

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: PUBLIC WORKS - AIRPORT, DPW AND PARKS, RECREATION & RAILROAD

DATE: JULY 26, 2011

COMMITTEE MEMBERS PRESENT:

SUPERVISORS BELDEN  
BENTLEY  
MERLINO  
MONROE  
MCCOY  
CONOVER  
WOOD  
TAYLOR

OTHERS PRESENT:

JEFFERY TENNYSON, SUPERINTENDENT OF PUBLIC WORKS  
DON DEGRAW, AIRPORT MANAGER  
PAUL BUTLER, DIRECTOR OF PARKS, RECREATION & RAILROAD  
DANIEL G. STEC, CHAIRMAN OF THE BOARD  
PAUL DUSEK, COUNTY ATTORNEY/ADMINISTRATOR  
JOAN SADY, CLERK OF THE BOARD  
KEVIN GERAGHTY, BUDGET OFFICER  
SUPERVISORS LOEB

COMMITTEE MEMBER ABSENT:

SUPERVISOR CHAMPAGNE

STRAINER  
THOMAS  
TANYA TOBIAS-TOMIS, TOWN OF HADLEY RESIDENT  
JOANNE SMITH, TOWN OF NORTH CREEK RESIDENT  
DON LEHMAN, *THE POST STAR*  
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. Taylor, seconded by Mr. McCoy and carried unanimously to approve the minutes from the prior meeting, subject to correction by the Clerk of the Board.

Privilege of the floor was extended to Don DeGraw, Airport Manager, who distributed copies of his agenda to the Committee members, a copy of which is also on file with the minutes.

Referring to the Resolution Requests section of the agenda, Mr. DeGraw apprised that he had only one request to present, that being to enter into an agreement with EAA Chapter 353 for use of the Airport grounds on October 1-2, 2011 for the Young Eagles Fly-In event.

Motion was made by Mr. McCoy, seconded by Mr. Bentley and carried unanimously to approve the request as outlined above and the necessary resolution was authorized for the August 19<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Continuing his agenda review, Mr. DeGraw addressed the Items of Interest section, as follows:

1. The next meeting with Victor Macri, property owner, regarding the proposed easement on the Forest Enterprises parcel was scheduled for July 29<sup>th</sup>, following the July 26<sup>th</sup> meeting of the Town of Queensbury Planning Board, Mr. DeGraw announced. He said that once the Planning Board advised Mr. Macri of their requirements, they would be able to better determine what agreements could be made in terms of an easement. Mr. DeGraw stated that an update on the issue would be provided at the next meeting;
2. Mr. DeGraw apprised the new Airport fire truck was in Albany, NY undergoing some final modifications and he expected it to be delivered to the Airport in mid-August. He added that he anticipated the new snowblower would be delivered around September 1<sup>st</sup>. Mr. Belden suggested that the November 1<sup>st</sup> Public Works Committee meeting be held at the Airport to allow the Committee members the opportunity to see both the new fire truck and snowblower; and

3. Referring to the upcoming 2011 Adirondack Balloon Festival, Mr. DeGraw said the first meeting had been held to discuss the event which would be fairly consistent with past events, only this year slightly larger, featuring an increased number of food and craft vendors. Jeffery Tennyson, Superintendent of Public Works, advised that a coordination meeting would be held in early September in which all participants of the event, including vendors and County staff, would be involved. He said that information on the time and date of the meeting would be sent out when it was scheduled and although Supervisor attendance was not necessary, the Committee members were welcome to join the meeting if they chose.

Mr. DeGraw concluded the agenda review with a notation on an article he had included in the packet relative to an order for contractors to stop work on critical airport modernization projects around the County after Congress failed to pass legislation giving the FAA (Federal Aviation Administration) authority for necessary work to continue. Mr. Tennyson questioned whether this shut down would affect any County projects, and Mr. DeGraw replied affirmatively, noting there were two projects that could potentially be impacted, one of which was the ARFF (Aircraft Rescue Firefighting) Facility Expansion project for which FAA grant funding was pending. Mr. Conover asked if these were reimbursable grants and Mr. DeGraw replied affirmatively, advising that once the FAA grant funds were approved they were added to the Capital Project with reimbursement being received after they were expended.

There being no further Airport business to discuss, privilege of the floor was extended to Paul Butler, Director of Parks, Recreation & Railroad, who distributed copies of his agenda to the Committee. *A copy of the agenda is also on file with the minutes.*

Mr. Butler began the agenda review by noting the first two items listed pertained to requests for new contracts with Lyme Adirondack Timberlands II, LLC, one in the amount of \$3,120 for use of a six-mile snowmobile trail in the Town of Hague and the other for use of a two-mile trail in the Town of Lake Luzerne for which the South Warren Snowmobile Club would pay a \$50 fee.

Motion was made by Mr. McCoy, seconded by Mr. Monroe and carried unanimously to approve both requests for new contracts with Lyme Adirondack Timberlands II, LLC as previously outlined and the necessary resolutions were authorized for the August 19<sup>th</sup> Board meeting. *Copies of both requests are on file with the minutes.*

The next agenda item, Mr. Butler said, consisted of a request to extend the existing agreement with the City of Glens Falls and the South Warren Snowmobile Club to provide for the licensing use of trails, trail development and trail maintenance in the City of Glens Falls for the term commencing July 1, 2011 and terminating June 30, 2012.

Motion was made by Mr. Conover, seconded by Mr. Bentley and carried unanimously to approve the request to extend the existing contract with the City of Glens Falls and the South Warren Snowmobile Club and the necessary resolution was authorized for the August 19<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. Butler then presented a request to accept an \$1,800 donation to the Up Yonda Environmental Education Center from Daniel R. Lewis, Town of Bolton resident, and to authorize the Chairman of the Board to send a letter of gratitude and appreciation on behalf of the Warren County Board of Supervisors for Mr. Lewis' very generous donation. He noted that the agenda also included a copy of the letter forwarded by Mr. Lewis with his donation.

Motion was made by Mr. Bentley, seconded by Mr. Conover and carried unanimously to accept Mr. Lewis' donation and to authorize a letter of appreciation to be sent and the necessary resolution was authorized for the August 19<sup>th</sup>

Board meeting. *A copy of the request is on file with the minutes.*

Continuing, Mr. Butler addressed a request for a transfer of funds within the Up Yonda Budget to correct expenditure codes and segregate the occupancy tax funding contributed by the Town of Bolton from other budgeted funds.

Motion was made by Mr. Conover, seconded by Mr. Taylor and carried unanimously to approve the request for a transfer of funds and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Mr. Butler announced the next agenda item referred to an update on the Stony Creek Platform and he proceeded to circulate pictures of the ongoing construction, copies of which are on file with the minutes. He said that although they were not able to work on the Platform every day, they were making progress, assigning as many people to the project as possible. Mr. Butler advised the trusses were being installed that day and he expected the roof construction would be finished in a couple of weeks; he estimated the Platform construction to be complete in mid to late August.

In response to Mr. Belden's inquiry as to whether the Stony Creek Platform project was being completed within the given budget, Mr. Butler replied affirmatively, noting that they were actually under budget by at least \$3,000, but had exceeded the in-kind match with labor services. Mr. Belden then stated that the project seemed to be progressing nicely and that the Parks, Recreation & Railroad staff were doing a great job with the construction work.

Mr. Butler advised he had invited Steve Torrico, General Manager of the Saratoga North Creek Railway (SNCR), to the meeting to provide an update on train operations, but as he had not yet arrived, they would proceed with the agenda review and return to this item later in the meeting.

Proceeding to the Items of Interest section of the agenda, Mr. Butler said he had prepared a draft letter to be forwarded to all abutting property owners along the railway to advise that a new Railroad Operator had been chosen and that rail traffic would be increasing to include extended passenger and freight operations. He distributed copies of the letter, *a copy of which is also on file with the minutes*, and requested that the Committee members review it at their leisure and apprise him of any additions or changes they would like made.

Mr. Tennyson advised several meetings had been held in connection with a State program entitled Operation Lifesaver which worked to educate the public regarding railroad grade crossing safety and the dangers of trespassing on railroad properties; he added that these measures would be reinforced to children through programs and discussions implemented in local schools. Operation Lifesaver also provided education for drivers and emergency responders, he said, as one railroad incident had the potential to affect a tremendous number of people and impose a significant impact to the environment due to the amount of fuel carried by each engine. Mr. Tennyson apprised that Brian LaFlure, Director of the Office of Emergency Services, had already held one training meeting in the Town of Johnsbury and he anticipated several more would be held to properly educate all of the fire companies and emergency responders along the tracks on how to address a railroad emergency, should one arise. He noted that as part of the proactive education process, the letter drafted by Mr. Butler would be forwarded to each resident with property abutting the railroad in the near future to ensure they were aware of the regular passenger train traffic that would be taking place, as well as the potential for freight traffic.

Mr. Belden commended Messrs. Tennyson and Butler for safety education measures being taken and said he felt the letter to residents along the rail line was especially important because there would be far more traffic on the railroad than there had been in the past. He then noted discussion at previous Committee meetings relative to additional

State grant funding available for use in connection with the Hadley and Thurman Platform projects and he questioned whether a use for these funds had been determined. Mr. Tennyson advised that the grant opportunity had been extended until the end of 2012 which would allow them plenty of time to canvass individuals involved with both the Town of Hadley and Thurman Platforms, as well as representatives of the SNCR, to determine how the funds would be best used; he added that a stakeholder meeting would be scheduled in mid to late August to begin these discussions. Mr. Belden then asked whether in-house labor could be used in connection with the grant funding, to which Mr. Tennyson responded affirmatively, advising that the State had extended the grant because they expected the funds to be used to purchase materials with labor to be provided by County staff. Mr. Tennyson noted that although there might be a need to contract with an outside source for some minor work, none had been identified yet.

Continuing to the Referrals portion of the agenda, Mr. Tennyson noted he had discussed both items, referring to the Trout Lake Access point and the transfer of jointly owned property to the Town of Johnsbury, with Paul Dusek, County Attorney/Administrator, and was advised that no update was available on either.

Mr. Butler advised that he had no further business to present, but pointed out that Tanya Tobias-Tomis, Town of Hadley resident, was present and wished to address the Committee relative to quality of life concerns for those residing along the tracks related to increased train traffic. Ms. Tobias-Tomis thanked the Committee for allowing her to speak and distributed a handout outlining her concerns; *a copy of the handout is on file with the minutes*. She noted there were dozens of homes along the tracks and opined that increasing rail line operations was detrimental to all of them. Ms. Tobias-Tomas advised that the information she distributed included a number of questions which she hoped the Committee would review and provide a formal response to; she added that her personal contact information was also included in the packet and she encouraged the Committee members to contact her with any questions they might have relative to her submission.

Messrs Dusek and Merlino entered the meeting at 9:54 a.m.

Mr. Belden thanked Ms. Tobias-Tomis for the information she had provided and advised the Committee to review the packet for further discussion at their next meeting.

Mr. Belden stated that he was one of the Supervisors who had the pleasure of riding the train during its inaugural run the prior week. He said he was very impressed with the equipment and its cleanliness, which he felt was a vast improvement over what had been used by the prior Operator. Mr. Belden noted his surprise at the number of people who had ridden the train, as well as the time coordination with the Saratoga Station which had the SNCR run arriving within five minutes of an Amtrak run from New York City, allowing for continuous service to the North Creek Station with very little wait. Mr. Geraghty said that he, too, had been present for the maiden voyage and was very impressed with the operations. He added that he anticipated the more impressive train facilities would attract additional ridership, thereby raising revenues which would be further enhanced by freight operations when they began. Mr. Monroe said the SNCR posed a tremendous benefit for the County and he was very pleased with the operation, especially in light of increasing gas prices which made it very important to have other forms of mass transit opportunities available. Mr. Belden questioned whether any statistical information relative to ticket sales and ridership had been made available for the first week of operations and Mr. Tennyson replied that he did not receive any formalized information of this nature, but advised that SNCR was far more synchronized than the Upper Hudson River Railroad had been, providing far more detailed manifests for their personnel with exact ridership figures and to the minute synchronization on rail stops.

Referring to the information provided by Ms. Tobias-Tomis, Mr. Monroe said they should attempt to make concessions to alleviate as many of the concerns identified as safely possible. Mr. Tennyson noted that many of the noise issues listed were necessary to notify drivers and pedestrians of the trains presence in the area or to announce a crossing approach and ceasing these horns might cause safety issues; he added that he would forward the information to SNCR to see what changes could be made while still maintaining FRA (Federal Railroad Authority) safety standards.

There being no further Parks, Recreation & Railroad business to discuss, Mr. Tennyson distributed copies of his agenda to the Committee members to begin the DPW portion of the meeting. *A copy of the DPW agenda is also on file with the minutes.*

Mr. Tennyson advised that agenda page 1 included a request to amend Local Law No. 5 of 2010, modifying the residency requirement for the Deputy Superintendent of Public Works, to allow an additional six months to obtain residency within Warren County. He explained that because Section 3 of the Public Officers Law required a person to be a resident of the political subdivision or municipal corporation of the State for which he or she shall be chosen, a Local Law modifying the residency requirement had been requested to allow Kevin Hajos to be appointed as Deputy Superintendent of Public Works, provided that he became a resident of Warren County within twelve months of appointment. Mr. Tennyson said Mr. Hajos had been unable to sell his home within the allotted twelve-month period and they were now seeking an additional six-month extension to allow him to complete the sale of his home and establish residency in Warren County. He apprised that Mr. Hajos was in the process of enrolling his children in a private school in the City of Glens Falls for the upcoming September semester and intended to continue commuting to the area until his house sale was completed, allowing him to purchase another residence. Mr. Dusek interjected that if the Committee chose to approve this request, they had no alternative but to approve another Local Law which would amend the residency requirements imposed by Local Law No. 5 of 2010.

Motion was made by Mr. Taylor and seconded by Mr. McCoy to approve the request for a Local Law to amend the residency requirements imposed by Local Law No. 5 of 2010.

Discussion ensued relative to the need for a Local Law to allow Mr. Hajos to retain his position while living outside of Warren County, following which Mr. Dusek explained that this necessitated by the Public Officers Law of New York State which required residency in the municipality associated with the appointed position. He explained that the provisions of the Law could only be amended on a temporary basis with the passing of a Local Law because the candidate ultimately had to become a Warren County resident in order to maintain his or her position.

Mr. Belden called the question and the above referenced motion was carried by unanimous vote, thereby authorizing the necessary resolution for the August 19<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. Tennyson pointed out that Mr. Torrico had joined the meeting and he asked him to provide an update on railroad operations. Mr. Torrico said he was very happy to announce the SNCR had received 293 passengers over their three-day opening weekend which they were extremely pleased with. He advised that a number of newspaper articles and blogs had been written about the train and it was being received tremendously. One of the great accomplishments for SNCR, Mr. Torrico apprised, was the ability to transport two ladies from Germany from New York City to the North Creek Station where they were picked up by members of their family; he added that although the transport was only for two people, it reflected the ability to do so on a mass level. In response to Mr. Loeb's inquiry, Mr. Torrico explained that the German ladies had been advised of the train transit by family members who lived in the area and had then purchased tickets for their travel online.

Mr. Torrico stated the railroad tracks were in the best shape in recent history, with 80% of the brush cutting having been completed. He noted that although railroad officials were not particularly enthused when FRA officials visited, they had been contacted by at least one inspector each day since operations began and every one had been helpful in guiding and counseling SNCR to ensure the proper guidelines and practices were being used to meet specified standards, which they were thankful for. The train had been running on schedule during the evenings, he advised, and they had not received any complaints or issue reports by property owners along the line or from the conductors themselves so far.

Mr. Tennyson said he had spoken with Ed Ellis, President & CEO of Iowa Pacific Holdings, LLC, relative to the staff hired to facilitate train operations and had been advised that some local permanent hires had been made and other existing employees had been brought in from other rail lines to get this one started, but indicated that he intended to hire 20-25 permanent employees from the local population. Mr. Torrico confirmed Mr. Ellis' employment indications and noted they were currently seeking three mechanic staff members to replace those that were currently working in North Creek on loan from other areas. As for on-board staff, he advised that the loaned staff were slowly leaving to return to their home base and they were hiring local employees to replace them. Mr. Torrico stated that if the ridership figures continued to grow, higher than initially anticipated, staffing levels would be increased, especially for the dome cars which offered meal services.

Mr. McCoy asked whether any new information was available relative to the possible extension of the rail line beyond the North Creek Station. Mr. Torrico replied he was only aware of the information reported in the local newspapers which indicated that discussions on the matter were ongoing and he had no personal knowledge of the matter; however, he noted, any proposed extension would require extensive rehabilitation to the track system beyond North Creek to make them traversable. In response to an inquiry made by Mr. Geraghty as to the availability of updated information relative to potential freight service, Mr. Torrico apprised that the former International Paper Mill building in the Town of Corinth was being demolished and the SNCR had proposed to haul the scrap materials from the site by rail, but said he did not know if the proposal had been accepted.

Mr. Conover noted the issues cited by Ms. Tobias-Tomas earlier in the meeting, noting that one of the major complaints seemed to be with noise issues and he questioned whether automated wayside horn systems could be used in an attempt to quiet the train operations. Mr. Torrico said he had reviewed the letter, which he perceived to be a very well written and thought out submission with valid issues and concerns which the SNCR shared. He advised they were obligated by law to blow the horn at all 26 public grade crossings along the rail line; he added the engineer had the discretion of blowing the horn with either light or heavy intensity depending on the time of day and visibility level for the crossing. Mr. Conover said the point of sounding the horn was to notify pedestrians or drivers that the train was approaching a crossing and noted that automated wayside technology included a horn at the crossing site that would be remotely sounded when the train reached a certain point, rather than blowing the horn on the train from a distance. Mr. Torrico confirmed this technology was available and also validated statements in Ms. Tobias-Tomas' submission which indicated there were communities that had joined together to designate "quiet zones" where the railroad would be alleviated of any liability for sounding the horn in these areas. He concluded that the SNCR would respond to each of Ms. Tobias-Tomas' points in a deliberate fashion, as her concerns were valid and should be addressed in a serious fashion.

Mr. Belden thanked Mr. Torrico for attending the meeting and providing an update, to which Mr. Torrico responded that he hoped very soon to be able to hold a Committee meeting on the train.

Resuming the agenda review, Mr. Tennyson provided an update on the Beach Road Reconstruction Project and

distributed copies of the Final Design Report, a copy of which is also on file with the minutes. He apprised the project was on schedule with all critical time lines and milestones being met, one of which was completion of the final design report which had been transferred back and forth between NYSDOT (New York State Department of Transportation) and the FHA (Federal Highway Administration) multiple times. Mr. Tennyson pointed out that the documentation distributed consisted mainly of the "Section 3" portion which contained the alternatives explored to date. He advised the next phase of the project would include the advance detail plans where the alternatives explored throughout the design process and in public meetings were developed for final NYSDOT and FHA approval, following which they would proceed to bid the work. Mr. Tennyson pointed out that the Design report included exploration of porous pavement and he noted grant funds had been received to cover a portion of the associated costs. He said it appeared the design issues had been mitigated so they were confident the porous asphalt application would work with some of the redundant drainage structures that would be included. There were some final details to work out relative to expenses, Mr. Tennyson added, because the initial construction estimates had increased during the time spent researching use of the porous pavement application. He said that both NYSDOT and FHA agreed with the redundancy being built into the system and had agreed to assist in finding additional funding for the project through the Federal grant process. To this effect, Mr. Tennyson advised that he anticipated returning to the Committee at their next meeting with additional grant amendments for the construction phase of this project.

Responding to an inquiry made by Mr. Geraghty, Mr. Tennyson confirmed that the NYSDEC (New York State Department of Environmental Conservation) owned portion of the Beach Road would not be paved due to their inability to identify funding for the project. Mr. Geraghty stated that the portion of road owned by NYSDEC was the worst piece of the entire road now, and would continue to be since it was not being addressed in the paving project. He added his opinion that the public should be made aware of the fact that this section of the road was going unpaved at the State's discretion and not through any fault of the County. Additionally, Mr. Geraghty said, a letter should be forwarded to Governor Cuomo noting that it was the State's responsibility to provide for the funding of this portion of road and they had failed to address that responsibility by not providing funds.

Discussion ensued.

Chairman Stec suggested that Mr. Dusek prepare a letter to be forwarded to the appropriate parties that would communicate the County's concerns while documenting notification. Mr. Monroe agreed with Chairman Stec's recommendation and noted that it should be forwarded to the NYSDEC Commissioner, as well.

Moving on, Mr. Tennyson directed the Committee members to agenda page 4 which included a request to amend the existing contract with Barton & Loguidice, PC for an amount not to exceed \$88,737 to include Supplemental Agreement No. 3 for the Beach Road Reconstruction Project. He noted that the additional fees had been incurred due to additional work in connection with the porous asphalt feature, adding that both the NYSDOT and FHA had reviewed and agreed to the additional costs.

Motion was made by Mr. McCoy, seconded by Mrs. Wood and carried unanimously to approve the request to extend the existing contract as outlined above and the necessary resolution was authorized for the August 19<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. Tennyson announced that page 13 of the agenda reflected a request to amend the existing NYSDOT grant for an amount not to exceed \$145,976 to include Master Agreement Supplemental No. 4 for the Beach Road Reconstruction Project. He explained the additional funding would be used to cover the costs associated with

increased design costs for the porous pavement, as well as for some right of way acquisition costs.

Motion was made by Mrs. Wood, seconded by Mr. Conover and carried unanimously to approve the request to amend the existing NYSDOT grant and the necessary resolution was authorized for the August 19<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

The next agenda item, included on page 20, referred to a request to increase Capital Project No. H277.9550 280, Beach Road Reconstruction, in the amount of \$142,780 to reflect the previously approved grant amendment.

Motion was made by Mr. McCoy, seconded by Mrs. Wood and carried unanimously to approve the request to increase the Capital Project as previously outlined and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Mr. Tennyson said agenda page 21 consisted of a request to authorize the Chairman of the Board to approve Just Compensation amounts for the Beach Road Reconstruction Project. He explained an existing resolution covered any Just Compensations of \$2,000 or less, but additional permissions were required for any parcels with larger values.

Motion was made by Mrs. Wood, seconded by Mr. Monroe and carried unanimously to approve the aforementioned request and the necessary resolution was authorized for the August 19<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

The Woolen Mill/Milton Street Bridge Project was finally complete, Mr. Tennyson announced, and he circulated pictures of the finished structure, copies of which are on file with the minutes. He said that in connection with this Project, agenda page 24 reflected a request to amend the existing contract with AECOM Technical Services Northeast, Inc. for a total amount not to exceed \$53,566 to include Supplemental Consultant Agreement No. 7. Mr. Tennyson explained that during construction, NYSDOT and the FHA had requested additional inspections over what was included in the original contract and they had complied with the understanding that the additional costs would be covered by grant funding.

Mr. Belden stated they had done an excellent job with the Bridge and asked if the Project had been completed within the specified budget, to which Mr. Tennyson responded affirmatively, noting that although there had been some changes that affected the project costs, all of them had been reviewed by State and Federal officials to ensure they were eligible for grant reimbursement. Mr. Geraghty agreed that the Bridge had come out very well and Mrs. Wood noted that she, too, had received several compliments.

Motion was made by Mrs. Wood, seconded by Mr. Conover and carried unanimously to approve the above referenced request and the necessary resolution was authorized for the August 19<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. Tennyson apprised that agenda page 29 included a request for himself to attend the Highway and Bridge Summer Conference Professional Development Program in Alexandria Bay, NY on August 28<sup>th</sup> - 30<sup>th</sup>. He noted that the Superintendent of Public Works typically attended this conference and that associated funding was included in the Departmental Budget.

Motion was made by Mr. McCoy, seconded by Mr. Bentley and carried unanimously to approve Mr. Tennyson's travel request as outlined above. *A copy of the Authorization to Attend Meeting or Convention form is on file with the*

minutes.

The next agenda item pertained to an update on the Novatime Clock System, Mr. Tennyson advised, which had been installed for use by the DPW Division during the fall of 2010. He said they had finally completed one entire payroll session with sole use of the Novatime system and it seemed to work well, with all staff being happy with the results. Mr. Tennyson advised that although there were a few small issues to be resolved, they planned to continue use of the Novatime system and gather up all of the old Kronos time system units for eventual sale once they were assured that the equipment was no longer needed. He noted that due to funding constraints, they had chosen to refrain from purchasing mobile time keeping units with the Novatime equipment, but planned to use any funding received from the sale of the old Kronos equipment to purchase the mobile units.

Mr. Tennyson directed the Committee members to agenda page 33, which reflected a request to fill the vacant position of Heavy Equipment Operator, base salary \$30,230, due to retirement.

When questioned as to whether the vacant position had been discussed with him, Mr. Dusek replied affirmatively, noting that he was comfortable with Mr. Tennyson's request to fill.

Motion was made by Mr. Bentley, seconded by Mr. McCoy and carried unanimously to approve the request to fill the vacant position of Heavy Equipment Operator, base salary \$30,230, and refer same to the Personnel Committee. *A copy of the Notice of Intent to Fill Vacant Position form is on file with the minutes.*

Mr. Tennyson noted that he anticipated the Heavy Equipment Operator position would be filled by promotion and he asked that the Committee authorize him to fill any resulting vacancies which would include hiring one new employee to fill the lowest Light Equipment Operator position.

Motion was made by Mr. Bentley, seconded by Mrs. Wood and carried unanimously to authorize Mr. Tennyson to fill any vacant positions caused by promotion to the Heavy Equipment Operator position and refer same to the Personnel Committee.

Agenda page 35, Mr. Tennyson stated, included a request for a transfer of funds in the amount of \$1,276 to cover unemployment costs.

Mr. Belden questioned how long unemployment benefits would continue and Mr. Tennyson replied that he was reviewing the matter with the Human Resources Department and although he could not specify when the former employee's claim would expire, it had been confirmed that they were obligated to make the payments.

Motion was made by Mr. McCoy, seconded by Mr. Conover and carried unanimously to approve the request for a transfer of funds and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Continuing with the agenda review, Mr. Tennyson reviewed the Items of Interest section as follows:

1. FEMA (Federal Emergency Management Agency) Declaration. Mr. Tennyson apprised that FEMA had declared disaster status for portions of Warren County following the April storm that had caused significant flooding along the Hudson River and severe damage to 13<sup>th</sup> Lake Road in North Creek. He said that they had yet to receive notification from FEMA as to whether disaster status would be declared for the Town of Thurman for the considerable damages incurred following the severe storms in the month of May. Mr. Tennyson commended the Office of Emergency Services staff for the work they had done in bringing FEMA officials to the area and in attempting to obtain storm funding for

the impacted regions.

Mr. Belden questioned whether a letter from the Board of Supervisors forwarded to FEMA on behalf of the municipalities would be useful and Mr. Geraghty advised he had contacted Congressman Chris Gibson with respect to the matter and he had visited the damaged areas and appeared to be advocating for them. Mrs. Wood said that the Town of Thurman had been visited by both Legislative and FEMA representatives, indicating that they were understanding of the importance of funding to the area, but were currently in the review stages. She added that since President Obama would need to sign the declaration to provide assistance, her suggestion would be to forward a letter to the highest ranking Federal offices and FEMA officials, as she did not believe the issue was in the State's hands right now.

Following a brief discussion on the matter, it was the consensus of the Committee that Mr. Dusek should draft a letter regarding the need for FEMA assistance in certain areas, as well as the County's hesitance to depend upon FEMA funding due to prior promises broken, to be forwarded to the pertinent Legislative representatives.

2. Solid Waste Disposal Bids. Mr. Tennyson advised the bids for solid waste disposal services had been received recently and they were beginning the review process to determine who the contract would be awarded to. Mr. Dusek interjected that three responses had been received, from Casella Waste Management at a cost of \$56/ton, Wheelabrator at a cost of \$58/ton, and the County of Franklin Solid Waste Management Authority at a cost of \$41/ton. Additionally, he said they had also been contacted by Fulton County who indicated they did not submit bids for these services but would entertain an intermunicipal agreement for disposal services at their waste site. Mr. Dusek advised that the amounts listed represented costs for disposal only and did not include trucking costs. He added that the bids would need to be considered along with transportation costs to determine which would be best. As part of the process, Mr. Dusek said they had requested a bid for a two-year disposal period to which Casella had responded with \$56/ton for the first year and \$58/ton for the second, Wheelabrator with a bid of \$58/ton for the first year and \$59.34/ton for the second and Fulton County \$41/ton for each year. He said a number of bids had been received for the section of the sale of recyclables from Casella Waste Management and Perkins Recycling, but noted these bids were somewhat more complicated and would require more review before the results could be revealed. Mr. Dusek advised that they would review the bids as quickly as possible and would likely request a special meeting to discuss them once the information had been organized.

Discussion ensued relative to the solid waste disposal bid process.

3. Milton Street Bridge Construction. Mr. Tennyson reiterated that the Milton Street Bridge Project was complete and he referred to the photos distributed earlier in the meeting.
4. Glen Athol Road over Patterson Creek Bridge Repairs. A photo of the Bridge was shown to the Committee members, a copy of which is also on file with the minutes. Mr. Tennyson indicated that during the May storms some severe scour damage had occurred to the bridge abutments leading to reinforcement work by the Bridge Crew.
5. Corinth Road/Main Street Reconstruction. Mr. Tennyson apologized for not bringing pictures of the ongoing work to the meeting as indicated in the agenda, but advised that he would have some for the next meeting.

Mr. Tennyson proceeded to circulate photos of ongoing work on the Alder Brook Road and Harrington Road Bridge Projects; *copies of these pictures are also on file with the minutes.*

Mr. Tennyson concluded his review by noting that there were no referrals from prior Committee meetings to discuss.

Mr. Monroe questioned whether any response had been received relative to the request for use of property in connection with the relocation of the Middleton Road Bridge and Mr. Tennyson advised NYSDEC had indicated the property was considered forest preserve and could not be lent for this use, but neither did they wish to pay taxes on the property as was consistent with the forest preserve designation.

Mr. Belden asked if any paving work was planned for Scaroon Manor in 2011 and Mr. Tennyson replied that some paving had been included in their schedule until the April/May storm damage had occurred, following which he could not justify paving a State park when there were roads closed in the Town of Thurman. He said he had contacted NYSDEC and indicated that they would need to postpone the paving until later in the year; however, he added, he had been advised that they intended to proceed with the paving using contractor support. Mr. Tennyson noted that he had not spoken with NYSDEC to determine whether the paving had been completed at this point, but noted that he would contact them to advise the DPW could do the work at the end of the summer season if they so desired.

There being no further business to come before the Public Works Committee, on motion made by Mr. Bentley and carried by Mr. Monroe, Mr. Belden adjourned the meeting at 11:31 a.m.

Respectfully submitted,  
Amanda Allen, Sr. Legislative Office Specialist