

Wendel Duchscherer

140 John James Audubon Parkway, Suite 201
Committee

Amherst, NY 14228

MEETING MINUTES Transit Advisory

WD Project No. 4282-01

Project Title: City of Kingston Intermodal Facility

Location: Kingston City Hall

Meeting: Date: September 26, 2007

Subject: Project Progress Meeting &
Discussion re: Meeting w/
Potentially Affected Property
Owners

Attendees:

Initials	Name and E-mail	Company	Telephone
HM	Harry G. Jameson III towntinkertober@yahoo.com	Catskill Mountain Railroad Organization	845-688-5553
GV	Greg Vaughn Gbv1154@earthlink.net	Catskill Mountain Railroad Organization	518-766-6617
MP	Marie Pardini	Catskill Mountain Railroad Organization	845-338-5230
EP	Earl Pardini	Catskill Mountain Railroad Organization	845-338-5230
RR	Russell Robbins robbins@dot.state.ny.us	NYS DOT	845-431-5978
DM	David Markowitz dmarkowitz@dot.state.ny.us	NYS DOT	845-431-5743
SF	Steve Finkle sfinkle@ci.kingston.ny.us	City of Kingston	845-334-3960
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Rural Transportation (UCRT)	(888) 827-8228
MB	Mark Boungard mboungard@trailwaysny.com	Trailways	845-339-4230
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council	845-340-3340
DD	Dennis Doyle ddoy@co.ulster.ny.us	Ulster County Transportation Council	845-340-3339
GS	Geddy Sveikauskas geddy@ulsterpublishing.com	Ulster Publishing	845-334-8200
DG	Don Gray dgray@wd-ae.com	Wendel Duchscherer	716-688-0766

Item	Description	Due	Ball in Court
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1.00 Points of Discussion

- 1.01 Due to members of the Catskill Mountain Railroad and Ulster Publishing being in attendance, WD repeated the presentation given the previous evening to the potentially affected property owners. Their questions were answered and their comments noted.
- 1.02 The main comment offered was a written report produced by the Catskill Mountain Railroad, which they distributed to all in attendance. This report and its recommendations will be read and analyzed by the TAC and WD and included in

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	the public comment documentation for the project.		
1.03	A specific question was raised by Mr. Sveikauskas of Ulster Publishing regarding the potential for locating the new Intermodal facility on the site of the existing parking structure on Schwenk Street, across from the entrance to the Kingston Plaza. It was explained this location was originally one of the sites considered, and then removed from further consideration due to its inadequate size to accommodate the required Intermodal program, significant grading / elevation issues, and significant traffic congestion issues associated with the entrance of the Plaza.		
1.04	The meeting continued with a summary and download of the meeting with the potentially affected property owners that was held the previous evening. (Please refer to the minutes of that meeting for more detail.)		
1.05	WD described the information obtained from the FHWA regarding the requirements and guidelines associated with providing a new connection between the I-587 and Kingston's Plaza should the Intermodal Facility be located there. WD summarized the FHWA's direction in a memo that was distributed at this meeting, and a copy of which is attached to these meeting minutes.		
1.06	The TAC agreed that, at this point, decertification of the I-587 from the interstate system is not a preferred option when considering the potential connection to the Kingston Plaza to access the new Intermodal Facility.		
1.07	WD presented a drawing illustrating some partial interchange options for the connection to the I-587. The County appreciated this effort, and indicated there may be reasons to consider a ¾ or full interchange for this connection. The Catskill Mountain Railroad written report also contains some design options for this connection. The information presented illustrated that this connection is technically and operationally possible. This information will be used in order to evaluate the Kingston Plaza site as a potential site for the Intermodal Facility.		
1.08	The I-587 connection design may require the Intermodal Facility location as shown in Option S11 be moved. Due to the amount of space available, this should not present a problem.		
1.09	WD will upload the I-587 interchange design drawing to their FTP site to provide access to all TAC members.		
1.10	Briefly discussed were issues involving who will own and maintain the new Intermodal Facility, who the grantee will be, and if the funding will originate with FHWA or FTA. If the funds originate with FHWA, they may be "flexed" to FTA. It was agreed all these issues required more analysis, discussion and coordination. NYSDOT stated they will provide assistance in resolving these issues.		
1.11	During the 9-17-07 conference call meeting with the TAC in preparation for the public information with the potentially affected property owners, WD was asked to contact FTA regarding the requirements and protocols associated with property acquisition procedures and dealing with the affected property owners. WD did this by email, and at this meeting WD distributed copies of the FTA's email response. While WD was familiar with the FTA Circulars regarding property		

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	acquisition, FTA provided additional references that are also applicable. WD brought copies of these to the meeting. It was agreed WD would provide copies of these guidelines and regulations to the City and County.		
1.12	In order to regain project momentum and efficiently address the remaining issues associated with the conceptual site layouts, WD recommended that a design charette (working session) be scheduled between the WD design team and all the primary (decision-making) TAC members. All agreed with this approach. The goal will be to refine all the preliminary site designs to the point that all TAC members are comfortable scoring the potential sites based on the site designs. The information gained at the public information meeting with the potentially affected property owners will be factored into the refine designs. It was further agreed WD would be the coordinator to schedule the meeting so it occurs during the month of October.		
1.13	WD stated that for the "design charette" to achieve its goals, there were two parameters that needed to be met: (1) all primary TAC members (the decision-makers) need to attend, and (2) all TAC members need to be present for the entire work session. All agreed to these parameters.		

Prepared by: WENDEL DUCHSCHERER

These meeting minutes represent our understanding of the items discussed and the thoughts expressed. If there are any modifications or corrections required to these minutes, please contact our office within ten (10) calendar days. Otherwise, these meeting minutes will be considered accurate and complete.

Signed: 
Donald E. Gray, AIA, Project Manager

Dated: 10-8-07

- C: All attendees
Joel Brink
Toni Roser
Scott Neal
David Zielinski

MEMORANDUM

TO: Dennis Doyle UC Planning / UCTC
Bill Tobin UCTC

FROM: Don Gray

DATE: July 19, 2007

SUBJECT: UCTC Kingston Intermodal Facility
Hannaford Plaza Option and I-587 Connection

WD PROJECT NO. 4282-01

We have had conversations with Joe Rich and Chris Gatchell of FHWA regarding the proposed new I-587 connection shown on the Hannaford Plaza Option S11. During these conversations two acceptable options for making this connection were identified, along with their individual parameters and constraints.

An "At Grade" Intersection with a Traffic Signal:

1. This is what is currently indicated on the site plans.
2. This will only be acceptable to the FHWA if the I-587 is de-certified from the Interstate system.
3. There is a strong possibility that all federal funding associated with the land acquisition and construction of the project would need to be re-paid.

A "Grade Separated" Crossing:

1. The I-587 would not have to be de-certified from the Interstate system.
2. Approval would be contingent on an acceptable design for the new on and off-ramps. At this point it is envisioned the off-ramp would occur at grade for those traveling eastbound, and the on-ramp would run over the I-587 and proceed in a westbound direction.
3. The new on and off-ramps and the new Intermodal Terminal would need to be connected by a new public transportation road link that is owned and operated by the local public agencies. Any access from the Plaza operation would be made to this new public transportation road link, not the I-587.
4. If the plan can be shown to improve overall traffic operations in the area, the FHWA would have a favorable view of the proposed modification.
5. The flood plain north of the I-587 would not preclude constructing an on-ramp on that side as long as the road construction does not have an adverse impact on the flood plain.

Common Requirements for Both Options:

1. Local Town, City and County officials and NYSDOT Regional Office would need to support which ever option is selected.
2. The project would need to follow the usual protocols for transportation projects, such as going through the MPO and being included in the TIP and STIP process.
3. The NEPA process would need to be followed and the FHWA would be invited to participate as an involved agency.
4. The NEPA process would require that other potential access points, as far as possible from the eastern terminus of the I-587, be considered.