds (VOC) in the groundwater. Legislator Greene added that she has suggested for this site to become a recycling reuse industrial park.

Legislator Bartels expressed concern regarding this project, noting that it is a great presentation with an optimistic and admiral vision. However, it may make more sense in the private industry. Legislator Bartels fears that it may become a money pit and requested an analysis of expected revenue.

Legislator Cahill stated that he will be looking for more information on the business that could potentially move to this location and Ulster County.

New Business: None

Old Business: None

Chairwoman Archer asked the members if there was any other business, and hearing none;

Adjournment

Motion Made By: Legislator Bartels

Motion Seconded By: Legislator Walter

No. of Votes in Favor: 8

No. of Votes Against: 0

Time: 9:00 PM

Respectfully submitted: Natalie Kelder

Minutes Approved: November 10, 2020

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Innovation, Tim Weidemann; Legislative Employee, Nettie
Tomshaw; Daily Freeman, Patricia Doxsey

Chairwoman Archer: Joining us, Dean, my partner here. There he is, okay. This is the first time we're doing this; I think pre-budget approval. So, I appreciate your time. I know everybody's busy. But we thought tonight would be a, a good first step to take a look at new projects and the 2021-2026 Capital Plan. And we thought we would go ahead and focus on those initiatives first. And then if anyone has questions on any of the other projects, or looking for an update, then we would follow up with that. I believe everyone got a copy of the list of new projects for this year, correct? Good. Okay. All right. So, Marc, and Tom and the rest of the group, but you also received a copy of that list? Correct?

Deputy Executive Rider: Correct.

Chairwoman Archer: Oh, good. Okay.

Deputy Executive Rider: You want us to just start and go through?

Chairwoman Archer: If we could, why don't we just start off with the first one, which is personal computer replacements on page 14?

Deputy Executive Rider: I have the new tax software upgrade on 13.

Chairwoman Archer: On 13. Oh, you know what, that I did have it at the end of my list. But let's go ahead, because I know we approved it and set a Capital Plan number last year, but it got postponed, correct?

Deputy Executive Rider: Yeah, I'll let Burt step in here. And.

Commissioner Gulnick: Yeah, when we just postponed it, because of the financial difficulties when it came to COVID. This system is to replace our kind of homegrown system. This will kind of expand the ability first to accept tax payments online which we honestly can't do now with the system we have. And you know, having it home grown, we're kind of hurting ourselves with, you know, folks retiring or something from Information Services. We're relying on them to keep it updated. And when it comes to the New York State tax law, it's not easy. So, this system will be maintained by a company and, you know, we'll make things easier, and it will integrate a little better with our financial system too. Because right now, I have folks basically double entering. They have to enter it into a homegrown system when somebody pays their taxes and then enter the receipt in the financial system. So, these two things will integrate, which is you know, best case for everybody kind of thing. So, this will save some time too.

Chairwoman Archer: Right. So let me, I, I, I am getting a reminder from our clerks, we didn't even, because I was late to the meeting. We didn't open the meeting. We didn't take roll call. So, please forgive me. We'll step back here.

And thank you everyone for coming. And Natalie, if you will take attendance please.

Natalie Kelder: Sure, for Ways and Means: Archer.

Chairwoman Archer: Here.

Natalie Kelder: Ronk.

Bartels.

Legislator Bartels: Here.

Natalie Kelder: Gavaris.

Legislator Gavaris: Present.

Natalie Kelder: Haynes.

Legislator Haynes: Here.

Natalie Kelder: Maio.

And Walter.

Legislator Walter: Here.

Natalie Kelder: For Public Works: Fabiano.

Chairman Fabiano: Here.

Natalie Kelder: Greene.

Cahill.

Legislator Cahill: Here.

Natalie Kelder: Heppner

Legislator Heppner: Here.

Natalie Kelder: And Litts.

Legislator Litts: Here.

Natalie Kelder: Thank you.

Chairwoman Archer: Okay, great. Thank you for that. Any questions on the new tax software? Anybody have any follow up questions with Burt?

Burt, when is when you're looking to kick this off right at the beginning of the year, so that you'll?

Commissioner Gulnick: You know Lynn, then we're going to go out and we'll do the go through the RFP process again, get quotes and, you know, we'll go through that process before bringing it back to the Legislature.

Chairwoman Archer: Okay.

Commissioner Gulnick: All right. And timeframe. I'm hoping by the end of next, you know, end of 2021 this will be online and ready to go.

Chairwoman Archer: In Place.

Okay. Comptroller Gallagher.

Comptroller Gallagher: Will this a payment system allow any other to the county occupancy tax? Yes.

Commissioner Gulnick: The couple, the couple of vendors that I have talked with said it is capable. It's just a matter of, you know, going through the RFP process and seeing what other vendors can do. It's kind of secondary, but you know, I also know we could use it for other things such as occupancy tax and such. So, that's my plan.

Chairwoman Archer: Okay, and did you go out to RFP at all last year on this?

Commissioner Gulnick: We were kind of in the middle of that. And, you know, we didn't finalize it. So, we kind of put everything on pause. So, we'll go ahead and restart that.

Chairwoman Archer: Okay.

Legislator Walter: I have a question.

Chairwoman Archer: Legislator Walter.

Legislator Walter: Just remind me, was our conversation... so, this is \$25,000 less. Was that a conversation we have that you didn't need to RFP, this 575. So, you lowered it?

Commissioner Gulnick: Well, that was our, when we had it in the 2020 program, it was our best case, you know, our estimate. As we got a couple of vendors giving us quotes, it was less than that.

Chairwoman Archer: Okay, Comptroller Gallagher.

Comptroller Gallagher: Sorry, one more question. But what about Munis or New World? Will we be asking them in pricing out the options that they have for online payment systems? Which are New World and Munis, are, you know, significant software financial investments that we already have systems we already have? Thank you.

Commissioner Gulnick: I would think, you know, first in terms of the tax system, to see what they have in terms of the online kind of payment program. Because I know, as part of the RFP process, we're kind of asking that as part of the process. I don't think, you know, scoring wise, it may, may hurt those without it. If we select one, we could always reach out to the New World in terms of those online payments. It just brings up the whole double entry again which I'm trying to avoid.

Chairwoman Archer: And you'd want these systems to be able to speak to each other correct?

Commissioner Gulnick: Correct, yeah, correct.

Comptroller Gallagher: That's not what I was asking. I'm sorry. I'm asking, New World has a module that allows online tax payments. Are we going to be using inquiring, as to the cost of that, as a part of this process? Because it may be significantly cheaper than.

Commissioner Gulnick: They could respond to the RFP, as well. Because their tax system has to work with New York State regulations too.

Chairwoman Archer: Okay, any other questions? Legislator Bartels.

Legislator Bartels: Just, just following on the question that Comptroller Gallagher just brought up, I mean, is there a benefit to utilizing one of the systems that we already have? I mean, because of the integration aspect.

Commissioner Gulnick: It, it probably is, that probably is a plus. But in terms of the cost, and even cost more, you know, the vague kind of have you, that's why we have to go out for the RFP. I think it would integrate much better. But, you know, we'll, we'll see what they have too, see if it works.

Chairwoman Archer: You want to see if it's competitive? Pricing.

Commissioner Gulnick: Yeah. And I will say, the one biggest drawbacks with some of the systems we've kind of seen is the installment contract process, we have. Some of the systems can't handle that. They can handle the just paying the taxes, delinquent as a whole, but with the installment contracts, which allows taxpayers to pay monthly, some of those systems can't handle that. So, we have to get the right system.

Legislator Bartels: Can I just ask a follow on?

Chairwoman Archer: Please go ahead.

Legislator Bartels: Are you, are you saying that the system. I mean, have you looked into the systems that integrate with our existing systems? It just seems to me, counter.

Commissioner Gulnick: We've had a couple of demos. But in terms of the cost, I don't know what the costs are either. Again, you know, that's why we're going through the RFP process.

Legislator Bartels: Okay, and, and something that the interconnectivity, and the ease, is going to be something you're going to weigh?

Commissioner Gulnick: Correct. Absolutely.

Legislator Bartels: Even against the cost because, I mean longer term, it just seems to make sense that it would be one system.

Commissioner Gulnick: Correct.

Deputy Executive Rider: It's all part of the, go ahead.

Chairwoman Archer: No, go ahead, Marc.

Comptroller Gallagher: Will we, go ahead.

Deputy Executive Rider: It's all going to be part of, like Burt said, the RFP process. Another concern is when you have all of your systems behind one vendor. If something happens to that vendor, it's a little concerning. But these are all, this will all be criteria set forth in the RFP.

Chairwoman Archer: Okay, Comptroller Gallagher, you had a follow up?

Comptroller Gallagher: Yeah, I was just going to ask when we replaced HTE. Did we go through an RFP process to find New World?

Commissioner Gulnick: Yes, we did.

Comptroller Gallagher: Okay. Thank you.

Commissioner Gulnick: Yep. Yep.

Chairwoman Archer: Okay, any other questions? Okay, why don't we move on to page 21, HVAC for various buildings.

Deputy Executive Rider: All right. I was on 14. Do you want to do for 14 before 21, or?

Chairwoman Archer: Oh, God. Yes. That's what happens when you are taking a call just before meeting. I apologize. Yes.

Deputy Executive Rider: I'll be quick because this one is IS. We have a number of, especially at the Sheriff's Office, computers that still use Windows 7. So, we have to pay extra to have the support for those. And it's quite costly. Burt said that we could finance these computers, he can do a shorter bond over the useful life and kind of do it all at one shot. So, we can stop paying the, the extra support for Windows 7. We're going to replace 175 computers, as it said, 125 of which is at the Sheriff's Office.

Chairwoman Archer: So, the cost of the replacement will be less expensive than what we're paying currently. Is that what you're saying?

Deputy Executive Rider: It'll be less, I mean, so, these are coming end of life as well. So, yes, between the fact that they are coming end of life, and we pay extra just to support the windows 7 security updates. It'll save money overall.

Chairwoman Archer: Legislator Bartels.

Legislator Bartels: 120, there's 125 desktop computers at the Sheriff's Office? Do we have 125 people working at desks there. I know that sounds like a crazy question. But that seems like an alarmingly high number for the Sheriff's Department.

Deputy Executive Rider: Between, yeah, I mean, I think between all areas.

Legislator Bartels: Really?

Commissioner Gulnick: It's corrections. It's the Sheriff's Department. It's URGENT. It's all, you know, they all have computers over there.

Legislator Bartels: I mean, I'm just surprised by that. Having toured it, it didn't seem it seemed like there were 125 workstations there.

Chairwoman Archer: Legislator Litts, you have a follow up question?

Legislator Litts: Don't the inmates have access to the computers?

Legislator Bartels: Not those computers.

Deputy Executive Rider: They do have access to some computers. I don't think these are included.

Legislator Bartels: Yeah, they're the computers are the, are the tablets that are provided free, for certain aspects, but they pay for other aspects of the tablets, but that, that's a different contract.

Chairwoman Archer: Legislator Greene.

Legislator Greene: Yeah, I'm not sure we've resolved this. But my question has to do with the waste and more what, um, what will be done with the, "end of life"? If they really are end of life? With that equipment, how will that be handled?

Deputy Executive Rider: We bid out, well do quotes, for E-waste recycling. We have a vendor that comes and recycles all the parts that they can and then disposes them correctly.

Legislator Greene: Thank you.

Chairwoman Archer: Okay, any other follow up questions on this? Yes, Legislator Cahill.

Legislator Cahill: So, these are just for the sheriff's department. 125 are just for the Sheriff's Department. Nobody else?

Deputy Executive Rider: Yeah, those 125 are just for the Sheriff.

Legislator Cahill: I, I find I mean, I'm thinking, you know, they got to be keeping 25 on reserve or something. As backups are something that's an awful lot of computers. I mean, it's just going across all the substations, and across the whole county and all that, as well? Okay, that that explains. It's not all just in in one location. Okay, I got it.

Chairwoman Archer: Legislator Litts.

Legislator Litts: Well, what I was going to say is there's probably more than one computer per person because each vehicle has a computer in it. And I don't believe they take it out when they go into the office. There's another one in the office, I believe.

Legislator Cahill: These are desktops though right?

Chairwoman Archer: Okay so we have, we have

Legislator Cahill: They are desktops?

Chairwoman Archer: I'm sorry?

Legislator Cahill: They're desktops?

Deputy Executive Rider: Yep.

Legislator Cahill: Yeah.

Deputy Executive Rider: So, the headcount is over 215 individuals between corrections and the, you know, the patrol side. So, there's over 200 staff for 125 new computers.

Chairwoman Archer: Okay, I have Legislator Greene then Bartels.

Legislator Greene: I already asked my question; I forgot to lower my hand.

Chairwoman Archer: Okay, Legislator Bartels and then Legislator Walter.

Legislator Bartels: Yeah, I just, I mean, I'd like to hear from the Sheriff. Like I get that there are over 200 people. But for desktop computers. This sounds, it sounds, it sounds like a lot of computers given that, I mean, I think can't imagine that every individual CO has their own desktop computer and every, you know what I mean? It just seems, it seems like a giant number. So, I would just like to have, I'd just like to have a better understanding from the Sheriff of this aspect. If it is truly only desktop computers.

Chairwoman Archer: Legislator Walter.

Legislator Walter: Yeah, I mean, I was just going to say perhaps we could just get a breakdown of where they are. I mean, I would agree in the, in the jail, there's rotation on the pods, so maybe they share one. But I think if we could get a breakdown.

Chairwoman Archer: Okay, one of the, one of the things, and, and I put this to you, to you Burt, and to you, Marc, have you guys looked at the, the, you know, done a needs analysis around, you know, how many folks really do, can you have shared kiosks with different access. And, and sign-ons?

Sorry, I don't know how my mute went on. Have you guys done an analysis of how many computer kiosks could be used? Have you, have you looked at reducing the number in, in the sheriff's office at all?

Deputy Executive Rider: I can just state, I mean, I don't know if Burt has more information. IS has looked at this. They had full input. They've come, you know, they're coming from a place of guidance that they need to reduce in all areas. I would be very surprised if you know the answer to that question would be no. I'm happy to circle back with them. Because I don't know off the top of my head if that's 100% been done. But I can just tell you the guidance from our office. You know, it's not like they're putting in 10% surplus or anything in these numbers. They're, they're submitting Capital's with the lowest numbers possible. So, I'll follow up with them.

Chairwoman Archer: Okay, if you could, that would be helpful. Any other questions on this? Legislator Heppner?

Legislator Heppner: Yeah, I just wanted to point out, aren't we, don't we have the special Law Enforcement meeting tomorrow evening with the Sheriff.

Legislator Walter: We do.

Legislator Heppner: This is something, I think just for, I don't know if Jays on or the clerks. You know, just a note.

Chairwoman Archer: Put it on the agenda for tomorrow.

Legislator Heppner: I think it is something we can discuss just for the sake of time.

Legislator Walter: I'll also give him a heads up beforehand.

Legislator Heppner: Yep. Exactly.

Chairwoman Archer: That'd be great.

Okay. Thank you.

Okay, now, page 21, HVAC, various buildings. I see you did put in here. The Courthouse, County Office Building, Information Services, 1 Pearl Street, and 17 Pearl. Is that correct?

Deputy Executive Rider: Yes.

Commissioner Gulnick: Yes.

Chairwoman Archer: Okay. Any questions? No questions. Okay, so I guess it's pretty clear.

All right. The next one is page 22. Parking Lot Kiosks.

And is this in lieu of an attendant? So, you're looking to.

Deputy Executive Rider: Phase out over time, yes. I mean, the, the people who are currently working in that position would be given, you know, other duties, would, and then eventually, over time, this would replace the entire attendant system.

Chairwoman Archer: And how many folks do you have in the attendant system now? They're part time, right?

Deputy Executive Rider: Yes, Don, Tom, do you have that number? I think it's four part-time individuals.

Deputy Commissioner Quesnell: Yeah, yeah I can look that up for you real quick.

Deputy Executive Rider: Tom, we can't hear you. I don't know if your headsets mic or muted.

Commissioner Jackson: So, yes. We have about five part-time attendants. They have been being paid COVID leave during the pandemic. So, the idea would be to, to move away from attendants and have an automated system.

Chairwoman Archer: Okay, Legislator Heppner, then Cahill.

You're on mute Jonathan.

Legislator Heppner: So like at the County Building where we had the attended, would that also include a policy change in terms of, you know, so, during the day, there's paid parking but obviously once the attendant leaves at night, the arms go up and then it's you know, it's considered free parking in the evening. Is, is it a part of a change in actual policy of the use of the parking lot? Or just strictly, for now, as is, just replacing manpower versus.

Deputy Executive Rider: For now, it's replacing the, the people and also going a little bit more cashless, etc. But we would come to you with a policy change, at some point if, if it was merited, you know, we could collect around the clock. Or it could stay the policy that it would continue to be free parking in the evenings and on the weekends. The kiosk can be set up that way. I, I think part of the idea behind this, would we'd either do an IMA with the City of Kingston to do parking tickets. Or figure out a way to do it in house. But one of the thoughts was, you know, they're already going around and, and ticketing cars uptown. We could do a kind of a shared service agreement with them or we could use the attendance currently to, to do that.

Legislator Heppner: Thank you.

Chairwoman Archer: Legislator Cahill then Walter.

Legislator Cahill: Yes. So, right now, what parking lots are paid in the county just set the office building. Is that the only one?

Deputy Executive Rider: Yes.

Legislator Cahill: Okay. So now, is there any plan to put this kiosk behind the courthouse, in that big parking lot? That's used quite a bit actually. Right?

Deputy Executive Rider: Currently is not that plan. Don, I don't know if that's been discussed?

Commissioner Jackson: Well, actually, we had a discussion about that earlier today in house. We would recommend strong consideration be given to that parking lot as well for a kiosk, you know, format for parking. Right now, the focus is on Ulster County Office Building.

Deputy Commissioner Quesnell: Yes. The \$30,000 represented, represented is for the county office building. If we did want uptown if I would assume a similar cost for that as well.

Legislator Cahill: What is, what is the revenue on one of those in a year? Do you guys know that by any chance?

Commissioner Jackson: No, but I think it'll be more than, than what is collected by the attendants.

Deputy Commissioner Quesnell: I agree.

Commissioner Jackson: Because everybody's, you know, it's going to be a more certain way of handling money. It's going to be a more secure way of handling money.

Chairman Cahill: Yeah, right. Thank you.

Chairwoman Archer: Legislator Bartels. Oh, I'm sorry, Walter. Then Bartels.

Legislator Walter: Thanks.

Chairwoman Archer: Thank you.

Legislator Walter: So, I guess I have a few little questions. One is looking at the cost. And have you considered, you know, I mean, that if, if, if it's the Kingston Police are coming around, that's on a regular basis, every single weekday, you know, what that added costs would potentially be, if any, to, to kind of balance out the two is, first question. The second is, are you going to raise the price? And the third is, does it take coins? And I guess I'm thinking a lot of people who come into that building aren't people who necessarily have credit cards? You know, it's the low price is very important, you know? So, yeah, so those are my questions.

Commissioner Jackson: So, starting backwards, the price would be a matter of policy for the Legislature to set. In terms of, Marc mentioned an IMA, we would want to explore all options under that IMA, including the Kingston PD doesn't do meters, they have somebody that they hire to do meters, somebodies. And if, if they're collecting the fine revenue, and we're collecting the fair revenue, then that there might not be any additional cost to the county at all. But I think these things all need to be explored.

Deputy Executive Rider: So, they have a route that they, that they walk daily, that the parking attendants, for the City of Kingston that they basically walk by this lot several times a day to check the meters. So, I don't anticipate that it would be much additional costs.

Legislator Walter: And then does it take, will it take coins?

Deputy Commissioner Quesnell: The machine itself would have to be put out to a bid or RFP but if it were duplicating the ones that are already uptown, then yes.

Chairwoman Archer: Okay, Legislator Bartels.

Legislator Bartels: I'm okay, my, my questions were asked and answered.

Chairwoman Archer: Okay, Legislator Heppner.

Legislator Heppner: Yeah. I just, I think Legislator Walter made a very important point there with the, just I know it has to go off to RFP, as Don said, I totally understand that. Hopefully would, but you know, I couldn't see myself supporting RFP that, you know, essentially, you know, we have the ability to put in that RFP, what needs, what we're requesting, and I think it absolutely would need to have the ability to take dollars and coins. For, you know, I think that's a really good point.

Chairwoman Archer: All right. Okay, you'll add that to your RFP, right?

Commissioner Jackson: Yes.

Chairwoman Archer: Okay. Thank you.

Commissioner Jackson: Definitely. Yes.

Chairwoman Archer: Okay. Excellent. All right.

Legislator Gavaris: Chair Archer?

Chairwoman Archer: Page 40. I'm sorry. Yes, please?

Legislator Gavaris: One more quick question.

Chairwoman Archer: Sure.

Legislator Gavaris: So, you mentioned that this is to phase out the staff that you're using at the parking lot now. When do you anticipate that occurring in '21? Or '22? What year do you think that's going to happen?

Commissioner Jackson: I, I think that'll happen in '21. I think we've already addressed that to a certain degree in the budget. But I think that'll happen in '21. Once the kiosks are there.

Deputy Executive Rider: Originally, staff will, will be assigned, I think other duties, and, and we will not be backfilling these staff over time.

Legislator Gavaris: Right. So, those, those additional duties, are they being done by somebody else already? And? Or is this a hole that we're not filling, we don't currently have somebody doing? I just don't want to spend \$30,000, that doesn't, you know, it's just an additional expense for something and now we're finding work for somebody to do, because we took it away by spending \$30,000. I know it's a small amount considering the size of the budget, but in this coming up a year, every little bit is going to help.

Deputy Executive Rider: Right. So, seasonally, it, it depends. But there are attendant positions at the pool complex that we've discussed moving these individuals to. There's, there's other positions that we did not backfill in this budget that these duties could be added onto. So.

Deputy Commissioner Quesnell: Just give you an idea, we spent about \$44,000 a year in part time pay for the people that are there. Assuming those positions aren't backfield over time, it would be a one-year payback.

Deputy Executive Rider: We also anticipate that when, you know, these additional duties are offered to these, these attendants that they may choose to separate earlier. Many of them are kind of retirement age.

Deputy Commissioner Quesnell: Yeah.

Chairwoman Archer: Legislator Bartels, you had your hand up?

Legislator Bartels: No, Don just answered. I was just going to ask what we spend on the part time labor.

Chairwoman Archer: Okay, great.

Legislator Walter: I have another question.

Chairwoman Archer: Legislator Walter.

Legislator Walter: Sorry. I mean, I'm all for progress. Just the idea of these guys not being there, I'm having a little trouble. And I know I'll get over it. But there's also the part that right now, people pay for as long as they're staying, there's no penalty they pay for as long as they're staying. So, this is going to institute a penalty if they mess up. If DMV takes much longer, and they didn't realize it. And you know, sometimes they don't want to get out of line or wherever they're going that they're in line. So, is there a way to ensure that whoever is, is assessing whoever's giving these tickets, like that they're not giving them these outrageous fines? Because, you know, again, a lot of times, it's hard to predict. It's not like you're going to run into a store,

it's hard to predict how long it's going to be. And the idea of people paying all of these added fines to come to our services just doesn't sit well.

Deputy Executive Rider: So though, yes. And we would obviously come to you as the policymakers to determine the fines. One of the issues that we have with this lot, oftentimes, and one of the reasons why we wanted to install these kiosks. This is something that we've been looking at for quite some time. Is that we have individuals that work in the Uptown area that will basically come in prior to the gates going down and park there all day long. Thus, limiting I mean, if you come to the DMV, oftentimes, obviously not now during COVID, but if you would have come last summer, let's say. People are just circling the lot for hours because there's no available parking spots. This will turn over those parking spots, thus having the people who actually need the services to go into the DMV building, having those spots be available for them.

Chairwoman Archer: Legislator Haynes.

Legislator Haynes: Yeah, the issue that Legislator Walter brings up is actually already occurring. You know, my own dad got a parking ticket, because he, the lot was full on how to park in a metered spot out on the street. So, it's a valid, it's a good issue, but it's actually one that's actually already occurring.

Chairwoman Archer: Anyone have anything?

Deputy Executive Rider: We didn't ticket

Chairwoman Arche: I'm sorry?

Deputy Executive Rider: We didn't ticket Legislator Haynes dad, that was the City of Kingston.

Chairwoman Archer: Okay. Legislator Bartels.

Legislator Bartels: I'm sure we could, we could address that by setting the, the, the system to have a longer limit, for let's say then, than the parking meters have, if that's what we chose to do, right? I mean, it's up. It's up to us in programming the system, what the maximum allowed is, so, you could always think generously in terms of that in terms of what a normal wait time at the DMV might be?

Chairwoman Archer: And when were you thinking of implementing this policy, or implementing the kiosks, so, we can start thinking policy wise?

Deputy Executive Rider: I'd have to go back to Tom. Do you know when this will be complete?

Commissioner Jackson: Well, we obviously, we need this plan to go forward to even start the discussion. We need to get an RFP out for the kiosks, to get pricing. And as we do that, we're going to need to have some policy decisions made.

Deputy Commissioner Quesnell: Yeah, contracts

Commissioner Jackson: Sometime during the first quarter to maybe mid-year, we would, we would need policies in place. Don, does that?

Deputy Commissioner Quesnell: Yeah, by the time we established a Capital Project, get the contracts in place to get the work done and have the work done, I would say earliest mid next year.

Commissioner Jackson: Yeah.

Chairwoman Archer: So, that's for the policy. But as you heard tonight, there's a lot of questions. It not only can't has to accept credit cards, but it needs to accept actual cash or have a way of paying with the with, with money. So, I guess, elements of the RFP have to have those considerations in there, correct?

Commissioner Jackson: Yeah. And we've made notes on those elements, Lynn. And we'll make sure they go out in the RFP so that we can get prices back. These kiosks can go up ahead of having actual policy decisions made.

Chairwoman Archer: Right, but we still need to ensure that the machine itself can handle some of the things that came up here.

Commissioner Jackson: Absolutely. Right.

Chairwoman Archer: Okay. Any other questions? Okay, let's move on to Development Court LED lighting retrofit.

Legislator Bartels: What page is that please?

Commissioner Jackson: 40.

Deputy Executive Rider: 40.

Chairwoman Archer: You want to walk us through? This is something that did this come out of, this is part of the Climate Action Plan.

Commissioner Jackson: Yeah, this came out of the Office of the Environment.

Chairwoman Archer: Okay. Legislator Walter.

Legislator Walter: Do you have a sense of cost savings, electric, utility cost savings as a result of this change?

Deputy Executive Wright: Yep. Lighting projects are, are typically some of the highest payback or the quickest payback so usually a lighting retrofit to LEDs is less than a three-year

payback. I believe this is one of the last county office buildings that we've done. We've, we've retrofitted most of the others.

Chairwoman Archer: Legislator Litts.

Legislator Litts: Yeah, is this part of the Central Hudson LED exchange program? Because a lot of those programs there's very little cost to convert.

Deputy Executive Wright: Yeah, we're going to be looking at working with the Central Hudson program. The other retrofits we've done via NYPA and the Environment Department's going to take a look at the program Central Hudson has and see whether NYPA is still a better deal than that or whether we should go with the Central Hudson program.

Chairwoman Archer: Okay, any other questions? Okay, let's move on page 41. EV charging stations.

Any questions here? Legislator Walter.

Legislator Walter: Yeah, I mean, personally, I'd like these everywhere. So, I'm just wondering how you pick these. I see, you know, most of them are situated in Kingston, except for the Ashokan Rail Trail. But so, you know, thoughts about why, distributing them broader in the county. And why you picked these particular places? And maybe what thoughts, why in this five-year plan, we don't have these going anywhere else?

Deputy Executive Rider: So, one piece of this project is really to support county fleet operations. So, the, the locations, initially, were, were set up, you know, in places where as we go more green with our fleet will need to add the charging capabilities, which is why these locations were chosen here. And then, of course, the Ashokan Rail Trail, parking that trailhead is, I think less for that and more for bringing folks with EV's to the trail. But otherwise, it's, it's to offset operations. And if they get used by the general public, that's, that's a great side benefit.

Legislator Walter: So, I guess my second question was, since this is a five-year, six-year plan, how come it doesn't include these EV stations all over the county? I understand why initially, you picked those. But again, this is six years or five years.

Deputy Executive Rider: Right? I think all of this spending is being done in 2021.

Legislator Walter: Again, so no plan to put EV stations elsewhere in our county in the next five years.

Commissioner Jackson: I think this is, again this is the Office of Environment that's working up this. I believe what you're going to see is that all those years will get filled in, when, when the locations are known. And costs are more certain. So, I don't I don't see this Capital going away in 2021. With these installations, I believe it's an ongoing situation.

Deputy Executive Wright: The other piece of this is that that, you know, Amanda is monitoring the availability of state funding for this. And so, we know that there is state funding available for next year. I know she has a plan for how she wants to roll these out. And these are the ones that she's identified state funding for.

Chairwoman Archer: Legislator Bartels.

Legislator Bartels: So, in the plan, it says 36, level two and three, level one. Is that correct? For \$105,000? We're going to have 39, new parking, I mean, new charging stations?

Deputy Executive Wright: No, I would guess that that's the total that will have been done once these are done. Of course, this has been going on for several years now.

Legislator Bartels: So, do we know how many new ones are associated with this 105? And where those new ones are going?

Deputy Executive Wright: Tom, do you have that information?

Commissioner Jackson: No, I do not. We would need to get it from Amanda and Nick.

Chairwoman Archer: So, she just gave you the number to plug in?

Commissioner Jackson: Yeah, I mean, they submitted this Capital Project. We didn't.

Chairwoman Archer: So, can we do a follow up? can we find out? What these, what these numbers represent as to how many of them are already installed? Where and then what is the 105 for this year, or next year?

Deputy Executive Rider: Yup, we'll follow up on that.

Chairwoman Archer: Okay, any other questions? Legislator Walter.

Legislator Walter: I mean, if you're following up on and I'm going to just repeat the same thing. I recognize the reasoning for limiting it. But this is supposed to be a five-year picture of where we want to go. And I feel like it's a really important thing for us to show a commitment towards having these in more places. And so, if you're going back to her, perhaps that would be another important thing to bring up. Is this you know, to me, this is a vision also especially since for the projections and.

Deputy Executive Wright: Yeah, I'll ask her to share what the overall vision is along with the details for, for next year.

Legislator Walter: And the next five years, yeah.

Chairwoman Archer: That'd be great. Thank you. Any other questions on this?

Okay, then let's move to page 49, Bennett Road Bridge.

Commissioner Jackson: So, this bridge is in the Town of Wawarsing. It received the red flag. It was required to be closed that had previously been designated a three-ton weight limit bridge by NYSDOT. They subsequently came in and closed it. What invariably happens when a bridge gets flagged for or limited to three tons is that large trucks don't obey that. And they continue to use the bridge and the to deteriorate the condition of the bridge. So, this bridge is now closed.

This is in the Town of Wawarsing. It's such a one on a length of Bennett Road, a leg of Bennett Road that's 0.13 miles long. And it essentially serves as a shortcut over to Sportsman's Road and the Upper leg of Bennett road. So, this Capital is for the removal only. And some decisions are going to be need be made whether or not there's a good reason to replace the bridge.

This isn't one that we think automatically qualifies for replacement, because it's essentially already a shortcut. There are ways out to Route 55, both to the north and to the south. The residents aren't happy, particularly those that live near the bridge. But they do have an outlet, a safe outlet. So, somebody has to make some policy decisions here on whether we're going to replace. The cost to replace.

Chairwoman Archer: Is the \$200,000 the cost of replacement?

Deputy Commissioner Quesnell: No, no.

Commissioner Jackson: No, the \$250K is for removal.

Chairwoman Archer: Oh.

Deputy Commissioner Quesnell: It would be significantly more to replace.

Commissioner Jackson: This is a \$3 to probably a \$4 million bridge to replace. This is the removal only.

Legislator Litts: Unless, Tappan Zee Bridge panels.

Commissioner Jackson: Yeah.

Chairwoman Archer: Legislator Bartels.

Legislator Bartels: I mean, I have a bridge in my district that's also closed, pending repair. And I have residents in my district that are upset as well. I think first and foremost, I'm not weighing in yet on what to do about the bridge. But I think the timeline of the decision making should be shortened. You know, when we, when we have residents, and because I don't know this bridge, and I don't know the area around it. I don't, when you say shortcut, I don't know what that means. I don't know if it means the difference of you know, 30 or 40 minutes for someone or three minutes. But I think that, you know, waiting, if right now, we're looking at 2022 before we even

complete the removal. You know, you're talking about years of a closed bridge. I think that these decisions should be made with more expeditiousness.

Commissioner Jackson: And I could give you, Tracey, I'm sorry, I could give you a little context here. This section of Bennett Road has no residents on it. All the residents are on another section of Bennett Road and Sportsman's Road. So, when I say shortcut, the route out is 1.8 miles to Route 55.

Legislator Gavaris: Or 2.1. When you go the other way, through Brandybrook, it's either 1.8 or 2.1 miles to Brandybrook.

Commissioner Jackson: Right. So, it's not, it's not a long detour.

Legislator Bartels: Okay. Well, that's good to know. But either way, I think we should, I think we should be making a decision sooner. Not putting off a decision for a year or so. You should have, I don't know how that gets decided. It's I mean, I guess it's a money decision, and ultimately, a budget decision. But I would hope that we make that more quickly rather than waiting another year to decide.

Chairwoman Archer: So, I have Legislator Fabiano, Legislative Gavaris, Legislator Haynes and Deputy Executive Rider. So, we've got a lot of folks that want to weigh in. So Dean, you want to kick it off and then we'll give John a shot at it.

Legislator Greene: I also have my hands raised.

Chairwoman Archer: Okay, so for some reason, Manna, I am not seeing your hand raised. So, I apologize. Just chime in when that happens, because for some reason, the it's not showing up on my screen.

Legislator Greene: Okay, thank you.

Chairwoman Archer: Dean.

Chairman Fabiano: The only thing I had to say is, first of all, I agree with Tracey, that this decision should be made sooner than later. You're interrupting people here that's been used to the way it's been for probably many, many years. But I do agree with Commissioner Jackson if the alternate routes are within a mile to three miles, it, it's fine. So, I just, you know, I just think just decision should be made sooner than, than later. Do you know the cost, as of this time where you haven't looked into it, after the bridge is taken down, to replace it with a, with a new bridge?

Commissioner Jackson: We talked to the engineers. It's going to cost in the range of \$3-\$4 million.

Chairman Fabiano: Wow.

Chairwoman Archer: Okay, so we have John Gavaris, Heidi Haynes, Marc Rider, and then Legislator Litts.

Legislator Gavaris: Thank you. So yeah, I was going to talk about the distance. It's a very short distance, Tracey, quite honestly. The direction that you would be coming from either from Sullivan County Grahmsville area, or coming from the 209 Napanoch area, the two turn offs, essentially, it's an it's an even distance, it doesn't really add anything to the trip.

The other part, though, I can say, from a useful standpoint is, does this bridge actually have to come down? Can it be some type of barricaded off? Because I can tell you there are a lot of people who fish off of that bridge, because there's not a lot of public access to the Rondout Creek, that, that's what that covers. And there's, you know, all that private property along the creek for the most part, that bridge there, there's a lot of people who go to that to fish off. So, if we could have that as you know, some type of functional docking area that they can fish off of and still, you know, not spend the money to take it down. I would say I could see the benefit in that.

Commissioner Jackson: We'll look into that John.

Deputy Executive Rider: Once it's been red flagged, there's a little bit of liability on our end if somebody gets hurt fishing off of it, but.

Chairwoman Archer: Legislator Haynes, and then I'm just going to insert Legislator Greene, because I don't know where she, she seems to be raising her hand. And for some reason, I'm not seeing it. So Heidi.

Legislator Haynes: Is this also known as the George Barthel? Yeah, that looks like a sweet little bridge. And is that a tree farm? Does anyone know? It looks like, is that a tree farm? Semi? Okay. All right, thank you.

Chairwoman Archer: Okay, Legislator Greene.

Legislator Greene: Okay, I wasn't clear in the beginning how it was to determine the bridge was unsafe. What I heard was that it could become unsafe, because of the use of, by trucks. And there's the trucks are ignoring the weight limit. But I just overall think we tend to be in a hurry to deconstruct and to construct. And, you know, I said this on a Public Works call. And I've said it in other circumstances. I think we have to, you know, of course, keep safety first. But I just, you know, it's a concern to me how easily we seem to destroy things and then build things rather than renovate. And so, my central question is, you know, is, is there a way to strengthen the bridge without taking it down and rebuilding a new bridge?

Commissioner Jackson: So, the short answer is no. The state closed the bridge, they required us to close it because of safety concerns. It's already been through a three ton of weight limit, that didn't work. And now it has to be closed completely. It's just not safe. There is no further fixing that can be done to this bridge, all that's in the past.

Legislator Greene: Okay thank you.

Chairwoman Archer: Legislator Litts.

Legislator Litts: I was just going to explain that. All, all bridges are, are inspected by the state every other year. Red flag bridges sometimes are inspected every year, sometimes every six months, depending on the severity of the red flag. And, you know, the bridge is red flagged. And then at some point in time, the state inspects it and they say, "Listen, we got to close this bridge." And it's not even our decision. The state mandates it.

So, it's not like we're dragging our feet to figure out, you know, when we're going to close the bridge. And this is exactly why, last session, or last year, we passed the resolution to have a pot of money for DPW that when a flag, a bridge is flagged, yellow flag or red flag, that there's some money that they can utilize to fix whatever the flag is and open the bridge.

Legislator Fabiano: Exactly.

Legislator Litts: We didn't have to wait to put a resolution in and take money. And then we get we find the money for it.

Deputy Commissioner Quesnell: And for the record, we used every penny of that.

Legislator Litts: Excuse me?

Deputy Commissioner Quesnell: We used every penny of that this year. So, thank you.

Legislator Litts: Well that, that's my point. We were proactive so that when this occurs, we can fix them right away. So, it's not like the DPW was dragging their feet. We gave them a pot of money. And obviously, they've used it, they fixed red and yellow flags, because the money's all gone already. So, there is a process, the process is driven by engineers inspecting the bridge every other year, or possibly every year, and flagging the components that make it unsafe.

Chairwoman Archer: County, Marc?

Deputy Executive Rider: Yeah, I just wanted to quickly, I know that these, this timeline and the timeline for other bridges can sound long and, and be frustrating to folks. We have to go through, it's not like DPW is going to be sitting back. And then all of a sudden, we're going to construct or in this case, deconstruct this bridge in 2022, I would encourage us all to continue to meet and discuss the policy decision on whether we want to spend the \$4-5 million on this bridge.

But as far as the, the speed on this bridge, and getting other bridges replaced, we have to go through a process of design. We have to obtain whatever property requirements that whether that's just purchasing a piece of the property or an easement. Much of that includes stream work that has to be done, and, and we're weather limited on that, we can't be in the streams on a certain time. So, before we get to that point, it has to be surveyed. And then the bridge has to be

designed. And then we have to go to bid. So, it's not like we can snap our fingers and, and the bridge is replaced.

Chairwoman Archer: Legislator Bartels then Fabiano.

Legislator Bartels: So, a couple things. I, I don't, in, in terms of, I definitely think we should have the continued conversation about the policy decision about what to do about this bridge. And I appreciate Legislator Gavaris' local insight. And I think the idea of preserving the bridge potentially for fishing, if it's something we could do, is a great idea, if we go toward not replacing it. I know. I mean, I've certainly seen those, those places in Florida, you know, whole roads that have been abandoned that are now fishing piers where new, where new bridges over water, bodies of water have been placed.

But in terms of the, my concern about the timeline, which I'm speaking in advance of a future resolution, I don't mean to imply that DPW, or Highways and Bridges are dragging their feet and making this, you know, go on forever. But the matter of fact, it's really hard to respond to constituents, particularly, and I know, Marc and I have spoken about this, but particularly constituents that have businesses that are affected by road closures due to a bridge. And tell them, "Yeah, we know we close this road, and it's a county road, but it's not going to be open for two to three years."

I mean, that's just very hard for people to stomach and understand. So, I'm simply saying, I think where we can expedite the timing on these things, we need to. And it's hard. If a bridge is going to be reconstructed. It's hard to look at a timeline and think three years out. And it's hard to explain that to people who are very affected. It sounds like in this case, they're not as affected. It's a difference of 1.8 miles or 2.1. And based on what Legislator Gavaris is saying that gives me pause. That's not the same for the bridge in my, in my district.

And there was, there was a bridge replacement in my district on a State road. That caused unbelievable angst because it closed off the road to the mountain for more than a year. And people didn't even know it was a bridge. It didn't look like a bridge. It was you know; it basically was a culvert under the road, and it closed off 44-55, the direct access to the mountain for over a year, which caused tremendous frustration. More than anything thing that I've experienced as an elected official. It was it was a State road, so, it was wasn't anything I could do. But I just I think we need to be mindful of the impact to locals in all these cases.

Chairwoman Archer: Legislator Fabiano.

Chairman Fabiano: Yes, I just want to elaborate on what Tracey said. I am not pleased, don't misunderstand me, that the county highway DPW is at all dragging their feet, I think they do a really good job. But I think that in the 15 years that I've been on this Legislature, and most of that time, I served on the Highway and Bridge and Capital Programs, we have to get back up to getting our priority list in order. Infrastructure for any town, village, county or state should be the number one priority.

And like Tracey said, Now you shut this bridge down, you know, how did we get to this point that it's going to be shut down? Somebody had to see it coming. And then you're going to disrupt people's lives that they got to ride this way. This way 2.5 miles, you're going to affect businesses, I think Ulster County, when it comes to the DPW and highway, they should worry less about bicycle trails, hiking trails, and worry about more about the important things that is the heartbeat of a community is infrastructure, their roads, their bridges, their culverts, their drains.

And I see that a lot of areas throughout Ulster County in the state of New York seem to be getting away from that part of a priority and focusing on things that are much enjoyable. But they're not priorities of people safety. And, and, and the mechanism that makes our communities function.

When I was growing up any town, infrastructure was the most important. Highway departments, infrastructure was the most important priority in any community. And we have gotten away from that. And I, and I think that if we don't get back on that track, you're going to see a lot of bridges closing, because the money's not going to be there. So, I think we have to get back on, on that track. For now, and for 25 years down the road.

Chairwoman Archer: But one of, probably the first time since this happened, I live near a bridge and during the earlier part of this year and COVID. It was the Boodlehole Bridge. And I have to say they did an amazing job. It was done in house, it was done in a quicker timeframe than anybody had anticipated. And I guess my question to you, Tom, and the team is, you did that in house you were able to, and you were replacing decking. And so maybe it was just an easier fix than other bridges. But is there potential for this bridge to be done in house or something like that, because it was pretty amazing. And they were they did a great job. So, please extend my thanks to them as well.

Commissioner Jackson: Thank you. So, let me just try. The Boodlehole Bridge had lesser problems than the Bennett Road Bridge. We were able to, to do what I would call preventative maintenance, which extended the life of the bridge. Someday that bridge tool will have to be replaced. But what the bridge crew was able to do, with our engineering staff, was to concoct a, a, a renovation to it that allowed it to extend its life. With Bennet Road, that we've already been there. We've already done that. The, the bridge has to be closed now. It can't be fixed.

If I could just add one other point here. I think on the way to evaluating the cost benefit of this bridge, I really believe we should be looking to work with the Town of Wawarsing possibly on a shared services agreement. Because the chief complaint of the residents who are most inconvenienced by the closing of this bridge, object to that 1.8 miles, not because of the length of it, but because that's a narrow winding road. If there was any way that we could work with the Town of Wawarsing on a shared services arrangement, I think it would be more cost effective and be a quicker timeframe if we were to work with the town to help them widen the road a little bit and straighten out, you know some of the sharper curves. It's just food for thought. I haven't done that. analysis yet. But I do think it's worth taking a, a good careful look at. I really do believe we should be talking to the Town of Wawarsing as we go about making that decision.

Chairwoman Archer: So, you have not reached out to them at this juncture?

Commissioner Jackson: No, I mean, we've talked to them there. We you know, Tony Paes is the Highway Superintendent. He's aware. We have talked to him, but we haven't talked about any kind of a concept about shared services agreement so that we could help them with their, with Sportsman's Road is the road we're talking about. If Sportsman Road was, was in decent shape, I don't think there would be much inconvenience to the residents.

Chairwoman Archer: So, Legislator Gavaris, who represents that district, he had to go to another meeting, I will follow up with him, but I think that, that makes sense and particularly if we can save some money on this and still meet the needs of the community. So, thanks for that.

Commissioner Jackson: And, and shorten the time frame.

Chairwoman Archer: Yeah, yep. Okay, so any other questions on this one? All right let's go to page 51, Bridge Substructure Repairs.

Deputy Executive Rider: So this is a good segue, because much of what was just discussed on that last Capital is, is what this and, and the next Capital are is, you know, preventative repairs, so that we can prolong the, the life of these bridges.

Commissioner Jackson: So, that this Capital and the next Capital, this is, this is for the substructure, which is the cement, the concrete, if you will, the abutments, the piers. That and once they deteriorate beyond a certain point, the bridge has to be completely replaced. So, this, this is the most fundamental structure of the bridge.

Chairwoman Archer: And these are the three bridges that you have highlighted here in, in the project description.

Commissioner Jackson: Okay.

Chairwoman Archer: And Rosendale Bridge, the Conyes Bridge.

Commissioner Jackson: The Conyes Bridge, in Mount Marion, Mount Marion Park

Chairwoman Archer: and, and Legg Mills.

Commissioner Jackson: Yes.

Deputy Commissioner Quesnell: Yes. And our engineers, I'm sorry, Tom, our engineers do estimate that it will add 10 more years to the life of the bridge.

Commissioner Jackson: Of each one.

Deputy Commissioner Quesnell: Of each one.

Commissioner Jackson: So, I mean, to me, that's money well spent.

Legislator Fabiano: Yeah.

Chairwoman Archer: Okay, do we have any questions on this?

Legislator Bartels.

Legislator Bartels: That is the perfect segue. But I actually just want to ask, I don't know if this is you can stop me if it's out of order. But on the because I don't know, are we going to be going through the other resolutions the I mean, the other projects, the ones that aren't flagged as new ones?

Chairwoman Archer: At the beginning, I said, we'll go through the list of new ones. And then if there are follow ups on other items in, in the Capital Plan, we'll do that after we get through the new ones.

Legislator Bartels: Because we're talking about bridges. Can I just ask, and it's something following on what Don said earlier, said you use every bit of the money that had been that Legislator Litts talked about that had been set aside in terms of immediate emergency response, smaller repairs that don't require Capital . And that's, that's, that's a joint Capital on page 50. Is, prior years we had a, we had flagged \$100,000 in here, you say each year, you're going to put a 5% increase? Is that going to be adequate based on last year's spending? Do you think? Based on the life span of the bridges that we have? Or do we need to put more money in that because to both Legislator Fabiano's point about our priorities as a county, and Legislator Litts point about the money in terms of making these emergency immediate responses. I just want to make sure we have enough money in there for that. I know, this is a tight budget cycle. But.

Deputy Commissioner Quesnell: Yeah, so I mean, I don't mean to give you a vague answer, but there's no easy way to answer that because a lot of the emergency bridge flag response pairs are based off of flags that we received from the state. So, there's no real way for us to tell how many flags we're going to receive next year. But I'll tell you.

Legislator Bartels: I'm, But what did we spend last year? You said we spent every bit of money. Did we go beyond the hundred thousand?

Deputy Commissioner Quesnell: Well, we can't go beyond that. We did take a little money out of operating. We do have some bridge materials there. But we touched five bridges with that hundred thousand. Three of them were \$5,000 or less, and two of them were about \$40,000 each.

Legislator Bartels: Okay.

Chairwoman Archer: And do they, just to add, just to get a clarification on that, Don. Would you be able to break down which of them where, where they all red flags that got that?

Deputy Commissioner Quesnell: I actually have it for you. If you'll indulge me for a second. It was \$3,400 worth of asphalt on the Boodle Hole Bridge. \$1,700 dollars for stone item 4 for the Lime Kill bridge. \$5,000 for stone strong at the Number 4 Hang glider Bridge. \$38,000 for shotcrete on the Gobin Bridge. And \$42,000 for shotcrete under Fox Hollow Bridge.

Chairwoman Archer: And were those all red flags or were they a combination of yellow and red?

Deputy Commissioner Quesnell: Tom? I'm not sure if they were red flags.

Commissioner Jackson: I think it was a combination.

Deputy Commissioner Quesnell: Yeah.

Commissioner Jackson: I think because some of, some of the yellow flags, that's when you need to step in to try to do some preventative maintenance. So, it doesn't develop into

Chairwoman Archer: a red

Commissioner Jackson: a red flag. And, and, we, there are bridges that the state wants us to, to limit the three tons. And you just can't do that. It's not, it's not viable to do that. So we, we like with a, if the state says three tons, we like to look for alternatives that we can up the tonnage to maybe nine tons at a minimum. That's really where we want to be with these bridges. So that, so that highway equipment can get across to, to do winter maintenance. And so the people's oil trucks can cross the bridge. And Bennett Road, when that was a three-ton bridge, school buses should not have been going over it, but they were. So, and that, that really wears down the remaining structural integrity of the bridge.

Commissioner Jackson: So, yes, it's a combination of yellow and red flags Lynn.

Deputy Commissioner Quesnell: And Tracey,

Chairwoman Archer: So, go ahead Don.

Deputy Commissioner Quesnell: to answer your question a little bit, if it turns out, we get \$100,000 next year, and we spend it by May or June, nothing stops us really from coming back to the Legislature and saying this is the position we're in, we may have more yellow and red flags in the second half of the year. We might need additional funds to address those now instead of waiting for that to happen.

Legislator Bartels: Were there bridges, you did not address due to lack of funds?

Commissioner Jackson: Well, I would say there are two bridges that we need the bridge crew to get to before winter.

Deputy Commissioner Quesnell: Right.

Commissioner Jackson: One is Sundown. The other is Turnwood. Both of these bridges are essential to, one of them, the Sundown Bridges is, is a 60-mile detour. And Turnwood is essential to the municipal highway department. We need to up the weight limits of those bridges. And we need the, you know, our engineer to design the fix and the, and the bridge crew to get to those before we're in winter maintenance months. So, those are two bridges that we're still going to have to figure out how we're going to do. And that, that they appropriately ought to be in the flagged Capital . So, I would say it is short. It is short.

Legislator Bartels: So, I mean, I think we, we then, I mean, we the Legislature need to flag this for this budget cycle. That this, I mean, for hearing, this is not something we want to be short on. You know, what if we're right now, we're in 2020, and we're hearing we're potentially, we've expended the full budget line on this. And we have two bridges that we need to get to, and that this may be short for next year. So, I mean.

Commissioner Jackson: And these were unforeseen just to be clear, Tracey.

Legislator Bartels: But, but Tom, that, that, that's exactly what we're talking about when this money is for unforeseen. If it were foreseen, then we'd be able to very accurately budget for it. But I think with you know, with aging infrastructure, we want to make sure that we have enough so that your department can handle these things when they come up unforeseen because they, they have a tremendous impact on the people of our county.

Commissioner Jackson: Yeah, they do.

Legislator Bartels: So, I mean, I know I'm going to be flagging this for further discussion in the budget cycle. In the budget proper.

Chairwoman Archer: Is there, is there, if you have, we've been doing this now two years or three. Is, is that correct? Where we've had this pool for.

Deputy Commissioner Quesnell: This was the first year, last year.

Commissioner Jackson: 2020's the first year.

Deputy Executive Rider: 2020.

Chairwoman Archer: First one. Oh okay, okay. So, you don't really have a, any history to say, here's what we're anticipating.

Deputy Commissioner Quesnell: Right. We don't have historical data.

Chairwoman Archer: But you do have, but you do have, but you do have, you do have the age of the bridge. And do you know what bridges get are getting inspected? Or you, you send out engineers, correct?

Commissioner Jackson: No, the State DOT sends out engineers. They inspect every bridge every year. Some bridges, as Herb explained. If there's a red flag on it, they'll come out even more often than that. They monitor it for safety purposes. We don't, I mean, our engineers look at them, but we, we respond to the flags.

Chairwoman Archer: And do we have any other than the two you just mentioned, any other additional red flags or potential red flags?

Commissioner Jackson: Well until we get them, we don't know.

Chairwoman Archer: Okay. And do they come out once a year?

Commissioner Jackson: No, they come out throughout the year, they'll send us notices.

Chairwoman Archer: Okay. Okay. All right. So, there's really no way to anticipate.

Deputy Commissioner Quesnell: No

Commissioner Jackson: Unfortunately.

Chairwoman Archer: Okay, any other questions? All right let's move on to 52. Superstructure Repairs.

Deputy Executive Rider: So, this is the steel.

Commissioner Jackson: Yes.

Deputy Commissioner Quesnell: Yeah.

Commissioner Jackson: This is the steel. It's the structure that's resting on the, the concrete. Substructure. And this identifies seven Bridges.

Chairwoman Archer: I see. And this is just to start the process.

Legislator Litts: Tom.

Chairwoman Archer: Pardon me?

Legislator Litts: I got you covered. Tom. I went and got my crystal ball.

Commissioner Jackson: Thank you, sir.

Chairwoman Archer: Okay, any questions on this? Okay, so I think, let's move on to page 58. The Galeville Bridge replacement.

Any, any questions here?

This is, Legislator Bartels.

Legislator Bartels: With this timeline, are we anticipating avoiding a closure of the bridge other than to do the improvement? Not a closure in advance of the improvement?

Commissioner Jackson: That's anticipated. Yes, Tracey. We don't have total control of that. Because of the state. But yes. And, you know, this is for construction in 2023. So, yes, we're, we're trying to anticipate this replacement far enough in advance. We know that this would be a very difficult bridge to have closed for very long.

Legislator Bartels: Yes, I use, I'm on that bridge almost every day.

Commissioner Jackson: It's quite a long bridge.

Legislator Bartels: Yeah, thank you.

Commissioner Jackson: It's a 300-foot span.

Chairwoman Archer: And so, this is work just to help continue till you can replace it, correct?

Deputy Executive Rider: Well, this is replacement.

Deputy Commissioner Quesnell: This is a replacement.

Chairwoman Archer: Oh, it's the start of replacement. Okay.

Deputy Executive Rider: In 2023 we will do go to construction and spend \$4.25 million.

Chairwoman Archer: Okay.

Legislator Bartels: Can I ask a question about just bridge design? Just a sort of general question. We don't have to spend a lot of time on it. But, you know, the bridge we did in, in New Paltz, which, what a beautiful job you did on that bridge. I mean, that's really pretty remarkable. You know, I noticed as I drive around the county, how different just the fact that it has that, like natural, I don't know what you would describe it as, but like that rusted look to it versus being painted bright red or bright blue. Is there a move to shift to that generally, or Herb's shaking his head, no. Are we sticking with a bright blue bright red look?

Legislator Litts: I can tell you why.

Legislator Bartels: Oka

Legislator Litts: For many, that's called corten steel.

Legislator Bartels: Mm hmm.

Legislator Litts: It's self-rusting steel, it anneals itself. And for many years, we did, especially in parks and places like that, use corten steel. What we found out since then, is in members that do not circulate air, like guide rail, they rust from the inside out, and some of the corten guide rail you can walk up to with your hand and push a hole in it. So, if you can get air in and around the members, like, like the steel on the (Carmine) Liberta Bridge, it's, it's great to do that. But there's certain designs that you can't use corten steel because they will prematurely collapse.

Legislator Bartels: Okay. Thank you.

Chairwoman Archer: Okay, any other questions?

All right, page 59, Golden Hill Roads.

Deputy Executive Rider: So this is just asphalt and rehab of that whole complex. We also, I think, charge back the skilled nursing facility for a portion of this work. Tom, is that correct Tom?

Commissioner Jackson: That is, that is correct. And that will also apply to the, the, if the proposed residential development goes forward, and that's conveyed outside the county, they will also share in the cost of Capital improvements and other things.

But I, but I would say this, in discussing this project in house, we believe that the pavement of the road is sufficient that we should wait until the decisions are made on construction, because there's going to be major construction, in, in association with the jail, the demolishing of that and whatever it becomes.

But then also, we're going to be talking about a water tank up by the Health Department, there's going to be a lot of construction, a lot of large trucks on this road. So we, we feel it would be appropriate to delay this. However, the Capital is important to us, because there are some parking areas that can be addressed in this. There are some places that need some work. We would like to see the Capital move forward. But we, we don't have any intention of paving that road until construction is, is substantially complete in these areas.

And the only other thing I want to point out as if this road is not considered a public road. It is owned outright by the county. It's not on the DOT list of roads. And so, it's not on the CHIPS list. We think that's a shame. Given that this is essentially going to be a public road going forward. We think there ought to be a discussion about who ought to, who ought to be responsible for maintaining that road going forward. I think that would be after this Capital project is done and, and the road is brought to snuff. But then I think that discussion needs to be had. If the City was responsible for maintaining this, they could get funding for that. The county can't get funding for this because it's a county road in, in the City.

Chairwoman Archer: Legislator Litts, then Bartels, then Walter, Herb you're on mute.

Legislator Litts: I had two comments and a question. The first comment you already brought up, that if we're going to be doing a lot of construction up there, you know, we pave it, and then they run tractor equipment over it. So, I think it's very wise to wait until that is all done.

Commissioner Jackson: Right.

Legislator Litts: The second thing is, because you're going to have like Golden Hill and whatever. There's private entities up there now. So, it

My question was, for this amount of money, are we doing this with our new paver? Are you going to put it out the contract?

Commissioner Jackson: We, we were contemplating doing this in house with the new paver. Yes, that's why, that's why you see the cost where it is. That's materials. But Herb, I'll have to investigate this. I was under the understanding that a county can't have a county road, public county road in, in the city limits. So, I have to investigate that.

Chairwoman Archer: Legislator Bartels, Walter, then Heppner.

Legislator Bartels: So, does that mean you want to, you want to move the Capital back to 2022?

Deputy Commissioner Quesnell: No, because we want to fund part of the parking lots out of it. So ideally, we'd like to keep it where it is. And we come to you in either January or February whenever with the price for the parking lots and want to use part of this money. And then next year, we would come to you for the other part.

Legislator Bartels: Okay. And then I just want to point out you have a typo in the, because it says it's not ineligible. So, you just want to, double negative, just it's not eligible for CHIPS.

Commissioner Jackson: Yeah, you're right.

Deputy Commissioner Quesnell: Oh, thank you.

Legislator Bartels: Okay. And I think everything that Commissioner Jackson just brought up, makes perfect sense, both in terms of delaying and starting and starting the discussion about the turnover of the road. Ideally, you know, having that discussion sooner than later. Thank you.

Legislator Walter: Yeah, so, I guess a few of my comments were addressed, including the typo. But I guess I feel like um, first of all, I guess I would like to understand how much of this is, you know, what the cost of the parking. And, you say, you have it in there so that the following year it's sort of a placeholder. But there seems to be just so many "maybes." Because we don't know what's happening in the renovations of the old jail, we don't know whether we can convert it. So, I guess I just feel, I wonder why.... whether it even makes sense, rather than just have this address the parking that you do actually need to do and put that amount in there.

And then, you know, it, it, we're not going to have the answer to all of those other "ifs" until next year anyway. I mean, to, to know, what, what's, you know, the idea of doing those renovations of the old jail, and actually having them done. So, that we then know what's happening with it, and then who's covering for paving. So, it just seems like, it doesn't make sense to me to not just have this be about the parking lot that needs to happen now.

Deputy Executive Rider: Can I address that Lynn, real quick.

Chairwoman Archer: Yes, go ahead.

Deputy Executive Rider: Just we do have an obligation to the nursing home to fix the road, I don't think that we would get the City of Kingston to take the road, which they aren't required to do. They would have to agree to do it until we do this full asphalt overlay. Tom had brought up that we would do that work and then try to transfer the, the road to the City. And going forward they would, it would be CHIPS funding. I don't, I don't think the city would be willing to take the road unless it was in better shape than it is now.

Legislator Walter: I, I guess I'm just saying that the, Tom said that the overlay is going to happen until all this other stuff is done, including the renovations of a major renovation. And that seems like it's going to not be done for another year. And so, I am not, I'm not referring to the transfer, I'm referring to the idea that the actual laying of the pavement seems to be farther out than this. Yeah.

Chairwoman Archer: Legislator Heppner, then Litts.

Legislator Heppner: So I think I agree with a lot that's been quickly digested here, especially from Commissioner Jackson, what you said about, you know, looking into that, and Legislator Litts followed up on this. But kind of going off of what Legislator Walter was saying, I would be more curious. So, I understand the need for more immediate parking, paving surface paving, I'd be more interested to see what percentage and where that surface paving is occurring, versus, you know, this broad of a Capital project before approving this broad of a Capital project. Because maybe that's the immediate need, we address. And then we, we look at that, but I'm curious to just what percentage of this, this Capital project goes to that parking aspect, which I totally understand and may need to be done, and can be done faster than in terms of, you know, waiting out the multiple RFPs and all that. That's the information. I think I would like looking at this Capital project. Percentage of the funding that would actually be going towards the actual current need. But it makes logical sense that we would wait upon construction on some of the other parts of the property.

Deputy Executive Rider: I think what we can do, to kind of answer both Legislator Walters questions, and what you just brought up Legislator Heppner, is that we can try to estimate some numbers for 2021 for the parking lot at UCAT, the parking lot at the Health Department, and, and come back to you with an amended Capital that includes 2021 funding, that's just the parking lots. And then 2022, or even 2023, for the cost of the Golden Hill Drive overlay.

Commissioner Jackson: So yes, Mark, we would estimate the cost of what, what needs to be done, including some patching of the road, by the way, which isn't the full, you know, overlay of the road, but some patching of the road, and some areas in parking lots and driveways that need it. We will put we'll, we'll come up with an estimate of that work. Identify that for the 2021 Capital and delay the rest of it until later years.

Chairwoman Archer: That makes sense. Legislator Litts, you had a couple questions?

Legislator Litts: Well, that was going to be my suggestion is to take the money because this is a five-year plan. And this work will be done in our five-year plan and, and try to break it down to what's going to be done in 2021. What's going to happen in the future, but I think we need to keep it as a complete Capital, as a Capital Project, because when it comes time that the Golden or the old jail property is developed, and they have to kick in money. This is where they're going to kick it, they're going to kick it into this Capital Project line. So, it doesn't get lost in the black hole of the general budget, or whatever. So, it, it needs to be in here, and part of this. So, we should keep it as one Capital Project, and then, and then lay it out over the number of years when each section is going, or each phase is going to kick in in that year.

Commissioner Jackson: Right? We can do that.

Chairwoman Archer: Okay, any other questions? All right let's move on to the guardrail replacement program. Now I have page 68. But I don't think that's correct.

Deputy Commissioner Quesnell: Page 60.

Chairwoman Archer: Thank you. There was an error then in the index. So, could you correct it, Don? I think that's where we picked it up. Thank you. 60. Okay, any questions on this?

Legislator Walter: Yeah.

Chairwoman Archer: Legislator Walter.

Legislator Walter: So, I'm just wondering if there's like, I see you have this, you're, you're equally distributing the budget off all the years. It's very just as needed, I suppose. But is there some priority list? I mean, similar to bridges, where you have the yellow, green and red, but you know, do you have some kind of sense of which ones of these you would need to get to sooner or later?

Commissioner Jackson: Yes, we, we have a list right now, we haven't been able to get to this work in 2020, in part because of COVID, and other contingencies. But this, this work is largely required by automobile accidents, that damaged rail, and so the rail needs to be fixed. It's not a lot in any one year, it's not a lot of money. And it's not a lot of work, but it needs to it needs, it needs to be done. In order to keep up with liability issues. Once the guide rail is damaged and it's not fixed, it represents an increased liability to the county for any subsequent accidents. So, yes, we have a list of, of the of fixes that need to be made that we haven't been able to get to. We would like to move into this type of Capital to do this, because it's repetitive. It's every year.

Chairwoman Archer: And so, do you have, do you have some historical data that says this tends to cover it or you've been tracking it for how long?

Deputy Commissioner Quesnell: We've been painting out of operating within house labor, and this would be a new contract. It costs to come out of Capital. So unfortunately, no, we don't have historical data.

Commissioner Jackson: Yeah, but I mean, Brendan used historical data on how many hours, how many man hours.

Deputy Commissioner Quesnell: Right.

Commissioner Jackson: How much material. So, this is definitely an informed number.

Deputy Commissioner Quesnell: Correct, yes.

Commissioner Jackson: It's not a WAG.

Chairwoman Archer: Okay. Any, any other questions?

And, and, and my bad, Don, it was my error on the page number, your, your index was correct.

Deputy Commissioner Quesnell: Oh it's Burt's index.

Chairwoman Archer: Or Burt's index, okay Burt, sorry about that.

Commissioner Jackson: We weren't going to say anything, Lynn.

Chairwoman Archer: Well, I'm owning it. Thank you, Tom.

Chairwoman Archer: Okay, so the next one is page 63. McKinstry Bridge.

Legislator Bartels.

Legislator Bartels: This is the project I was referencing before; I don't have to go into it. But again, it's, the bridge is already closed. And there are businesses and residents that are affected with, you know, with the detour. And I just, I think, waiting to construct for 2022. And I'm not suggesting that you're dragging your feet. I just, I just think it's a really long time. And I'm urging you to please find a way to shorten this timeline, which would mean needing to move some of this Capital into 2021, in an ideal world.

Deputy Commissioner Quesnell: So. just to give you a heads up, we're coming to you in November for design.

Legislator Bartels: Okay. Thank you.

Deputy Commissioner Quesnell: You're welcome.

Chairwoman Archer: Any other questions on this one?

Deputy Commissioner Quesnell: Nope, sorry. I, Tracey, I believe we're coming to you in December, not November. We're coming for Maltby Hollow in November. My apologies.

Legislator Bartels: That's okay. I mean, it just even that reflects a shortened time. And I know that you hear me on the urgency. And I don't feel this just because it's in my district. It's, it's in any place where we have a bridge that's closed that's affecting people, I think we should be moving to, to get it, get it fixed as quickly as possible or replaced as quickly as possible.

Deputy Executive Rider: And after you and I spoke, Legislator, Bartels, I did talk to Tom, and we are going to try to work with the business to get improved way finder signs so that the detour makes more sense to people and, and hear some of their concerns.

Legislator Bartels: Thank you so much.

Commissioner Jackson: So, one, one update on this Capital, is that it says in the second sentence of the description, that it was posted for a 20-ton load. So, subsequent to the submission of this to the County Executive as a Capital, in August. The State, the State downgraded the weight limit to three tons. And subsequent to that, our own inspection revealed that the decking was coming loose. The decking was part of the superstructure was coming loose from the substructure. And we witnessed very large trucks, including garbage trucks go across this bridge, there was no stopping them. We talked to them, they just, they just don't hear it. So, we had the close it for safety reasons. But we hear you, Tracey and we will move this along as quickly as we can.

Legislator Bartels: Yeah. And I again, I don't I don't want to be misunderstood. I absolutely trust your decisions based on safety. And I'm not calling that into question. I'm not asking that the bridge be reopened while we wait. I'm just saying that if we can, if we can expedite. That would be great.

Chairwoman Archer: Okay, any other questions on this?

Okay, let's move to page 64. The New Paltz Substation Parking Lot.

And this will all be done in house. Correct?

Deputy Commissioner Quesnell: Correct. Yep.

Deputy Executive Rider: It's materials.

Chairwoman Archer: Okay. Any other questions on this one?

Okay. Let's move to Phoenicia Bridge replacement, page 66. Any questions on this one?

Legislator Cahill: How many more bridges are there in Phoenicia? Seems like, it feels like we're replacing bridges and Phoenicia forever, right?

Chairwoman Archer: Any questions on this one?

Legislator Bartels

Legislator Bartels: Just in keeping, so, this bridge is currently open?

Commissioner Jackson: Oh, yes.

Deputy Commissioner Quesnell: Yes.

Legislator Bartels: And, and it's not, we're not anticipating a closure prior to the actual work being done, correct?

Commissioner Jackson: We're, we're not.

Legislator Bartels: Okay.

Commissioner Jackson: But we think we have to get ahead of this in terms of planning. And there's a lot of work to be done, a lot of groundwork to be done in terms of partnering up with stakeholders for grants. We, we think that this is a great opportunity because this is a screen constriction, this bridge, should be both longer and higher. It's already a very long bridge.

I don't think we have the span.

So, we think we need to get out ahead at ahead of this in terms of grants and design. That's why it's got such a long timeline to construction on it.

Legislator Bartels: Can I ask, I mean in the, the project details, it says that if, if funding is received, a consultant will be hired to begin to survey stakeholder outreach and design. What if funding isn't received?

Deputy Commissioner Quesnell: We're still going to have to do it, but we look for grants first, always.

Legislator Bartels: Okay, we're not going to delay?

Commissioner Jackson: Right. No, we won't delay. But we believe that there are grant sources out there for this because of the need to relieve the stream constriction.

Chairwoman Archer: Is this one of those that as a result of the flooding from Irene that requires us to raise this?

Commissioner Jackson: Well, it was damaged,

Chairwoman Archer: Okay.

Commissioner Jackson: from that flooding.

Chairwoman Archer: Okay.

Commissioner Jackson: And, and it no, it does not meet what they call the hundred-year flood. I'm not sure what flood it meets, whether it whether it even meets the 50-year flood. So, it gets damaged from impounding water, and its stream constriction, which isn't good for the stream. So, there are a lot of entities to partner with that have an interest in, in fixing this.

Chairwoman Archer: Okay, any other questions?

Okay, let's move on to page 78, the Broadband Initiative.

Deputy Executive Rider: Sure. So, this is an initiative. This initial year is just to do the feasibility study. But we're looking at getting fixed wireless broadband to areas, there's lots of areas in the county that, that don't have adequate broadband. We're going to seek funding on, on this as well. But this initial 2021 is for a feasibility study.

Chairman Fabiano: I'll get your new heating pad on the way home tomorrow, okay.

Chairwoman Archer: Okay, Legislator Bartels.

Legislator Bartels: I think that I'm, I'm happy to see this with numbers attached to it. This is something that we've been talking about for years. Legislator Archer wrote the initial policy. Now, it's I don't know how many years ago, four or five years ago. I'm wondering, in terms of the 2022 and 2023 estimates, those numbers seem very low. How did you arrive at those that, if that's implementation? How did you, how did you come at those numbers?

Director Weidemann: Marc, I can chime in if

Deputy Executive Rider: Yeah, if you want to jump in, this is a plan, well, its Economic Development. But yeah, Dennis did a lot of these numbers as well.

Director Weidemann: Yep, Dennis has the details. So, if we want to get into the nitty gritty, we can get that from him. But I can just say that based on some experience that we had, for with a pilot program, looking at feasibility of this equipment in Ellenville, which was a small part of the Ellenville million, we found that the equipment costs are really, really low. So, the equipment is cheap, the cost is really in doing the assessment of the towers that you're going to place that equipment on. And then hiring licensed certified contractors to climb those towers and install that equipment. And you know, on that front, it's possible that even DPW, I don't know if you

guys manage some of those contracts for Emergency Services, but we have some experience with that through our Emergency Services in the Emergency Communication System.

Deputy Executive Rider: And I know as we build out our, our towers for our interoperability, which is what Steve Peterson's been working on for several years now. But getting closer and closer to fruition. I know, we were, we were setting up so that those towers could have extra capacity, and have broadband etc., placed on them.

Chairwoman Archer: Legislator Walter.

Legislator Walter: So, you know, it sounds like you have a pretty good sense of where we need these. And this is such a huge need, is there any way we can move this timeline up? I mean, it just sort of seems a shame to wait to 2023 till everyone can have the broadband, especially given that, you know, I mean, even without a feasibility study, I bet you could probably guess exactly where these should go. And there might be, as you have up there, some existing towers that could be worked on. It's just hiring those people to do the job. So, can, is there some way we can have this happen sooner?

Director Weidemann: So, Marc if I can also just chime in that, that I think, you know, part of what takes a while here is that it is complicated work. Because not only, we know where the service need is. But the engineering of looking at the tower loads, and then looking at the, the service areas that can be broadcast from those towers actually is a fairly complicated analysis. And, you know, I think we also have to grapple with who's going to actually operate and maintain a service that actually can be used, that can use this infrastructure to provide broadband service to individual residents or businesses. So, there's a lot of that, but it feels like we wouldn't want to move too quickly to spend a lot of money on equipment, and on installing that equipment, if we don't have a viable path to figuring out how we're going to actually sustain a service provision over that equipment. But I, but I can say that, you know, for one, I think that this should be a priority. And I'm glad to hear you think so too. And, and maybe we can talk internally about whether we can accelerate some of the timelines.

Legislator Walter: Right. At least maybe keep 2020-2021 where it is and,

Director Weidemann: Right.

Legislator Walter: and combine the '23 and '22.

Director Weidemann: Right.

Chairwoman Archer: Legislator Haynes. Sorry.

Legislator Haynes: Just to be clear, so this is not necessarily a study to see what areas lack broadband, correct?

Director Weidemann: Right. That

Deputy Executive Rider: The feasibility of the existing towers and the, the infrastructure.

Legislator Haynes: Okay. Because the Governor just did sign a broadband feasibility and accessibility plan to pass and both the Senate and the Assembly this year, just in July, we signed it. We, like, like Legislator Walter said, we actually we know where the issues are. So, we're not going to go, we're not going to, we're not going to study where we're lacking broadband, correct?

Director Weidemann: Correct. That's, that's been studied a lot over the last few years. So, I think we know pretty well, and where we don't know, the town supervisors generally know. And you can just ask them where the service is lacking. So.

Chairwoman Archer: Legislator Bartels.

Legislator Bartels: Yeah, I just want to follow on Legislator Walter's comment, for what it's worth, and also say that, that I, I strongly support accelerating this in the coming years. Nothing wasteful, but it's just, you know, I think we, you're, you're right, Tim. I mean, we know where these areas are. And COVID has really exposed, in a much greater way, what that lack of accessibility means. I mean, I, I've talked about this before, but I had a friend who lived in an area of Gardiner on, the border of, of Rochester, and did not have, they had no ability to get any broadband. And she would have to drive down the mountain and park on the hairpin turn to you know, reach into work. And they moved because of that. They're still in Ulster County, but the reality is it with COVID with remote learning with remote working, it's just, it's unacceptable to have the haves and the have nots in this regard.

And I think we have to do whatever we can to equalize and make it accessible for all. So, I strongly support that as well. And I will strongly support it moving forward in the Legislature as it relates to, to budget and funding, etc. So, just so you know, that's, that's where I stand too.

Chairwoman Archer: Deputy Rider then Legislator Heppner.

Deputy Executive Rider: Yeah. And so, I think we can expedite where the towers are. I think if you look at the Capital on page 43, which is that interoperability, a bulk of that construction of those towers is in '22. And we need those tower sites for, for this Capital. So, that's a little bit I mean, that's a \$9 million Capital. So, to rush that is a little bit more difficult, but where there are public towers that we can utilize, we can definitely work to get the WIFI, the broadband in those areas.

Chairwoman Archer: Legislator Heppner.

Legislator Heppner: Yeah, I just you know, wanted to add on, again, you know, per what's been said. I know Chairwoman Archer; this is something you've been talking about for a long time. But you know, and I think that's a great idea because, you know, in my district, for example, it's not just you know, the Silver Hollow, the Shady, the Hamlet is Shady and, you know, those more rural parts of my district, that where there was existing infrastructure, those towers might not exist. It's also, in my district in West Hurley, right off of 28, where there's folks and people that have moved here that want to bring small businesses here, literally can't get a service from Time

Warner, or Spectrum now, to their house. So, especially like in the short term, like Legislator Walter said, I think this is something, and Tim said, in speaking. The locations are known, I can, if you call me up Tim, I can tell you right what roads in West Hurley can't get a service to them without spending an astronomical amount of money to a private company. I think this is something that if we can expediate, we absolutely should, without hesitation.

Chairwoman Archer: Anybody else?

Well I will chime in only because it's been a topic on my list for a long time and I think what we're learning in this whole thing is that the technology is evolving because what's happening is 5G is allowing wireless to be more efficient and effective than it had in the past. And so, the last mile, mid-mile issues, to get wired to a home where, where the challenge is. But 5G brings something else and with it some opposition, as well. But it is going to be a challenge. And the sooner we can get this out there I think the better off. Everyone seems to have the cell phone. And even for the lower income families that are struggling to have wired internet, at least having some source of contact and, and access to the, the wider world is important.

So, yes, this is an initiative. In fact, Pat and I spoke about it with your service center. And I'm sure you experienced in your service center, what people were lacking in the way of internet access. So, we have more information, we should expedite it. I know, it's probably aligned with the Empire State Initiative around 5G, which is probably what is slowing this down a little bit. But whatever we can do, this is long incoming. It has been, you know, on our radar for many years. And there's still a lot of folks that don't have access, and it does impact our ability to compete. So, I think it's really, really important. That's my two cents. Thank you.

All right. Let's go to

Legislator Cahill: Hello.

Chairwoman Archer: Yeah. Oh, Brian, I'm sorry, I didn't see you raise your hand.

Legislator Cahill: That's okay. I just want to let you guys know, I think Tracey might be the only one who was around then, Patricia Doxsey may have been around then. But in 2006, when I was in the Legislature last time, we proposed this very thing to try and get broadband access to the parts of the county at the time, it wasn't broadband, it was internet access, basically, right. To parts to the county that where it wasn't available. So, talk about a long time coming. I mean, I, I can't agree more with that. And I'm just very glad that we're going to hopefully take some action on this. And really, you know, service the parts of the county that really need it, because there are a lot of them. Thanks.

Chairwoman Archer: Thanks, Brian. Okay, anybody else? All right let's move on to page 79 Community Development Program.

Marc, you want to kind of give us some insight into this or whoever? I don't know who this falls under.

Deputy Executive Rider: Yes, I mean, Evelyn and I have, have worked on this, but I'll let Evelyn kind of kick it off.

Deputy Executive Wright: Yeah so this is a renaming and a broadening of what used to be called the Shovel Ready, program. So that was a program that would provide county matching funds for economic development purposes, this is just broadening that to include other community development purposes, including housing and health related facilities and other public services. So, this is the same idea that a, a community can propose a project that would get county matching funds for any of those public purposes, subject to the, the criteria that it has to be for a public county purpose, and that the county, of course has to be able to take a property interest in it.

Part of this is, is that the industrial development purpose of the old Shovel Ready Program had some state authorizing legislation. We talked about this briefly in the Economic Development Committee earlier this year in talking about housing strategies, specifically, that we may want to early next year, go back to the state to update that authorizing legislation. So, that we can expand that to community development purposes. That would let us do things like water and sewer for facilitating the building of, of housing.

Chairwoman Archer: Okay, any questions? Legislator Bartels

Legislator Bartels: Yeah, I mean, I'm going to, I feel I, my questions are more than I can totally formulate, right this minute. I feel like I'm going to have to follow up both in understanding what getting rid of the Shovel Ready Program, as was previously described is. And, and this, I mean, this right now sounds a little bit like what was proposed under the previous administration. And I forgot what it was called, but it was, it was a million dollars annually to go as, he didn't, he didn't call it community grants, but it was a community share. And in fact, when the previous administration, when the previous Exec left office, there were a whole lot of confused promises out there. Different communities that that said, "Oh, but, you know, we were going to get a parking lot, and we were going to get lights, and we were going to get this."

And I just, I want to understand one, how, this talks about priority, but how would be the process be in determining which projects would, if there were multiple applicants, how would how would one be chosen over another? How would geographic distribution be determined, you know, determined and insured?

And also, I just, putting it out there right now I have concern about putting in a million dollar Capital project, on a regular basis, starting in this year, in this financial time, when, you know, just 30 minutes ago, we were talking about failing bridges and other challenges. And I have said this before, on other subjects, I, I really am concerned that 2022, in particular, is going to be much worse than the 2021 budget. And so, I'm, I'm just not sure about this yet. And I'm going to, I'm going to need to really get a very clear understanding of what this is before I would approve, either the Capital, or a million dollars in the budget this year.

Chairwoman Archer: Legislator Walter.

Legislator Walter: Yeah, so I guess, you know, I see that it says that the definition is economic activity defined as job creation. That feels, sounds like a PILOT to me. And whether it's called a PILOT or not, Is there a kind of claw back plan? Like if, so, one is, is that is that accurate, that these are only those activities that would lead to job creation? And then what kind of mechanism would ensure that those promised jobs are actually, actually occurring? And what happens if they don't?

Deputy Executive Wright: So, so that was the old, the old Shovel Ready authorizing legislation that that sentence is referring to. So, that authorizing legislation allowed, for example, the county to do water and sewer infrastructure construction for a site that would then have job producing activity happening on it. So, that was the, the industrial purpose that we have the, the authorizing legislation for. So, if we go back to the state to broaden that, to allow us to also do that for other community development purposes, such as housing, that's one way that we can help lower the cost of building housing in the county.

Legislator Walter: So specifically, housing is the only other expansion?

Deputy Executive Wright: No. There are other public purposes. So, health and childcare are called out as examples here. The language that that Dennis suggested using is broadening "industrial development," which is what we have authority for now, to "industrial and community development."

Legislator Walter: But not fund, just to be clear, I'm sorry, because it says on the top, not open space, recreation or transportation.

Deputy Executive Wright: Because those are covered under other capital programs.

Legislator Walter: So, the whole job part, might not be a necessary element. There'll be some other kind of expectation.

Deputy Executive Wright: That's right.

Chairwoman Archer: And have you started to formulate some of that criteria and what specific language you're going to appeal to the state to change?

Deputy Executive Wright: No, we have not, that's something we'd work on with the committee.

Chairwoman Archer: Okay, and Manna, did you have a, did you have a question?

Legislator Greene: Yes. I think this is another example of how sustainability criteria need to be added. And we did have a very brief but beneficial meeting with IDA. It was mostly on solid waste, but they had the idea that their matrix could be revised to give more points. But if this is sort of a parallel program, I really believe we need to make sure that sustainability criteria are included. About 20 years ago, I said to Maurice Hinchey, Maurice, when he was still in the Assembly, any state funding should have sustainability criteria attached to it. And he said

something like, Manna, I've been pushing for sustainability criteria since before you were born. Just a little bit of an exaggeration.

But you know, I feel like a broken record, but I'm not going to give up. It's really critical if we're putting funding to commercial ventures, to construction, to housing. That, that it be very clear, that there is sustainability criteria attached to that. It's not just about jobs. It's not just about development. So, you know, I, I would like to know what you're doing in that regard.

Chairwoman Archer: Deputy Wright. Do you have a response on that?

Deputy Executive Wright: Yeah, I think, I think those are all good suggestions. This is something that, you know, really the County Executive asked us to look at broadening this and especially in line with facilitating housing. So, this is a, a recent addition to the Capital Program. And I think you know, all of your suggestions about what needs to be built into the process and the criteria are, are really valuable ones. I'll just say that. You know, in regard to Legislator Bartels comment previously, this is not eliminating the Shovel Ready Program. It's really a broadening of it. And I think, you know, that program has been under subscribed. So, you know, certainly we should look at and I'm not familiar with the history that you mentioned. But you know, what's been done in the past and, and what we can learn from that in putting together the process for applying for and selecting projects for this. So, all, all good suggestions.

Chairwoman Archer: Legislator, Bartels.

Legislator Bartels: Again, I mean, I feel like a little bit like I'm a broken record this year. And it's kind of counter to my natural, optimistic personality, trying to see the bright side of things on a regular basis. I mean, I have been called a Pollyanna. But I'm not going to sound like one right now.

Right now, we're in the process of being asked to utilize the Tax Stabilization Fund, we're drawing down our full contingency, we're heading into a budget that's very tight. And this is a million dollars going out to projects outside the county, when we're also discussing whether or not we have enough for bridges. And we just heard from the Commissioner that we probably don't. So, I just think that maybe this isn't the time. Like we can have the academic conversation about this. But I don't know that I am prepared to support a million dollars in this budget for this. As a, as a, as a theoretical conversation for down the road when the county's in a better position. I just, I really do worry about where we're headed, and, and the terrible struggle that our residents are going to be feeling.

And I know that that's a tough balance, because we want to support development and support projects that will help get people back on their feet. But I just don't know that we're there yet. Or that I'm there to support a million dollars in this fund. And I haven't seen it in the budget, I'm assume, is it in Economic, is it in the Economic Development line? Where is this million dollars as a Capital, it's not in the budget at all?

Commissioner Gulnick: It's just part of

Deputy Executive Wright: Just in the Capital Program.

Commissioner Gulnick: It's just part of the Capital Program, Tracey.

Legislator Bartels: That's it. Okay.

Chairwoman Archer: Okay, any other comments on this one? Okay, let's move to page 82, Enterprise West Redevelopment.

Director Weidemann: I'd love to share my screen. I think Evelyn and I; we're going to walk you through a quick presentation to give you a little bit more detail on this. Can somebody enable that? Is that okay?

Amber Feaster: I can share my screen with your presentation.

Director Weidemann: Perfect.

Amber Feaster: Okay.

Director Weidemann: As that comes up, I think Evelyn will walk you through an overview of kind of the, the effort to date on the formerly known as Tech City property, which the project is renaming for at least the time being, Enterprise West Redevelopment Project, not very sexy, but it kind of gets the point across I think. So, and then I'll dive into the Capital Project and kind of explain a little bit more detail about what's in those numbers and why we think it's important.

Deputy Executive Wright: Yes, so, in in the presentation, we start by, by sharing some of the, the same information that we shared in the presentation on the Legislative Leadership call. I think this was back in late August. I know several of you were not able to be there and, and wished to be and we haven't found another time to, to, to give that presentation to others. That may be something we want to talk about with the with, with the Economic Development Committee if that's a good venue for it later in the year. But we just wanted to share a little information when the slides come up about where we are with the overall property, and the, the vision, and some of the fact finding that we've done. And the vision for what we have there.

Amber Feaster: Okay, we're just working out some technical difficulties.

Natalie Kelder: Sorry, we weren't the host. Tim, you should be able to share your screen now.

Director Weidemann: Yep, I'm going to do it now.

Natalie Kelder: Okay, thank you.

Director Weidemann: Thank you. Great. Evelyn, I'll forward as you go.

Deputy Executive Wright: Alright, so yes, Tim mentioned, the, the site formerly known as Tech City, we're going to get away from using that name. And, Tim, if you want to go to the first

slide. So, you know, I, and I think several of you alluded to this in some of the budget discussions last week. It's, it's really important that we take, take the time to vision, the revitalization of this entire site. And, and I think what we're coming to is, is that it's really the time to start thinking about transforming this site back into the jewel of the Ulster County economy that we know that it can be. In, in talking with folks about this site, I think everybody is envisioning some kind of live/work/play mix. And there's a lot to figure out in terms of what exactly that mix looks like. But we all have the intuition that this, you know, given its location, its bones, that this can really be a site that can attract residents, visitors and a, a real range of companies that are offering up high quality jobs and a lot of different areas.

So on the next slide, the, the map that you're looking at here, has the, the various parcels that the site is broken up to color coded in terms of ownership status, and, and tax delinquency status.

So the, the parcels that are in orange, here are the parcels that the county owns. And the one in the middle that Tim is pointing to, that's the parcel with the buildings that we often call the Bank of America buildings, along with their parking lot, which the county took possession of finally, this past spring in foreclosure.

Along with to the left there, that's a 57-acre open parcel that stretches down to the Esopus.

On the East Campus, the various buildings are in, in different stages of tax delinquency. And so, we have a multi-year process unfolding on the East Campus in terms of the county being able to gain control of those properties and get them back into reuse.

So, on the next slide, you know, I, I think it's really important that we get clear about what's held the site back over time. Because we find in the community really widespread and largely inaccurate perception that there are insurmountable environmental barriers left over from IBM.

And when we look into the history, a big portion of the problem is just that Ginsburg's various LLCs have not been able to close deals over the last 20 years. And in talking with some of the regional economic development organizations, including ESD, there's a sense of Tech City fatigue, that they just don't even want to hear about Tech City anymore, because there have been so many failed details, and so many failed deals over time.

But we know that this remains a really highly attractive site. And so, we really need to change the narrative within the community, and then within the broader economic development community about the site, and really create some momentum around it. And that's what we're trying to do with the west campus buildings.

Just to mention briefly, the environmental situation, I'm happy to talk with anybody more about this offline. But you know, we've had some extensive conversations with the DEC about where they are with IBM on this and been through all of their documentation.

There's a long-term management process that's going on with IBM, where they've detailed all the, all the various issues on the site, and an IBM management plan for all of them. And so, those groundwater issues are largely manageable. There are procedures around who you have to notify

and what you have to monitor if you're going to dig on the site. But really, those are, are manageable.

The bigger issues are the issues that Ginsburg has created with his asbestos handling. And we're working with EPA on remediating those and holding Ginsburg accountable for that. But the very good news is that the west campus buildings that the county owns, have minimal to no environmental issues and are really ready to reuse.

So, just briefly, 2019 was the foreclosure process. Once we got the deed in November, we got in there and did a first assessment of the buildings and found out, to our surprise and relief, that the buildings were really well winterized. In contrast to the East Campus buildings, the asbestos was correctly mitigated, and the buildings are in really surprisingly good shape.

The legal wrangling with Ginsburg went on until April. And then in May, when we had, you know, final possession, then we began the, the work to separate the electricity and gas from the East Campus, that work is now complete. And we spent the summer doing an informal consultation and feasibility assessment to, to get a sense of both what we could use those buildings for, but also really what the market conditions are in the environment that we're in.

And so, we talked with folks across the commercial realty space, regional economic development professionals, talked with architecture and development communities, agencies, including not just the DEC and ESD, but also HVEDC, and then talking with various groups of folks that are looking for space. Folks at Bard and SUNY New Paltz, folks in the arts and music community, businesses that are looking for space and community groups, to try to get some sense, again, of, of what the market for this space looks like right now.

And so, the takeaways that we took from those conversations is that there really is a significant market opportunity right now for adaptive reuse of those buildings. And I say reuse because the demand for large scale office space right now is, of course, very low. But there's a high demand for flexible manufacturing space, light industrial uses, maker space. And other uses given as we know, the flight of folks looking to get out of high-density areas and up into areas like this.

And so, you know, what we're thinking is that we have an opportunity here to, to, to generate some activity here. Get some paying tenants in with a mix of uses. Potentially tenants that that may be looking to relocate up here and would like a, a short-term kind of landing pad space, while they look for their forever space, which may be in that building, or maybe across the street. When those facilities become available or elsewhere in the county.

We're also hearing a lot from the arts and music community that they're having a hard time finding affordable space, getting priced out of space that they currently have in the area. And so, we're looking at a phased approach with mixed uses of, of tenants across that sort of arts, manufacturing, and, and maker, maker economy. And using those, those existing buildings as a way to start bringing in revenues, and also building momentum and changing the narrative about the site.

With the idea that the county will, in the short term, retain oversight of the property, you know, potentially surplusing the property to a local development corporation, to actually own it and manage it. And then partner with providers to, to help us with marketing the property, managing the property. And you know, enlisting other sources of capital. An LDC would enable us to apply for grants to do some of the more renovations of the space.

So, that's what we're looking at as a way forward, in the short term, for that property. And then in the long term, you know, seeing how that approach goes and whether the, the county wants to, or the LDC wants to sell the property, you know, to a developer with a developer's agreement in place to, to continue that kind of mixed use development there, or how the market conditions change over time.

So, I'll let Tim take over here and talk about the, the condition of the buildings and then get into the Capital Program.

Director Weidemann: Thanks Evelyn. And I'll try to be quick, I know everybody's tired. And I want to give a shout out to Tom and Don and the DPW team who have helped so much in kind of thinking through the condition of the building, and what's going to be needed to bring it up to usable condition.

So, first thing for those that aren't familiar, it's about 400,000 square feet in three interconnected buildings. Mostly large open rooms. These were cubicle rooms, with sometimes hundreds of cubicles per room. In fact, the room at the bottom here I think might have had more than hundreds, up to 1,000.

And overall, as Evelyn pointed out, it's, it's in surprisingly good condition. I think my perception, even, was that all of Tech City was you know a mess and everything was ready to fall down.

These buildings were largely renovated with new building systems and a new roof in 2005, when the Bank of America and their subcontractors were in there doing tax filings. It has working loading docks, in a freight elevator. It is established on a fiber connection that brings it to the high bandwidth backhaul network along the Thruway. It has as lots of egress and ingress so that it can be effectively subdivided into separate spaces.

We worked through a feasibility study process with Scott Dutton of Dutton Architecture. And partly because I think, as we thought about the future of this building, and I'll talk about this, very briefly at the end, there's a lot of lessons that have been learned by Scott in his redevelopment of the Fuller building in Midtown, which has kind of suggested a pent up demand for the kinds of spaces that we think could be accommodated in, in this building.

So, we looked at the building codes, and allowable uses under zoning, and then identified the potential to subdivide and separate the building into separate leasable areas. The ground floor obviously is attractive for heavier uses, manufacturing uses, and could easily be separated into spaces ranging from 1,000 to up to 30,000 square feet. All of the walls are movable, there's

pillars with 24 on 24, spacing, 24 feet between the pillars. And those are the only structural elements in the, in the building.

And the upper floors are also suitable for some heavier uses. They have load bearing floors that can sustain some weight, but seemed more appropriate for things like office, education, studio, research space.

We've been working through DPW and Buildings and Grounds to kind of assess the condition of the building. And as you know, in the Spring, we had some discussion about getting the building ready for a potential emergency use. I know that that's a subject that we've kind of beat to death. So, I won't, I won't belabor it. But the effect of that was to separate the utilities, the natural gas and the electricity off of the main campus of Tech City. Which was an obvious important first step if we're going to do anything with this property.

And so, in the end, what we've assessed is that building 101, which is the southernmost building, this two-story building, 66,000 square feet per floor, is mostly ready for occupancy. And so, the first phase of the Capital Program, Capital Project that we proposed, is really to get that building in a condition where it can be maintained without further deterioration through the winter and be initially ready for minimal occupancy standards.

So, that if we decide, collectively with you all, what the path for it is, we can be ready to seize opportunities that we know are out there immediately and hopefully will continue to be out there as we progress into the, the Winter and Spring and into next year.

The other two buildings, which really kind of looked like one building, if you look at it aerially, are, are in, have a bit more to go in terms of getting the building systems up and running. The heat, and the cooling and the, and the ventilation are going to require more work. But those are kind of mothballed at this point, and ready to do that work when the time comes. And you can see the kind of basic stats of those buildings there.

This is just a snapshot of the Capital Project that you guys have already seen. You know, I think it's really important to just frame it though, as you know, we took seriously the entirely reasonable requests that you guys put forward of, you know, before we start spending real money, lots more real money, on a, on a building like this, we want to have a sense of what the long term picture here is. And so, we put together that long term picture.

I think March has got a question. She's waving her hand.

Comptroller Gallagher: Yeah, if you don't mind, the \$399K of prior years that was spent here. That does not match the, the year to date that was given out, you know, in the last report, and is that because this is anticipated another, you know, \$99,000 this year? Could you just fill us in on that.

Director Weidemann: Yeah, I'll explain that, I'm going to come to that in a second here.

Comptroller Gallagher: Okay, thank you.

Director Weidemann: It's my next slide. I'll get to that specifically on one of the subsequent slides, but good point.

So, I want to just kind of give, it's a complex Capital Project that when we dig past the kind of basic numbers that are in the Capital Project sheets that we fill out for these things, there's a lot going on, so I wanted to try to unpack it for you.

So, the thing that I think you're pointing out March is that we have spent already. Actually, it's slightly more than this number \$283,500. We're expecting \$60,000 in rebates from Central Hudson for the gas and electric work once we activate the gas, so that'll be net of that rebate. That's been spent that was spent earlier in the year.

I see Tracey has a question.

Legislator Bartels: Just on that. That's a rebate. I didn't understand that it was a rebate on the work. I understood that they were going to give basically not charge us for the electric.

Chairwoman Archer: Gas.

Legislator Bartels: A rebate us for the gas.

Marc Rider: For gas.

Chairwoman Archer: It's a gas rebate. It's a gas rebate.

Legislator Bartels: Right? So, we're not going to get charged for gas usage versus

Chairwoman Archer: So we've already outlaid \$343.5K

Director Weidemann: So that's with that \$60K added back in. Yeah, we, yeah. Okay. Is Tom, that's your understanding too Tom or Don? Do you guys know?

Deputy Commissioner Quesnell: Yes.

Deputy Executive Rider: We will get a rebate in the gas purchase, over time.

Chairwoman Archer: Yes.

Director Weidemann: So you know, let's, let's, let's consider that, you know cost that we should add that \$60K back into paint the full picture, but understand that there is a rebate that we can claim through the gas bills on the, on the building.

So, so the \$399K that we're proposing as prior years, in this Capital Project, is really, to you all new spending in 2020. So, this is the next phase of the project.

Chairwoman Archer: This is the November resolution?

Director Weidemann: This is a resolution we're working on to get to you in November, I think it's ready, almost ready to come to you. So, it'll be in by the deadline. And so, you'll see that we've kind of spelled out what that includes. And, and it's really about energizing the building, 201, that Southern building that 66,000 per square feet, two floors. Really to protect it now that we've got sprinklers in there. And we've started to kind of get the building systems already. We don't want that going into a deep freeze over the winter. And so, this will allow us to energize it get the boiler on to keep it at minimal operating temperature and allow us to do the minor fixes and, and enhancements that are needed to bring it up to kind of basic minimum occupancy standards. Which really, ultimately at this stage is just to allow us for temporary occupancy to bring potential interested tenants into the building and show them the building. That's really the goal here.

We have quotes in hand, thanks to the work of DPW and Buildings and Grounds for 99% of this work, feel really confident in the budget estimates that we've put together for that part of it. And then the red line there is meant to delineate that this is kind of the the only thing that I think we're going to come to without a further conversation about disposition of the property.

Because ultimately, we understand that the rest of these dollar amounts are large in a financially constrained environment. And I think, all along have thought, that there are, as Evelyn pointed, out other partners that can be brought into the mix when it comes to the capital stack necessary to get the building fully up and running and get the taller building, the four-story building up and running as well.

And so, you know, I think we see this is something and I'd have detailed slides on this that I'll breeze through fairly quickly. But most of the rest of this we see is something that we would partner with other agencies to seek grant funding for, for these dollar amounts.

So, you've got a quick summary there. And I won't, given the lateness of the hour, I won't spend a lot of time on these slides. But I think I've set this around to the clerk's and they can share it with the members. So, you have a little bit more detailed breakout to review if you have questions.

So, again, this is the work completed in early 2020. I'll add back in that \$60,000 that I netted out so that we see this as a correct number. But that's that that work and describing some of the things that were included in that.

And then this is the next phase that we're coming to you for a Capital Project in November, breaking it out. So, you can see that a lot of the work is in the, the HVAC systems, the boilers, the chillers and controls for the heating and air conditioning and ventilation. Some work on the life safety and security of the building. And then the initial stuff that's needed to make sure that the building is operational for when we are taking potential tenants through it and talking about occupancy of the building longer term.

We've phased out in a later phase, the telecom and IT work that we need to happen knowing that at this point, without a real tenant, it's premature to do that. But it is something that once there are tenants in there, the building was designed obviously for one single tenant. And so, all of the IT infrastructure is built for one single tenant. And so, this is a cost that will be in there to separate that out into a multi-tenant environment so that we can serve multiple tenants with different IT needs.

And then the final phase, which is actually way out in the project timeline is some window repairs. Ideally, if we can secure the funding, we'd love to replace the windows if there's an opportunity to do that. These are single pane windows in this building. And so, it's an energy efficiency issue. But at minimal there's window tinting and some repairs on the on the gussets on the window that need to be done.

So, that's, that's all for Building 201. And so we've separated that out so that you can see that Southern building which is really the closest to ready to occupy, we have a series of steps starting with a first phase this year with a Capital Project for about \$400,000 that gets it ready to show to tenants and ready to start working on fit out for those tenants if we find somebody that's ready to take occupancy and then getting all the way through to kind of the final stuff that we anticipate needing for that building to be fully, fully satisfied. And then

Chairwoman Archer: Tim, are we going to get a copy of the last couple of slides, beginning with the phasing of the Capital Project?

Director Weidemann: Yep, all of this, including this,

Chairwoman Archer: Okay.

Director Weidemann: which I think is maybe the most helpful.

Chairwoman Archer: Starting there. Yeah.

Director Weidemann: You'll get all this. Yep.

Chairwoman Archer: Okay, thank you.

Director Weidemann: So, then the, the last few are just taking the same approach, walking through the phases for buildings, 202, and 203, which are the other, other parts of the complex. And in these in particular, we think that there's a need to go through a kind of design phase of the project with building 201. It was pretty clear what needed to be done and DPW Buildings and Grounds had the, the knowledge and where with all to identify the needs.

But I think as we get into the taller building, a little bit more complexity. And also, we're hoping, as it'll be a little bit later in the timeline, that there may be more sophisticated tenants that might need more from the building. And so, having an engineering and architectural phase, we'll make sure that we can accomplish all that.

And then we already have estimates for a lot of these figures, one of the big ones is that we know that we need a fire pump system. The fire sprinklers on the third and fourth floor, there's not enough pressure with the gravity feeds. So, we need a pump. There's a pump over on the east side of the campus, that's probably an old, old in disrepair. And also, it's not on right now county on property. So, it seems wise to budget to replace that pump. So, we can provide fire suppression in the rest of the building.

And then similarly with the IT and telecom once we move towards occupation of the buildings 202 and 203, need to think about the multi-tenant setup there.

There's, there's actually even more that I won't go into, but you guys, I'll send the whole slide deck over, there's some more about kind of the, the assessment and the feasibility study that we did. And I in particular mentioned the Fuller Building. So, just kind of as a, as a model, and I think one of the indicators that there's pent up demand is the rapid, the rapid way that that filled up with tenants that I think are very similar to the kinds of tenants that we can potentially attract at Tech City.

Chairwoman Archer: So just for, the Fuller Building was all pre-COVID, correct?

Director Weidemann: Yep, it was all pre-COVID.

Chairwoman Archer: So, so none of this. I mean, I, I think, you know, I know you've had general conversations with the folks out in the community. But I mean, given the fact that commercial real estate is almost nonexistent to some degree. I'm, I'm not quite sure how you think you're going to fill up a building in the next year, given COVID. So, if you could share a little bit what your thought process is, or what you're hearing, or what you know, that we don't?

Director Weidemann: Well, I know that we've had lots of expressions of interest. And I think it is obviously it's a, it's a tricky time. It's hard to predict the way things are going to play out in the next couple years. But I think when we see the housing market doing what it's doing in our communities, right now, we've seen this before. And we know what comes next after these kind of bubbles in our housing market. And that's often that people are choosing to be here, and then they're choosing to work here. And that's often them either with their small businesses relocating out of the city, or if they're freelancers, or, you know, or what have you.

And so, I think that we expect and I think that this is something we can continue to evaluate, but I think we, we see signs, that despite the weakness in the commercial market, right now, there is a niche that needs this space, mostly in that kind of maker and manufacturing. Which, you know, we have seen as resilient, even in the face of COVID-19. One of the things that I think helped us get through the first phase of the of the pandemic, was the resilience of our local small-scale manufacturers. And so, I think that there's still, there's still a need there, and, and we're hearing that need expressed. So.

Chairwoman Archer: And do you see, I can't see raised hands, could we take the presentation off so I can make sure folks are able to. There we go. Okay.

Comptroller Gallagher. Oh sorry.

Comptroller Gallagher: Could you speak, I'm sorry. Could you speak to the ceiling height on the first floor of 201? I, the reason I ask, you guys are saying a lot. You are saying the word manufacturer and most manufacturers need extensive ceiling height. And I'm, I'm not clear on this building. And then also, you know, has there been a market study of manufacturing need, or maker need, more than just anecdotally? It seems like maybe there was. So, I'm just curious, thanks.

Director Weidemann: So, the first question. Ceiling heights are 14 feet, there are some parts of the building where that is obstructed even at 12 feet by building systems. And so, there is, there is a limit there. And I think that acknowledging that there are still some tenants that we've had conversations with where that's not a problem, and so it is going to limit that.

I think the, I'll, I'll admit, that right now, a lot of the interest is anecdotal. What we're, you know, what we're talking about here, just to be clear, is, is a kind of bootstrap approach is the best way that I can describe it. Where we acknowledge that we don't have 10s of millions of dollars to pour into the site to get it fully ready for. Well, to do all of the assessments, to determine what the right market is and then to build to suit to that market. And instead, I think what we see here is an opportunity to tap into, you know, kind of the anecdotal demand that we're hearing. And to use that as kind of a first stage of revitalizing the site.

Chairwoman Archer: Legislator Walter, Greene, then Bartels,

Legislator Walter: Thanks. So, a few things. So one is, sort of just to repeat on what Comptroller Gallagher spoke of. When we have a building, zero place that's opening, that's going to be done in December. And while the housing is all completely full, he's having a lot of trouble getting people to, in the business part of it right now. Relatedly, I saw nothing about sustainability, solar, geothermal, or anything like that. And relatedly, I'm not seeing the, the continuous, and maybe I'm just missing it, because it is a lot of pages. But like the fuel cost. So, you have the cost of like a boiler, but what it, I would imagine, quite expensive to heat these buildings for this time, and is that incorporated in these costs? The fuel costs, right?

Director Weidemann: Right.

Chairwoman Archer: So, operating expenses, right?

Director Weidemann: Yes.

Deputy Commissioner Quesnell: I can speak to operating if you want, Tim. So.

Director Weidemann: Yeah, I was going to take that backwards. So, Don, start with the operating.

Deputy Commissioner Quesnell: So, for 2021, the current operating budget is, it's budgeted for a not in use building. The intent being that if we get somebody to come in to lease it, we would

then come to the legislature to ask for an amendment to the budget increase funds for both revenues and expenses. So, the budget would go up, but there would be no county cost is the theory

Legislator Walter: So, you said that you needed it all heated and nice, so that you can show people around. So.

Deputy Commissioner Quesnell: Right.

Director Weidemann: There is a minimal operating budget in DPW's budget, which is enough to keep it at a low temperature to keep the pipes from freezing and everything. But as Don says, if we're going to have a tenant and actually suit have it 68 degrees or something, there would be an extra utility cost above what's budgeted in DPW right now. And we would turn around and pass that cost on to any tenant.

Legislator Walter: I just

Deputy Commissioner Quesnell: And I just saw, you know, the numbers, we got in our operating, we contacted Central Hudson, figured out what they would bill for their vacant use. So, why they are estimates, we think they're accurate estimates. Can I say it's a guarantee of what the number will be? Not until we have our own historical data.

Legislator Bartels: What is the number? Did I miss the number?

Deputy Commissioner Quesnell: Oh, shoot, I'm sorry, I don't remember off the top of my head, I want to say between \$100K and \$150,000.

Legislator Bartels: Okay, thank you.

Deputy Executive Rider: And Don, do we have we had any operating costs, other than the spreadsheet you provided to the Ways and Means yesterday? I know that was brought up in Ways and Means. Are we yet paying electric or gas?

Deputy Commissioner Quesnell: We got the first utility bill actually two days ago. About \$13,000.

Deputy Executive Rider: Okay, so we have not paid that yet?

Deputy Commissioner Quesnell: It's in the process of being paid. But yes, it's not paid yet.

Legislator Bartels: How long was that for? I'm sorry to interrupt.

Deputy Commissioner Quesnell: Typically, utility bills are about a month.

Legislator Bartels: But then how do you arrive at, wouldn't, wouldn't you be somewhere at minimum in the \$150 range? And that's not even with winter. So.

Deputy Commissioner Quesnell: Right. So, let me, let me get the full number for you, Tracey.

Legislator Walter: And that's electric. That's not oil.

Director Weidemann: Yeah, this is on, this on natural gas. And Don, I have a higher number in my head from what we were estimating, but I'll let you look it up.

Deputy Commissioner Quesnell: Yeah, I might be misquoting myself. So yeah.

Legislator Walter: All right. So that might be helpful to have. But Tim, can you do the other two?

Director Weidemann: Yeah. Can you remind me? I'm sorry.

Legislator Walter: So, well, one of them was not really question. It was just reiterating the problem of, of renting to business right now, but the efforts towards sustainability.

Director Weidemann: Ah, well, yeah, I mean, I'll say that what we've tried to outline here is minimal cost to get it up to occupancy standards. That doesn't mean that we aren't equally excited about the idea of this being a potential demonstration project of good building efficiency and renewable energy generation, we've actually been exploring a couple of programs through NYSERDA that may be avenues to pursue in order to use this site as a demonstration for solar or other renewable or for building efficiency projects. But we just we recognize that those aren't, those aren't the projects that we think are the minimal need in order to get the building up for occupancy. And so, anything there would be something that we come back and talk with you all about a grant application and get approval for that or something like, along those lines.

Deputy Commissioner Quesnell: So just, we have \$150,000 for gas and electricity and \$75,000, in addition, for basic building maintenance throughout the year. Legislator Archer, if you're talking, you're muted.

Chairwoman Archer: Thank you.

Deputy Commissioner Quesnell: You're welcome.

Chairwoman Archer: Just so, as we're before we move on from expenses, the monthly report that you provide us is only for invoicing to date. We really need an understanding of what's the ongoing expenses of operating this building. So, on a go forward basis, we'd like it broken down by gas, electric, so just the operating costs of having the building open, whether there's someone in there or not. But in addition to some of the projects that have been done to date, and what is being proposed for the future, so we have a full picture. And, and, and if in fact there's DPW staff that is doing work in that, we should understand that as well.

Deputy Commissioner Quesnell: So, just to give you full clarity, that the information that I've given you so far is, I would say atypical of operating expense. And that it's, it's work being done

to get the building up to snuff, like Tim saying bootstrap work. And then what you're quoting, in addition, is the utility work, which wouldn't, that wouldn't fall into that same column.

Chairwoman Archer: Yeah, no, I want to know what the ongoing cost of taking that out of mothballs, and putting it online, and what it's costing us every month. And, and so, we can look at and anticipate what additional expenses.

When we started down this path, let's be clear, it was only supposed to be... it was going to be under \$200,000. And at this juncture, you know, by the end of this year, we'll be close to \$600K, 700,000 and, and another \$500K being projected for next year. So, I mean, it's gone from, we're just getting the building up and running and getting some independence with regard to electric and gas. And now we've got a building that is being put online. And so, in addition to getting it to that stage, we also have, you know, monthly operating expenses. So, we should, we should be looking at all of that in the context of what you provide us on a monthly basis.

Deputy Commissioner Quesnell: Understood. And just to give you guys a little clarity, there was a new building division established in the Buildings Department.

Chairwoman Archer: Okay.

Deputy Commissioner Quesnell: 1228, which is West Enterprise Drive, that'll have the numbers for your typical, if you run the budget report, it'll show the 2225

Chairwoman Archer: It will show, okay, that's excellent.

Deputy Commissioner Quesnell: What's broken down into that. So, it's, it's only seven things right now, just so you know. it's building maintenance supplies, gas and electricity, air conditioning maintenance, pest control, security alarm maintenance, water usage, and other building maintenance and repair. Which is for all of our buildings, that's the catch all if something happens and we need an emergency repair, that's what we pay out of.

Chairwoman Archer: So, that would be our ongoing monthly expense in 1228.

Deputy Commissioner Quesnell: If the building is vacant, the 225 broken down into those seven categories. Exactly.

Chairwoman Archer: Okay, great. Thank you. Now, Legislator Greene you had a question.

Legislator Greene: I had a few comments. I raised my hand early in the presentation. And I'll start with that, and I'll work to very specific comments on sustainability. And it's it has to do with the dismissing of toxicity on the site as mainly poor handling of asbestos, on the primarily east side of Enterprise Drive, I guess. And my understanding is that there were VOCs in the groundwater and that the toxicity, they also, you know, they used a lot of solvents, and so forth. And that it was more than just asbestos. And I have seen some maps of that.

Relative to that, my thought for this site, and I've raised this a few times, is to think of it as a recycling reuse industrial park primarily because I'm not yet convinced that it's suitable for housing. I will take your word, for the time being, you know, that all of that's been checked out. And I certainly support, you know, multi-use. I am concerned that we have a lot of vacant space at malls and other places that. I'm not sure you know why this would be more marketable than they would be.

But I don't know whether that idea of a Recycling Industrial Park, which would also solve potentially, some of our solid waste problems, if we were able to attract markets into Ulster County, that would be making products out of waste that we already have and have a hard time marketing. And I could go into details about that, but I won't. I just wonder in, you know, did you just go right to housing and, and office space for the buildings? So, that's my first issue.

And then the other main issue is, it doesn't sound to me like this sustainability criteria will get implemented "after" a tenant. If you're going to super insulated building. You would do that before renting it out.

And then my last, very specific question is, was the roof assessed, as we have asked for every county building, but while you were in there doing a building assessment was that large flat roof assessed for solar?

Director Weidemann: So, maybe I'll just start by clarifying that there's, we haven't discussed or entertained, at this point, any housing use on the site. Everything so far that we've been thinking about and looking at and assessing interest has been on the light industrial and small-scale manufacturing and commercial uses. So, you know, just to clarify that. You know, I would look to Don, or if, I think Tom's not here, if this has been assessed yet. I don't believe it's been assessed yet. Although that's certainly something that we can entertain as we move forward with the building.

Deputy Executive Rider: We have not assessed the site for solar. And I think we would need to determine that we were going to have a long-term property interest in the site in order to do that.

Chairwoman Archer: Legislator Walter?

Legislator Walter: Yeah, I'll just say, you know, since it's been a long night. Broadband sooner, this later.

We're in COVID still, nobody's going to be coming here to rent right now. Like, let's get through this. Let's not even try to show it to anyone this winter, because it's not going to happen, for so many reasons. And let's put our energy into the broadband. And pause on this and regroup on it in like six months, is what I'm thinking. Just saying.

Chairwoman Archer: That's short and to the point. Thank you. Legislator Bartels.

Legislator Bartels: Yeah, you know, I've expressed a lot of my concerns about this project. It's a, it's a great presentation, and a really optimistic and admirable vision. And, and I don't say that

lightly, I mean, I sincerely, I'm impressed by it. I would be much more open if it were a private industry that were bringing it forward. You know, the fuller project, you know, it is, and was a success story, pre COVID. And I do have a sense of optimism about our ability to rebound from COVID.

But I'm very concerned about spending, this being a bottomless pit of expense. And, you know, here we are, we're talking about numbers that are rising exponentially as we learn more about the proposed project. And that doesn't even take into account in the early part of your presentation, you highlighted, and I would like to go into that detail, though not tonight, you highlighted the other buildings that are at various phases of getting to foreclosure. Which I assume, if we continue with an aggressive pact on, on that front, then we'll take ownership of those buildings and they'll be added to the, to all these types of winterization and then moving forward.

I'm very curious if an analysis has been done of the expected revenue from rents against the expected cost of the build out. I mean, we're hearing I think, you know, if you if you read, and I'm sure, Tim, you've studied this extensively, if you read about the expectation, post-COVID, and I know we're not there yet. There's, there's expected to be a lag in the retail sector of commercial business. But the, the kind of, in small scale industrial that you're talking about, is expected to boom. I'm, in fact, I've read articles where they're talking about the, the very type of mall closures that we're seeing within our county of being repurposed for small scale industrial, and I think that's something exciting not just for this region, but for this country, you know, bringing manufacturing back.

But these rents are being aggressively, aggressively negotiated from Manhattan all the way up to here. So, I don't think this is, I don't think it's going to be a net even. You know, I think, I think we're going to have to spend a lot of money. And I'm, so, I'm interested in that analysis. But I'm also interested, when you, when you hear about positive feedback from those in the, I'll just call it the private sector. I'm very interested if anyone in the private sector is, is interested in taking on this redevelopment themselves. Because that to me, would be the, the best case scenario in this immediate environment where I think we're going to have a lot of challenges on our, not just on our finances, but on our workforce. On the ability for, for us to, to answer all of the very many concerns of our constituencies and of those in our county, who are going to who are already in very, very hard times and are going to be in even more.

So, I am very, I'm going to say, very cautious and concerned about jumping into this project the way that it's proposed. And it's not because I don't think that it, that it looks great. It's that I don't know that we have the wherewithal, or that this, as Legislator Walter said, is the right time. So, I would hope that you're having the conversations with the private sector about their interest in taking this on themselves.

Deputy Executive Wright: You know, I'll, if I may, I'll let Tim answer the question about the rent analysis, because I know he's been working on that. And, and I'll apologize that I'm afraid at this hour and not having eaten since lunch, I'm feeling a bit dazed. So, I'll try to be as coherent as I can. But I totally hear you, all the comments about the risk and the timing. And I think what we're doing is, is really needing to balance that against the risk of continuing to do nothing with

this property. And the risk of getting this into the hands of another so called developer who will do nothing with it.

And what we're hearing about the commercial real estate market is yes, there's, there's the, the market for office space and for retail space is very challenged. The market for so called maker space and, and manufacturing space is much more vibrant than that. But what there's definitely not a good market for right now is selling a 400,000 square foot office building. One of the, one of the folks we talked to use the phrase bottom feeders to describe the only actors in the market right now. I think we've been dealing with a bottom feeder for 25 years. And the last thing we want is another bottom feeder right now.

So, we realize that this is a, a risky proposal. But we think it's actually less risky than doing nothing. And less risky than taking our chances on another developer with a scheme. And, and that this is an appropriate, relatively low cost for the potential reward, as Tim said, boot strappy way of trying to turn the site around and generate something here.

In terms of the East Campus. I don't anticipate going through this same process on the East Campus. What we want to do with this building is, is generate some excitement and some momentum that will make the wet the East Campus parcels more attractive to true developers and to businesses that need that much space will want to come in and be attracted to the site there.

We want to make this an exciting place to be. Someplace that there's so much energy and enthusiasm and creative stuff being done, that people want to be there. And we really think that's possible right now, and that it's really more risky to do nothing than to, to take a chance on that vision.

Tim, you may want to say more about that.

Director Weidemann: Just, just to say that we are definitely looking at the kind of revenue model for the building. And feel that there are reasonable paths forward. That we haven't gotten to testing the market on the rates that we think we can get. But we, in conversations with folks who know the going rates, feel pretty confident that there's a kind of program of space in the building that can not only sustain the operating costs, but can sustain us a stream of income that can help us with financing for some portion of what might need to happen in the future.

Chairwoman Archer: Comptroller Gallagher.

Comptroller Gallagher: Is there

Chairwoman Archer: Sorry, I'm sorry. Legislator Cahill, I just saw your hand go up. I didn't see it earlier.

Legislator Cahill: Yeah, it's been up for about, yeah, it's only been up for about 10 minutes, but that's okay.

Chairwoman Archer: Well, it's not intentional, it's very hard with this. So please chime in.

Legislator Cahill: I understand. I just wanted to make a couple of quick points. One is, is that I think, you know, we're hearing that there's a lot of interest from Deputy Wright and from Tim, Economic Development Director, Director Weidemann, there. And, and I'm just wondering, if there's any way you could share some of that interest with us, you know, that would be great, that would really ease our, our minds a little bit if we could see, you know, where this activity is actually coming from.

Not necessarily, obviously, we there's, you know, confidentiality, that has to take place. But certainly, the number of inquiries, the size of the company, the number of employees are coming, that they're potentially coming in, the type of work they want to do. I mean, we're talking about, you know, very vague, you know, grandiose type things. And, you know, asking the legislature to commit a lot of money to that without anything behind it. It's a little, little tough sell, right.

Director Weidemann: Yeah.

Legislator Cahill: And, you know, I'll do anything to avoid Legislator Greene's suggestion of turning that into an industrial recycling center that will inherit other construction and demolition debris, a quarter of a mile from my house. So, we'll, I'll be looking for a lot of information for some of these other businesses that could potentially come in there. And hopefully, that will help us with our decision. If you guys could help us with that, you know, we may be able to help you with going forward on this thing.

Chairwoman Archer: Legislator Greene.

Legislator Greene: Yeah, I didn't get my question answered about other toxicity. And I've been to a few of these meetings and seen maps that indicate to me that there may be a VOC plume or,

Comptroller Gallagher: There is.

Legislator Greene: you know, other sources of contamination. And alright, well, that, that was mainly, you know, that part of the question didn't get answered.

But I have also, it seems to me, that I've seen press releases that indicated both housing and light industrial use. So, you know, I'm confused by what seemed like mixed messages.

Director Weidemann: Evelyn, do you want to take any of that? I can take some.

Deputy Executive Wright: Sure. So, the, the groundwater pollution that you're referencing is largely confined to the East Campus. So that's what I was referring to in terms of the long-term management process that that IBM has with DEC. So, there is, there's ongoing pumping and containment of the groundwater, there's ongoing air stripping, and there's lots of ongoing monitoring. So, that affects largely, the central portion of the East Campus. And so, that's where the, the development uses are the most restricted.

The possibility of housing. That's talking about the entire site. So, portions, the, the South portion of the East Campus was designated by DEC as potential for what they call restricted residential, which is multifamily condo type development, not single family, that would not be allowed because of the contamination.

It's also a possibility of constructing housing on the West Campus. So, those are, those are definitely possibilities that have been talked about. But you know, one of the things we want to embark on is a, is a broader planning process for the campus as a whole.

And I'm happy to talk through more about the details of the environmental stuff. But that does not affect the, the buildings that we're talking about in terms of the West Campus.

Chairwoman Archer: Legislator Greene, go ahead.

Legislator Greene: I just want it to be acknowledged because there was reference to the East Campus and said, mainly asbestos issues. And, and it was my understanding that it was more than that. So, thank you.

Deputy Executive Wright: I'm sorry that I was confusing. The point I was trying to make with that, is that that contamination is absolutely there and is in the multi decade management process. That's correct.

What's not correct is the widespread view in the general public, that those are a barrier to development and reuse, they're not. So, there's a, you know, there are restrictions on the uses that can be done there. We're never going to drink the groundwater there, or Dennis tells me not to say never, in our lifetimes, we're not going to drink the groundwater there. So, there are definitely, there are definitely restrictions. And there are procedures that have to be followed in using the site, but it's not an obstacle to development. And that's, that's the message that we want to make sure the community understands.

Legislator Greene: But if, if I may, as a direct response, if you're pumping and treating and releasing, VOCs into the air, you know, that affects the air quality. So, you know, I think it's a little more complicated. But I don't want to take any more time. I just want to acknowledge that. You know that the public is, is aware that there are more problems than just asbestos.

Chairwoman Archer: Comptroller Gallagher?

Comptroller Gallagher: Yeah. Is there conversation happening about moving county offices or county functions to this building? And the reason I ask is, I feel like, vaguely looking back into my conversations with the County Executive in 2019, before I took office, he said something about that. Can you guys speak to that? Have you looked at that as a potential use? Is that in conversation? You know, I know we are space constrained in certain areas. So, thanks.

Director Weidemann: Yeah.

Deputy Executive Wright: Sure. Yeah, I'd say conversation is a is a great way to describe what there is. So, we've definitely talked about it. And I think that has to do with the conversation about the long-term institutional arrangements, and how long we think that, for example, Local Development Corporation might own that site and lease space to the county. It's definitely one of the possibilities we've talked about. But we haven't, you know, taken that from the conversation stage into any kind of planning or analysis process.

Comptroller Gallagher: Are we going to be talking about this in 2021, moving county offices to this building?

Director Weidemann: I don't know that it's impossible that we'll come back and have that discussion in 2021. We may.

Chairwoman Archer: So, so and I think this came up at the original presentation, when you presented this to the leadership group.

Director Weidemann: Yep.

Chairwoman Archer: Prior to any move or finalized decision, we would hope that we would have a conversation and a detailed relocation plan that talks about some of the movement. We know that we've got some rents that are above what we believe we should be paying market wise. And you know, some of it is because of location and proximity to courts, etc. But I think it's really important if there is a longer-term plan of moving and utilizing, even to leverage that from the perspective as a tenant to attract a local development, which I get.

We still need to have a more detailed conversation around something before, things like that move. And I think to the point that Legislator Cahill made, I want to reinforce as well, that if you all have a plan, and you've run some numbers that say this is what we think we can do from a rental perspective, I understand you don't want to be publishing your square footage, it's a negotiation. But if you have something that can give us a general idea of how to offset costs, and maybe even take into account some expenditures we've already put that can go a long way of getting folks comfortable. But I don't think any of us feel that we're experts as, as landlords. And I think that's not something as a long-term option, yet, I recognize the challenge.

So, anybody else that has anything they want to ask or, Legislator Bartels?

Legislator Bartels: Well, I'm okay with this subject. But I'm wondering, are we are we going to go through the rest of the book tonight? Or are we going to go for another meeting? Because I'm feeling a little like, I,

Chairwoman Archer: I, I, I, as I see the time, I appreciate all the effort everybody's put into this. If there are questions, and people believe we have questions for the broader plan, we can schedule another joint meeting.

Legislator Bartels: Can I say, that just speaking for myself, not that I want another meeting, I think it would be helpful. I thought that last year, it was also a long meeting. But it was helpful to

go through, point by point. I think this was a good way to do it to highlight the new projects, but I've just I've noted lots of questions that are probably going to be quick questions, but I have a lot of questions that I would like answered on the rest of the capital, but I don't know that we want to do it tonight, at 9 o'clock.

Chairwoman Archer: No, I, I, I think it we're past the hour of functioning. But I appreciate all the time and effort and everybody sticking with this. I will, Legislator Walter.

Legislator Walter: I just, you know, like I, I have questions, but only on two of them. Is it possible? I mean, does it make sense to sort of, and Tracy, I don't know if it's like the gamut or whether there's a certain particular one. But it might help to have a sense of how many we want to review. I don't mean right now but like in terms of planning for that meeting.

Chairwoman Archer: So, let me, let me huddle with Amber, and Natalie, and Dean. And, and find out how we want to do this. Maybe it's going to request, maybe it's something we can add to one of our meetings. No. Okay.

Legislator Bartels: I would say no. I think that we're going to get through, I think we're going to get through some of them really fast. Because when you look, there's some that have none in 2021. Some that are pretty self-explanatory. But I mean, I know for myself, there's a bunch where, you know, I'd like the breakout of what they're what, what they're proposing on 2021.

Chairwoman Archer: I'm just going to say, let's, we're going to schedule another meeting. And whether it takes us an hour, or two hours, or three, let's schedule another meeting because this, everybody has benefited from this. And I think it's helped give us insight as we get ready to go into amendments, etc. So, I think it's important to, you know, spend more time. It hopefully we can, you know, that'll work for Marc, your team, as well.

Deputy Executive Rider: Yeah, that should be fine. I would assume that most of these would focus on Public Works. So, whether we need all of the people who were here tonight, I don't know. If that's different than let me know. And maybe we can schedule certain times for.

Chairwoman Archer: So, what I will ask members, to go through the things we did not talk about tonight. If it's more than public works, you need to let us know. And we'll make sure those folks are there. Otherwise, we'll continue to focus on it. And we'll do a quick review. And I think everyone, including new legislators who didn't go through this process last year, will see that there is benefit to this conversation. So.

Legislator Walter: Oh, we went through this process.

Chairwoman Archer: Pardon me.

Legislator Walter: We went through the process.

Chairwoman Archer: Oh you did!

Legislator Walter: Oh, yes.

Chairwoman Archer: Okay. All right. I couldn't remember, it's late.

Legislator Walter: You don't forget a three hours meeting.

Deputy Executive Rider: It was after, it was after the budget passed last year.

Chairwoman Archer: Oh that's right, that's right. This year we're doing it before.

Deputy Executive Rider: This is the first time we're actually doing it prior to you passing it.

Chairwoman Archer: I'm, I'm hungry. Hangry. Okay, thank you so much, everyone. Thank you. Marc, you're, the Exec side. We really appreciate all you Legislators who stuck with this. Thank you all for being here. And we will. I'll take a motion to adjourn.

Legislator Greene: So moved.

Legislator Walter: Second.

Chairwoman Archer: Thank you all.

Legislator Haynes: Thanks, Natalie.

Deputy Executive Rider: I know I don't get a vote but, aye.

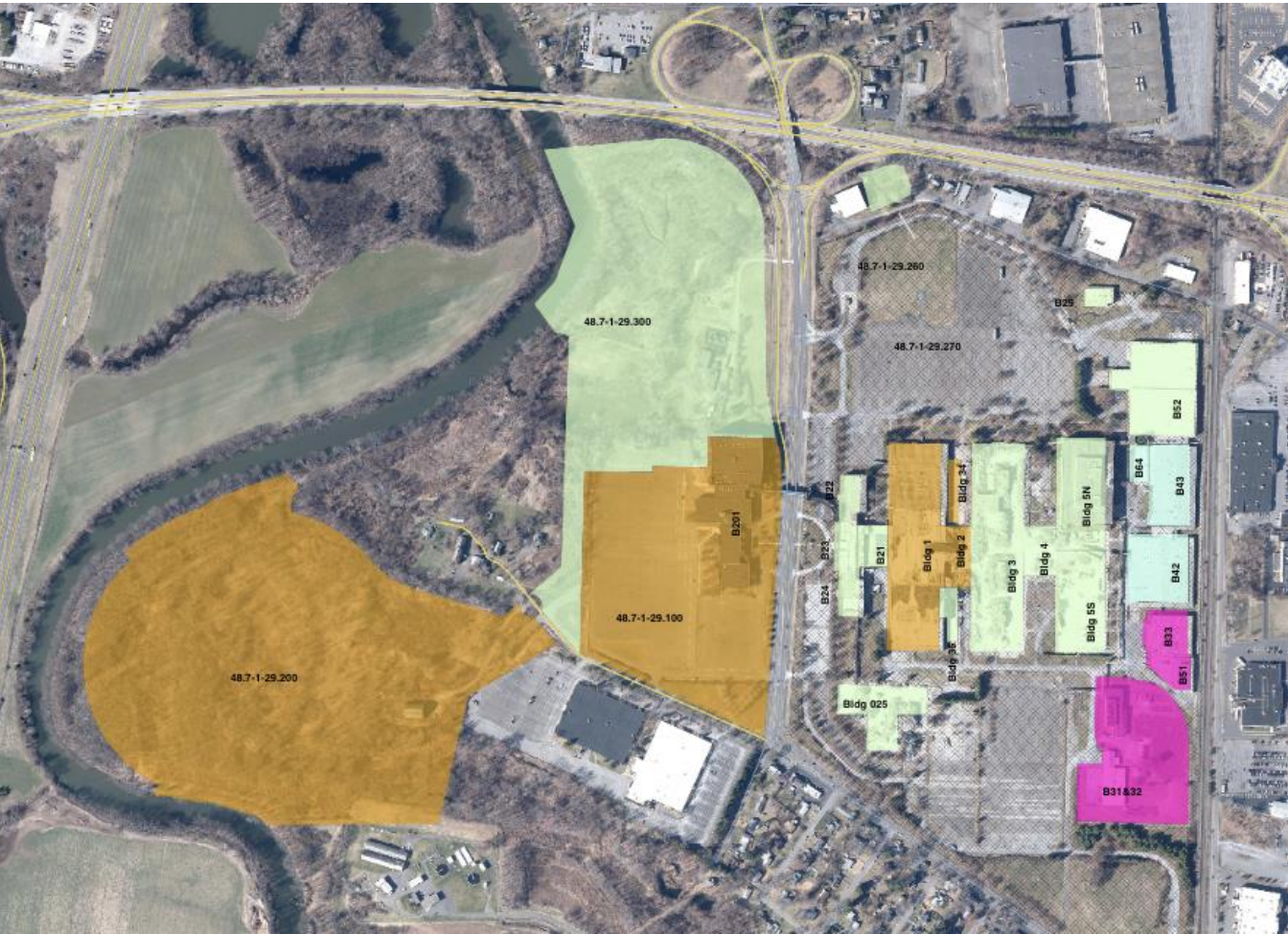
Legislator Litts: Be safe and stay healthy.

Chairwoman Archer: Yes, thank you, everyone.

Legislator Litts: Take care.

The Property Formerly Known as Tech
City – Status, Vision and Budget for
Enterprise West Redevelopment Project

October 14, 2020



The time has come for a re-vision and revitalization of the site formerly known as Tech City.

Over the next decade, together we can transform this site back into a jewel of the Ulster County economy with a thriving live/work/play mix that attracts residents, visitors, and both high and low tech, environmentally-sound companies offering a range of quality jobs.

Former Tech City Ownership status

The County owns the former Bank of America buildings, the parking lot around the buildings, and a 57-acre open parcel stretching down to the Esopus, along with some partially demolished buildings on the East Campus.

Other East Campus parcels become foreclosure-eligible over the next few years.

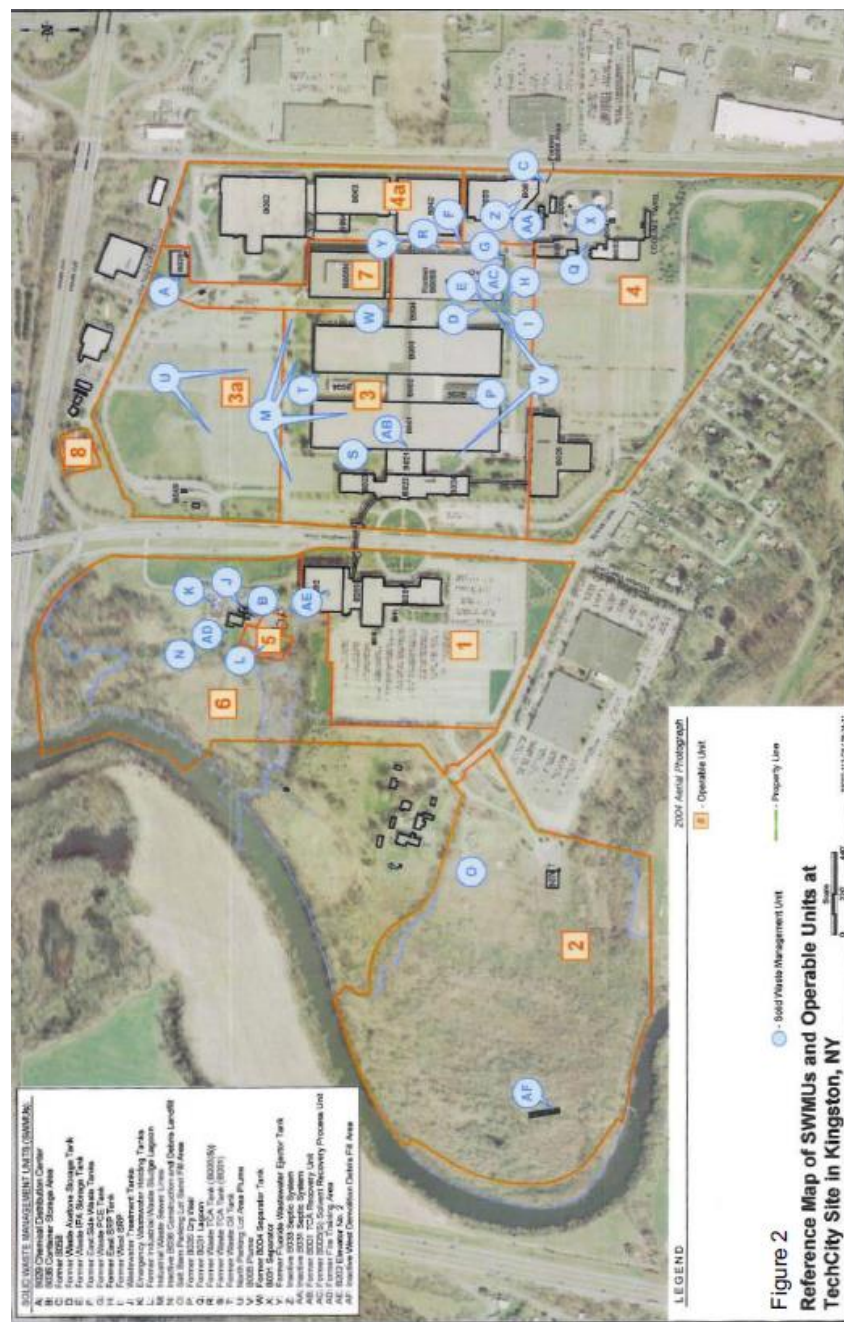


What's held the site back?

- Widespread (and inaccurate) perception of insurmountable environmental barriers
- Ginsberg's various LLCs unable to close deals over 20+ years
- Empire State Development has "Tech City fatigue" – too many failed deals

However

- Bones of the site remain highly attractive – highway connectivity, rail access, power, water, and sewer
- We need to, and can, change the narrative about the site, create momentum and demonstrate interest/viability





Significant progress has been made on the environmental issues

- East Campus groundwater contamination is under long term management by IBM, supervised by DEC
- We've engaged EPA to hold Ginsberg responsible for asbestos remediation
- West Campus has minimal environmental issues



**EPA Begins Cleanup at the
TechCity Industrial Park**
300 Enterprise Drive
Town of Ulster, NY

West Campus

County possession timeline

- Foreclosure filing April 2019
- County takes deed November 2019
- Assessment of building condition November 2019
 - Buildings were well winterized, asbestos was correctly mitigated, in surprisingly good shape
- Ginsberg files for bankruptcy, dismissed April 2020
- Electrical/gas separation from East Campus begins May 2020 – work complete
- Informal consultation and feasibility assessment – summer 2020



Consultation

This summer we've conducted informal interviews with regional experts, potential users, and community stakeholders

- Commercial realtors
- Regional economic development professionals
- Architects and developers
- Agencies including DEC, ESD, HVEDC
- Educators
- Artists and musicians
- Businesses looking for space
- Community groups

Key takeaways

- Significant market opportunity in the short-term for “adaptive reuse” if we’re able to move quickly and take advantage
 - Demand for large-scale office space low, but demand is high for flex manufacturing, light industrial, and other uses given COVID-related economic dislocation
- Take a phased approach by utilizing existing assets (West Campus) to start generating revenues and building momentum
- Wide consensus that we will need partner(s) to provide key ingredients for success: capital, marketing property, managing property, etc.
 - County retains oversight, but enlist professionals in the development and management of property

County-owned Buildings

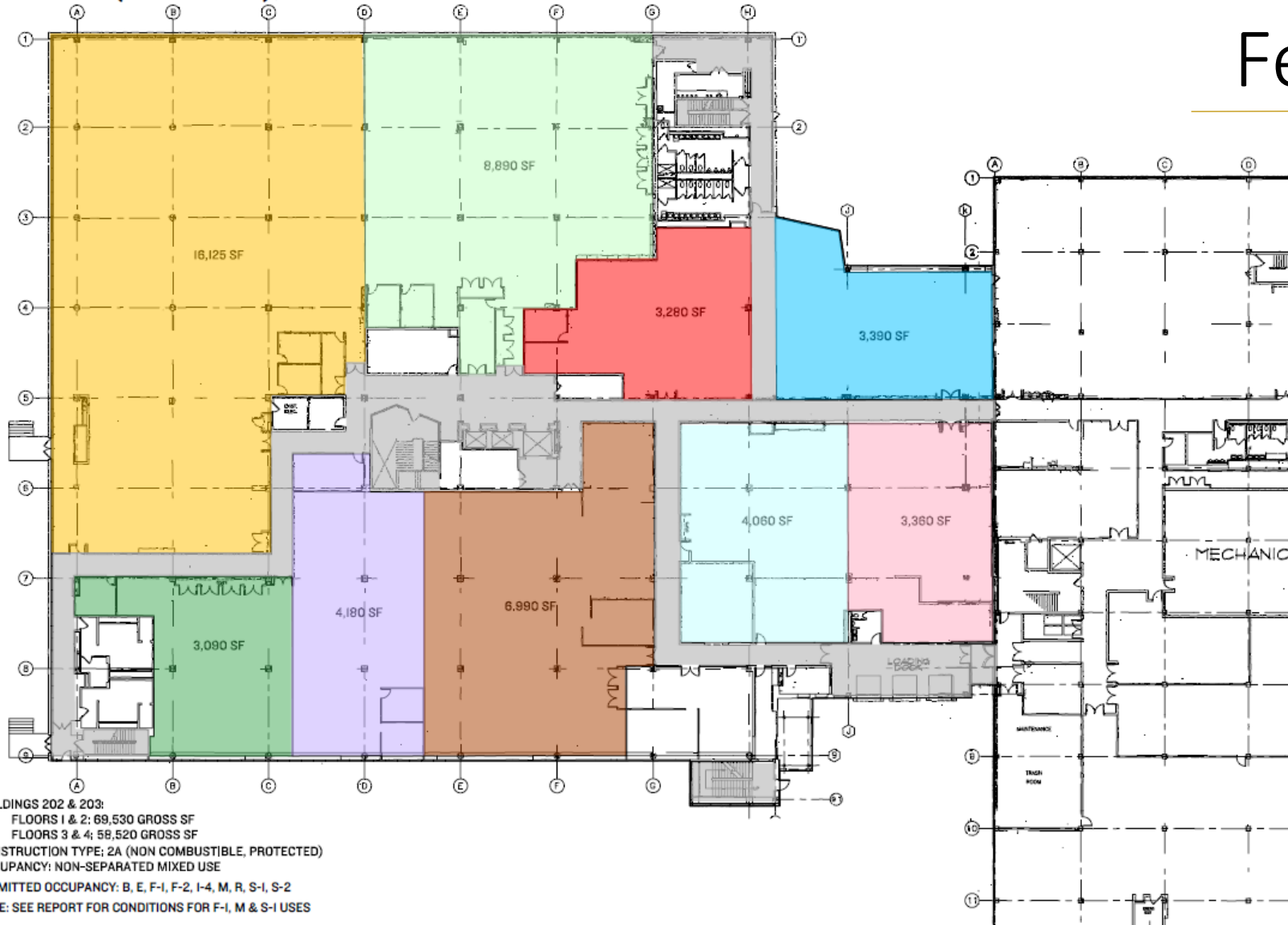
- 400,000 square feet in three connected buildings
- Mostly large open rooms, some smaller office/meeting room space
- Overall in very good condition
 - New HVAC and Roof in 2005
 - Working loading docks, freight elevator
 - Fiber connection to backhaul network
 - Many exterior doors on ground level allow for separation of spaces



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NORTH BUILDINGS (202 & 203), 1st FLOOR

Feasibility study



Feasibility study evaluated building codes, allowable uses, potential to separate into leasable areas

Ground floors are suitable for manufacturing uses, with separable spaces ranging 1000-30000 sqft

Upper floors suitable for office, education, studio, exhibition, research, recording, and many other uses

Building Details

- Building 202

30% READY

- 4 stories
- 58k SF per floor, 232k SF total floor area
- Includes small café, server rooms
- Passenger & freight elevators

- Building 203

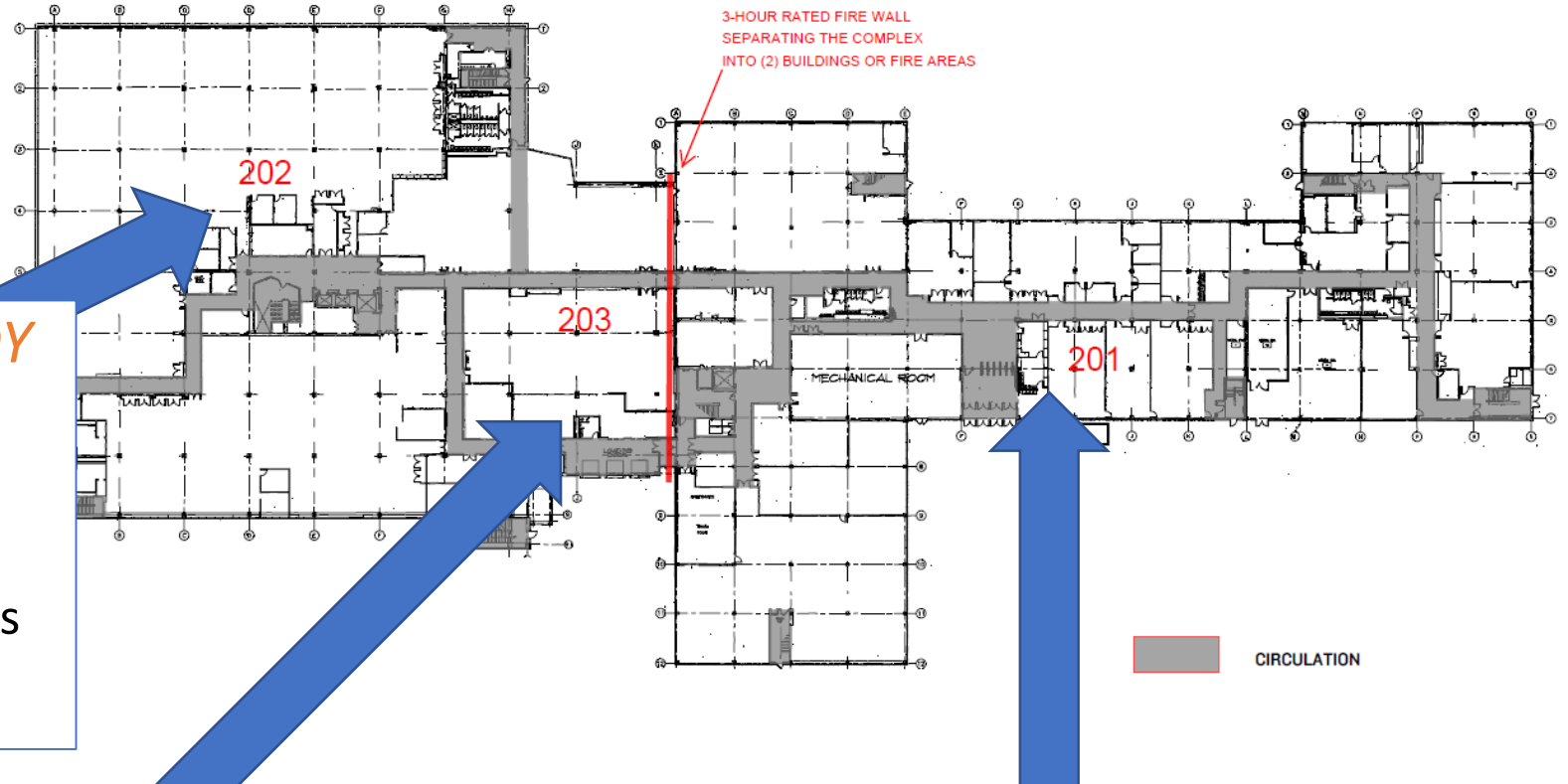
30% READY

- 2 stories
- Approx 11k SF per floor, 22k SF total
- Four loading docks

- Building 101

80% READY

- 2 stories
- 66k SF per floor, 132k SF total floor area
- Main entrance and several side entrances
- Passenger & freight elevators



Proposed Multi-Year Capital Project

At the Legislature’s request, we’ve developed a comprehensive roadmap of the investments needed to convert this dormant site into an engine for the County’s creative and maker economy.

Project Name:

**Ulster County Enterprise West
Redevelopment Project**

Estimated Start Date:

11/15/2020

Estimated Completion Date:

12/31/2023

Estimated Total Cost:

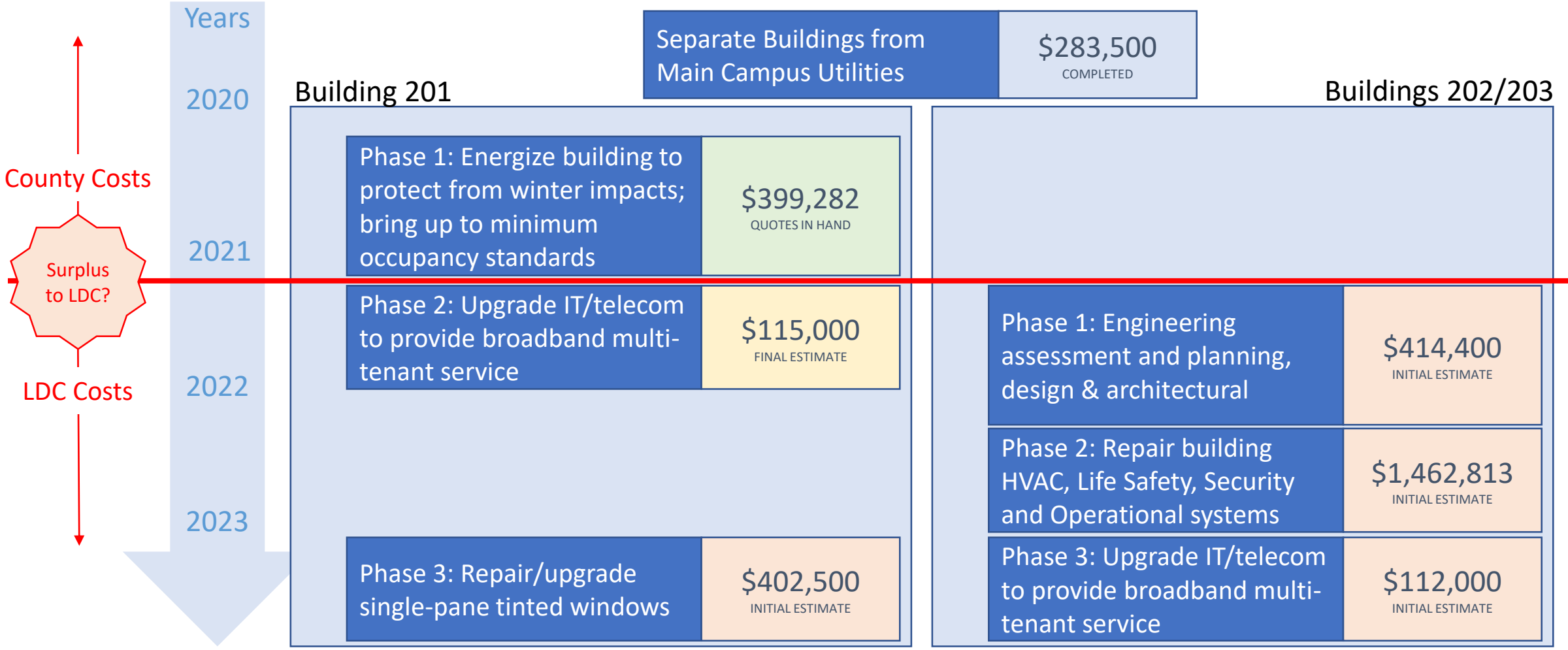
\$2,905,995

Project Description
This project is to redevelop the former Bank of America buildings in the Town of Ulster into a hub for small-scale manufacturing and arts-related uses, in order to support the County's economic development strategy, encourage the creation of high-quality local jobs, and return the property to productive uses that generate municipal tax revenues. The project represents the estimated cost of capital improvements that will be necessary over the course of several phases to a) secure the building and prevent further deterioration, b) complete necessary repairs to meet minimum building occupancy standards, and c) renovate and improve the buildings to the specifications required by future tenants. To secure adequate funding for future phases, the County will explore state/federal grants, private financing, and/or cooperation with private/not-for-profit development partners.

Project Detail and Status
After securing title to the property in early 2020, the County completed an emergency capital project to provide electrical utility service to the building in order to prepare it for potential use as an emergency field hospital. Since then, UCDPW has continued to identify deferred maintenance projects that could be completed in-house or with small contracts funded through the operating budget. In late 2020, a capital project will be established to complete Phase 1 projects (necessary to secure the building and prevent deterioration during the winter and to obtain a temporary Certificate of Occupancy to allow possible future tenants to tour the building). In 2021, the County will evaluate future ownership options before continuing with additional capital investments.

Phase Description	Start Date	Completion Date	Cost
Design	11/2020	12/2021	\$ 370,000
Construction	12/2020	12/2023	\$ 2,535,995
Acquisition	-	-	\$ -
Total Cost			\$ 2,905,995
Summary			
Prior Years			\$ 399,282
2021			\$ 529,400
2022			\$ 1,462,813
2023			\$ 514,500
2024			\$ -
2025			\$ -
2026			\$ -
After 2026			\$ -
Total Cost (must be the same as total above)			\$ 2,905,995

Phasing of Capital Work



2020 Emergency Capital Expenditures

- Work completed in early 2020
- Emergency preparation for possible use as field hospital
- Separated gas and electric from east campus
- Established basis for subsequent cost estimates

2020	Phase 0		
	Category	Examples	Budget
	Design		\$0
	HVAC	Boilers, air handlers, circulating loops	\$85,000
	Life Safety	Sprinklers	\$24,000
	Security		\$0
	Bldg Ops	Gas and electric service (less \$60k rebates)	\$174,500
	<i>Subtotal</i>		<i>\$283,500</i>
	Contingency		0% \$0
	B1, P1 Total		\$283,500

Building 201 – Phase 1

- Additional repairs and improvements necessary to protect the building from further deterioration
- Minimal improvements necessary to meet building codes necessary for temporary occupancy

		Building 201		
2020		Phase 1		
		Category	Examples	Budget
		Design		\$0
		HVAC	Boilers, Chillers, Controls, etc.	\$146,000
		Life Safety	Fire Alarms, Extinguishers, Emergency Lights, etc.	\$23,000
		Security	Locks/keys, Security Alarms, Egress & Access, etc.	\$70,500
		Bldg Ops	Elevators, Janitorial, Drains, Esthetic Repairs	\$107,702
		<i>Subtotal</i>		<i>\$347,202</i>
		Contingency		15% \$52,080
		B1, P1 Total		\$399,282

Building 201 – Phase 2

- Upgrade IT and telecommunications infrastructure
- Re-establish high bandwidth service to building and set up multi-tenant managed network
- NOTE: We will seek grant funding for a portion of these costs

2021	Phase 2		
	Category	Examples	Budget
	Design		\$0
	HVAC		\$0
	Life Safety		\$0
	Security		\$0
	Bldg Ops	IT and telecom	\$100,000
	<i>Subtotal</i>		<i>\$100,000</i>
	Contingency		15% \$15,000
	B1, P2 Total		\$115,000

Building 201 – Phase 3

- Repair existing single-pane windows and window tinting
- NOTE: We will seek grant funding for a portion of these costs. Depending on funding, may seek to replace with more efficient windows

2023	Phase 3		
	Category	Examples	Budget
	Design		\$0
	HVAC		\$0
	Life Safety		\$0
	Security		\$0
	Bldg Ops	Window repairs	\$350,000
	<i>Subtotal</i>		<i>\$350,000</i>
	Contingency		15% \$52,500
	B1, P3 Total		\$402,500

Buildings 202/203 – Phase 1

- Engineering fees for structural review
- Planning, design and architectural services
- NOTE: We will seek grant funding to cover these costs

2021	Phase 1		
	Category	Examples	Budget
	Design	Engineering assessment, architectural plans	\$370,000
	HVAC		\$0
	Life Safety		\$0
	Security		\$0
	Bldg Ops		\$0
	<i>Subtotal</i>		<i>\$370,000</i>
	Contingency	12%	\$44,400
	TOTAL		\$414,400

Buildings 202/203 – Phase 2

- Energize building, activate building systems, prepare building for minimum occupancy standards
- Includes \$600k for replacement of fire pumps needed for floors 3/4
- NOTE: We will seek grant funding to cover these costs

2022	Phase 2		
	Category	Examples	Budget
	Design		\$0
	HVAC	Boilers, Chillers, Controls, etc.	\$179,841
	Life Safety	Fire Pump System, Extinguishers, Lights, etc.	\$794,340
	Security	Locks/keys, Security Alarms, Egress & Access, etc.	\$100,000
	Bldg Ops	Elevators, Janitorial, Drains, Esthetic Repairs	\$231,902
	<i>Subtotal</i>		<i>\$1,306,083</i>
	Contingency	12%	\$156,730
	TOTAL		\$1,462,813

Buildings 202/203 – Phase 3

- Upgrade IT and telecommunications infrastructure
- Re-establish high bandwidth service to building and set up multi-tenant managed network
- NOTE: We will seek grant funding for these costs

2023	Phase 3		
	Category	Examples	Budget
	Design		\$0
	HVAC		\$0
	Life Safety		\$0
	Security		\$0
	Bldg Ops	IT and telecom	\$100,000
	<i>Subtotal</i>		<i>\$100,000</i>
	Contingency		12% \$12,000
	TOTAL		\$112,000



Discussion?

Manufacturing opportunities

Consistent Theme

- We view manufacturing as an ongoing core use on the whole site long term
- Manufacturing has been one of the most resilient components of our economy during this downturn
- Right now, many downstate businesses are looking for space further upstate now
- Some area businesses also looking to expand
- High demand for manufacturing space and limited availability in Kingston

Example: Fuller Building



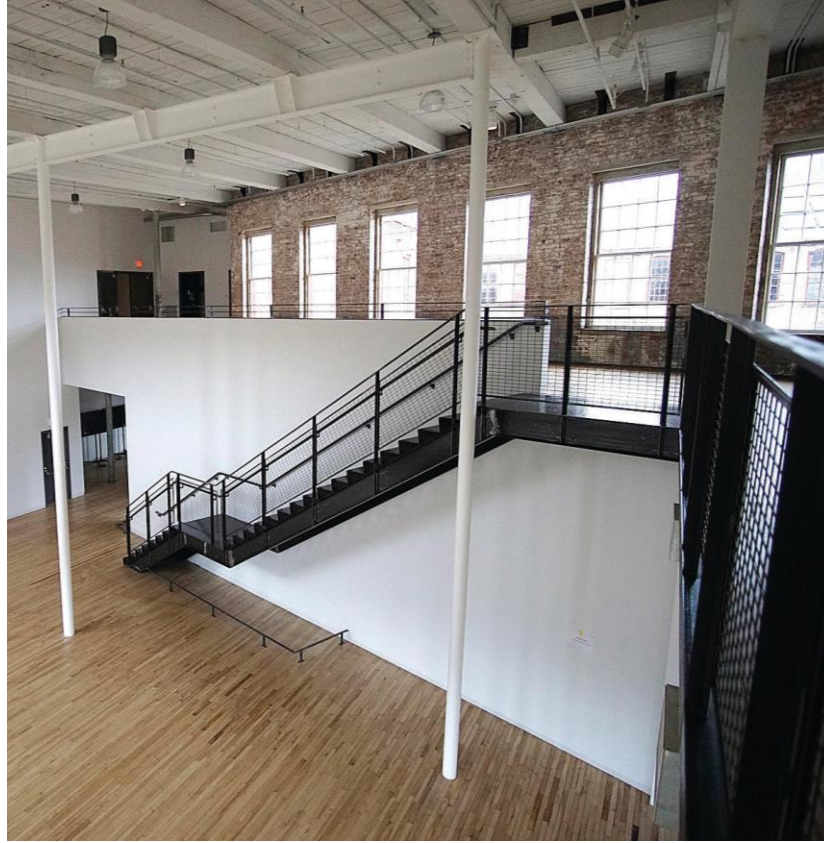
The Arts Opportunity

Ulster County has a multitude of creative individuals and businesses

- Artists, musicians, and makers report rising costs and decreasing availability of studio/rehearsal/production space
- Initial outreach to the arts community has received an immediate and enthusiastic response
- Potential for a dynamic mixed-use space of working and exhibiting artists alongside arts manufacturers and other maker businesses that attracts visitors, events, and other values-aligned businesses

Arts have shown to be an economic driver in many ways:

- Attracting outside investment and driving tourism
- Creating an innovative environment for business and their employees
- Building skills and enhancing educational opportunities
- Creating a more connected community

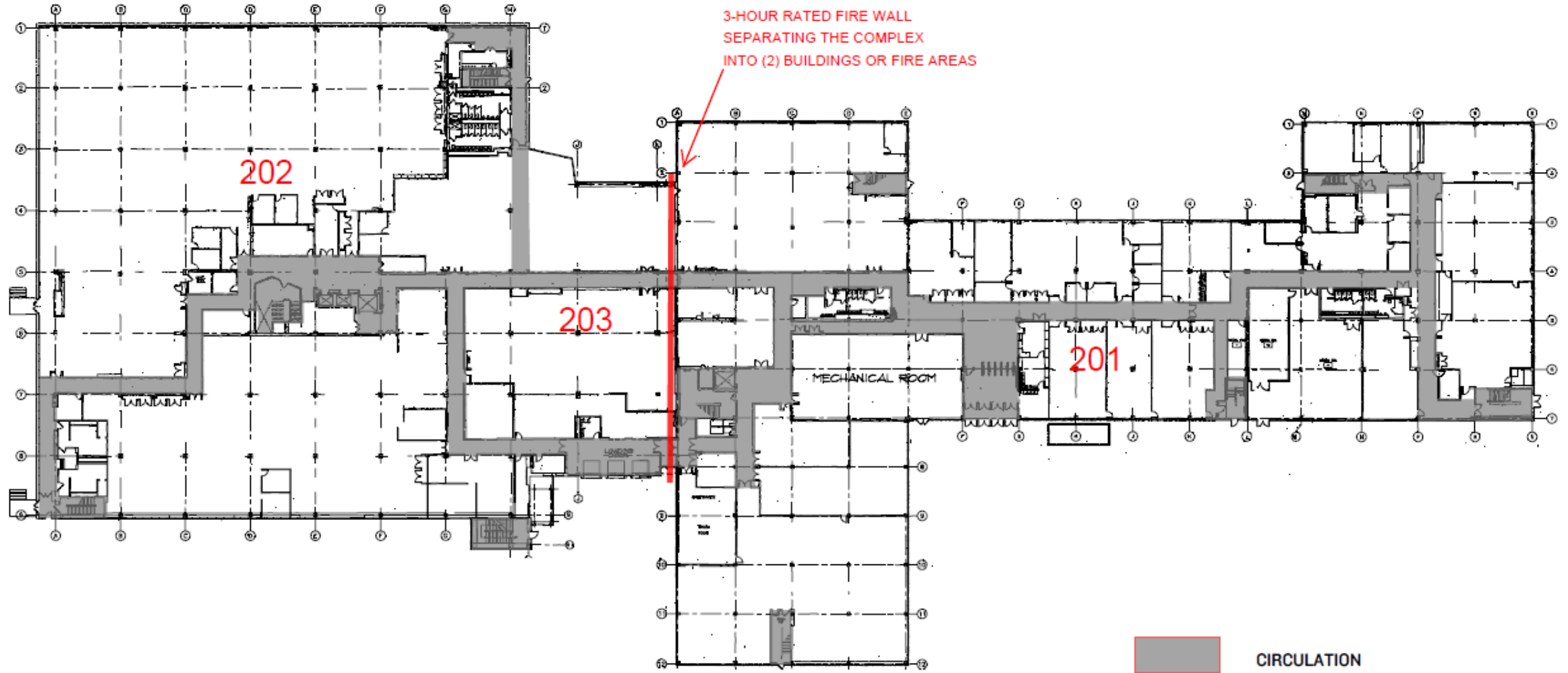


MASS MoCA North Adams, Mass

Mass MoCA combines production and recording facilities with exhibition space, food and beverage vendors, and private businesses, creating multiple revenue streams and a major regional destination.

Near term possibilities

- A synergy of manufacturing and maker space, arts, retail and entertainment makes this an exciting place to locate a business, brings in visitor traffic and revenue, and creates momentum around the site
- Short-term leases provide a “landing pad” for businesses looking to relocate upstate, existing businesses looking for more space
- Explore educational and County office space uses
- Continue to pursue foreclosure and remediation on the East Campus
- Businesses in the West Campus buildings may “graduate” to larger, customized space across the street over time



TECH CITY (BLDGS 201, 202 & 203) - 1ST FLOOR

