

**Ways & Means Committee
& Public Works & Capital Projects Committee
Special Joint Meeting Minutes**

DATE & TIME: October 27, 2020 – 6:00
LOCATION: Powered by Zoom Meeting by dialing 1-646-558-8656, Meeting ID 965 4247 8543
PRESIDING OFFICERS: Lynn Archer, Chairwoman of Ways & Means
LEGISLATIVE STAFF: Natalie Kelder and Amber Feaster
PRESENT: Legislators Tracey Bartels, Brian Cahill, John Gavaris, Heidi Haynes, Jonathan Heppner, Herbert Litts, III, Mary Beth Maio, Eve Walter
ABSENT: Legislators Dean Fabiano, Manna Jo Greene, Kenneth J. Ronk, Jr.
QUORUM PRESENT: Yes
OTHER ATTENDEES: Deputy County Executives, Marc Rider, John Milgrim, and Evelyn Wright; Commissioner of Finance, Burt Gulnick; Commissioner of Public Works, Tom Jackson; Deputy Commissioner of Public Works-Finance, Don Quesnell; Director of Planning, Dennis Doyle; Comptroller March Gallagher; Deputy Comptroller Christopher Quirk

- **Chairwoman Archer called the meeting to order at 6:01 PM**
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Chairwoman Archer explained that the focus of this evenings meeting is to discuss some of the older projects, specifically those with funding in 2021.

GENERAL GOVERNMENT

Equipment

Central Auto Vehicles – Legislator Bartels asked if there was a plan for any of these vehicles to be electric or hybrid, consistent with the County Executive’s Green Initiative. Tom Jackson, Commissioner of Public Works, stated that 7 are PHEV (Plug-in hybrid electric vehicle).

Legislator Bartels also questioned the number of vans in the fleet and if it was necessary or if there was a more fuel-efficient option. Marc Rider, Deputy County Executive, explained that the vans are Ford Transit’s and are fairly fuel efficient. In addition, the vehicles that are used in the Veterans Services Agency are for medical runs up to Albany and are full.

Legislator Bartels brought up the possibility of transitioning the Sheriff’s fleet of patrol vehicles to green alternatives. Marc Rider, Deputy County Executive, stated that the County Executive’s Office has not had that conversation with the County Sheriff. Legislator Cahill noted that the Town of Ulster uses hybrid vehicles in their patrol fleet.

Information Services Technology Upgrade – Chairwoman Archer noted that this is almost \$800,000 to bring network equipment up to date. Marc Rider, Deputy County Executive, explained that this is mainly for switches that have reached end of life.

New Tax System Software Upgrade – Legislator Cahill asked about the fees charged by the credit card companies. Burt Gulnick, Commissioner of Finance, stated that there currently is a 1.5% surcharge to pay with a credit card. That fee will continue online when the online payment option is implemented.

Legislator Bartels expressed concern with the surcharge. Legislator Gavaris explained that the County must pass the credit card surcharge on to the individual and a municipality cannot pay any fees, such as this, with tax payer money.

Personal Computer Replacements – No further questions, was discussed at previous meeting.

Facilities

Card Readers for Substations- Legislator Bartels clarified with Don Quesnell, Deputy Commissioner of Public Works, that a Capital Project was established. However, no monies were spent due to Covid-19 and it will be rolled over to 2021.

Carr Building Renovations- No questions and no planned spending in 2021.

County Office Building Elevator Renovations – No questions and no planned spending in 2021.

Court House Fascia & Roof Replacement – Legislator Bartels questioned if it was possible to see the amount of money spent on maintenance for this building over time. Marc Rider, Deputy County Executive, stated that is possible for anything post the New World financial system implementation, which is from 2014.

Chairwoman Archer asked if the roof replacement is due to any current issues or preventative. Tom Jackson, Commissioner of Public Works, stated that leaks have been successfully repaired. However, sections of the roof are at end of life. In addition, the roof will be evaluated for solar.

Fairground Improvements – Legislator Walter clarified with Marc Rider, Deputy County Executive, that the County is responsible for the main infrastructure of the Fairgrounds, including water supply, electric, sanitary systems. Portions of proceeds from events at the Fairgrounds must be spent on improvements to the grounds themselves.

Golden Hill Water Tanks – Legislator Heppner clarified that the Golden Hill Water Tower feeds water to the Golden Hill Complex, the old Jail, the new Jail and the nursing home. In addition, Legislator Heppner questioned what effects the potential changes at the old jail site would have on the water tanks. Tom Jackson, Commissioner of Public Works, answered that an analysis of the potential water needs should be done. He noted that the design of the water tanks allows for a module to be added on if additional capacity is needed.

Chairwoman Archer asked if the Pump House Control Upgrade would be considered with this. Dennis Doyle, Director of Planning, explained that these two Capital Projects are connected and that water is pumped up to the Golden Hill Water Tanks. Don Quesnell, Deputy Commissioner of Public Works, added that the Pump House Control Upgrade is for software and an external generator, it will notify the correct parties if the water level is low, thus preventing the pump from burning out.

HVAC/Weatherization Various Buildings – No questions

Parking Lot Kiosks – Legislator Walter verified that all the comments from the previous meeting will be added to the RFP.

Legislator Cahill clarified that this is only at the Ulster County Office Building. Marc Rider, Deputy County Executive, stated that the Courthouse does need to be looked at also, but this Capital Project is only the County Office Building at this time.

Perrine's Bridge Restoration – Legislator Bartels asked if the bridge was stable enough to wait two years before restoration was planned to begin. Tom Jackson, Commissioner of Public Works, stated that they are monitoring and accessing the situation. In addition, preventative maintenance is being done to prevent further rot and decay.

Chairwoman Archer clarified that vehicles are not allowed on the bridge.

Legislator Heppner questioned if there were any grant opportunities due to the historical nature of this bridge. Marc Rider, Deputy County Executive, agreed that there may be potential funding and also mentioned that he has been in conversations with the Bruderhof community to see they would be willing to assist in the restoration.

Quarry Complex Renovations – Legislator Cahill asked if there were any costs associated with moving Central Auto to the Quarry Complex. Tom Jackson, Commissioner of Public Works, stated that the lifts were moved by the lift company. Don Quesnell, Deputy Commissioner of Public Works, noted that the expenses related to move were minimal.

Reconstruction of Various Parking Lots – No questions

Records Storage Building – Legislator Bartels clarified that no spending was done on this Capital Project in 2020.

Relocation of Various Departments – Legislator Bartels asked if there was a listing of who is targeted to move when and where, as there is \$835,000 of anticipated spending in 2021. Marc Rider, Deputy County Executive, stated that Tourism will be moving, as the City of Kingston, plans to sell the building where it is located. The Board of Elections machines, DPW warehouse, and Probation offices will all need to be moved off Golden Hill. An expansion of the Public Defender is potentially included.

Chairwoman Archer stated that the Emergency Management move has a separate Capital Project worth \$400,000.

Legislator Cahill questioned if anything was moving to the Tech City site, as it is now County property. Marc Rider, Deputy County Executive, stated that nothing is planned to move to Tech City.

Roof Replacement Program – Legislator Bartels asked for a list of which roofs are planned for 2021 and the status of the Ulster County Law Enforcement Center (UCLEC) roof. Marc Rider, Deputy County Executive, stated that the UCLEC roof will be done in 2022. Tom Jackson, Commissioner of Public Works, answered that the Golden Hill office building is planned for 2021.

Legislator Cahill asked what the life expectancy of the UCLEC roof should be as the building is only 15 years old. Marc Rider explained that the type of roof that was used during the building of the UCLEC was discontinued, as there were so many issues. Legislator Cahill then asked what the life expectancy of the new roof will be. Tom Jackson, Commissioner of Public Works, expected it would be 20-25 years but the specific roof to be used has not yet been determined.

Security Improvements Various Buildings – Legislator Walter confirmed that this has nothing to do with the Jail.

Sheriff's Department Impound Yard – Chairwoman Archer asked if this project was being done in-house. Tom Jackson, Commissioner of Public Works, stated that the majority of the project was to be done in house. Don Quesnell, Deputy Commissioner of Public Works, noted that contractors may have to be hired for the barbed wire work and the security cameras.

Trudy Resnick Farer Building Repairs – No questions

UCLEC Energy Upgrades – Legislator Bartels asked what this project entails. Don Quesnell, Deputy Commissioner of Public Works, explained that the only thing left to do on this project is to purchase and install boilers.

Legislator Heppner clarified the use of the boilers at the Ulster County Law Enforcement Center (UCLEC). Don Quesnell explained that the dual fuel boilers will provide the best benefit. The natural gas line was just recently activated, however, you need to have the ability to burn oil as a backup in the case of a gas interruption.

UCLEC Fire Alarm/Heating Controls – Legislator Bartels questioned if it was normal to replace fire alarm and heating controls after only 15 years. Don Quesnell, Deputy Commissioner of Public Works, explained that you can no longer get parts for the current system. Therefore, the system in the entire jail needs to be replaced.

Veteran's Cemetery Renovations – No questions

EDUCATION

Equipment

Equipment & Technology – No questions

Facilities

Facilities Master Plan – Legislator Bartels recalled already doing a Facilities Master Plan. Marc Rider, Deputy County Executive, stated that a Capital Project was created and an RFP was done.

Infrastructure Improvements – Legislator Bartels noted that she would like to have an inventory of what is included in the \$944,056.

Legislator Walter asked how this Capital Project is different than the Facilities Master Plan. Marc Rider, Deputy County Executive, explained that the Facilities Master Plan is long range capital improvements, while infrastructure improvements are within the next 5 years.

Roof Replacement & Exterior Site Work – Legislator Bartels requested to see the back up and what is included in the \$3,080,409 for 2021.

Site Work Improvements – Chairwoman Archer requested the backup from Commissioner Gulnick for the \$1,300,000 included for 2021.

HOME & COMMUNITY SERVICE

Facilities

Development Court LED Lighting Retrofit – No further questions, was covered at the previous meeting.

EV Charging Stations – Legislator Walter noted that she received the follow up from the previous meeting from Evelyn Wright, Deputy County Executive. However, reiterated that she is interested to know if there is a plan to go beyond 2021 and a plan to map out EV stations over the next 5 years throughout the county. Legislator Walter expressed that she would have preferred to see a greater vision for the next 5 years. Deputy Executive Wright stated this project is also tied to the County Bus Fleet and the UCAT EV needs.

UCAT Rooftop Solar – No questions

PUBLIC SAFETY

Equipment

County Wide Radio System – No questions

Rapid Response Vessel – No questions

TRANSPORTATION

Equipment

Equipment Replacement – Chairwoman Archer requested a list of vehicles that are expected to be replaced with the \$2,585,000, understanding it could change before the Capital Project is brought before the Legislature.

Tom Jackson, Commissioner of Public Works, stated that none of the 2020 purchases were made and will all be rolling over into 2021.

Legislator Cahill questioned if there was an effort to purchase the same brands in order to have consistency with repair parts. Commissioner Jackson stated that it is often attempted to maintain consistency with brands and parts. However, Marc Rider, Deputy County Executive, reminded the committees that there are still bidding laws & purchasing policies that need to be maintained.

Salt Preactivation System – No questions

Buses Mandatory Replacement – Marc Rider, Deputy County Executive, and Burt Gulnick, Commissioner of Finance, explained that this project is similar to the ‘various road replacements’ and that different, more specific, capital projects will be established out of this. Legislator Bartels clarified with Burt Gulnick that the \$4,000,000 is for 6 buses.

Legislator Walter questioned what happens to the busses that are phased out. Deputy Executive Rider explained that they are decommissioned and are no longer used for passenger services. Sometimes the buses can be used for other things but are often part of an auction. Don Quesnell, Deputy Commissioner of Public Works, explained that many of these busses will no longer pass inspection, from the Department of Transportation, to allow passengers. In addition to auctions, the busses are sometimes donated to a local fire department to allow for training.

Infrastructure

Asphalt Overlay of Various Roads – Legislator Bartels requested a list of roads associated with this Capital Project. Tom Jackson, Commissioner of Public Works, explained that the list has not yet been created. However, it will be about 50 miles of asphalt overlay. Marc Rider, Deputy County Executive, stated that the roads to be completed will be determined by the upcoming winter.

Chairwoman Archer asked if asphalt overlay was completed in 2020. Don Quesnell, Deputy Commissioner of Public Works, stated it is only completed every 3-4 years.

Bennet Road Bridge – No questions

Bridge Flag Response – Legislator Walter pointed out that this will be a reoccurring project annually. However, the price appears to increase a little bit each year, due to increased costs. Don Quesnell, Deputy Commissioner of Public Works, confirmed that it is a 5% increase annually due to inflation of materials.

Chairwoman Archer asked if the money had been expended for 2020 and if everything necessary was completed. Deputy Commissioner Quesnell stated that every penny had been used already for 2020 and anything above that had been taken out of operating funds.

Bridge Substructure Repairs – No further questions, discussed at the previous meeting.

Bridge Superstructure Repairs – No further questions, discussed at the previous meeting.

Construction of Various Shoulders – Legislator Bartels stated that she would love to know which roads are the priority in the County. In addition, expressed that this project will need more thought and more money moving forward, stating safety issues. Marc Rider, Deputy County Executive, noted that the project on Route 299 is an \$8 million, standalone Capital Project. Tom Jackson, Commissioner of Public Works, explained that this Capital Project was created with the intention of expanding shoulders in areas where drainage facilities do not need to move and land does not need to be acquired. For 2021, Public Works is looking at Sawkill Road, there appears to be ample width to add shoulders without moving ditches, drains, or acquiring land. Tom Jackson also noted that the Route 299 project is a Transportation Improvement Program (TIP).

Legislator Heppner expressed agreement with the potential of Sawkill Road and suggested to meet in the future regarding this issue.

Legislator Walter noted there are innovative new sidewalks that are cost effective and asked if this is something Public Works considers when doing new renovations. In addition, the inevitable changes that will need to take place when autonomously driving cars become available.

Legislator Bartels also stated that she would like to have a conversation regarding the best practices concerning ditches, realizing that it may look different for roads vs drainage vs environmental etc. In addition, a policy should be discussed for foreclosed properties to include an expansion of right-of-way access.

Legislator Cahill asked if the Transportation Council looks at pedestrian patterns and noted that it is not uncommon to see pedestrians on highways. Dennis Doyle, Director of Planning, explained that they are looking at this but do not have accurate numbers regarding the number of pedestrians or bicyclist. They are moving towards different types of counters and are currently engaged in a County-Wide Safety Audit, which is scheduled to be completed by the end of the year or early Spring 2021. Director Doyle also noted that high accident areas are being identified, such as the hairpin turn at Minnewaska.

Legislator Cahill also questioned if Sawkill Road was the only project for 2021 shoulder expansion. Commissioner Jackson stated that it is the primary project and it depends how far the money can stretch. They are also looking to identify additional opportunities.

Chairwoman Archer asked if there was an option to make adjustments to right-of-way access on foreclosed properties prior to sale at auction. Deputy Executive Rider noted that the County Attorney would probably need to review this. Commissioner Gulnick added that the Highway and Planning Departments always review the list of foreclosed properties for opportunities. Legislator Litts provided an example of the County demolishing a foreclosed house to improve an intersection and decrease the number of accidents.

Creekside Drive Slope Failure – No questions

DPW Bridge Program – No questions

DPW Large Culvert Program – No questions

Fantinekill Bridge – No questions

Galeville Bridge Replacement – No further questions, discussed at the previous meeting.

Golden Hill Roads – No further questions, discussed at the previous meeting.

Guide Rail Replacement Program – No further questions, discussed at the previous meeting.

Highway Safety Program – Legislator Bartels asked how many signs are replaced with \$200,000. Tom Jackson, Commissioner of Public Works, noted that there was a contract with 3M to inventory all of the County signs and create a database with the information. Public Works and the Planning Department are working to identify a consultant to take the data and create a recommendation for improving the signage.

Dennis Doyle, Director of Planning, pointed out that as both the safety study and sign study are being completed, it is a great opportunity to take the data from both to make recommendations and improvements.

Legislator Walter questioned if signage has been identified as the best approach to minimize accidents, referencing research that has indicated that adding more trees and bushes near the edges of the roads make the roads appear smaller and individuals in turn drive slower. Commissioner Jackson stated that signs are regulated by New York State and the study is to ensure that all legal requirements are met and to identify any opportunity to enhance signage to improve safety.

Director Doyle agreed that there are other ways to improve safety but there is a requirement to upgrade signage to meet Federal standards. The intention of this program is to upgrade signs and identify the top priority areas first, through accident rates and types of signs.

Legislator Litts explained that the Federal Government spends a lot of time and money on studies to mitigate accidents and improve safety. Legislator Litts stated that the Federal Government adopted New York State's Manual on Uniform Traffic Control Devices (MUTCD) as the Federal program.

Legislator Heppner asked about the process of adding or moving signs. Commissioner Jackson stated that the County can enhance what the State requires and there is some discretion on adding signage that is of a cautionary nature.

Maltby Hollow Bridge Replacement – No questions

McKinstry Bridge Replacement – Tom Jackson, Commissioner of Public Works, provided an update from the previous meeting. There will be a resolution in December to establish this Capital Project and enter into a contract in an attempt to move the project along at a quick pace.

Chairwoman Archer asked if the \$3,300,000 budgeted in 2022 would be moved up as well. Commissioner Jackson noted that Public Works expects it to be time consuming to conduct all the surveys necessary for the design work. Chairwoman Archer confirmed that the bridge is currently closed.

New Paltz Substation Parking Lot Replacement – No further questions, discussed at the previous meeting.

New Salem Road Stabilization – No questions

Phoenicia Bridge Replacement – No further questions, discussed at the previous meeting.

Reconstruction of Various Roads – No questions

Rt 299 Shoulder Widening – Marc Rider, Deputy County Executive, noted that for 2021 the budget is mostly right-of-way acquisitions.

Salem Street Stabilization – No questions

Samsonville Road Culvert Replacement – Tom Jackson, Commissioner of Public Works, stated that the Samsonville Road Culvert is reimbursable at 100% through the Bridge New York Program.

Legislator Litts explained that Culverts are new to the program and reimbursed at 100% while bridges are at 95%.

Don Quesnell, Deputy Commissioner of Public Works, explained that the project is being run by New York State while the County is funding it.

Shawangunk Kill Bridge Rehabilitation – Tom Jackson, Commissioner of Public Works, stated that it is reimbursable at 95% through the Bridge New York Program.

Sundown Bridge – Chairwoman Archer confirmed that this bridge is 100% County funded and will have in-house engineering.

Tongore Bridge – Legislator Walter confirmed with Dennis Doyle, Director of Planning, that the reimbursement is 100% after the project is completed and you must agree that the project will continue, even in the absence of Federal funding.

UCAT Electric Bus Charging Infrastructure – Marc Rider, Deputy County Executive, stated that this is part of the Volkswagen lawsuit settlement and assured Chairwoman Archer that the county will receive this money.

UCAT Facility and Equipment Upgrade – No questions

Western Avenue Repaving – No questions

Wolven Bridge Replacement – No questions

ECONOMIC DEVELOPMENT / CULTURE & RECREATION

Broadband Initiative – Legislator Walter reiterated the request to expedite the timeline. Marc Rider, Deputy County Executive, stated that they will attempt to do what can be done when towers are already in place. However, many towers do not exist currently.

Chairwoman Archer asked how many towers are currently in existence that can be utilized. Dennis Doyle, Director of Planning, estimated that there are currently 8-10 towers and they are not a good fit to serve the underserved broadband areas. Director Doyle did mention the possibility of utilizing County buildings where there are not towers. The two goals would be to discuss the underserved areas and look at competition.

Community Development Program – Chairwoman Archer expressed that there was remaining follow up from previous meeting. However, no new questions.

Transportation Planning Studies – Legislator Bartels asked if this was a standard Capital that is funded similarly every year. Dennis Doyle, Director of Planning, explained that the Transportation Council operates on a State fiscal year. Some money is offset through the County's operating budget and Federal reimbursement. However, some money is in the Capital Program for additional studies or additional contracts that span multiple years.

Ashokan Rail Trail Structures – No questions

Enterprise West Redevelopment Project – No further questions, discussed at the previous meeting.

Kingston Rail Trail – No questions

Midtown Linear Park – No questions

Open Space & Recreation Fund – Legislator Bartels wanted to ensure that if a fund is established and administered by the County, there must be some mechanism to review the applications and ensure that opportunity is widely available. Dennis Doyle, Director of Planning, noted that the criteria can be changed based upon what your priorities are. The plan was to tie this Capital Project back to the County's Open Space Plan.

Chairwoman Archer asked when the last time the Open Space for the County was done and if it needs to be updated. It was determined to be approximately 2007 – 2009. Director Doyle explained that it is a policy document and the policies haven't really changed and no priorities were established in the current plan.

In addition, Director Doyle, explained that their plan is to require the community to participate with the County by providing matching funds.

Stream Management Plan – No questions

New Business: Legislator Walter mentioned that Sheriff Figueroa had expressed concern regarding the repairs needed on their security system and dishwasher and questioned why those items were not included in the budget. Marc Rider, Deputy County Executive, and Burt Gulnick, Commissioner of Finance, were not aware of these budgetary requests.

Legislator Haynes requested an update on the Floyd Ackert Road Bridge. Tom Jackson, Commissioner of Public Works, stated that it should be complete in the next 3 weeks but it is fully closed at this point.

Dennis Doyle, Director of Planning, added that while not in the Capital Plan, there will be additional bus storage needs and the County has outgrown the current space.

Old Business: None

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

Adjournment

Motion Made By: Legislator Litts
Motion Seconded By: Legislator Bartels
No. of Votes in Favor: 6
No. of Votes Against: 0

Time: 7:56 PM

Respectfully submitted: Natalie Kelder
Minutes Approved: November 10, 2020

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Chairwoman Archer: I know he had another obligation tonight and will not be joining us. But we're going to plow forward and we're going to start actually, why don't we take attendance first, Amber or Natalie?

Natalie Kelder: 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.

Legislator Maio: Here.

Natalie Kelder: Walter.

Legislator Walter: Here.

Natalie Kelder: And for Public Works, Fabiano.

Greene.

Cahill.

Legislator Cahill: Here.

Natalie Kelder: Heppner.

Legislator Heppner: Here.

Natalie Kelder: And Litts.

Chairwoman Archer: He's here. You're frozen, I think, Herb.

Okay, we'll see. We'll see what happens here. Anyway, let's go ahead and let's kick off. We're going to, tonight we're going to focus on some of the older projects and make sure there are, particularly those that have some money in 2021, for 2021. So, if we start, why don't we start on page 11. And it is the Central Auto Vehicles.

Chairwoman Archer: Legislator Bartels.

Legislator Bartels: I was just wondering if there was a plan for any of these vehicles to be electric or hybrid in keeping with the green initiative of the Executive.

Deputy Executive Rider: Tom or Don, I'll let you, I, I believe so. But I don't have.

Commissioner Jackson: Yes. We have, we have 1-2-3-4-5-6-7 are PHEVs.

Legislator Litts: Anyway, I'm here. I got kicked out, but I'm back.

Chairwoman Archer: Right. Thank you, Herb.

Legislator Bartels: It's funny, you never left, Herb. Your image stayed here the whole time

Chairwoman Archer: It froze.

Legislator Bartels: Okay, you said that seven were PHEVs?

Commissioner Jackson: Yes.

Legislator Bartels: Okay. And are we thinking, in terms of the vans, I mean, I know we have the Veteran Agency vans and Arson Task Force vans and one Building and Grounds vans. I'm assuming they all need to be vans for the, for their use. Are we thinking in terms of down- or right-sizing our vehicles in terms of fuel efficiency, as well?

Deputy Executive Rider: We have those. I think they're the Fords. They're pretty fuel efficient the, what are those? I think they're called the transports, Tom?

Commissioner Jackson: Yes.

Legislator Litts: Transit.

Deputy Executive Rider: The Transits. And those are a pretty fuel efficient van type vehicle. I'm not sure how many of those are slated to be bought. But we have started looking at those for our, our larger vans. The Veterans Agency, it's the vans for the medical runs, and those are pretty full. And the vehicles that they have now are pretty much end of life, one's down. We can look at, you know, those are going up to Albany every day. So, we'll make sure that, you know, we're looking at fuel efficiency, but we do need those to be, you know, fairly sizable vans.

Legislator Bartels: Okay. And then if I may. The, the last question, which I know he isn't present, but I'll follow on. But I know we talked about patrol vehicles, and their examples of hybrid patrol vehicles, nationwide, including in areas where there is snow, such as the Northeast. And I know that the previous Sheriff was a little resistant to it, but I don't know if we've, if the Executive's Office has initiated these conversations with the current Sheriff about transitioning his fleet, including patrol vehicles to, to hybrid and/or electric vehicles?

Deputy Executive Rider: I know when I was the purchasing director, they were just coming out with patrol-grade law enforcement, you know hybrid or plug in vehicles. I am sure that Kim has had conversations with the Sheriff, but the Executive Office has not, as far as this, but happy to have that conversation if he's willing to, to shift over.

Legislator Bartels: Okay. Thank you.

Chairwoman Archer: Legislator Cahill.

Legislator Cahill: Thank you, Chairman Archer, I believe the Town of Ulster uses hybrid vehicles in their patrols. So, it may be worth it to reach out to them and see what they're doing.

Deputy Executive Rider: Yep.

Chairwoman Archer: Okay, any other questions? Okay, why don't we move on to page 12, which is the Information Services Technology upgrade.

And this is network equipment. bringing everything up to date here, we're talking about almost \$800,000 for 2021.

Deputy Executive Rider: Mainly, it's switches that have reached end of life. They were going to do it through Operating Budget, we decided it would be better to be done through Capital.

Chairwoman Archer: Okay. Any questions on that?

Legislator Bartels: Can you just explain what exactly switches are? And is that like network wide?

Deputy Executive Rider: I can follow up with an answer. I know that they are for the network, but I don't, I don't know. I don't have the technical expertise of exactly what a switch is. Maybe John might.

Legislator Gavaris: I can. I can answer what a switch it. So, a switch is, essentially, if you think about it from the old-fashioned terms of a switchboard operator, where they had to plug in the plugs there. This thing does that for you. It takes the signals that go in, with let's say 10 internet connections, and it starts distributing them through different boards, to the different locations. So, you don't have to have one for one, you can have one for 10. And it distributes it automatically.

Legislator Bartels: Thank you.

Chairwoman Archer: Thanks. I didn't realize we had such a resident expert. Thank you, John.

Legislator Gavaris: That's the extent of my IT knowledge.

Chairwoman Archer: Thank you.

Legislator Cahill: I'll just say that I've been working with that stuff for almost 40 years. So, that was a very good explanation, John.

Legislator Bartels: And this is one, this in terms of the Capital, this is just, just a one-time expense, just this year, for this one upgrade?

Deputy Executive Rider: Yeah.

Chairwoman Archer: Was it in the plan last year now? No. Last year, it was in the operating budget? Is that correct?

Deputy Executive Rider: Some of these were in the Operating Budget.

Chairwoman Archer: But it was all postponed for this year, because of COVID. Okay. So, what was, what was, what was in the budget for this year? What was our savings? By not doing it? If it was in the operating budget? Burt, can you speak to that?

Deputy Executive Rider: Lynn, part of it was in the Capital for 2020. There was a portion in for this year, too. I'd have to get back to you on what the portion was in this year's operating. It wasn't much. I think it was, it was ones they needed to do right away, and they still may need to do them, in terms of the timing for 2020. But I can get that number to you.

Chairwoman Archer: I'd like to get some clarity on that.

Deputy Executive Rider: Yeah, I'll get that number. Yeah.

Chairwoman Archer: Okay. All right. Any other questions? Okay, let's move on to page 13: New Tax software. We did speak about that. Any other questions on that? We'll move on, because we did talk about it last meeting.

Legislator Cahill: I have a real quick question. I forgot to ask this at the last meeting. And I don't know if there's anybody, anybody on here that can answer it. But one of the, we suggested doing this a long time ago using, you know, web web-based payment systems for property taxes and other fees for the county. And one of the downsides was the fees that were charged by the credit card companies. So, how is that going to be addressed? Is that going to be added on top of the fee? Or is the county going to eat that or?

Commissioner Gulnick: Brian, we actually are charging when folks can use credit cards in the office, there is a one and a half percent charge to that now. Okay. That, that will continue online.

Legislator Cahill: So, it's the same as if they're doing in purpose, in person, sorry.

Commissioner Gulnick: Correct. Yes. Correct.

Legislator Cahill: All right. Thank you

Deputy Executive Rider: Can they still pay cash in person or?

Commissioner Gulnick: Yeah, they, they can do cash. They can do a check money order, yeah.

Legislator Cahill: Yeah. Okay.

Chairwoman Archer: With the online you could do Zelle, or whatever. Right. Okay.

Alright. So, we talked about page 14.

Legislator Bartels: Hey Lynn, can I ask a question? Can I just follow on that question?

Chairwoman Archer: Sure.

Legislator Bartels: Is that permitted by the credit card companies to charge a basically a surcharge?

Commissioner Gulnick: But it's not my, it's not my charge. This is what the, the fee is for the credit card companies, for using it. And we're try, we're trying to get as much as possible back, by doing that 1.5% charge.

Legislator Bartels: Okay, I thought a lot of the credit card companies had policies that you weren't allowed to charge an additional fee.

Commissioner Gulnick: I'm just trying to get that fee back that they charge me.

Legislator Bartels: No, I get that. But I'm saying I don't know, we should probably look into the credit card.

Chairwoman Archer: I think it's more if you're charging more than what they would charge you to process the payment.

Legislator Cahill: I don't know about that.

Chairwoman Archer: Legislator Gavaris.

Legislator Bartels: I don't know about that either.

Legislator Gavaris: I can tell you from my time on the Village Board, we looked at for them to pay the water and sewer bills. And we found out from the New York State Conference of Mayors we're required, you cannot the municipality can't use taxpayers' funds to pay surcharges of any kind, including credit card fees. So, the person who is making the payment, has to pay those credit card fees, whatever it is. We can't charge over and above it. But we have to charge them the minimum amount of what they're, what we're being charged by the credit card company for the processing. We can't eat it as a county.

Chairwoman Archer: Legislator Bartels.

Legislator Bartels: I mean, I'm just saying we should follow up. I get that there are, that there are, you know, regulations. But I just know from running a private business, and I just I just Googled my Visa, you know, background says that as a result of illegal settlement, merchants can charge a surcharge starting, that started in 2013. But that they have to notify their intent to charge 30 days prior, etc, etc. So, it's like, we just have to make sure that we're following, and, and I'm not sure if that applies to all the different cards, or if they

Commissioner Gulnick: And this fee isn't being, this fee isn't being charged by the Company's visa. It's a Merchant Services account that I use.

Legislator Bartels: I understand. Yeah, I understand that. But I mean, we're, you'd also be getting, Visa also charges. I mean,

Commissioner Gulnick: But it's through the, it's through

Legislator Bartels: the Merchant Services charges

Chairwoman Archer: I think municipal, I think there's a difference in municipal, but that's okay. We can.

Commissioner Gulnick: I can get you more info.

Chairwoman Archer: Yeah. All right. On 14: Personal Computers, we did get a response in some detail. Hopefully everybody got a chance to look at it. If we don't have any more questions on that when we address that pretty much the last go around. Any questions now?

Chairwoman Archer: Okay, page 15: Card Readers for Substations.

Legislator Bartels.

Legislator Bartels: Oh, on this one, it says prior years, there's no identified money spent. I just, I recall that there was a Capital or there was a Program where we discussed this prior?

Commissioner Jackson: So this was.

Deputy Commissioner Quesnell: We did. We came to you to establish it and because of COVID we didn't spend the money.

Legislator Bartels: Oh, okay.

Deputy Commissioner Quesnell: We're just going to roll it over to next year to do it.

Legislator Bartels: Okay. All right. Thank you. That solves that.

Chairwoman Archer: Any other questions? Okay. The next one is page 16. This is Carr Building Renovations. And there's nothing in there for this year. Did anybody have any comment? Okay.

The same for the next one, the County Office Elevator and Interior Renovations those there's nothing in 2021 for those.

The next, page 18, is Courthouse Fascia, Exterior Repairs and Roof Replacement. And it's plugged in at two and a half million. Any questions?

Legislator Bartels.

Legislator Bartels: This one is like a flashback for me, because I remember going over that cupola such detail with Jeanette Provenzano, and I'm sure I have the documentation somewhere. It feels like yesterday. I know it wasn't.

So, are we able, do we capture the cost of maintenance? Do we contain the cost of maintenance per building, over time? For example, if we wanted to know, you know, what and when we've spent on the County Courthouse, are we able to look at that over the course of 20 years or?

Deputy Executive Rider: We, I know we can look at it, post-New World. I'm not sure if, if there's anything in there prior to the new financial system.

Legislator Bartels: And when did, what year did New World come in?

Deputy Executive Rider: 14 or 15.

Deputy Commissioner Quesnell: 2014.

Commissioner Gulnick: 2014.

Chairwoman Archer: 14.

Deputy Executive Rider: 2014. Yeah.

Legislator Bartels: Okay.

Commissioner Gulnick: We can, we can capture the, the prior years. I mean, it was a separate division. There won't be I say 100% accurate when it comes to personal time or something like that, but we can definitely get you expenses prior to that as well.

Legislator Bartels: Okay, yeah, I mean, it's not a top priority, but I would just, I would say this is a, it's a big number. I know it's a big project and has historic value as well. But, again, since this is something, over time, that has been discussed at length, I'd love to see, I'd love to see the numbers captured somewhere.

Commissioner Gulnick: Yep.

Chairwoman Archer: Is the roof, I would assume then, the roof is past its current life. Were are we having issues or problems? Or is this to get ahead of any issues or problems?

Commissioner Jackson: So, this includes roof replacement. And we'll be evaluating the roof for rooftop solar, as well, as part of the design.

Deputy Executive Rider: And Tom, Tom, we don't have any leaks or anything now or do we currently?

Commissioner Jackson: There are, there are some areas of the roof that are at end of life that we need to replace the roof for. But we've been able to repair any leaks as they, as they crop up.

Chairwoman Archer: Is this an asphalt roof or?

Commissioner Jackson: I think it's a combination because there are some flat areas.

Chairwoman Archer: Okay, any other questions?

Chairwoman Archer: Okay, page 19: Fairground Improvements. \$880,000. Any questions?
Legislator Walter.

Legislator Walter: This is such hearsay, so, I may be getting all my facts wrong. As this is really just a real question, in general. I had understood that, and again, it may not even relate to this. But I had understood that part of the agreement, related to the Ulster County Fair, was that any, any, and obviously not this summer, but any money made, like any profit would then be put toward, like, they didn't pay anything to have it. But then any profit would be put towards improving the grounds in some ways. And I know we didn't have it this summer. But is this kind of thing, am I correct about that part of the agreement, and is this kind of thing tied into that at all?

Deputy Executive Rider: So, the main infrastructure of the fairgrounds, which is the water supply, electric, sanitary systems, we're responsible for as a county, that's not part of the agreement. But they are responsible for putting a portion of their net proceeds, minus the Fair, into improvements in buildings and other things. So, they don't, that that's not infrastructure improvements but other, they, they replace the pig barn on occasion and other things like that.

Deputy Commissioner Quesnell: Legislator Walter, unless it's Capital dollars spent by them, those expenses won't hit county books, because that's something that they would pay to have done for their share. This is the responsibility of the county's portion for Capital Improvements.

Legislator Walter: Thanks. I was just I never quite understood what the agreement was. So that was really what it was about. Thank you.

Deputy Commissioner Quesnell: You're welcome.

Chairwoman Archer: Legislator Cahill.

Legislator Cahill: Yeah. So, then annually, we can expect to see something like this annually, for Libertyville Road, then? Or is it coincidental that all three of the systems that the county is responsible for need repair at the same time?

Commissioner Jackson: For these systems, Brian, need upgrades and improvements because they're aging. And the only way we felt we could do it was through a Capital Project. But this Capital has been on, you know, it's been bumped down the road, year after year after year. This

was on the books a few years ago, and we just never can get it off the ground. So, we're finally doing that. But these, these upgrades are really long overdue.

Deputy Executive Rider: There's efficiencies in doing it together, too, because there's trenching and other work. So, for the electrical infrastructure we need to trench, for the water system we need to trench. Doing it all at once makes a lot of sense.

Legislator Cahill: Thank you.

Chairwoman Archer: Any other questions? Okay, let's move on to page 20. Page 20 is Golden Hill Water Tank and there's \$125K in 2021's budget. Any questions?

Legislator Haynes? Legislator Haynes, did you have a question?

Legislator Haynes: No. Disregard.

Chairwoman Archer: Oh, okay. Anybody else? Legislator Heppner?

Legislator Heppner: Yeah, thank you. So, I remember us discussing this briefly last time around, but just for my information, especially with all, you know, the future things happening at Golden Hill. So, is the Golden Hill, and I'm sorry if this is a naive question, does the Golden Hill water tower, simply feed water into the Golden Hill complex? You know, essentially, within all the county owned properties, including the old jail site.

Deputy Executive Rider: And, yes, and the nursing home as well.

Deputy Commissioner Quesnell: And the new jail.

Commissioner Jackson: And the new jail.

Legislator Heppner: And the new jail. So with the expectation of, you know, what we have planned for the former jail site, is there any altercations to this? Is there any change and what will be needed in terms of water services for affordable housing structure there? I'm just curious if.

Commissioner Jackson: I can get something on that if you want. We, we feel that there needs to be an analysis of the, the need for water, particularly with the residential, the prospect of a residential development. And Dennis, you, you can correct me if I'm wrong, but it may dictate the size of the tank. But these are, you know, component type tanks that you can add another module to.

Director of Planning Doyle: That's the key.

Commissioner Jackson: Yeah.

Chairwoman Archer: So.

Director of Planning Doyle: That's the key is,

Chairwoman Archer: Go ahead.

Director of Planning Doyle: I'm sorry.

Chairwoman Archer: No, go ahead, Dennis.

Director of Planning Doyle: That's the key. What Tom says, that's the key, is that there are modular tanks you can add on. We, we, we've had some initial conversations with the a, with the engineering firm with respect to the size of the tank that's up there and the need to support some of the housing work. This is not a study by any means. But that those conversations came back that they thought the tank could, could be sized large enough. One of the concerns that does, that does come up is fire flows, the tank will just operate more, it'll operate more frequently. Meaning we have a subsequent water system up there. We pump from essentially a tank that's below us on Marius Street up to the up to the county. So, we are a subsequent Water District up there. And then from there, we, we distribute to all the other, all the other users. And the agreements that we currently have, distribute the cost of this, relative to the water usage. And we would, when we move to go for affordable housing, we would think that those kinds of costs would be similarly distributed.

Chairwoman Archer: So, let me ask you. We did get a couple of pages from Burt after we got the initial book. And one of them is the pump house control upgrade for the Kingston Water Department. And it's looked like, and it sounded like this would be considered in conjunction with whatever is going to happen at the water tower. Is that what you're referring to Dennis?

Director of Planning Doyle: That's correct. Yeah, there would be a need to upgrade water. I mean, the skadia valves and systems in there that basically make sure that the tank fills up when it's supposed to and distributes water when it's supposed to. That pump house sits right next to the UCAT facility. Just up the, just to the west of the UCAT facility.

Chairwoman Archer: So the \$158,000 in the, in the, in this Capital Plan for the pump house, specifically, is over and above the \$125K for the tower but would be part of that analysis to determine what has to happen here?

Commissioner Jackson: The equipment its, the equipment at the pump house needs to be replaced regardless.

Deputy Commissioner Quesnell: Correct.

Commissioner Jackson: of what happens to the tank.

Chairwoman Archer: But it's the City of Kingston's pump house correct?

Deputy Commissioner Quesnell: No.

Director of Planning Doyle: No.

Chairwoman Archer: Oh, okay.

Deputy Commissioner Quesnell: So, it's, the Capital for the pump house is to get software to help monitor the pump house, that we need monitored by the City of Kingston, partially. So, essentially what would happen is if we ever get the water level too low, the pump house itself won't burn itself out before we realize that there's a problem. So, it'll shut itself down so we don't have an \$8,000 fix every time something breaks.

Chairwoman Archer: Okay, so this is only for the, the system?

Deputy Commissioner Quesnell: It's for the system and an external generator. Because we expect with the upgrade to the pump house that we'll have to have a bigger generator on site.

Chairwoman Archer: Okay, any other questions? Okay, thank you.

Next we have, we did this one. We did that. Page 23: Perrine's Bridge Reno. For, there's nothing in here for 2020, unless does anybody?

Legislator Walter: Lynn,

Chairwoman Archer: I'm sorry?

Legislator Walter: I know, we talked about 22. But did we have, and I'm sorry, did we have some questions that we wanted answered related to that? Or we, do we leave it that they would just confirm? Sorry for, if I'm forgetting to do that, you just would make sure that cash could be paid and all those things.

Deputy Executive Rider: We we're going to put all that into the RFP.

Legislator Walter: Okay. Great thanks.

Legislator Cahill: And, and if you don't mind?

Chairwoman Archer: No, please go ahead.

Legislator Cahill: Yeah, and we're, this is simply for the, at the County Office Building at this point, not the municipal lot by the Courthouse, at this point in time?

Deputy Executive Rider: At this point in time, but we really need to look at the Courthouse, as well, because especially with many of the, the hotels, the boutique hotels, that have come in, you know, they're parking the cars there overnight, and, and they're there throughout the stay and they're taking a lot of the spots up. So.

Legislator Cahill: And there's no agreement with the Uptown Business Association, or any of the property owners other than the county offices up there.

Deputy Executive Rider: Correct.

Legislator Cahill: Okay. Thank you.

Chairwoman Archer: Any other questions? Okay, now let's move on to 23: Perrine's Bridge Repair or Renovation. Legislator Bartels.

Legislator Bartels: So, I know there's nothing in 21 or even 22. But I just have a question about the state of the bridge, in the abutments. Can we wait that long? Has it been assessed to be stable enough to make it the two, two years?

Commissioner Jackson: Yes, we have been monitoring and assessing. We have people going out and doing preventive maintenance. Which is to clean dirt and debris out of some of the wood joints so that the wood doesn't continue to rot. But yes, we feel confident that structurally, the bridge is sound. It's like any old barn structure. It's very sound. But we want to eventually we need to have an improvement project to really bring it back. But right now it's fine. We are maintaining.

Chairwoman Archer: Just a quick question. Go ahead. Legislator Litts, then Heppner.

Legislator Litts: Tom, I was just wondering, does that bridge have a BIN number? Is that on the system?

Commissioner Jackson: No, it's not.

Legislator Litts: Oh.

Chairwoman Archer: It's a pedestrian bridge? Correct. It's not even a, a vehicular?

Deputy Executive Rider: Some horse and buggies might go over it from time.

Chairwoman Archer: Okay. Legislator Heppner.

Legislator Heppner: To Deputy Executive Rider's point, is this, you know, does this have any historic standing in terms of registry and all that?

Commissioner Jackson: Yeah.

Legislator Heppner: So, I'm just curious. There's not, You know, I know for a fact, there's a covered bridge society in New York State, and so on, is there not any, you know, grant opportunities here?

Deputy Executive Rider: We did point out that there is potential state funding that we're looking at. And hopefully that's part of the reason to put it out a little bit, is trying to procure some of these grants. I'm also in conversations with the Bruderhof to see if maybe they would assist with some labor and some other things to attempt to, to help lower the cost of these fixes. You know, they are the ones that really use the bridge, to any extent, at this point.

Chairwoman Archer: Didn't we have some abutment work that was done a number of years ago on this? Did.

Commissioner Jackson: Yes, Dennis. I'm sorry.

Director of Planning Doyle: Yeah, We did we got a transportation alternatives grant. In those days, they were known as transportation enhancements grants for this bridge, and we did a rehab on the bridge in the 90s. It was completely rehabbed, the bur arches were fixed on the ends. There was new roofing put on and there was some abutment work.

Chairwoman Archer: I thought we.

Director of Planning Doyle: But it has been since the 90s. So, it's time to do it again.

Chairwoman Archer: Oh, for some reason, I thought we had done some abutment work, maybe six years ago or so. No? Okay, maybe we're talking about it never came to fruition.

Deputy Executive Rider: It's probably been on the Capital Program for that amount of time.

Chairwoman Archer: Maybe that's it. Okay.

Director of Planning Doyle: And, and the bridge is, the bridge is on the national register.

Chairwoman Archer: Register. Yeah. Any other questions?

Director of Planning Doyle: Yeah, it's a historic bridge.

Chairwoman Archer: Legislator Heppner?

Legislator Heppner: No, I was just pointing out, if you haven't, just I googled it quickly, and that, I don't normally know about a covered bridge society. That's how I found it. And they meet once a month, on a Sunday, and they had this bridge highlighted on their website. So, if you haven't reached out to them, I would suggest reaching out to them.

Chairwoman Archer: Great. Thank you. 24, Page 24: Quarry Complex Renovation, nothing in here for 2021. Does anybody have any questions? Legislator Cahill.

Legislator Cahill: Thank you. So, the Central Auto Renovation cost, is there going to be any, Let me ask it another way. I'm sorry. Are there any costs associated with moving Central Auto to Quarry street?

Deputy Executive Rider: In this capital.

Commissioner Jackson: No, it's done in-house with the exception of the lifts. The lifts were moved by the lift company.

Deputy Commissioner Quesnell: Right, very minor.

Commissioner Jackson: Minimal costs. Don, do you have that number?

Deputy Commissioner Quesnell: I don't have it off the top of my head. But I'll tell you, it's less than \$10,000, for sure. I might even be less than \$5K.

Legislator Cahill: So, it's going to be less than the cost of the rent at the other place. So, it's a wash?

Deputy Commissioner Quesnell: Yeah.

Legislator Cahill: Okay. Got it. Thank you.

Chairwoman Archer: Great. Okay. Page 25: Reconstruction of Various Parking lots. Nothing in it for this year. Anybody have any questions before I move on?

Okay, budget page 26: Record Storage Building. We have \$25,000 in there this year for design. Any questions? Legislator Bartels.

Legislator Bartels: So, again, you know, in the in the prior years, there's nothing's marked, but I'm pretty sure we did some signage, even this year. So, did we not spend any money on this project here in 2020?

Commissioner Jackson: Not out of this capital. No.

Legislator Bartels: Was it at the same thing, but out of a different Capital?

Deputy Commissioner Quesnell: I don't believe so. We might have done HVAC work on it out of a different Capital number. But if it was not any of the work outlined in this project.

Deputy Executive Rider: Yeah, I do think that there was an emergency HVAC.

Deputy Commissioner Quesnell: Yes, that sounds right. For sure.

Legislator Bartels: But what about the signage? You didn't do any signage this year?

Deputy Executive Rider: At this facility? I don't believe so.

Deputy Commissioner Quesnell: I don't think so. No.

Legislator Bartels: Okay. Thank you.

Chairwoman Archer: Okay, no other questions, we'll move on to page 27: Relocation of Various Departments.

Chairwoman Archer: Legislator Bartels.

Legislator Bartels: Do we have a list of what departments are slated to move, and where, for this year? Since \$835K is targeted for this year?

Deputy Executive Rider: Tom or Don. Don, do you have a list? Tourism, I believe for sure. Because I think the Kingston budget highlighted that it's going to sell the building.

Deputy Commissioner Quesnell: Right.

Deputy Executive Rider: So, we need to find another location for tourism. Emergency management's going to move but that has a separate Capital. So, I don't, that's not in

Deputy Commissioner Quesnell: Right

Deputy Executive Rider: here.

Chairwoman Archer: That was the additional sheet that was sent for our last meeting from Burt, it was omitted from the package. And it's \$400,000 for Emergency Management's move. Is that correct, Burt?

Commissioner Gulnick: Yeah, for 2021 it's \$400,000.

Deputy Executive Rider: So some of this is going to be relocating the Board of Election's machines off of Golden Hill. The warehouse that DPW uses, off of Golden Hill, probation offices that are up at Golden Hill need to relocate in '21. I think, although I could be wrong, some of the work expanding the Public Defender, but it may not be out of this. So, I, I'm just trying to think of other moves that are happening in '21.

Legislator Bartels: Is there any way that you could put it into like a report? Even as a proposed, just because I'd like to see how you arrived at this number.

Deputy Executive Rider: Yeah, sure.

Legislator Bartels: There must be numbers associated with each of those things that you talked about.

Chairwoman Archer: And do we have locations already for these moves?

Deputy Executive Rider: No.

Chairwoman Archer: Legislator Cahill.

Legislator Cahill: So, does any of this include anything in Tech City? As that's now a county owned building?

Deputy Executive Rider: No, I do not believe that this includes any moves to Tech City.

Legislator Cahill: Thank you.

Chairwoman Archer: Any other questions? Okay, if you can just follow up with the specifics and break down for us your, you know, how you got to the number. And what you're anticipating, where you're anticipating to move these, that would be helpful.

Okay. Page 28, we have Roof Replacement Program. We have a million in there for this year. And this is for, go ahead, Legislator Bartels.

Legislator Bartels: So, I've heard concerns about, one, I'd like to know which buildings are being targeted this year. And then, I'd also like to, to have a sense, it may not happen in this meeting, obviously, but a sense of the status of the UCLEC (Ulster County Law Enforcement Center) roof, you know, I've been hearing that it's leaked since day one. Unfortunately, we didn't hear that on day one, or day, you know, 6,000, but I heard it recently. So, I'd just like to have a sense that where we're at with the UCLEC, roof and which buildings are going to be targeted in 2021.

Deputy Executive Rider: 2022 is the UCLEC group, that's a big bulk of that \$5 million.

Commissioner Jackson: Right, right.

Legislator Bartels: Okay.

Commissioner Jackson: And 2021 is, the current plan is Golden Hill Office Building, where Mental Health is.

Legislator Bartels: Okay.

Deputy Executive Rider: Which is probably the bulk of that number.

Chairwoman Archer: Legislator Cahill.

Commissioner Jackson: Yeah.

Legislator Cahill: So, UCLEC is what? About 15 years old, right, that building. So, what is the age of, what is the life expectancy of a new construction roof on a project of that magnitude?

Deputy Executive Rider: Larger than that?

Legislator Cahill: Right, I would think longer than 15 years.

Deputy Executive Rider: Yeah, longer than, I mean, yes.

Legislator Cahill: Yeah.

Deputy Executive Rider: I think they were at a point in time where the roof that they put on was a type of roof that was only used commercially for about a year or two because they realized it doesn't work. So, the method of that roof. I don't think is, you know, used anymore.

Legislator Cahill: The gift that keeps giving.

Deputy Executive Rider: Yeah.

Legislator Cahill: So.

Commissioner Jackson: We, We've been doing a lot of repairs. You know, every year we were doing repairs.

Legislator Cahill: Yeah. So, the roof that is going, the roof that you're going to replace the bad roof with, will have a life expectancy of what?

Commissioner Jackson: I, it's a, 20-25 years. I'm not sure, exactly

Deputy Commissioner Quesnell: Yeah, it depending on what the design company chooses as the best fit, I would say, Tom's right, 20 to 25 years, I mean, but I, I can't really tell until they figure out what the best roof is for that.

Legislator Cahill: Okay, so, because I would hate to have to put a third roof on that while I'm still around.

Chairwoman Archer: Is it flat? Is it a flat roof?

Legislator Cahill: It's all kinds of stuff. Yeah.

Chairwoman Archer: It's combination.

Deputy Executive Rider: Combination.

Chairwoman Archer: All right. Any other questions on this? Okay.

Let's move to page 29: Security Improvements, Various Buildings. There's nothing in the plan for this year. Anybody have any questions?

Okay, page 30. Sheriff's Department Impound Yard 2021.

Legislator Walter: Sorry. I was a little slow. Just a quick question. None of this has to do with the, the Sheriff's office. The jail, I assume, right?

Deputy Executive Rider: Security.

Legislator Walter: Yeah.

Deputy Executive Rider: No.

Legislator Walter: Okay. Keep going.

Chairwoman Archer: Okay. So, we're on the Sheriff's Department Impound Yard, \$102,500 this year. Are we doing this in-house?

Commissioner Jackson: Yes. Yes, we are going to be doing this in-house we were able to secure, negotiate a lease with Spring Lake for the vacant lot where Central Auto is now. So, with that lease, we'll be doing in-house work on the fencing. There might be some contractor, Don I'm not really sure.

Deputy Commissioner Quesnell: Yeah. We might have a fencing contractor come in because we have to get barbed wire in. I don't know if our guys know how to do that all proficiently and then there's security cameras that we have to have installed we'll see if IS can do the work. But if not, we might have to hire out for that.

Commissioner Jackson: We're going to do as much as we can in-house.

Deputy Commissioner Quesnell: Absolutely.

Chairwoman Archer: So, right now this is just a projection on materials?

Deputy Commissioner Quesnell: Yeah.

Commissioner Jackson: I believe it's both.

Chairwoman Archer: Okay.

Commissioner Jackson: Some fencing company costs and materials.

Chairwoman Archer: Okay, any questions? Legislator Cahill.

Legislator Cahill: Yeah so, are you guys going to keep about the same footprint that you have there? Or are you're going to expand it? And you know, it says there might be some paving or grading work done, as well?

Deputy Commissioner Quesnell: Completely different footprint, yeah.

Commissioner Jackson: This was a lot that was the leased to, previously leased to the bus company, we've never used this.

Legislator Cahill: Oh, oh it's the one down, right next to the thruway, got you, yes.

Commissioner Jackson: It's right next to thruway.

Legislator Cahill: Yes, got you, got you. Okay.

Chairwoman Archer: Any other questions?

Okay, page 31. Trudy Resnick Farber Office Building Repairs. We have about \$20,000 in there for this year. Any questions?

Okay. Let's move on to page 32: UCLEC Energy Upgrades. And we have a million in there.

Legislator Bartels.

Legislator Bartels: Um, does anyone, can anyone explain what's, what's going to be done, in brief? Or,

Deputy Commissioner Quesnell: Yeah.

Legislator Bartels: can we maybe get a,

Deputy Commissioner Quesnell: Absolutely. So, the only thing left in this Capital in that million dollars is the boilers that are to be purchased off the FlexTech study that was performed. We're currently in review of design consultants. Right, Tom?

Commissioner Jackson: Yes.

Deputy Commissioner Quesnell: And then when that's done, we'll go have the boilers purchased and installed.

Legislator Bartels: Great, thank you.

Chairwoman Archer: Okay, anybody else?

Alright. Let's move on to page 33: UCLEC Fire Alarm & Heating/Cooling Controls Upgrade and it's about \$600,000.

Legislator Bartels.

Legislator Bartels: I mean, I guess it's to Legislator Cahill's earlier point, is it normal to have the end of useful life for fire alarms, heating and cooling controls to be 15 years?

Deputy Commissioner Quesnell: So, the short of this Capital is we can't get parts for the current system anymore. They don't use it. So, we have to install brand new system in the whole jail.

Chairwoman Archer: Okay, Legislator Heppner.

Legislator Heppner: Actually, I do want to just bring up a question, kind of back previously with the boilers. Again, with that comment about, you know, lifespan. So, we're all caught up now since we moved forward with the Central Hudson gas line. So, that's currently what's operating there now, correct?

Deputy Commissioner Quesnell: We just had it switched over to natural gas recently, but these dual fuel boilers will give us the best benefit of that.

Legislator Heppner: So that's going to continue to run until it's necessary, if then until it may be necessary, but we'll have the line, in case?

Deputy Commissioner Quesnell: So, we have the natural gas line and I believe we switched it over recently. But we always need to have the capacity to burn number two, because in case there's an interruption, and we still have to be able to heat the jail.

Legislator Heppner: Alright, thank you.

Deputy Commissioner Quesnell: Yeah.

Chairwoman Archer: Any other questions? Okay, let's move on. page 34: Veteran Cemetery Renovations and there's nothing in the budget this year. But anybody have any questions?

Okay, page 35: Equipment and Technology for Ulster Community College. Again, zero in there now. Any questions? Okay.

Legislator Walter: Lynn, you're muted.

Chairwoman Archer: Sorry, I don't know how that happened. Thank you. We're on page 36: The facility's master plan.

Legislator Bartels.

Legislator Bartels: Did we already do a needs assessment? I feel like I recall that happening already. Or did we just establish the Capital and it didn't get done?

Deputy Executive Rider: It established the capital and we did an RFP for the engineer, architect, whoever is going to do the master plan.

Legislator Bartels: Okay, thank you.

Chairwoman Archer: Any other questions?

Okay, let's go to page 37: Infrastructure improvements Community College, about \$950,000 for 2021. Legislator Bartels.

Legislator Bartels: Again, I'd love to see an inventory or a proposal of what's going to be tackled this year under the \$944,000. If you know it now, that's great. And if not, you can just provide it later. Just how did you arrive at this number?

Commissioner Gulnick: Tracey, we, we do have the backup. Ill send you that after the meeting or tomorrow. I do have it.

Legislator Bartels: Thank you.

Commissioner Gulnick: Sure.

Chairwoman Archer: Legislator Walter.

Legislator Walter: Can you help me understand how this ties in with the other one? Because to me, the other one said, we need to do a needs assessment to see how to prioritize what needs to happen at the Community College. But then this already lays out a plan of things for several years. Are they separate? Is it, is it, so how, can you help me understand how they're different?

Deputy Executive Rider: Yeah, I mean, the Facilities Master Plan is long, long range, Capital Improvements. And these are things that need, that are on the radar that need renovation in the next five years.

Chairwoman Archer: You know, with that said, do we need to, is there a, is there a required timeline by the state or something that it has to be done in 2021?

Deputy Executive Rider: Probably not, but some of this was probably pushed off from 2020. In fact, probably all of it.

Commissioner Gulnick: They only did their necessary projects for 2020. And it wasn't much.

Deputy Executive Rider: We'll follow up with the list of what's being proposed for 2021.

Chairwoman Archer: So that'll reflect the \$950K, or there about?

Deputy Executive Rider: Yes.

Chairwoman Archer: Okay, great. Any other questions?

Okay, page 38: Ulster County Community College Roof Replacement and Exterior Site. We have about \$3 million in the budget for that. Can we? Any questions?

Legislator Bartels.

Legislator Bartels: Again, I'd just like to see the backup of which, what the, what the roofs are for next year, I, I see a list of a bunch of roofs. But if you if you have the backup of what the plan is. You're muted, Burt.

Commissioner Gulnick: Sorry. They did provide that breakdown. Tracy, I'll get that to.

Legislator Bartels: Great. Thank you.

Commissioner Gulnick: Yeah.

Chairwoman Archer: Was there an overall plan they submitted that covered like multiple capital projects?

Commissioner Gulnick: Yeah, that's the thing, they have to submit to the State, as a whole, in terms of this whole \$16 million. We have a project almost for every roof. That's why there's a list of many Capital Project numbers associated with this one.

Chairwoman Archer: So you're breaking it down for each building?

Commissioner Gulnick: Yeah, it's kind of easier for the legislature as well as us to keep track of instead of one big project.

Chairwoman Archer: Okay. Great. Thank you. Any other questions?

Okay, page 39. Site work improvements for Ulster Community College. \$1.3 million. Again, I guess we can ask for the backup for this one as well, Burt?

Any other questions on that?

Okay. 40. We did the last go around. Same with 41.

Deputy Executive Rider: And we did our follow up answers, I think to Legislator Walters questions?

Chairwoman Archer: Okay.

Deputy Executive Rider: Then passed around, I believe, right. I think I saw Evelyn send something to Natalie and Amber.

Commissioner Jackson: Oh, on the charging stations. Right. Did you get that?

Legislator Walter: Yeah, I mean it, it, more of my question was whether there was, in the next five years, a plan to go beyond this. And really map out how we're going to have EV stations

throughout the county, since this is a five-year plan. But I do appreciate seeing that list. But that, that was more about what was referenced in this one.

Deputy Executive Wright: So, that, that answer was sent to Natalie. So, this this is the five-year plan, but Amanda is going to aim to accelerate and get as much of it as possible done in this year. Because there's good incentives available now.

Legislator Walter: All right, then I guess I would express my disappointment that in the next five years, we don't have a plan to go expand the EV stations beyond this mean, I recognize this is related, you know what we're doing in 2021 to get the NYSERDA money. But that the vision should be to have these located in more places. And I guess, to me, this would, should represent a vision.

Deputy Executive Wright: Well, so, this is also tied to the plans for electrifying the county fleet. So, the, the timing is, is developed in conjunction with that timing.

Legislator Walter: I understand that and I understand for the 2021 I'm referring to the following years.

Deputy Executive Wright: I'll pass that along to Amanda

Chairwoman Archer: Any other questions? Legislator Cahill.

Legislator Cahill: Yes. So, I see the City of Kingston is passing some sort of law that makes it illegal for non-electric vehicles to park in EV designated spots. Will that carry over to a government owned parking lot like ours.

Deputy Executive Rider: That, that was actually a Metzger-sponsored legislation; it's State Law. I don't know why the Freeman used a Kingston

Legislator Cahill: Kingston, yeah.

Deputy Executive Rider: picture on that. But it is, it is State Law that is signed into effect currently.

Legislator Cahill: So, then does that, go, go ahead.

Deputy Executive Rider: I mean, one thing we will need to talk about with, with, you know, this body, is how we want to implement fines at the, the EV parking stations for county-owned facilities. Right?

Legislator Cahill: Yeah. And enforcement, of course, right.

Deputy Executive Rider: Correct.

Legislator Cahill: Yeah.

Deputy Executive Rider: And we may want to do that's where we may want to do an MOU with the City of Kingston because they already do that.

Chairwoman Archer: Okay, let's go to page 42: UCAT rooftop solar. There's \$47,000 for design in this year. Any questions on that? Okay.

Page 43: County Wide Radio System, Emergency Management. About \$2.1 million for 2021. Any questions?

No. Okay, let's move on to page 44, this is rapid response vessel. This is \$326,000 for 2021. Any questions here?

Okay, let's move on to 45: Equipment, Replacement Roads and Bridges. We've got \$2.6 million approximately in the budget for 2021. Do we have a list of vehicles for that?

Deputy Executive Rider: Don or Tom?

Commissioner Jackson: Yes, we do have a list. Don, did you forward that list?

Deputy Commissioner Quesnell: I don't know if I did or not. But I also know it's a, we will definitely have it to you when we go for the resolution. I don't expect that list to change. But if certain vehicles are struck during the winter season, it could.

Commissioner Jackson: We, we could provide it; we do have the list.

Deputy Commissioner Quesnell: Yeah.

Chairwoman Archer: Let, why don't you provide it and then we'll at least have it, and you know, it'll, it'll kind of put to the \$2.6 Million you have in here.

Commissioner Jackson: So, none of the, none of the 2020 capital equipment purchases were made. So they all are rolling over into '21.

Chairwoman Archer: Legislator Cahill.

Legislator Cahill: Yeah, so, quick question. So back in the day, there was an effort made to try and buy the same brand, same, or at least same brands at one, you can use the same parts for repairs and things like that. Do you guys still try and do that?

Commissioner Jackson: Yes, we do.

Legislator Cahill: Yeah. Okay. Thank you.

Commissioner Jackson: As much as possible, we do that.

Legislator Cahill: Yeah, thank you.

Deputy Executive Rider: To fully do it, it requires standardization resolutions through the Legislature. And I, I think we have done some of that in the past. But, you know, we also, with bidding laws, we have to kind of do, you know, for many times this brand or an approved equal.

Legislator Cahill: I mean, would, would DPW prefer that? Would you like something like that? Or would you rather have the ability to have a little bit of flexibility?

Deputy Executive Rider: It just means that we have to come back to you and change it if technology changes.

Commissioner Jackson: Right.

Deputy Executive Rider: I mean, there is some benefit to it, but it is good to be flexible, as well.

Chairwoman Archer: Okay, any other questions? All right let's move on to page 46: Salt Preactivation System. And nothing in there for this year. Any questions?

Okay. Page 47: Buses Mandatory Replacement for UCAT. We have 4 million in here for 2021.

Legislator Bartels.

Legislator Bartels: So, I'm just trying to understand what the narrative, it says that in 2020 we received four buses in one purchase order; for an additional three buses remains open. And yet it's showing the 2020 we expended \$590K and 2021 will be \$4 million. So, is \$4 million from three buses and \$590K was for four buses. It just, was that just, were they more highly subsidized? Or how does, how are these numbers working out?

Deputy Executive Rider: The three buses are electric buses. And so I don't know if that's fully,

Legislator Bartels: No, that's the separate. It also says it's also finalizing a purchase order for three battery electric buses. So, it says 2020, we received four, and a purchase order for an additional three remains open. And then we're also finalizing a purchase order for three battery electric buses.

Deputy Executive Rider: Right. But the difference between the \$590K and the \$4 million has the three electric buses in it as well.

Legislator Bartels: Why does it say that they will be assigned their own Capital Project? You mean they're contained in this Capital Project, and then they're going to be pulled out of this Capital Project.

Commissioner Gulnick: They're in the program under this. They will have a, a separate Capital Project number.

Deputy Executive Rider: Right. Kind of like some of the ones where we talk about various roads, when we do those various road replacements. We established a Capital Project in the Capital Program together though.

Legislator Bartels: So, this.

Commissioner Gulnick: It's like the highway equipment, Tracey. Same way we do that. We establish a new project each year, they're going to do that with the busses.

Legislator Bartels: Is this then, the \$4 million is then is for six buses, three of which are electric?

Commissioner Gulnick: Yeah, the, the three come over, because they're not going to be delivered until 2021. So, you have the three on the purchase order, and then the three electric.

Legislator Bartels: Okay.

Commissioner Gulnick: So, it would be six. Yeah.

Legislator Bartels: Alright. Thank you.

Chairwoman Archer: Great. Any other questions?

Legislator Walter: I have a question.

Chairwoman Archer: Yes, please.

Legislator Walter: Being new at all this, so what happens, do, what happens to the other buses? The buses that you're taking off, that you're replacing?

Deputy Executive Rider: They typically, I mean, they get decommissioned. So, they're no longer used for passenger service. Sometimes they're, you know, they can be used for other things, but often we'll surplus them. And, you know, they'll, they'll be part of, let's say, an auction.

Legislator Walter: And are they completely not able to be used for passengers?

Deputy Executive Rider: Don, I since you were over there

Deputy Commissioner Quesnell: Yeah, so.

Deputy Executive Rider: for a little, well, Tom was too, actually

Deputy Commissioner Quesnell: So, depending on the state that they're in, the DOT won't pass them for inspection to allow passengers on them anymore. Typically, on the buses that hit the

end of their useful life, for one way or another, the bottom of the bus rusts out. So, we sometimes, like Marc said, put it up for auction for the best price we can get. Or we even donate it sometimes to a local fire department so they can do trainings on them. Something along those lines, but its, sometimes we if it's in good enough condition, we can reuse it internally, for a different purpose. But there's, I would say that's not the majority of the time. A lot of time it's, it's either scrapped or put up for auction.

Legislator Walter: And you know if any of these might be able to be reused?

Deputy Commissioner Quesnell: I don't. I'm sorry. I haven't been there in a couple of years.

Deputy Executive Rider: Yeah, I'm not aware of that, either. We can follow up with that.

Chairwoman Archer: Okay, let's go to page 48: Asphalt Overlay of Various Roads. \$5 million for 2021. Any questions? Legislator Bartels.

Legislator Bartels: Just the same, I'm assuming we're going to get a list of the roads that are projected to be in the project this year?

Commissioner Jackson: Yes. When we come into the Legislature to establish the Capitol, we will have that list. We don't have it right now. Just know that that gets us about 50 miles of overlay, asphalt overlay.

Deputy Executive Rider: We won't know until we see what happens with the winter.

Commissioner Jackson: Right.

Deputy Executive Rider: Exactly where these roads need to be.

Commissioner Jackson: Correct.

Deputy Executive Rider: But we know we want to get about 50 miles worth of roads done in this year.

Commissioner Jackson: Yes. And that's going out to bid.

Chairwoman Archer: And did we have any done this past year or this year?

Deputy Commissioner Quesnell: Out of this type of Capital? No. Out of other Capitals for different type of work, yes.

Commissioner Jackson: Okay. But I because I don't remember seeing anything on road overlay.

Deputy Commissioner Quesnell: So, asphalt overlay is done every three or four years.

Chairwoman Archer: Okay, any other questions? Alright. Let's move on.

49, these were the bridges we had much discussion about the last time. I didn't recall any follow ups on this. Did we have any?

Okay, so page 50: Bridge Flag Response. And we have about \$105,000 targeted for 2021. Any questions? Legislator Walter?

Legislator Walter: Thanks. I mean, from how this was all explained, it seems like every year that this will be recurring, like next year, we'll just have the almost the same thing but and every line filled, but you are projecting, you always project it's a little bit more money? Not necessarily because there's more bridges, but I assume you're just assuming the cost of,

Deputy Commissioner Quesnell: It's a 5% increase, just due to the inflation of materials, is what we expect.

Legislator Walter: And, and, and in your assessment, retrospectively, is this pretty much the amount it ends up being? Or do you typically go over by certain percentage each year?

Deputy Commissioner Quesnell: So, last year was the first year we did this Capital and it worked out great for us. I would say next year, or 2020, the lesson learned is if we get halfway through the year, and we start to run shy, we would come back to you and ask for additional funds. And at that time, you will get a full list of everything we did with the money. Then we would say, you know, based off that, it's possible we could have this many more this year. And if that does happen, we would come back and adjust the Capital Program the following year to move the numbers up or down a little bit.

Chairwoman Archer: So, for this year, have you used everything that you

Deputy Commissioner Quesnell: Every penny.

Chairwoman Archer: projected. Every penny. And anything more that needs to be done? Or you're going to address it in 2021?

Deputy Commissioner Quesnell: Well, the stuff we had to do, we had a little money in operating we can pinch here and there. There was a little bit more than \$100,000, for sure. But we were able to get by with the funds we had in-house.

Chairwoman Archer: Okay. Any other questions?

Okay. 51 We went over the last time. Anybody have anything. This is the substructure, bridge repair.

And 52 was the superstructure repairs. We had extensive conversations on that the last go around.

Page 53: Construction of various shoulders and we have about \$250,000 in there.

Legislator Bartels.

Legislator Bartels: I just, you know, I'm happy to see this project. I just want to say that, um, I think that I'd love to know what our priority roads are for county, county wide. And we don't have to, you don't have to tell me right now, but I know that's something that the Transportation Council, I assume is looked at it. And we all, we all know within our own communities where there are issues.

But I think that this is something that is going to need more thought and more money moving forward. I mean, just looking at what the two, the project in New Paltz by the high school and the project. That's continuing that went from New Paltz and is continuing into Gardiner, this year, where a bicyclist was hit a few years ago. There, these are really difficult and expensive projects between getting right away, etc. But I think they're important projects, especially as we have a more and more active community and more impingement on the roads.

You know, I think it always happens where you're driving down the road right at the time that a car is coming exactly the other way. And there's a bicyclist, and there's a jogger, and sometimes there's also someone with a baby carriage. So, I just I think we have to do what we can to start identifying places where we can make real, not just expanded shoulders, but you know, bonafide trails. And, and it costs a lot of money. But I'm happy to see that we're dedicating something year after year to it. And I hope that we can put more toward it moving forward.

Deputy Executive Rider: Yeah, on some of the bigger projects like the one that you referenced for 299. I mean, that's an \$8 million dollar standalone Capital Project. So, that's not we don't anticipate something like that in these funds, but it is another Capital.

Commissioner Jackson: So, so this this capital is primarily looking for opportunities to widen shoulders without having to move drainage facilities and acquire land. Where we have to do that, that's like the 299 project, which is a TIP project (Transportation Improvement Project), which is the entire road structure is being widened, new drainage facilities are being put in and there have to be property acquisitions, you know, along the entire 299 corridor. So, this in 2021. We're looking at Sawkill Road. We think we have ample width there. So, we can add shoulders without having to move ditches and drains and acquire land. So, that's the distinction between this Capital and one like 299, which is a, a TIP project.

Chairwoman Archer: I have Legislator Heppner, Walter, then Bartels.

Legislator Heppner: Well absolutely with, you know, when you mentioned Sawkill Road, I think myself and Legislator Cahill like that idea as well. But I would also just, based on what Legislator Bartels said, you know, love to, you know, maybe even in the future have further sit down on this issue. Specifically, I believe, you know, Legislator Haynes would agree with me, especially since the creation of the new Ashokan Rail Trail that's now open and thriving. But you know, we have lots of, you know, county roads that kind of link very closely, you know, where there's interconnection. I'm sure Legislator Parete would agree as well. You know, just if, you know, you guys are moving, uh, maybe it's a good opportunity, at some point to discuss this kind

of project and, you know, further with different legislators where you guys are looking at different opportunities or seeking information and input. I know, this is something I've been reached out to in my community about. So, it'll open that that dialogue between yourselves, and you know, different legislators in the districts.

Chairwoman Archer: Legislator Walter.

Legislator Walter: Thanks. So two things. One, I recognize this is probably very, very few are sidewalk situations, most of these are shoulder, but you do mention sidewalks there. Just whether, you know, I, in the reading, I've done the, the sort of innovative new sidewalks, which are cost effective and smarter are actually not sidewalks at all, but red paint along the side or something like that, like they did in Rosendale when they did renovations. And so, I'm just wondering if you sort of keep that, have that in your mind, of sort of where we're going with sidewalks in the future. They don't necessarily have to be this added thing that then you have to repair all the time.

And also, and this may feel surreal, but it's really, you know, we just talked about EV stations, whether you whether you've thought about it or even, and this is not to sound insulting, but have the mindset within your group to think about how these roads and shoulders might need to be adapted as we move to eventually having automatic cars that will drive themselves. I think it's important that while we're getting very close to it, and if these are five-year, six-year plans that they are, and there are many other localities that municipalities and places that have thought about how to adapt their roads to that inevitable future. So, I just want put those two things out there.

Commissioner Jackson: Legislator Bartels.

Legislator Bartels: Yes. And I just wanted to add two other related points. One is that I, in the continued conversations that Legislator Heppner suggested, I would also, it just would take too long right now, but I would also very much like to talk about the ditches that are on the side of the road, because again, I think there, we need to have a conversation about best practice. And I know that there are best practices for drainage, best practices for roads, but the best practice for you know, shared use and environmental best practice may be different. So that's something I would very much like to talk about and explore.

And then I also want to bring up because I've brought it up before, I think the Legislature, we just have to dig in and do this, in terms of a the policy for foreclosed properties really should include an expansion of right away access to those properties that are foreclosed upon, even though it might never be used, it might save us in one case having to litigate or negotiate in a, in a, on a road that we're looking to expand the shoulder in a substantial way. So, that's something I feel like we should we should really talk about getting into policy.

Chairwoman Archer: Legislator Cahill.

Legislator Cahill: Thank you. So, I have a question because I don't know this answer. Is, does the Transportation Council look at pedestrian right away as far as, you know, modes of transit

going around the county and you know, where people actually do walk from place to place. I know there's not a lot of places where you have pedestrian but I think you know surrounding, say the City of Kingston and New Paltz, and Saugerties, people tend to walk on highways right to get into town. And is that part of their study?

Director of Planning Doyle: We're doing more of that. We don't we don't have accurate counts with respect to pedestrian use. Just like we don't have accurate counts with respect to bicycle uses. So, we're moving towards essentially different types of counters that will that will deal with that. We are currently engaged in a road safety audit on a countywide basis. That study should be finishing up by the end of this year, if not, if not then then early, early spring or late winter. And that that study will bear out some of the work that you're doing with respect to shoulders.

We are right now out there with an interactive map that you can go on and you can look at the areas that we've identified as being high accident areas. One of the highest accident areas in the county is the is the is the hairpin turn at Minnewaska. There are other accident areas as well. You can put in your own accident area, look at it from a standpoint of, are there other areas that were missing? I will tell you that a significant number of accidents in Ulster County are what they call run off the road accidents, which, where this is where shoulders come in. And we will identify those areas, and intersections where those occur. And whether associated with county roads, there's an idea that you can prioritize those for shoulder work.

Legislator Cahill: Thanks. And Mr. Jackson, you said the Sawkill Road is one of the roads you're looking at, for this year. Is that the only road you're looking at this year? Are there others that may be considered?

Commissioner Jackson: Well, it's a question of how far the money is going to go. But that's the primary one, we are continuing to look for opportunities where we have sufficient width to establish the shoulders without acquisition.

Chairwoman Archer: So, to the point that Legislator Bartels made, is there even an option for us to, you know, when we take properties, if there's some issues to at that point, make adjustments before we sell them at auction?

Deputy Executive Rider: I think also what Legislator Bartels was talking about was

Chairwoman Archer: Foreclosure as well.

Deputy Executive Rider: keeping an easement, keeping an easement

Chairwoman Archer: an easement.

Deputy Executive Rider: on the property.

Chairwoman Archer: Right.

Deputy Executive Rider: And so, Burt, I'll let you answer that, I don't know that. We'd have to have the County Attorney probably look into it.

Commissioner Gulnick: But, I always kind of, you know, work with Highway and Planning in terms of the list, they, they do review them to see if it's, you know, advantageous for the county either to retain them, or we can work on a right of way kind of thing, or access.

Chairwoman Archer: So, and that and that's a normal course of action when that happens. Okay. I think because I think it's important as we move forward, if we're looking to expand shoulders, in many places, which I think could be advantageous. Particularly because of the cycling volume we have. And having a little extra room on the road is really important. We should probably be thinking about it more often than not, right?

Director of Planning Doyle: I would just add the county Highway Department does that with respect to driveway permits and road permits for subdivisions. When they issue those road permits for interconnecting with roads, they basically asked for a 25 foot from the centerline easement back for road for road purposes for highway purposes. So, they've been they've been very proactive with respect to this.

Chairwoman Archer: Great. Thank you. Legislator Litts.

Legislator Litts: I think they do that as a matter of course. We had a pill location at an intersection. And the property came up foreclosed. And the county, rather than sell the property, demolished the house and improved the intersection. And it's no longer, I'm sure there's some accidents there, but nowhere near what it was prior to. I think that's a normal course of business.

Chairwoman Archer: Okay. Thank you. Any other questions?

Okay, page 54. Creekside Drive Slope Failure. And there's about \$100,000 in there for this year, for 2021. Any questions?

Okay. 55 DPW Bridge Program. We have \$750K in there for 2021. Any questions? Okay.

Page 56: DPW Large Culvert Program. And again, we have about \$100,000 in for next year. Any questions?

Alright, 57: Fantinekill Bridge. We have about \$1.3 Million in the budget for next year. Any questions on this one? Okay.

58 we spoke about. 59 we spoke about and 60 we covered in the last meeting. Anybody have any questions on any of those three?

Okay, page 61 is Highway Safety Program. And we have about \$200,000 in the budget for next year. Legislator Bartels.

Legislator Bartels: So, we're just we're putting \$200,000 in year after year. About how many signs does that replace?

Commissioner Jackson: I don't have a number of signs. And we're still in the process of studying. I've talked to Dennis in planning about, we did do a contract with 3M to go and inventory all of our signage. So, we have a database of that inventory. We are trying to work with planning to come up with a consultant who could take that data and translate it into recommendations for improving the signage. So that's kind of where we are right now.

Legislator Bartels: So that was my next question, it was do we have the inventory yet? And we do. And how many signs do we have countywide? Is that, is that?

Commissioner Jackson: Yeah, you know, I have that.

Legislator Bartels: You can come back with that information. It's not immediate.

Director of Planning Doyle: Over 11,000 Tom.

Commissioner Jackson: Yeah.

Director of Planning Doyle: I know it's over 11,000, from talking to to Brendon, I know that it's in that in that neighborhood.

Legislator Bartels: Okay.

Commissioner Jackson: Yeah, between 11,000 and 12,000. And I think we would know more if we could do a little bit better analysis of the 3M data.

Legislator Bartels: Okay.

Chairwoman Archer: Legislator Walter.

Legislator Walter: Go ahead Dennis. You can finish first and then I'll go.

Director of Planning Doyle: No, it's, it's, it's really a great marriage. Because now as we finish up a safety study, we're going to be able to marriage, marriage some of those that sign inventory with our safety inventory, to say where our priorities should occur, particularly Chevron signs if you think about it, and those kinds of things. The other thing that you can think about is that when you do repaving and other major road improvements, that you actually replace the signs at the same time that you're out there doing those major road improvements. So, that the road comes out with a whole new signage program, or the ball bank, what they call ball bank studies are done, etc, etc. So, we've had these internal conversations with, with DPW with the transportation Council.

Legislator Walter: So, I I know, it's going to sound like I'm possessing Manna tonight. But has this been identified as the best approach for improving these kinds of accidents? And I, you

know, I've read things that have talked about putting more trees and bushes near the edges so that the roads look smaller, and then people drive slower. So, have you examined, like, other approaches towards responding to these kinds of high accident areas? Or is this scientifically found to be the best way?

Commissioner Jackson: Well, signs

Director of Planning Doyle: The short answer is I wouldn't say, go ahead, Thomas.

Commissioner Jackson: Well, I was going to say signs are regulated by the state

Director of Planning Doyle: Yeah.

Commissioner Jackson: in terms of their location in terms of what they must indicate. And our study is an attempt to do two things. First, is to make sure that we're complying with the legal requirements. And secondly, can we enhance the signage to improve safety? And that's where I'm looking to planning to assist with.

Legislator Walter: Right, I guess the it's the enhanced part that I was wondering about?

Director of Planning Doyle: I don't know what, well, the question is, is are there other ways to essentially reduce accidents? And the short answer is yes. But you do have a requirement under the law to essentially upgrade your signs for to meet the federal standards. And that's what this program does. The real question is, is what's the priority? What, what are the priority locations to upgrade? Because you have so many signs and it's going to take so much time to upgrade them.

And with this program, what we're trying to do is lay out a layout a priority way, a way to establish those priorities so that we upgrade the signs that give us the most reduced accidents that we can. And one of those things is to identify those areas that have high accident locations. And the other thing is to identify those types of signs that are most needed to be upgraded.

And there are really good studies that suggest that the signs that most need to be upgraded are the ones that identify turns and sharp turns what they call Chevron signs. And also the, the speed limits associated with turns and where they're posted, with what they what they call ball bank studies in terms of the ability, essentially, that to use the centripetal force or centrifugal force, I don't know which one, to drive that drives a car or a vehicle off the road.

Deputy Executive Rider: We're going for the least bang for the buck.

Chairwoman Archer: Okay, Legislator Litts then Heppner.

Director of Planning Doyle: Most bang for the buck.

Chairwoman Archer: Herb, you're on mute.

Legislator Litts: I was going to give the short answer. The Federal government spends \$10s, if not \$100 million dollars a year to consultants and universities to studies on types of accidents and the best way to mitigate those accidents going forward. There is pavement studies on different types of material with regard to skid resistance. And so, I mean, at the county level, we really don't need to do much in the way of additional studies. And the federal government with the MUTCD, Manual Uniform Traffic Control Devices. And ironically, the federal government adopted New York State's MUTCD as the federal program, because we're way ahead of the curve. But they do study types of accidents and mitigations to the types of those accidents continuously.

Chairwoman Archer: Legislator Heppner.

Legislator Heppner: Yes, I just had a quick question. If you could just clarify, just based on your previous comment, in terms of signs, you know, in terms you call them Chevron signs, in terms of directional signs and so on versus speed limit signs. From my experience, though, it seems that our DPW is much more leeway in terms of putting up directional signs in terms of you know, for example, changing signs to set a new speed limit. So, is there a different process?

Commissioner Jackson: Speed limit requests have to be made to the state. They have to start with the Town Board, a resolution adopted by the Town Board requesting a speed limit reduction on a specific road, and it doesn't matter whether it's a town road or a county road.

Legislator Heppner: Yep.

Commissioner Jackson: The Town Board initiates the request

Deputy Executive Rider: What about the Chevron's, though, Tom? I think that's John's question. Is there, is there a separate procedure if we want to move or add additional Chevron signs or take them away? Which I think is still, still state guidance. I mean, we're still required to have those signs in certain places by the state, right?

Commissioner Jackson: Yeah. But I think I think we can enhance them. I think we can add to them where we have an, you know, an increased incidence of accidents as shown in the planning studies, I think we do have some discretion, Jonathan, on adding signage of that of the cautionary nature.

Legislator Heppner: Okay, that makes sense. Thank you.

Chairwoman Archer: Any other questions? Okay, let's move on to page 62. We have Maltby Hollow Bridge Replacement. We have \$2.8 million in the budget for next year. Any questions on this one? No.

Okay, move on to 63. We spoke about that. That, that one's currently closed. And the next 64, we spoke about at our last meeting.

Commissioner Jackson: Page 63, the McKinstry Bridge, I do have an update on that.

Chairwoman Archer: Oh, great.

Commissioner Jackson: Andrew Emrich, one of our engineers reports that the RFP for design is is back. The low bidder is Creighton and Manning and we're going to be coming into the Legislature in December for a resolution to establish this Capital and to award the contract, to enter into a contract with Creighton and Manning. So we try, we're trying to move that up.

Chairwoman Archer: Okay. So, so you're looking to move the \$3 million up, as well?

Commissioner Jackson: No, I because I think we think it's going to take a while to conduct all the surveys necessary to do the design.

Chairwoman Archer: Okay, Okay.

Commissioner Jackson: I still think we're looking at 2022 for construction, but if we can move it up, we will.

Chairwoman Archer: Yeah, because right now it is closed, correct?

Commissioner Jackson: Right.

Chairwoman Archer: Okay

Commissioner Jackson: It's closed.

Chairwoman Archer: Okay. All right. Great. Thank you for the update.

And on the New Paltz Substation, anything there? We talked about that. Anybody have any additional questions on that? All right.

Page 65 New Salem Road Stabilization, \$140,000 Any questions?

Okay. We spoke about the, the Phoenicia Bridge last time on page 66. It's still open, you're not anticipating a closure, correct?

Commissioner Jackson: Correct.

Chairwoman Archer: All right, page 67: Reconstruction of Various Roads. \$650,000. Any questions on this? Okay.

Page 68: Route 299, Widening, Shoulder Widening. And this is \$900,000. Any questions here? This is mostly project

Deputy Executive Rider: This is mostly right-of-way acquisition, this is mostly right-of-way acquisition for this year.

Chairwoman Archer: Okay. Oh, okay.

Commissioner Jackson: That processes is beginning. Yes.

Chairwoman Archer: This is the project Tracey was referring to?

Commissioner Jackson: Yes.

Chairwoman Archer: Great. Thank you.

All right. Page 69. Salem Street Stabilization, \$90,000. Any questions on this? Okay.

Page 70: Samsonville Road Culvert Replacement, \$460,000 for next year.

Commissioner Jackson: Part of the New York, the Bridge New York program. So, it's a reimbursable by the state at 100%.

Chairwoman Archer: So, let me just ask a question on that. That is subject to a cut or is it part of a grant program and and the money sitting there and that's all it can be used for?

Commissioner Jackson: Yes, that's all it can be used for. The Bridge New York program projects were competitively awarded. Andrew Emmerich, Emmerich in particular, did an outstanding job of submitting two applications, submitted I think a third one, but we got awarded two of these projects. So, that's quite a credit to our engineering division.

Chairwoman Archer: Great. Well, thank them. 100% covered, that's great.

Deputy Executive Rider: Do you know why one is 100% and one is 95%, Tom, by any chance?

Commissioner Jackson: One is a culvert; one is a bridge.

Deputy Executive Rider: Okay.

Commissioner Jackson: I, I think that's the distinction.

Chairwoman Archer: Okay, Legislator Litts.

Legislator Litts: Yeah, The, the bridge is qualified for 95 since last year was the first time they did culverts. They gave 100%. Tom is that going to go out to bid?

Commissioner Jackson: Oh, yeah. We're not there yet.

Deputy Commissioner Quesnell: Is this the one that's been done by the state, Tom? Or is that the other one? One of the two Bridge New York projects we have is been fully run by the state,

for the most part, just us backing the dollars. And the other ones being more managed in-house that one will be going out for bid for sure.

Commissioner Jackson: So this one says NYSDOT is administering the project on behalf of the County

Deputy Commissioner Quesnell: Yeah, Okay.

Commissioner Jackson: as part of the NY Culvert Program. Draft design plans were completed in the spring of 2020.

Chairwoman Archer: Okay, any other questions?

Okay, page 71: The Shawangunk Kill Bridge Rehab, \$4.34 million. Any questions on this? Okay.

Page 72: Sundown Bridge, \$2.2 million. Is this another one of those from the program?

Commissioner Jackson: No.

Deputy Commissioner Quesnell: No.

Chairwoman Archer: No. So, this is county funded. I see never mind. And, and you're going to be doing this in-house?

Deputy Commissioner Quesnell: I don't believe so.

Deputy Executive Rider: In-house engineering,

Chairwoman Archer: Oh, engineering, I see that. Yep. Okay.

All right page 73: Tongore Bridge, \$2.1 million, or there about. Legislator Walter.

Legislator Walter: All right, it is it's come up a few times, and I just, can you help me understand how to read this? Again, I'm going to just keep saying, fall on being new for one more a few more months. So, we have here \$1,750,000 funded and unfunded a \$645K How do we know, like of the 2021-2022? What, what part of that is funded and what part of that's coming from the county's budget.

Deputy Commissioner Quesnell: So, these are Capital dollars, so, it doesn't come out of the operating budget. So, it's not a, it's not a direct relation to what you're saying. So, when we go to establish the project, we create a budget. So, currently, we typically what happens is we establish for design, and we go out to design, and then we come back and amend for construction. But based off of that, it's the total what we asked for from you guys for the work. Typically, it's a percentage proportion that we can then ask for reimbursement for.

Legislator Walter: So, the county share, you can ask for reimbursement for?

Deputy Executive Rider: No, the funded portion. So, we spend all this money up front, and then we get reimbursed.

Legislator Walter: I see, so it's not like, you know, especially when they're broken down in many years. It doesn't necessarily work out that way. Like it was all we reimburse the first year. So, now the rest is just a, okay, took a little while to figure that out, sorry.

Deputy Executive Rider: It'll be at the end when we get reimbursed, and these are projected costs for each year.

Legislator Walter: Right.

Commissioner Gulnick: And once the bridge is complete, is when we'll go out and bond just for the county cost.

Legislator Walter: Got it. Thank you.

Commissioner Gulnick: We'll, we'll that will ask for all the money up front in terms of to pay the bills, but then we'll long term bonded just for the county share.

Chairwoman Archer: Dennis.

Director of Planning Doyle: Yeah, just, just to help Eve out. When the county enters into these contracts at the state level, they have they get a master agreement for the project. And the master agreement breaks down the cost for right-of-way, for design, for preliminary design, for detailed design, for right-of-way, for construction, and for construction inspection. So, all those costs are right, right in a master agreement. And you have, and you understand what you're going to get reimbursed for those individual cost components.

Legislator Walter: And do they give you any percentage up front?

Deputy Commissioner Quesnell: No

Director of Planning Doyle: No, it's a complete reimbursement program.

Legislator Walter: Okay, I know some reimbursement programs sometimes give you like a certain percentage.

Director of Planning Doyle: Nope. And, and to make things even more difficult, NYSDOT requires you to pass a resolution that indicates that absent the federal funding, you will continue to advance the project.

Chairwoman Archer: Okay, any other questions?

All right let's move to page 74. The Electric Bus Charging Infrastructure. And this is \$231,000 next year but it looks like it's a state funded.

Deputy Executive Rider: It's part of the Volkswagen, the lawsuit settlement from Volkswagen.

Chairwoman Archer: Oh so this, we can pretty much guarantee we'll get this?

Deputy Executive Rider: Yes, we will get this.

Chairwoman Archer: Okay. Any other questions?

Page 75. The UCAT Facility and Equipment Upgrade, about \$400,000 earmarked for next year. Any questions?

Okay, let's move on. Page 76: Western Avenue Repaving, about \$500,000. Any questions on this? Okay.

77, Wolven Bridge Replacement. \$1.3 million. Any questions?

Okay. We spoke last time on the Broadband Initiative, on page 78. Does anybody have any follow up questions on this?

Legislator Walter: Well, we, we talked about, sorry.

Chairwoman Archer: That's okay, go right ahead.

Legislator Walter: About the, several of us expressed the idea of the delay till 2023. And, and the idea of moving this initiative up in the timeline. Has any other thoughts gone into that?

Deputy Executive Rider: Again, I mean, we'll try to expedite it. But part of this is using towers that don't exist yet off of the Interoperability Project. So, were there structures in place, we can try to expedite putting this together. But where that that other interoperability, those towers. I mean, we can expedite them somewhat, but it's going to be a while before those towers are built.

Chairwoman Archer: So what towers, how many towers do we have existing Marc?

Deputy Executive Rider: Dennis, are you?

Director of Planning Doyle: Yeah, we have towers on Tonshi Mountain. We have towers on Belleayre Mountain, we have a facility at Belleayre. We have towers on Golden Hill. We have a tower on Illinois, not Illinois Mountain, but on top of the Shawangunk Mountains. And we have other smaller facilities elsewhere. And there's at least three more facilities that are needed. One is, one is in Saugerties, that's going through the approval process right now at the local level, not without its bumps and bruises. We are looking at another tower in the Big Indian area. And then we're looking at an upgrade at the tower on Tonshi Mountain to support additional antenna

facilities as we move out analog and into a, into a different system from the analog system. So, I was

Chairwoman Archer: So is that about 10?

Director of Planning Doyle: I, I don't want to say the exact number. It just is off the top of my head. I mean, we, we do have the locations for them and what and what they are. But it's somewhere, I would say somewhere in the neighborhood of around 8 to 10. Yeah.

Chairwoman Archer: So,

Director of Planning Doyle: We have also mapped up those towers versus underserved areas. So, we've mapped the underserved areas in the county with respect to broadband. And what we anticipate serving with those areas. It's not a good fit, to be honest with you. It's not it's not a really good fit. But there are companies that also put facilities on existing county buildings and other municipal buildings. And we could take advantage of that in the future as well.

So, there's two goals here. One would be, one, to talk about underserved areas in the county or unserved areas in the county. The other is to look at competition in, in certain areas where we have no competition right now for broadband services. And there may be some problems with respect to its reliability. And that's in particular in the Ellenville area.

Chairwoman Archer: Legislator Walter.

Legislator Walter: Thanks. So, Dennis, just to clarify, when you say it's not a good fit, does that mean of like the seven existing towers that we could upgrade? They're not necessarily located in the places you want to upgrade? Is that what you mean?

Director of Planning Doyle: That, when you look at the cut, when you look at the ability to coverage, what they call point to multipoint WiFi, we're basically looking at fixed WiFi here. And when you look at that, the technology is improving. But you're really looking at a coverage analysis. And we've done, we've done sort of what they call rough looks at this about three and a half, about three or four miles from the tower. And where that falls with respect to underserved areas.

And the short answer is, is that our towers don't cover a lot of the unserved areas because they're, they're covering major roads and major areas that are already served. There are there are some opportunities here but they're not, we're not going to achieve we're not going to achieve coverage everywhere in the county that's currently unserved using our towers.

Chairwoman Archer: Any other questions?

Okay, we addressed the Community Development Program. I think that were were waiting for some more information on that? Yes, no? Okay. I'll follow up with my other notes, but I thought we were waiting for something on that.

Page 80: Transportation Planning Study. \$150,000. Any questions? Legislator Bartels.

Legislator Bartels: So, is this, this, is this a standard Capital? I'm just trying to, do we just fund it at this every year through Capital?

Director of Planning Doyle: Yeah, the Transportation Cap Council operates on a on a state fiscal year. So, we have put some of those money in professional services within the county's Operating Budget. And it's, it's set off with a, with a about 95-100% federal reimbursement. But rather than put it all in Operating, we also put some of this funding in case we do additional studies or the Transportation Council decides that it wants to program additional money. We would have something in the Capital Program that we could point to and come back to the Legislature and ask for those contracts to be, come out of Capital. And coming out of Capital, it's easier to carry larger contracts that, basically, take more than a year to complete. It allows us to essentially not have to worry about invoicing issues and contract issues that extend past a year.

Legislator Bartels: So, in short, is this the first time you're asking for it in the Capital versus in Operating?

Director of Planning Doyle: No, we put it in Capital last year as well. I think it was in the Capital Program as well as the year before. We never used it but it was there.

Legislator Bartels: Okay. Thank you, Dennis.

Chairwoman Archer: Any other questions?

Okay, page 81: Ashokan Trail Structures. Nothing in the budget for next year. Anybody have any questions on this? Okay.

We spoke last time about the Ulster County Enterprise West Redevelopment. Any questions on that? Okay.

Deputy Executive Wright: Legislator Archer.

Chairwoman Archer: Yes. Please.

Deputy Executive Wright: I just want to make sure everybody got reached by the email I sent out. We've invited the chairs and vice chairs of these two committees to a presentation tomorrow with some more information about the plans at the Enterprise West site as well as some of the information that you requested. I'm just working with Tim to finalize some, some documents. We'll get them out to you tomorrow ahead of that conversation.

Chairwoman Archer: Okay, Legislator, Bartels.

Legislator Bartels: And then if you're providing answers to the questions that were asked, Are you going to circulate them to everyone other than the chairs of the two committees, as well?

Deputy Executive Wright: I certainly can. I guess I was assuming that the chairs would pass that along, but but we can send it out to you.

Legislator Bartels: Okay, I mean, it could be after, I guess, after it's just

Chairwoman Archer: We'll make sure everybody gets copies.

Legislator Cahill: I mean, just copy Vicky and ask her to distribute it, right?

Deputy Executive Wright: Sure.

Chairwoman Archer: Thank you. Any other questions? We're almost at the end here, everyone.

Page 84, the Ulster County Midtown Linear Park. We have \$2.1 million for budgeted for next year. Any questions on this?

Deputy Executive Rider: I think this is the Kingston Rail Trail, right?

Chairwoman Archer: Yes. Midtown Kingston, the Kingston Plaza.

Deputy Executive Rider: There, I just want to, there's two. There's the Midtown linear Park and there's the Kingston Rail Trail. I just.

Commissioner Jackson: Oh, yeah. This is the linear Park.

Legislator Walter: You skipped over the rail trail.

Chairwoman Archer: Oh, I did? Thank you. Oh, I did, thank you. Yes, page 83: the Kingston Rail Trail is \$2.4 million. Any questions on that one? Either one of them. Going once. Okay.

Chairwoman Archer: Then we have page 85. This is the Open Space Recreation Fund, \$500,000.

Legislator Bartels.

Legislator Bartels: I know that we spent probably it was the \$129K on a farmland preservation some years ago, I believe it was Italia Pharaoh Farm. I just want to ensure, and I know, Dennis, you've heard me on this subject before, that moving forward, if we're going to establish a fund and administer it that we have some means of both reaching out to the public about it. And some, some means of there being some kind of, I don't know if the correct word is competitive, but just an open process that extends beyond. Because that was one of my criticisms of the previous. It wasn't that it was a worthy project, it was that there may be 100 other worthy projects. And how did this one make it across our proverbial desks and not others? So, I just want to make sure that we're instituting some sort of process for accepting these applications, and reviewing the applications, and vetting them against one another because these are limited funds.

Director of Planning Doyle: Yeah, we're looking at a criteria right now. We had a, we had some of that done last year, was put off quite frankly because of the COVID issues. But we are looking at that criteria. The other thing is, it's unlikely that the state is going to call for projects for farmland preservation this year. So, we, we may not force that. But that doesn't mean there may not be other open space activities that are out there.

So, that question, that question comes up in terms of what your priorities are. Your priorities can change. You could do farmland, you could do general open space, etc. But what we, what we were planning on doing is tying it back to the county's adopted OpenSpace Plan, which starts to define these landscapes, define what's important, etc. And then we move that criteria on that basis, share it with the Legislature, and then put it out for a call for projects.

Chairwoman Archer: When was the last time the open space for the county was done?

Legislator Bartels: 2007

Director of Planning Doyle: 2009 it was adopted 2010.

Chairwoman Archer: Okay, and what's the

Legislator Bartels: Why does the resolution say seven? Just out of curiosity?

Director of Planning Doyle: It could have been '07. I mean, there was an Economic Plan and there was an Open Space Plan. I can, I can go back and actually look that up, but it was in the late 2000s, as they say, like, late in the decade.

Chairwoman Archer: So, it obviously, we probably need to update it? Or is it still relevant? Was it looked at every year? What's the procedure for that?

Director of Planning Doyle: It's a policy document. You know, the policies really haven't changed that much. You could, you could argue and update relative to priorities within that. But there wasn't any priorities established.

Chairwoman Archer: So, the Town of New Paltz has Prop 1 on the ballot this year, which is an open space. Would they still have eligibility to be considered as part of this, if that passes?

Director of Planning Doyle: One of the things I, one of the things in our discussion has been that if we're going to participate in this, we participate on a matching basis, and the community has to participate with us. Particularly if the community has bonding...

Chairwoman Archer: Oh, so if they've got matching funds. Yeah, well, this may provide matching funds, okay.

Director of Planning Doyle: Yeah, particularly if they have bonding authority and Marbletown and New Paltz had bonding authority. And when we did the project in New Paltz, the contribution was 33% from New Paltz; 33% from the county; and 33% from Scenic Hudson.

Chairwoman Archer: Okay. All right. Any other questions? Thank you.

And page 86: Stream Management plan \$160,000 for next year. Any questions?

Okay. Anybody have anything else? Legislator Walter?

Legislator Walter: Yeah. So, thank you. In the, the Law Enforcement Public Safety meeting, when the Sheriff is presenting his budget, he expressed a real concern about the Black Creek, their system in terms of the security in the jail, and how it's in pretty bad shape. And the repairs they need to do. As well as their dishwasher in the jail being just having to be repaired constantly. Can you just explain to me why those didn't make it onto the budget?

Deputy Executive Rider: I'm not aware that that was a request in. Burt, that may have come,

Legislator Walter: These are requests two years in a row, he said.

Chairwoman Archer: Amber, you have something to add here?

Amber Feaster: I heard the Sheriff say that he was considering leasing for a substantially less cost.

Legislator Walter: The dishwasher he'd like to lease. But I don't think that's in the budget. The leasing. But he's, he's open to leasing rather than replacing the dishwasher. But that wasn't from what I understand, not in the budget. And then the Black Creek is another. And those, those were two things that he spoke passionately about really needing. And so, I was just wondering if he did put them in the budget, why they were removed?

Deputy Executive Rider: Yeah, I mean, we can get back with an answer. I don't have an answer right now.

Chairwoman Archer: Okay, any other questions or concerns? Yes. Legislator Haynes?

Legislator Haynes: Yeah, just real quick. Is there an update on that Floyd Ackert Bridge repair situation. Is that going to be anytime soon?

Deputy Executive Rider: Next couple weeks I think it'll be complete. They're working on it now. Tom, you're muted.

Commissioner Jackson: Yeah. Sorry.

Deputy Executive Rider: I think it was yeah,

Commissioner Jackson: We're working on it now. And you know, sometime in the next three weeks, we'll have it back open again. But it is fully closed at this point.

Chairwoman Archer: Okay, any other questions?

Dennis.

Director of Planning Doyle: I, I just want to let you know that the Transportation Council is working with UCAT on a bus storage facility on their bus storage facility needs a relative to their current fleet size. Their current fleet size has significantly outgrown their garage. Looking, looking to the future, their current fleet size, is probably going to be in the mid, in the mid to high 40s in buses. You can get only about 20 buses in the current, in the current garage facility. I don't see a capital project in here for you UCAT with respect to that. But be aware of the fact that UCAT is going to need bus storage in the very near future. We anticipate that that study will finish up probably by spring, if not a little later. And we're looking at alternatives for Golden Hill and other locations to build that. And we're looking probably at a 13 bay garage in order to meet their storage needs. So, that will come back to you with that for an addition to the Capital, Capital Program is it's going to be it's going to be needed as a transcript as the transit system moves forward.

Chairwoman Archer: So, how many buses came out of the merger with Kingston? And do they have bus storage that can accommodate some of this in the interim?

Director of Planning Doyle: We do. And we do have, we do have a lease agreement with the City to continue to, we negotiated that when we did it. We have a lease agreement to continue to use their garage for some of our buses. But even that, I mean, if you go up there and you look, you'll see buses scattered all over, all over the lots up there outside, while they try to essentially make sure that make sure that they have enough room. And when you electrify the fleet, that takes additional space, inside the garage facilities. And the garage facilities currently have problems with respect to parts storage, tire storage, etc.

So, we as, we as a county have outgrown that that facility. And we need to think about that facility moving forward. And we've done a program of space analysis, we're now looking at best locations to fit that space. And, and, and moving that forward. And we're going to need to think about what that Capital Program looks like. The Transportation Council is already having discussions about funding for that program so that we can at least get 90% of that project funded through state and federal funds.

Chairwoman Archer: And are you talking about a different location? Is there, is there, are we at capacity at Golden Hill for that particular line, particularly with the other project going on with the Jail?

Director of Planning Doyle: We can always we can always fit more things at Golden Hill. But Golden Hill is not a, a build-friendly site because of the topography that's up there. So we have a lot of site work to do if we start to try to fit the facility up, up on Golden Hill. So, there are other locations that we may want to think about using

Chairwoman Archer: Legislator Litts.

Legislator Litts: We have 57 acres on Tech City.

Director of Planning Doyle: The difficulty with the Tech City site, particularly the 57 acres, is with within the 500-year floodplain, Herb. So, FAFTA would give us a hard time about locating critical bus storage facilities within a 500-year floodplain that may have to be used and be available during a catastrophic event. So, we, but Tech City does come does figure into an alternative site in other areas.

Chairwoman Archer: Okay, any other questions? Well, everyone, thank you so much for plowing through this. I'm sorry?

Legislator Walter: that was your echo.

Chairwoman Archer: Oh, okay. It was my echo, okay. I appreciate everybody's help tonight. And I look forward to working through the budget with you. So thank you, everyone. I'll take a motion to adjourn.

Legislator Litts: So moved.

Legislator Bartels: So moved.

Legislator Cahill: So, before we adjourn, I just want to take a second and thank Tom Jackson and his staff, and Dennis, and the rest of the county employees, for helping us understand this. Because a lot of this stuff is complex and some of us are a little rusty and some of us are new. And it really, it's very helpful when we have the folks who know what they're talking about, in detail, to guide us through these, these meetings. I just want to say thanks to you guys. Thank you.

Chairwoman Archer: Thank you.

Legislator Bartels: I echo that, thank you.

Commissioner Jackson: You're very welcome you.

Chairwoman Archer: All right. Good night, everyone.

Legislator Litts: There's a motion on the floor.

Legislator Bartels: Second.

Chairwoman Archer: So moved. All in favor.

Committee Members: Aye.

Legislator Litts: Bye. Be safe, stay healthy.