

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: PUBLIC WORKS - AIRPORT; DPW; PARKS, RECREATION & RAILROAD AND WARREN CO. SEWER

DATE: MARCH 3, 2009

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COMMITTEE MEMBERS PRESENT:

SUPERVISORS BELDEN  
BENTLEY  
TESSIER  
STEC  
CHAMPAGNE  
TAYLOR  
GOODSPEED  
PITKIN

COMMITTEE MEMBER ABSENT:

SUPERVISOR MERLINO

OTHERS PRESENT:

WILLIAM LAMY, SUPERINTENDENT OF PUBLIC WORKS  
JEFFREY TENNYSON, DEPUTY SUPERINTENDENT OF PUBLIC WORKS  
PAUL BUTLER, DIRECTOR - PARKS, RECREATION & RAILROAD  
FREDERICK MONROE, CHAIRMAN OF THE BOARD OF SUPERVISORS  
PAUL DUSEK, COUNTY ATTORNEY  
HAL PAYNE, COMMISSIONER OF ADMINISTRATIVE & FISCAL SERVICES  
JOANN MCKINSTRY, DEPUTY COMMISSIONER OF ADMINISTRATIVE &  
FISCAL SERVICES  
JOAN SADY, CLERK OF THE BOARD  
SUPERVISORS GERAGHTY  
THOMAS  
SIMMES  
PAT TATICH, DIRECTOR OF PLANNING & COMMUNITY DEVELOPMENT  
WAYNE LAMOTHE, DEPUTY DIRECTOR OF PLANNING & COMMUNITY  
DEVELOPMENT  
ALYSON MARTIN, *THE POST STAR*  
JONATHAN ALEXANDER, *THE ADIRONDACK JOURNAL*  
AMANDA ALLEN, SR. LEGISLATIVE OFFICE SPECIALIST

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Mr. Belden called the meeting of the Public Works Committee to order at 9:30 a.m.

Motion was made by Mr. Bentley, seconded by Mr. Goodspeed and carried unanimously to approve the minutes from the January 27, 2009 and January 29, 2009 Committee meetings, subject to correction by the Clerk of the Board.

Privilege of the floor was extended to William Lamy, Superintendent of Public Works, who distributed copies of the DPW agenda to the Committee, a copy of which is also on file with the minutes.

Beginning the agenda review, Mr. Lamy updated the Committee on the availability of funding through the Federal Stimulus Package in connection with DPW projects. He apprised that because the Corinth Road Project was not "shovel ready" it did not qualify for funding under the Stimulus Package and he added that the Milton Street Bridge Project would not qualify for funding either, due to a lack of the necessary utility agreement. Mr. Lamy stated that in lieu of the Milton Street Bridge Project, both the Tannery and Grist Mill Bridge Projects had been identified as candidates for Stimulus funding and if approved, both Projects would be 100% funded; thereby saving the County approximately \$100,000 in Local Share funds between the two Projects. Mr. Lamy noted that if they were able to obtain the necessary utility agreement for the Milton Street Bridge Project they would submit a request for Stimulus funding, although there was no guarantee that it would be approved.

Mr. Lamy apprised that a definite opportunity had been identified to obtain Stimulus funding for paving projects through the Adirondack Glens Falls Transportation Council (AGFTC). He said that they were currently developing paving plans that would include the filling and resurfacing of County roads designated as Federal Aid eligible. He noted that he would keep the Committee apprised of the situation as additional information became available.

Continuing, Mr. Lamy directed the Committee members to page 1 of the agenda which reflected an update on 2009 CHIPS (Consolidated Local Street and Highway Improvement Program) funding. He explained that the latest information received indicated that the CHIPS grant would be funded in Governor Paterson's proposal, although it had yet to be approved by the State Legislature, and would be based on the 2008 level of funding which was almost \$400,000 higher than what was indicated in the Governor's initial proposal. Mr. Lamy advised that he and Brian Humphrey, Deputy Superintendent of Highways, had determined that they would plan the 2009 paving projects based on the proposed level of funding, but would refrain from actually spending the monies until the budget was adopted by the State Legislature. He added that this would not affect the paving project schedule as the projects could not begin until the end of the winter season. Mr. Lamy concluded that it appeared the Towns would receive CHIPS funding at a higher level than initially anticipated also.

Mr. Geraghty questioned the status of the Milton Street Bridge Project and Jeffrey Tennyson, Deputy Superintendent of Engineering, apprised that the Project plans, specifications and estimates would be delivered to NYSDOT (New York State Department of Transportation) by the close of the week. He added that they were still awaiting a utility agreement from National Grid who continued to work on their plans for utility pole relocation, and they could not proceed until that was determined.

Mr. Geraghty stated that he was very concerned with the progression of the Milton Street Bridge Project because when he assumed office as Supervisor of the Town of Warrensburg in 2006, a schematic drawing of the proposed Bridge had been presented and three years later they had yet to begin actual construction. He added that he had received many inquiries from Warrensburg residents who were impatiently awaiting the start of the Project and he had no definite answer to give them with respect to when construction would begin. Mr. Geraghty said that he found it incredulous that the whole Project was being delayed while National Grid determined the placement of a utility pole and he asked if there was some way to expedite the development of the utility agreement. Hal Payne, Commissioner of Administrative & Fiscal Services, advised that a meeting was scheduled for the following day to discuss Federal Stimulus monies at which John Murphy, representative of National Grid, was scheduled to attend. He suggested that they might speak with Mr. Murphy on this matter during that meeting in an attempt to speed up the process.

Moving on, Mr. Lamy provided an update on the status of the fuel bills produced by his Department. He advised that IT (Information Technology) personnel had spent a considerable amount of time at the Warrensburg DPW Offices while rewriting the program that produced and published fuel bills. Mr. Lamy said that all of the 2008 bills had been printed and mailed and IT staff would be returning to the DPW Office during the following week to assist in printing the January 2009 fuel bills, with the February 2009 bills to follow as soon as they were able to work on them. He noted that DPW Department staff would be assuming the responsibilities for the bill printing once all of the remaining issues with the system had been resolved.

Mr. Tennyson directed the Committee members to page 2 of the agenda which reflected a request for authorization to pay the Bove Fuels invoice for a gasoline delivery to the Hague fueling site. He explained that a contract for gasoline deliveries had been awarded to Petroleum Traders Corp. while Bove Fuels was the County's supplier for heating oil and kerosene. Mr. Tennyson further explained that Bove Fuels had mistakenly been called for a gasoline delivery and they now required authorization to pay the resulting invoice; he added that Bove Fuels had agreed to charge the same price for the gasoline as was authorized in the contract with Petroleum Traders Corp.

Motion was made by Mr. Champagne, seconded by Mr. Goodspeed and carried unanimously to authorize payment of the Bove Fuels invoice for a gasoline delivery to the Hague fueling site and the necessary resolution was authorized for the March 20<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. Tennyson stated that Agenda Page 4 consisted of a request for authorization to proceed with condemnation actions to acquire any necessary ROW (right-of-way) easements in connection with the Corinth Road Project. He advised that there were approximately 27 map locations remaining to be acquired and although they anticipated that a number of these locations would be obtained via purchase agreements with the property owners, condemnation actions through the Eminent Domain Procedure Law would be necessary to acquire any remaining properties. Mr. Tennyson added that regardless of the method of acquisition, compensation to the property owner would be made based on the Board approved Just Compensation for each property.

Motion was made by Mr. Goodspeed, seconded by Mr. Champagne and carried unanimously to approve the request for authorization to proceed with any necessary condemnation actions relative to properties required in connection with the Corinth Road Project and the necessary resolution was authorized for the March 20<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

The next agenda item, Mr. Tennyson apprised, referred to the Middleton Bridge Project and he distributed copies of documentation summarizing the options available for the Project, a copy of which is on file with the agenda. He then reviewed the options available, which he detailed as follows:

**Option 1: Remove and do not replace**

Construction phase of Project is not eligible for grant funding.

Pros:

- \*No legacy costs;
- \*No replacement cost saves approximately \$1.4 million in highway bridge project funds.

Cons:

- \*Nearest bridge is approximately 0.7 miles away (County Route (CR) 11);
- \*Approximately 1.4 mile travel loop is required for Town of Horicon maintenance and emergency response vehicles to reach the Sherman Lake area;
- \*Town of Bolton Road (River Road) would likely need further improvement;
- \*Direct cost to County would be \$110,000 (\$10,000 for engineering and \$100,000 for removal).

**Option 2: Remove and replace in existing location**

All phases of Project would be grant eligible.

Pros:

- \*Maintains existing traffic pattern and emergency response routes;
- \*New bridge would be load rated for large vehicles;
- \*New bridge would be completed by the end of 2010.

Cons:

- \*The existing bridge could be consider redundant to the CR 11 Bridge;
- \*Total cost would be \$1.69 million with the cost to the County being approximately \$84,500;
- \*Legacy costs of maintenance and repairs would be required.

**Option 3: Remove and replace bridge in new location 2.5 miles north of CR11**

All phases of this option are grant eligible.

Pros:

- \*Provides a more direct route for maintenance and emergency response vehicles;
- \*Provides a more direct route to concentration of homes and businesses;
- \*New bridge would be rated for large vehicles.

Cons:

- \*Requires approval of NYSDEC (New York State Department of Environmental Conservation) and the APA (Adirondack Park Agency);
- \*Requires approval of NYSDOT and AGFTC for additional grant funding;
- \*Environmental approvals will delay construction for 1-2 years, construction would occur in 2012;
- \*Total cost would be \$3.14 million with a direct costs to the County of \$157,000;
- \*Legacy costs of maintenance and repairs would be required.

Mr. Champagne stated that this should be a very simple decision to make in light of the fact that the cost for Option 3 was twice as much as the cost for Option 2. Mr. Bentley countered that Option 3 was the best choice for the residents of the Town of Horicon because it would save a considerable amount in travel costs for resident, maintenance, school and emergency vehicles due to the shorter route. Mr. Tennyson stated that the direction of the Committee was required with respect to which option they preferred so that the necessary design report could be tailored to fit their preference. Mr. Pitkin said that he was inclined to agree with Mr. Bentley's assessment that Option 3 was the best choice for residents, provided that a more cost effective means could be determined.

Upon clarification that the use of NYSDEC property would be required to construction the bridge as per Option 3, Chairman Monroe stated that he felt the EPA and NYSDEC rulings should be received prior to any further consideration as there were too many uncertain factors to be determined. He noted that if they continued with design reports and research for Option 3, all of the efforts would be for naught if NYSDEC and EPA approval was denied; therefore, he said, these rulings should be sought before making any further decisions on the Bridge placement.

Subsequent to further discussion on the matter, it was the consensus of the Committee that the issue should be referred to Paul Dusek, County Attorney, asking that he explore the issue with the appropriate parties to determine if the use of NYSDEC property for relocation of the Middleton Bridge was plausible.

Resuming the agenda review, Mr. Lamy directed the Committee to page 6 which included a request for a new contract with Peckham Materials Corporation for bituminous dust control materials for the term commencing March 20, 2009 and terminating December 31, 2009.

Motion was made by Mr. Bentley, seconded by Mr. Tessier and carried unanimously to approve the request for a new contract with Peckham Materials Corporation as outlined above and the necessary resolution was authorized for the March 20<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. Lamy announced that the next two agenda items, included on pages 8 and 9, referred to requests to award new contracts for bituminous concrete and solid waste and recycling transportation services. He noted that both contracts would be awarded to the lowest responsible bidder subsequent to the bid opening, which had yet to occur. Mr. Lamy requested that the Committee authorize the requests under the premise that the low bidder would be determined and disclosed to the Committee members prior to the March 20<sup>th</sup> Board meeting.

Motion was made by Mr. Tessier, seconded by Mr. Stec and carried unanimously to approve both requests for new contracts in connection with WC 21-09, Bituminous Concrete, and WC 34-09, Solid Waste and Recycling Transportation Services, to the lowest responsible bidder to be determined subsequent to the bid opening and the necessary resolutions were approved for the March 20<sup>th</sup> Board meeting. *Copies of both requests are on file with the minutes.*

The next agenda item, Mr. Lamy advised, consisted of an update on the Solid Waste Management Plan. He said that they had received responses to the RFP (request for proposal) soliciting firms to complete the Plan and their next step would be to narrow the list of candidates down to determine which would be interviewed. Mr. Lamy suggested that the Committee, or at least a portion of the Committee, be present during the interview process to allow their input in choosing an acceptable candidate. Mr. Champagne interjected that both he and Mr. Tessier served on the Inter-County Solid Waste Coordinating Committee and would like to be included in the interviewing process. Mr. Belden agreed and recommended that himself, Mr. Champagne and Mr. Tessier should be included in the interviewing process. Mr. Champagne said that he would also like to be included in the process to determine which parties would be interviewed and Mr. Lamy responded that he would schedule a workshop meeting between himself and Messrs. Belden, Champagne and Tessier to review the RFP responses received and determine which applicants would be interviewed.

Mr. Lamy apprised that the next agenda item pertained to Sunnyside Road and the weight posting thereof. He explained that the County had previously approved a detour along County roads during construction on State Route 149 which had resulted in a considerable amount of large truck traffic on Sunnyside Road, using it as a shortcut rather than following the posted detour, causing many resident complaints. Mr. Lamy added that although truck traffic was not currently prohibited on Sunnyside Road, they were approaching the point in the season when the road would be weight posted for the Spring season. Mr. Lamy stated that he intended to investigate the matter to determine if it was appropriate to prematurely post the road until the construction of Route 149 was complete. He noted that posting the road early would help to keep heavy traffic from damaging the road and could also be instituted for safety measures as the road was far too windy to be safely traveled by large trucks. Mr. Lamy advised that these issues would be alleviated by the temporary posting in the short-term, although a long-term solution had to be determined. He concluded that he would return to the Committee to advise of his determinations once he had concluded his investigation.

Mr. Lamy announced that the bulk of the remaining agenda items pertained to personnel matters based on his efforts to reorganize the DPW in light of retirements and workload. He said that since he had become the Superintendent of Public Works, several multi-year plans had been implemented in an effort to improve the DPW operation, such as the ten-year plan for replacement of County equipment; a three-year plan for development of bridge work and a ten-year plan to resurface County roads. Mr. Lamy advised that efforts had also been made to improve the technology used within the DPW office through the introduction of enhanced computer software, telephone and time accounting systems.

Mr. Lamy said that efforts had been made to reorganize staffing within the Parks, Recreation & Railroad Department and the DPW Maintenance Shop, as well as at the Airport to include a new FBO (Fixed Base Operator); he added that they were currently reviewing the Buildings and Grounds Department for possible reorganization also. He noted that many changes had been made in the engineering division of the DPW which they continued to review and alter as the current workload continued to expand. Mr. Lamy stated that the DPW was approximately half-way through the total reorganization process, with the Highway Department division being the next section to be reviewed for reorganization, due to the impending retirement of several key staff members.

Staff reorganization would assist in the many projects proceeding in some point of development or construction in 2009, Mr. Lamy apprised, such as the Corinth Road, Woolen Mill Bridge, Grist Mill Bridge, Tannery Road Bridge, and Alder Brook Bridge Projects, as well as improvements to the County fuel farms. He added that repairs to local bridges; ongoing work in connection with the Hague Sewer District #2 Project; upgrades to the Bolton pump station and the installation of a new force main; review and revision of the Solid Waste Management Plan; efforts in connection with the Gaslight Village Property; review of space issues within the Municipal Center Building for both

the Court system and the Board of Elections and review of prospective rehabilitation of the old jail space as a solution, as well as the proposed development of an in-house bridge maintenance crew, were all issues that would be addressed by DPW staff. Mr. Lamy advised that they were also attempting to establish an in-house bridge maintenance crew, and he had met with Union representatives to develop proposals for shift work during snow and ice events and were in the process of training operators for one-person plowing. He stated that in reviewing the many obligations of his Department, he had determined it was now an appropriate time to re-staff the DPW and Highway administrations.

Mr. Lamy pointed out that key personnel such as the Fiscal Manager, Deputy Superintendent of Administration, General Foreman and two Construction Supervisors, all of whom were long-term employees, were to retire in 2009. He added that both himself and Mr. Humphry were eligible for retirement in 2010, as well as twelve other employees. Mr. Lamy stated that he had not inquired as to whether these employees intended to retire in 2010, nor had he decided himself, but he needed to be prepared for the loss of staff if it were to occur. In an effort to appropriately staff and restructure the Department, he said that he had prepared several requests to fill vacant positions and to create new positions, which he detailed as follows:

Requests to Create New Positions -

- 1) Engineer I, base salary \$55,303;
- 2) Senior Building Maintenance Worker, base salary \$29,199

Notices of Intent to Fill Vacant Positions -

- 1) Engineer I, base salary \$55,303;
- 2) Fiscal Manager, base salary \$47,935;
- 3) Administrative Assistant, base salary \$29,199;
- 4) Highway Construction Supervisor II #2, base salary \$36,210;
- 5) Heavy Equipment Operator, base salary \$29,199;
- 6) MEO - Medium, base salary \$28,041;
- 7) MEO - Light, base salary \$25,470

Mr. Belden apprised that he had met with Mr. Lamy before the meeting to discuss the personnel requests and although he had initially been unsure of them, he supported the requests after allowing Mr. Lamy to explain them. He added that Mr. Lamy received a considerable compensation to perform the duties required as Superintendent of Public Works and he felt that they should respect and accept his recommendations. Mr. Belden then pointed out that page 11 of the agenda included a chart referencing the personnel reorganization for 2009 which would lead to a total salary savings of \$145,793. Mr. Pitkin questioned whether this total included fringe benefits and Mr. Lamy replied in the negative, noting that the total listed was for salaries only and would be higher when fringe benefits were combined.

When asked if the Engineer I position would be filled by a licensed engineer Mr. Lamy replied in the negative, and he added that the candidate would be a person both educated and experienced in the engineering field but not necessarily licensed.

Motion was made by Mr. Goodspeed and seconded by Mr. Tessier to approve the personnel requests as outlined above.

Mr. Belden said that his only aversion to the requests presented pertained to the request to increase the stipend for the Deputy Superintendent of Administration designation. He noted that the employee currently filling this position received a \$853 stipend and he did not think it was fair to raise this amount to \$4,000 for a new and unproven employee. Mr. Lamy responded that the duties of the Deputy Superintendent of Administration had grown

significantly since the current employee assumed the position. He added that it was not his intention to give a new employee a raise; however, he noted, he felt that the increase in responsibility attached to the designation was deserving of a higher salary.

Subsequent to further discussion on the matter, Mr. Belden called the question and the motion to create and fill the above listed positions, including the increase in salary for the Deputy Superintendent of Administration designation to \$4,000, was carried by majority vote with Mr. Champagne voting in opposition and the same was referred to the Personnel Committee. *Copies of the Notice of Intent to Fill Vacant Position forms and Request to Create New Position forms are on file with the minutes. Note: Subsequent to the meeting, Mr. Lamy requested that the requests relating to the Administrative Assistant position and Deputy Superintendent of Administration be withdrawn and referred back to the Public Works Committee.*

Mr. Lamy noted that page 37 of the agenda included a chart detailing the prospective schedule for a one-person plowing operation and he said that he would keep the Committee informed of any new information as the situation progressed.

Mr. Tennyson pointed out that agenda pages 38 through 41 reflected documentation detailing bridge maintenance projects for 2009, which he reviewed for the Committee's benefit. He advised that the first bridge listed was the Dillon Hill Road Bridge over Mill Creek in the Town of Johnsborg and he noted that although they were trying to do as much work as possible in-house, there were some services that outside contracts would be required for. Mr. Tennyson explained that a deck replacement was required for the Dillon Hill Road Bridge and they would require the services of a contractor to strip and repaint the steel superstructure which would remain.

The next bridge listed, Mr. Tennyson stated, was the Padanarum Road Bridge over Northwest Bay Brook located in the Town of Bolton. He noted that relatively simple repairs on this Bridge would be made on an in-house basis by County forces, including engineering services, which would allow the repairs to be completed at a minimal cost to the County.

Mr. Tennyson said that a description of work planned for the Heath Road Bridge over Mill Creek in the Town of Johnsborg was included on agenda page 40 and reflected the more elaborate rehabilitation plan anticipated. He explained that deck replacement and major work on the bridge seats was required which would entail the efforts of an outside contractor for some of the necessary welding and painting services. Mr. Tennyson added that the deck replacement would be done by County staff and he added that the total anticipated cost for the Heath Road Bridge Project was estimated at \$115,000.

Details on work planned for the Chatiemac Road Bridge over Baker Brook in the Town of Johnsborg were included on agenda page 41, Mr. Tennyson apprised. He said that this Bridge project was one that they did not feel could be completed in-house and that they would be contracting out for asbestos abatement and painting services. Mr. Tennyson said that the total estimated cost for the Bridge Project was \$136,000.

Mr. Tennyson noted that the bridge projects referenced were not the entire listing of projects for 2009 and he added that other projects, such as a major deck and superstructure replacement for the Peaceful Valley Road Bridge over Baker Brook, were also impending. He added that they had also begun a bridge washing program and they hoped to be able to wash the majority of the bridges by early May, after the close of the snow and ice season to remove any accumulated salt. Mr. Tennyson noted that the County could not wash every bridge as there were some with environmental issues, such as with those that had peeling paint which might flake off during the washing process and fall into the water below. He said that they were focusing on the bridges that could be washed by County forces

without causing any environmental issues and that washing the bridges would help to keep them clean and extend their useful life.

Mr. Lamy directed the Committee members to page 36 of the agenda which reflected a layout of DPW Highway and Bridge crews. He pointed out that the Committee had approved the vacant South End Construction Supervisor position and that a vacancy remained for the Warrensburg Construction Supervisor position. Mr. Lamy said that for the upcoming construction season he intended to identify someone to fill the position and pay them out of title for the construction season to head the Bridge Maintenance Crew. He added that he preferred to do this on a trial basis to see if the bridge services could actually be provided to save the County money before making the position permanent.

Mr. Lamy then advised that agenda page 37 reflected a trial schedule for the shift work proposed; he added that the schedule identified four shift supervisors and two vacant shift supervisor positions, one of which would be filled by the person chosen to fill the South End Construction Supervisor position previously approved. Mr. Lamy noted that the person selected to work out of title as the Warrensburg Construction Supervisor would fill the remaining supervisor position if both the County and the Union agreed to implement shift work for the snow and ice season. He stated that if the shift work was not agreed to, they would attempt to run the DPW operation using only the four specified Construction Supervisor positions; however, he said, all six of the Construction Supervisors positions would be required if they implemented the shift work schedule. Mr. Lamy said he anticipated that the County would realize a savings in overtime costs if the shift work schedule was activated for the snow and ice season.

Resuming the agenda review, Mr. Lamy advised that he had received a proposal from the coordinators of the Americade event with respect to the staging of motorcycles on the westbound portion of Westbrook Road for their daily tours. He said that he had no issue with the request but said he did not know if it would interfere with other actions in the area. Mr. Lamy stated that he would direct the Americade representatives to speak with the Village and Town of Lake George for any parking issues or road closures as the County had no authority to approve these requests.

Mr. Lamy said that page 49 of the agenda reflected a copy of a letter from NYSDOT to Mr. Bentley respective to a traffic detour for a culvert replacement on New York State Route 8. He said it appeared that the detour would force traffic from Northway Exit 24 over CR 11 to State Route 9N to reach the Town of Hague. Mr. Lamy stated that initially they had thought this detour would interfere with the Hague Sewer Project; however, he noted, that portion of the Project had been completed. Mr. Belden questioned how long the detour would be in force and Mr. Bentley replied that it would be approximately two weeks.

Concluding the agenda review Mr. Lamy stated that the final item listed pertained to items pending from prior Committee meetings, the majority of which he said he had no update for. With respect to the second pending item listed, Budget Performance Report, he advised that 36% of the DPW overtime budget had been expended thus far, which was a lesser amount than what had been used in the previous four years. Mr. Lamy added that they had used 60% of the annual salt supply; however, he said, the salt sheds had been full prior to the recent winter storm that occurred two days ago. He apprised that Kevin Hajos, Senior Civil Engineer, had been working to close out Capital Projects and obtain reimbursements where available and they had received checks in the amount of approximately \$700,000 through these efforts. Mr. Lamy advised that reimbursement had already been received for a sewer claim in the amount of \$135,000 and he had recently submitted another in the amount of \$1.8 million which they were awaiting reimbursement for. Mr. Lamy closed by stating that they were making progress in many areas and he appreciated the Committee's support.

Chairman Monroe asked if there was any update on the status of the reports commissioned for lead and asbestos

removal in the old Jail and Sheriff's wing, as well as at the Westmount Health Facility. He noted that although they had initially desired to use leftover funds from the Human Services Building (HSB) to fund the abatement services, the County Attorney had recently concluded that the additional monies could not be used for this purpose. Mr. Lamy replied that he was not prepared to address the issue and that he would research the matter in order to provide an answer at the next Committee meeting.

As there was no further DPW business to present, Mr. Belden announced that they would begin the Airport portion of the Committee meeting. Copies of the Airport agenda were distributed to the Committee members, a copy of which is on file with the minutes. Mr. Lamy apprised that he would provide the agenda review as Don DeGraw, Airport Manager, was in Hershey, Pennsylvania attending an FAA (Federal Aviation Administration) conference.

Privilege of the floor was extended to Rich Schermerhorn, FBO (Fixed Base Operator), who apprised that the renovations at the Airport were about 95% complete. He noted that he had met with two different suppliers for the self-serve fueling facility equipment and construction would proceed when the weather was conducive. Mr. Schermerhorn said he had also met with Hudson Valley Communications, the supplier of the security cameras currently in place at the Airport, in order to add more security equipment. He noted that he had received very good responses to the changes made and he felt that he was making progress in pleasing Airport patrons, and he estimated that he received three or four positive comments for each negative one. Mr. Schermerhorn stated that he intended to maintain all commitments included in the lease agreement, some of which he had exceeded. He advised that he had installed improved weather stripping for doors and windows to reduce heat and electricity costs, repairs which were not included in his lease terms but that he was happy to provide as they were in the best interest of the people of Warren County, especially in light of the current economic times.

Mr. Belden asked Mr. Schermerhorn if he had received a comparison of fuel sales for January of 2008 and 2009 and Mr. Schermerhorn replied in the negative, noting that he had not received any type of report on the fuel sales of the prior FBO. However, he added, when his accountant had submitted a report of sales for January 2009, Mr. DeGraw had seemed very surprised with the numbers and had noted that the figures were very close for both years, which was surprising to him. Mr. Schermerhorn stated that he was very satisfied with the fuel sales considering the current state of the economy. He added that they were marketing fuel sales in order to increase them and they were trying to attract an airplane company to display a new plane at the Airport to encourage aircraft sales. Mr. Schermerhorn said that he had distributed a newsletter which indicated upcoming events, such as a fly-in and a barbeque, as well as an open house invitation to the public so that they might view all of the improvements to the Airport. He noted that the overall response to the improvements had been quite positive.

With respect to a recent newspaper article which had caused some confusion, Mr. Schermerhorn advised that there was a Pilot Briefing Room on the lower level of the Airport Terminal where all of the pilots worked on their flight planning. On the second floor, he said, was a room that had previously been used as a storage room which he had converted to a Corporate Pilot Lounge to accommodate pilots that flew into the Airport and did not leave until much later in the day. Mr. Schermerhorn added that the intent had been to cater to those pilots who did not have the benefit of going to their home or apartment to rest between flights. He explained that this room served as an added benefit to those out of town pilots such as he had described; however, he noted, the area had not been closed to other pilots.

Commencing with a review of the New Business portion of the agenda, Mr. Lamy presented Agenda Item 2 which was a request to authorize the Chairman of the Board of Supervisors to execute any and all documentation associated with the SEQRA (State Environmental Quality Review Act) process for the T-Hangar Access Taxiway Project, H279.9550 280.

Motion was made by Mr. Tessier, seconded by Mr. Stec and carried unanimously to approve the request as outlined above and the necessary resolution was authorized for the March 20<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. Lamy advised that Agenda Item 3 pertained to a request to authorize two Airport staff members to attend mandated live burn training at the Monroe Community College in Rochester, NY April 13 - 15, 2009. He added that the cost of the training and travel costs was approximately \$1,012 for both attendees.

Motion was made by Mr. Goodspeed, seconded by Mr. Tessier and carried unanimously to authorize travel for Airport staff members Brian Gereau and Derrick Blackmer to attend training as outlined above. *A copy of the Authorization to Attend Meeting or Convention form is on file with the minutes.*

Agenda Item 3.5, Mr. Lamy announced, consisted of a request for a new contract with DelSignore Blacktop Paving Inc. to construct a 600' by 35' taxiway that would service new hangar development at the east side of Taxiway A (*Base Bid*) and to perform limited basic site work for development of proposed t-hangars (*with Add On #1*) for a total amount not to exceed \$312,230 (\$258,492 *Base Bid*, \$53,738 *Add On #1*). He noted that the Project was being funded by State grant funds which were transferred from a t-hangar construction project in 2008.

Mr. Belden questioned if the paving services could be provided on an in-house basis by County forces and Mr. Lamy replied that because the services were covered by grant funds they had chosen to contract out for them. He added that a 2.5% Local Share would be required in connection with the Project and he was confident that they had identified this funding in the 2009 Budget.

Mr. Pitkin questioned what the "limited basic site work for development of proposed t-hangars" listed as "Add On #1" consisted of and Mr. Lamy replied that he did not have an answer for this question but would confer with Mr. DeGraw and provide an answer prior to the March 20<sup>th</sup> Board meeting.

Motion was made by Mr. Tessier, seconded by Mr. Bentley and carried unanimously to approve the request for a new contract with DelSignore Blacktop Paving Inc. for an amount not to exceed \$312,230 as outlined above and the necessary resolution was authorized for the March 20<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Moving to the Old Business portion of the agenda, Mr. Lamy advised that Item 4 consisted of a notation that the Security Lighting & Fencing and the Construction of Taxiway for Hangar Development were both State grants under review. He noted that there was a problem with the bid for the Security Lighting & Fencing Project and the work would have to be re-bid; however, he added, no Committee action was required. Mr. Lamy further noted that the Construction of Taxiway for Hangar Development Project had come in under budget.

Mr. Lamy stated that Agenda Item 5 pertained to the search for Airport Consultant services. He noted that the current Consultants' five-year contract term was coming to an end and the qualifications of 13 different consulting groups had been received in application for the contract renewal. Mr. Lamy stated that they would begin reviewing the qualifications upon Mr. DeGraw's return from Hershey, PA, subsequent to which they would present their recommendation.

Agenda Item 6 referred to an update from Mr. Schermerhorn which had been provided earlier in the meeting, Mr. Lamy stated.

Concluding the Airport agenda review, Mr. Lamy stated that he was unprepared to address the items pending from prior Committee meetings. He noted that an issue had arisen with respect to the need for parcels adjacent to the Airport and Mr. DeGraw had been invited to the next Real Property Tax Services Committee meeting to address them.

As there was no further Airport business to present, Mr. Belden announced the start of the Warren County Sewer portion of the meeting. Copies of the Warren County Sewer agenda were distributed to the Committee members, a copy of which is on file with the minutes.

Beginning the review with Agenda Item 1, Referrals, Mr. Lamy announced that there were none to discuss. Proceeding to Agenda Item 2, he presented a request to transfer ownership of improvements completed by the County under EPA (Environmental Protection Agency) Agreement XP992256-01-2 to the Village of Lake George. Mr. Lamy noted that there were several contracts in connection with the improvements that would be turned over to the County Attorney's Office for embodiment in the resolution that would ultimately be approved by the Board of Supervisors at their March 20<sup>th</sup> meeting.

Motion was made by Mr. Goodspeed, seconded by Mr. Pitkin and carried unanimously to approve the request to transfer ownership of improvements completed by the County under EPA Agreement XP992256-01-2 to the Village of Lake George subject to approval by the County Attorney and the necessary resolution was authorized for the March 20<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. Lamy stated that Agenda Item 3 consisted of a similar request to transfer ownership of improvements completed by the County under EPA Agreement XP992256-01-2 to the Town of Bolton Sewer District No. 1. He added that in this case also there were several contracts that would be forwarded to the County Attorney's Office for inclusion in the final resolution.

Motion was made by Mr. Pitkin, seconded by Mr. Bentley and carried unanimously to approve the request to transfer ownership of improvements completed by the County under EPA Agreement XP992256-01-2 to the Town of Bolton Sewer District No. 1 subject to approval by the County Attorney and the necessary resolution was authorized for the March 20<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Agenda Item 4, Mr. Lamy advised, pertained to a request to increase Capital Project No. H166.9550 280, Lake George Basin Sewer, in the amount of \$2,463,015. He explained that this action was necessary because the funds had been received from the Town of Hague which they had received from the Environmental Facilities Corporation (EFC); he added that they needed to amend the Project to show the expenditure and the revenue would be the amount of money received from the Town.

Motion was made by Mr. Bentley, seconded by Mr. Goodspeed and carried unanimously to approve the request to increase Capital Project No. H166.9550 280, Lake George Basin Sewer, in the amount of \$2,463,015 and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Mr. Belden requested that copies of the bills associated with the Lake George Basin Sewer Project be forwarded to the Town of Hague as they were paid. Mr. Lamy advised that copies of all payments would be forwarded to the Town of Hague and to the EFC and EPA, as well.

Mr. Lamy stated that the Hague Sewer Project was going well and was currently under budget although they did not know what issues might arise as the Project progressed. Mr. Belden said he was very happy with the way in

which the Project was being handled. He added that bi-weekly meetings were being held to discuss the Project and the County Engineer working on the Project was very easy to work with and was doing a great job.

A discussion ensued.

Mr. Lamy advised that at the next Committee meeting he expected to present a request for a new contract for the pump station and forcemain work in the Town of Bolton, at which point they should be very close to the end of the Project.

Mrs. Simmes exited the meeting at 11:11 a.m.

As there was no further Warren County Sewer business to discuss, privilege of the floor was extended to Paul Butler, Director of Parks, Recreation & Railroad, to begin the Parks, Recreation & Railroad portion of the Committee meeting. Mr. Butler distributed copies of the Parks, Recreation & Railroad agenda to the Committee members, a copy of which is on file with the minutes.

Mr. Butler advised that Agenda Item 1 consisted of a request to amend the 2009 County budget to increase estimated revenues and appropriations in the amount of \$55,000 to reflect the receipt of AGFTC Make the Connection grant. He noted that the grant funds had been awarded in 2008 for improvements along the Warren County Bikeway; however, he said, since they had been unable to make the improvements during the 2008 year the grant funding had been held over for use in the spring of 2009.

Mr. Bentley pointed out that the grant required a 20% Local Share of \$13,750 and he asked if these funds were available within the existing budget. Mr. Butler replied that in-kind services would be provided for the Local Share and that no actual funds would be spent. He added that Mr. Lamy had committed the use of DPW staff to assist with the milling and paving necessary along the Bikeway.

Motion was made by Mr. Champagne, seconded by Mr. Tessier and carried unanimously to approve the request to amend the 2009 County budget in the amount of \$55,000 as outlined above and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Proceeding to Agenda Item 2, Mr. Butler presented a request to amend the existing snowmobile license agreement between Warren County and Lyme Adirondack Timberlands I, LLC for trails in the Town of Hague to include additional snowmobile trails on Lyme property at no additional fee. He noted that a map reflecting the additional trails was included in the agenda.

Mr. Belden questioned how many miles of trails were added and Mr. Butler replied that approximately one mile had been added.

Motion was made by Mr. Champagne, seconded by Mr. Bentley and carried unanimously to approve the request to amend the existing snowmobile license agreement as outlined above and the necessary resolution was authorized for the March 20<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. Butler advised that Agenda Item 3 referred to the proposed railroad passenger boarding platform to be constructed in the Town of Stony Creek. He noted that the agenda included a copy of the preliminary plans for the platform which included a ramp for handicap access, which was ADA (Americans with Disabilities Act) compliant, that would exit into the 1,000 Acres Ranch Resort parking lot; he added that the plans were for conceptual purposes

only. Mr. Butler apprised that he had worked in connection with Mr. Tennyson to develop the easement necessary to place the platform which was currently under review by Wayne LaMothe, Deputy Director of Planning & Community Development, as well as by State officials and he did not foresee any issues arising from the review. He advised that stamped plans and a building permit had to be forwarded to Mr. LaMothe prior to finalizing the funding process and issuing an RFP for the project materials.

When Mr. Belden asked if the stamped plans could be provided on an in-house basis, Mr. Lamy apprised that the entire project would be done on an in-house basis by the DPW engineering staff; however, he said, they had run into a slight time delay as the member of the engineering staff working on the design was the same person that was working on the County fuel system. He said that they were catching up on the work associated with the fuel system while working with Mr. Butler in an effort to meet his desire to complete the project within 2009. Mr. Lamy noted that he had determined that the fuel farm work took priority over the platform design; therefore, he said, the platform design work had been delayed.

Mr. Belden said that the intent was for the platform to be in operation for the 2009 season and Mr. Lamy replied that they were aware of the desired project timeline and he and his staff were trying to meet it; however, he reiterated, the fuel farm had to be maintained and was more important than the platform design.

When questioned on the funding for the platform, Mr. Butler apprised that \$34,000 in grant funding had been accessed through the Local Waterfront Revitalization Grant in connection with the Planning & Community Development Department. He clarified that the grant was actually for \$68,000 with \$34,000 in funding coming from the grant for the purchase of project supplies while the remaining half consisted of the Local Share which would be provided through in-kind services. Mr. LaMothe interjected that if the platform was not constructed by December 31, 2009 the grant funding would be withdrawn.

Mr. Butler apprised that in 2007 the Parks, Recreation & Railroad staff had constructed ramps for boarding purposes at the Hadley and Thurman stops and there was one in place at the Riparius Station that had been built many years before and was still in use. He added that although the ramps were built at the pitch required by the ADA, only the Thurman ramp was considered ADA compliant as it met the specific platform width and length requirements. Mr. Butler said that the original plans for the Thurman and Hadley Stations had included an ADA compliant aluminum lift for handicapped patrons; however, he said, these had been removed to reduce project costs with the intention of using the ramps already in place at each sight for handicap access. He advised that the ramp at the Riparius Station was still in use while the ramp at the Hadley Station had been removed during the platform construction and had been dismantled for use in other Parks, Recreation & Railroad projects. Mr. Butler clarified that the ramp at the Thurman Station was ADA compliant and would be permanently installed once authorization was received from Clough, Harbour & Associates (CHA) to do so.

Mr. Butler quoted the costs for new ADA compliant ramps at the Hadley and Riparius Stations to be \$5,600 each and he suggested that they temporarily expend funds from the Parks, Recreation & Railroad budget to construct the ramps as quickly as possible and seek reimbursement through any unused Local Waterfront Revitalization grant funds associated with the Stony Creek platform. He noted that he suspected there would be sufficient funding remaining from the Stony Creek platform to cover the costs of both ramps and he said he had already confirmed with Mr. LaMothe that any remaining grant funds could be used for this purpose. Mr. Lamy interjected that his recommendation would be to complete the Stony Creek platform and determine how much remaining funding was available prior to expending the funds to construct the platforms for the Hadley and Riparius Station platforms.

Mr. Goodspeed questioned why provisions for handicapped access to the train were not included in the platform

design and Mr. Lamy advised that the ramps had been removed, along with other facets of the original plan, in order to reduce costs. He added that the plans for the Hadley Station platform specifically stated that the ramps were to be constructed by another party, meaning the County. Mr. Butler stated that he had spoken with CHA engineers who had advised that in order to receive an ADA compliant permit for federal monies, ADA complaint ramps would be required.

Mr. Pitkin stated that he found it incredulous that the Committee would have voted in favor of project plans lacking something as fundamental as handicap accessibility and Mr. Lamy replied that these were decisions approved by the Committee, as well as the full Board of Supervisors. He added that although measures to allow handicapped access had been included in initial project plans, they had fallen casualty to cutbacks aimed to reduce project costs.

Discussion ensued.

Motion was made by Mr. Goodspeed, seconded by Mr. Champagne and carried by majority vote to authorize the construction of ADA compliant ramps at the Hadley and Riparius Station platforms at a cost of \$5,600 each to be initially expended from the Parks, Recreation & Railroad Department Budget and to subsequently seek reimbursement through remaining grant funds from the Stony Creek platform project, with Messrs. Taylor, Pitkin and Belden voting in opposition.

Mr. Goodspeed questioned whether all of the railroad platforms would be ADA compliant with the construction of ramps at the Hadley and Riparius sites and Mr. Butler replied that he could certify all but the North Creek station platforms would be in compliance with the construction of the two ramps proposed; he added that he was unable to certify the North Creek station was ADA compliant because he had not been personally involved with the construction at that site. Mr. Goodspeed asserted that the ramp was ADA compliant and he noted that the project had been designed and constructed by Town of Johnsburg staff with no contribution from the County.

Returning to the review of the conceptual drawing for the Stony Creek platform, Mr. Butler apprised that Tim Benway, Recreation Facilities Manager, had drawn the conceptual schematic to reflect the design and dimensions of the proposed platform. He advised that the platform would include a hip roof with pre-engineered trusses to match the existing 1,000 Acres Ranch Resort complex building as approved by the owner of the facility. He further explained that the dimensions of the actual deck area would be 15' by 30'.

Mr. Champagne pointed out that only a small portion of the ramp accessing the platform would be covered and he asked if this was ADA compliant, to which Mr. Butler replied that he was unsure, but noted that he would inquire with Building Code Enforcement to make this determination.

Mr. Pitkin said that as it was currently designed, the roof of the platform would allow for water to run down onto the ramp which he felt was unsafe. Mr. Tennyson responded that gutters would be installed along the roof of the platform to stop water from running onto the ramp which would alleviate this issue and he reminded the Committee members that this was simply a preliminary drawing for conceptual review. He stated that if they were to extend the roof to cover the entire platform and the ramp the project would be considerably more expensive. He then noted that the ramp built for the Thurman platform had been designed in-house by DPW engineering staff, he had reviewed and stamped the engineering plans himself and they had subsequently been approved by Building Code Enforcement as being ADA complaint with no roof covering the ramp which would lead one to believe that a cover was not required. Mr. Goodspeed stated that this was true of the ramp at the North Creek station as well, as it was approved as being ADA compliant but was not covered.

Subsequent to further discussion on the matter Mr. Goodspeed suggested that they entrust the engineering staff to complete the Stony Creek platform design as quickly and responsibly as they were able while remaining in ADA compliance and considering all weatherization issues in doing so.

Resuming the agenda review, Mr. Butler advised that Item 4 pertained to the transfer of the Kellogg Property from the OSI (Outdoor Space Institute) to Warren County. He explained that he had spoken with Paul Dusek, County Attorney, and Mr. Goodspeed regarding the matter and had been advised that the transfer was imminent as neither party had any objection to the transfer agreements. Mr. Goodspeed interjected that he was very happy with the documentation and noted that he anticipated the transfer would be complete within the coming weeks. Mr. Butler stated that a grant had been secured in the amount of \$192,000 through the Planning & Community Development Department for the purchase of materials in connection with the Kellogg Property. He added that plans would have to be developed for work at the site to be given to Mr. LaMothe to attain the grant funding and he would meet with Mr. Goodspeed to determine what work should be done and also with DPW staff to begin drawing the plans. Mr. Butler said that there was funding within the grant for design work which he thought was up to \$15,000 to fund drawings for the site. He apprised that the Old Historic Barn on the site was slated for foundation replacement and he would provide more details and design work at future meetings. Mr. Goodspeed stated that there was an ongoing concert series that was being held at the Kellogg Property which they expected to renew for the summer of 2009 and there was also a very active not-for-profit group that held a farmer's market on the site also.

Agenda Item 5 referred to the Up Yonda trust account, Mr. Butler announced. He said that he had received a call from Laura Vamvalis, Trust Officer for Glens Falls National Bank, who had advised that a deficit of \$14,895 had been incurred in the Trust account's fourth quarter reimbursement for 2008. Mr. Butler apprised that he had spoken with Hal Payne, Commissioner of Administrative & Fiscal Services, with regard to the matter and Mr. Payne had subsequently invited Ms. Vamvalis to speak on the issue at the March 11<sup>th</sup> Finance Committee meeting. He recommended that the Supervisors review the information he had compiled so that all were in coordination to discuss the matter; he added that costs had not increased at Up Yonda and he assumed the deficit was simply a sign of the times.

Mr. Payne noted that the main point was that there was a deficit of \$14,000 for 2008 and it was unknown what the outcome would be for 2009. Mr. Belden suggested that the programs offered be reviewed to determine which could be reduced in order to avoid a deficit in 2009; he added that they might be able to question Ms. Vamvalis on her predictions for 2009 figures in anticipation of another deficit. Chairman Monroe recalled that in the past the Board of Supervisors had stated that if the Trust was depleted, programs at Up Yonda would be cut accordingly. Mr. Butler pointed out that in 2006 and 2007 the Board of Supervisors had elected not to fund Up Yonda through the Trust in order to allow it to grow and the County had funded programs instead. He added that in 2008 they had elected to remove funds from the Trust to support the programs. Mr. Butler noted that prior to 2006 the Trust had attempted to reimburse the County but had been very much behind. At this point, he said, Ms. Vamvalis had several questions for the Supervisors, and it had been determined that she would speak at the Finance Committee to discuss the matter further.

Mr. Payne advised that there was \$25,000 available in the Up Yonda Budget for part-time help which could be reappropriated to cover the deficit. He added that they might have to gain assistance through the Employment & Training Administration and Youth programs rather than hiring part-time help for mowing and maintenance services.

Mr. Butler stated that there was actually only \$20,000 available in the part-time help code as that figure was reduced during the budget process. He advised that he had spoken to Matt Sprow, Up Yonda Administrator, to determine

if there was a solution to this problem. Mr. Butler said that he felt a three-year plan was required to address this issue.

Mr. Belden questioned how many full-time staff were currently working at Up Yonda and Mr. Butler replied that there were four. Mr. Belden then stated that they might be able to reduce staff for the winter months when it was not as busy. Mr. Butler said that they were reviewing some expenses that could be reduced; however, he said, there was not very much to cut from. Mr. Belden stated that they would discuss the matter further on March 11<sup>th</sup> when Ms. Vamvalis attended the Finance Committee meeting.

Mr. Butler apprised that Agenda Items 6 through 8 consisted of documentation outlining the UHRR (Upper Hudson River Railroad) revenue history; Up Yonda visitation history; Up Yonda revenue history and the Warren County Hatchery spring yearling history for 1983-2008 which had been included for Committee review. He asked the Committee members to peruse this information at their leisure and contact him with any questions.

Concluding the agenda review, Mr. Butler advised of issues experienced in connection with the UHRR railroad operator contract. He explained that in the UHRR contract it stated that when the Rail Stations were complete UHRR would begin paying the County \$2 per ticket sold, rather than the \$1 per ticket they currently paid; however, he said, UHRR was now opposed to this as the platforms constructed were not what they had envisioned when the contract was approved as they had anticipated the construction of actual stations with restroom facilities. Mr. Butler said that he would consult with Mr. Dusek on the matter and would apprise the Committee of his findings.

Mr. Belden reminded the Committee that at a prior meeting they had determined that a small working group would be named to work on the RFP for the 2010 railroad operator contract and he asked if this had been done. Mr. Butler replied affirmatively and noted that he would begin formalizing weekly meetings for the group.

As there was no further Parks, Recreation & Railroad business to present, on motion made by Mr. Goodspeed and seconded by Mr. Taylor, Mr. Belden adjourned the Public Works Committee meeting at 12:07 p.m.

Respectfully submitted,  
Amanda Allen, Sr. Legislative Office Specialist