

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: PUBLIC WORKS

DATE: NOVEMBER 25, 2013

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COMMITTEE MEMBERS PRESENT:

SUPERVISORS MERLINO  
CONOVER  
WOOD  
TAYLOR  
FRASIER  
DICKINSON  
MASON  
MONTESI

OTHERS PRESENT:

JEFFERY TENNYSON, SUPERINTENDENT OF PUBLIC WORKS  
KEVIN HAJOS, DEPUTY SUPERINTENDENT OF PUBLIC WORKS  
PAUL BUTLER, DIRECTOR OF PARKS, RECREATION & RAILROAD  
REPRESENTING SARATOGA & NORTH CREEK RAILWAY:  
JUSTIN GONYO, GENERAL MANAGER  
LARRY PITBLADDO, GENERAL SUPERINTENDENT  
MARK ELLSWORTH, TRAINMASTER  
KEVIN GERAGHTY, CHAIRMAN OF THE BOARD  
PAUL DUSEK, COUNTY ADMINISTRATOR  
FRANK THOMAS, BUDGET OFFICER  
JOAN SADY, CLERK OF THE BOARD  
SUPERVISORS GIRARD  
STRAINER  
VANSELOW  
MIKE SWAN, COUNTY TREASURER  
DON LEHMAN, *THE POST STAR*  
THOM RANDALL, *ADIRONDACK JOURNAL*  
AMANDA ALLEN, DEPUTY CLERK OF THE BOARD

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COMMITTEE MEMBER ABSENT:

SUPERVISOR BENTLEY

In the absence of Committee Chairman Bentley, Committee Vice-Chairman Merlino called the meeting of the Public Works Committee to order at 10:30 a.m.

Motion was made by Mrs. Wood, seconded by Mr. Conover and carried unanimously to approve the minutes from the prior Committee meeting, subject to correction by the Clerk of the Board.

Privilege of the floor was extended to Paul Butler, Director of the Parks, Recreation & Railroad Division, who distributed copies of his agenda to the Committee members. *A copy of the Parks, Recreation & Railroad agenda is also on file with the meeting minutes.*

Commencing the agenda review, Mr. Butler stated the first New Business item listed pertained to an update on railroad operations, which, he advised, Justin Gonyo, General Superintendent of the Saratoga & North Creek Railway (SNCR), was in attendance to provide. Mr. Gonyo announced that as of September 16<sup>th</sup>, he had been promoted to the position of SNCR General Manager which had previously been filled by Steve Torrico; he noted that Mr. Torrico had chosen to leave the position in favor of another General Manager position with Iowa Pacific Holdings on their Pacific Branch with his main focus being the line that ran between Chicago, IL and New Orleans, LA, which would be expanding. Mr. Gonyo apologized for not attending the September Public Works Committee meeting, advising he had been unable to attend because he had gotten married. He then introduced Larry Pitbladdo, the new SNCR General Superintendent, and Mark Ellsworth, the new SNCR Trackmaster.

Mr. Gonyo provided a thorough update on SNCR operations, as follows:

- \* **2013 Passenger Numbers** - To date, Mr. Gonyo reported SNCR ridership figures to be in the area of 32,000, and he noted this figure included participation in the Polar Express event. He said they were very happy with these figures given the new service offered for the Spring season which was a trial run for everyone.
- \* **New Passenger Service Between Thurman and North Creek** - Mr. Gonyo advised that in 2014, SNCR would be offering many more service options than they had in the past, with a new passenger service between Thurman and North Creek; he added that the primary purpose of

this new route, called the "North End Local", was to draw from the Lake George market. He apprised that on average, the Village of Lake George drew crowds of approximately 80,000 people per day and he noted it was unlikely that these visitors would drive to either the Saratoga Springs or North Creek Stations to ride the train. Because the Thurman Station was closest to Lake George, at only 9 miles away, Mr. Gonyo stated that SNCR had decided to incorporate the North End Local run in their schedule in hopes of attracting business from some of the Lake George visitors. He noted that the North End Local run would be offered on weekends, beginning on July 4<sup>th</sup>, including two round trips which would allow riders to either ride the train to North Creek and then directly back to Thurman or to remain in North Creek for the day before returning to the Thurman Station.

Mr. Dickinson questioned if an increase in revenues had been estimated in association with the new North End Local run and Mr. Gonyo replied that they hoped to attract 2% of the Village of Lake George crowd, increasing ridership by about 10,000 people. Mr. Dickinson then asked if food service would be offered on this run and Mr. Gonyo advised that snack bar services would be available; he explained that the first train would leave the Thurman Station around 10:00 a.m. with the thought being that if riders wanted to have lunch during their trip, they would do so at one of the restaurants in North Creek. Mr. Gonyo further explained that the train ride would last about 45 minutes, which would not allow sufficient time for a full meal to be served. In response to Mr. Dickinson's inquiry as to ticket pricing for the North End Local run, Mr. Gonyo advised an adult round trip ticket would cost \$18.00 and they planned to offer special family rates for this run, as well.

- \* **Snow Train** - Mr. Gonyo noted a progressive meeting had been held in October at Gore Mountain in North Creek regarding the joint marketing efforts planned between Gore Mountain and SNCR which would include their attending the same events to promote and market the snow train/ski packages they planned to offer. He advised that during the following week representatives would be attending a conference at Skidmore College in Saratoga Springs, NY where they would be advertising ski packages. Mr. Gonyo stated that they would be offering a "Hall Pass" to school groups, ski groups, and to the public as well, at an adult rate of \$99 and a youth rate of \$59, which included five round trips on the train. He advised this was a premium rate designed to get people on the train and he opined this was an excellent opportunity for Skidmore students because they would not have to drive to ski at Gore Mountain and could take the train directly from the Saratoga Springs Station. Mr. Gonyo noted that the premium rates disclosed did not include a ski lift ticket, but he advised that a reduced rate ticket could be purchased in connection with this offer. He apprised that the Snow Train would offer two departures from the Saratoga Station, one at 7:00 a.m. and another at 12:40 p.m., as well as two from the North Creek Station at 10:00 a.m. on Friday, Saturday and Sunday, one at 5:00 p.m. on Friday and Saturday and one at 4:00 p.m. on Sunday; Mr. Gonyo noted that the reason for the change to 4:00 p.m. on Sunday was to make the connection with the Ethan Allen Amtrak run. He continued that specialized coach services would be offered every other Saturday for those that did not want to use the Snow Train to travel for skiing, but wanted to ride the train. Mr. Gonyo advised premium tickets would be sold for these specialized services which would include a themed event for the coach that would not affect the rest of the cars and riders who had purchased regular tickets. By including the specialized services Mr. Gonyo advised they were able to lend more flexibility to the services offered by the Snow Train.

Mr. Montesi questioned how someone riding the train reached Gore Mountain and Mr. Gonyo advised that SNCR offered free shuttle service to Gore Mountain.

- \* **2014 Dinner Trains** - Mr. Gonyo advised that in 2014 SNCR also planned to offer more business trains. He further advised that in 2013, during the "dark" days when the Saratoga

Racetrack was closed, SNCR had offered dinner train service from the Saratoga Springs Station to the Thurman Station, providing a five course meal. Mr. Gonyo noted that all of the 2013 dinner train runs had sold out, giving a very good indication that additional dinner trains should be offered. He apprised that throughout 2014, SNCR would have at least one dinner train per month, as well as during the Saratoga Racetracks "dark" days.

Mr. Conover questioned where one should go to obtain tickets for the Snow Train packages and Mr. Gonyo replied that they could be purchased at either SNCR's reservation website, or they could be purchased at the ticket counters at either the Saratoga Springs or North Creek Stations. Mr. Gonyo noted that they were currently advertising the packages available but had not finalized the associated details because they were still negotiating them with Gore Mountain; he advised that the information would be formalized and ready for presentation by mid-December. Mr. Conover suggested that the information be provided to the Warren County Tourism Department for advertisement on their website, as well.

- \* **Utilization of Stations at Thurman and Hadley** - Mr. Gonyo thanked Mr. Butler and his staff for working with SNCR and considering their needs when enclosing and installing utilities in the Hadley and Thurman Stations; he circulated photos of the Hadley and Thurman Stations, noting that the work was coming along very well. *Copies of both photos are on file with the meeting minutes.* Mr. Gonyo advised that SNCR would handle the layout of interiors, including the installation of a ticket sale counter, and had worked with Mr. Butler and his staff to indicate where telephone and internet hookups should be placed. He said they had also discussed with Mr. Butler the installation of minor interior decorating facets, such as a chair rail that would make the space a bit more railroad themed. Mr. Gonyo stated that the Thurman Station would see the most use as it would be outfitted as a crew reporting point which required that certain Federal regulations be followed and equipment be installed in connection with this designation; he added that this classification was necessary in light of the new North End Local run that would be introduced in the summer of 2014. Mr. Gonyo advised SNCR was exploring options for the Hadley Station, and in an effort to keep the building open and accessible, the possibility of offering the space as a display opportunity for local artisans was being considered. In conclusion, he confirmed that both the Hadley and Thurman Stations would be used and kept open for business.
- \* **New Ticket Structures for 2014** - Mr. Gonyo apprised SNCR had reviewed the services and pricing offered, acknowledging that they did not offer discounted rates for seniors, youths or families, nor any type of intermediate ticket structure for riders boarding the train at the stations located between Saratoga Springs and North Creek. He added the lack of an intermediate ticketing structure meant that a rider traveling from Thurman to North Creek was paying the same ticket price as a rider traveling from Saratoga Springs to North Creek. In order to alleviate this problem, Mr. Gonyo advised that for ticketing purposes they had broken the rail line into three zones and would charge 33% of the full ticket price for each portion of the zone traveled. He noted that by doing this they hoped to increase the use of the intermediate stations and provide discounted rates for people who lived along the rail line and only wanted to travel part of the line. Mr. Gonyo reported that SNCR intended to offer a new youth rate, as well as discounted rates for seniors and families, and he noted this would be especially true for the North End Local run which was being geared towards attracting families.
- \* **Freight Update** - Mr. Gonyo reported that SNCR was currently working on negotiating an aggregate transport from the mines in Tahawus, NY to the ports of Long Island, NY. He advised the rocks would be picked up by train in Tahawus and transported to the Port of Albany, NY where they would be loaded onto a barge to finish the transportation to Long Island. Mr. Gonyo stated that in the first year of operation, they anticipated 500,000 tons of aggregate would be transported, equating to 5,000 railroad carloads of material; he added that

in years two and three they estimated as much as 1.5 million tons would be transported, assuming the contract was secured. Mr. Gonyo noted SNCR would be working with nine different firms to complete the transport between Tawahus and Albany, two of which were Canadian Pacific Railroad and Aggregates America. He said that the contract was moving forward and with any luck in April of 2014 SNCR would be hauling stone.

Mr. Montesi questioned what the anticipated use of the stone was and Mr. Gonyo replied it was a high friction aggregate used for road construction; he added that the materials currently being used barely met NYSDOT (*New York State Department of Transportation*) specifications for roadway construction and the aggregate available from Tahawus was a much harder stone. He said he had been advised beginning in 2014 a lot of the runways at JFK Airport would need to be rebuilt which would call for a large amount of stone. Mr. Gonyo stated that this was a good market to get into because the materials available from the Tahawus mines were of a much better quality than was currently being provided in Long Island and the timing for this operation might be perfect for the railroad. Mr. Gonyo acknowledged that it had taken SNCR a long time to introduce regular freight operations, but reminded the Committee there were nine different companies along the rail line to negotiate with, all wanting to make sure the arrangement was appropriate for them, which elongated the process.

Mr. Montesi asked if an estimate had been developed for the potential life of the Tahawus mines if aggregate was regularly removed and Mr. Gonyo responded a 2011 survey of the piles of stone at Tahawus indicated the availability of 100 million tons of product. Mr. Gonyo continued that using quick, simple math, SNCR had determined if they were to remove 20 carloads of aggregate from Tahawus per day, five days per week for the months of April to November, it would take 210 years to deplete the current stockpile.

- \* **North Creek Holiday Train, Corinth Holiday Train, Polar Express** - Mr. Gonyo reported that for the upcoming holiday season SNCR would be providing for two holiday trains in addition to the Polar Express event. He advised that on December 7<sup>th</sup>, a holiday train would run from Corinth to Thurman, departing from the Corinth Station at 11:00 a.m.; he added that this was the third year this run had been offered. Mr. Gonyo continued that as a new event, SNCR would offer the Candy Cane Train, which would be a holiday train departing from the North Creek Station on December 6<sup>th</sup> and 7<sup>th</sup>. He explained that the run offered on the evening of December 6<sup>th</sup> would be in connection with the North Creek tree lighting ceremony and provided as a limited seating, free service; he added the current seating capacity was 80 riders and they were prepared to make two trips, if necessary. Mr. Gonyo apprised the Candy Cane Train would travel from the North Creek Station to the "North Pole" at mile post 91.5, which would be decorated appropriately, to pick up Santa Claus before traveling back to the North Creek Station. As part of this event, Mr. Gonyo advised the North Creek Freight House would be nicely decorated, with a cash bar offered for adults and space provided for children to visit with Santa. He noted that the December 7<sup>th</sup> Candy Cane Train would offer the same ride with paid service, at a charge of \$5.00 per ticket, with departures from the North Creek Station at 1:00 p.m., 2:00 p.m. and 3:00 p.m. With regards to the Polar Express event, Mr. Gonyo advised they were doing very well, offering two runs per day at 5:30 p.m. and 7:30 p.m., every day except Mondays and holidays. He noted that the ticket sales had already surpassed those of the 2012 season with almost 19,000 tickets having been sold so far.
- \* **Review Results of Special Event "Teddy Roosevelt Rides Again"** - Mr. Gonyo reported that the Teddy Roosevelt Rides Again event held in September had been very successful, drawing an enormous crowd to North Creek and bringing attention to the intermediate stations along the way, as well. He apprised the event had featured a Teddy Roosevelt impersonator who made speeches at the North Creek Station platform, as well as on the train. Mr. Gonyo said SNCR had worked with the North Creek Depot Museum to offer free tickets to the D&H Rail

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Fair event being held in North Creek during the same weekend and they had also offered pony rides and a barbeque that was free to those that had ridden the train but offered to other members of the public for a small fee.

Mr. Dickinson commented that he believed the train was very good for the community and brought a lot of positives to Warren County; he added that the Public Works Committee was one of his favorite to serve on, and one of the things that made it his favorite was the railroad. Mr. Dickinson congratulated Mr. Gonyo on his new position, as well as his recent marriage, and wished him luck with both.

Mr. Merlino stated that he had been involved with the railroad for the past 18 years and noted SNCR was one of the most progressive and upbeat companies he had worked with in all of those years. He said there were many supervisors and towns that were willing to work with SNCR on their operations and events; he added that the increased train operations were very good for both SNCR and Warren County and he wished SNCR and Mr. Gonyo luck in their future endeavors. Mr. Gonyo responded that SNCR was appreciative of the assistance Warren County had provided and SNCR was pleased with the way operations were moving forward.

Mr. Butler questioned whether SNCR would like to make a request to replace the 2014 Thomas the Train-themed event at the current meeting. Mr. Gonyo responded that in 2014 SNCR planned to offer Bunny Hop trains in April, which was a new service, and would continue their Pumpkin Patch Express for October; however, he continued, they had not yet developed a plan for an event to replace the 2014 Day Out with Thomas event, but said he would advise the Committee when they did.

Resuming the agenda review, Mr. Butler presented a request to authorize Ragnar Relay Adirondacks 2014 runners and support people to use the Warren County Bikeway after sunset on September 26<sup>th</sup> and 27<sup>th</sup>. He explained a resolution was necessary to authorize such use because there was a local law in place which prohibited the Warren County Bikeway from being used after dark; he added that previous Resolution No. 66 of 2013 had provided the necessary permissions for the 2013 Ragnar Relay Adirondacks event.

Mr. Dickinson questioned whether any complaints had been received from area residents following the 2013 Relay event and Mr. Butler replied in the negative, advising that prior to the event letters had been sent to residents living near the Bikeway to notify them of the event in advance. Mr. Butler noted that since this was a relay race, the Bikeway would not be used by large groups, but rather intermittently throughout the event. Jeffery Tennyson, Superintendent of Public Works, interjected that the 2013 Relay had been a very well run event and the organizers had been respectful of area residents and had abided by all of the requests made of them.

Motion was made by Mrs. Wood, seconded by Mr. Dickinson and carried unanimously to approve the request to authorize Ragnar Relay Adirondacks 2014 runners and support people to use the Warren County Bikeway after sunset on September 26<sup>th</sup> and 27<sup>th</sup> and the necessary resolution was authorized for the December 20<sup>th</sup> Board meeting. *A copy of the request is on file with the Meeting Minutes.*

Mr. Butler advised the next agenda item pertained to a request for a new intermunicipal agreement with the Town of Bolton to authorize the acceptance of \$20,000 in support of the UP Yonda Environmental Education Center for the 2014 budget year.

Motion was made by Mr. Conover and seconded by Mr. Dickinson to approve the request.

Mr. Conover commended the Up Yonda staff for doing an excellent job of providing programs and activities; he added that he had received tremendously positive feedback on the facility and said he

hoped that with the improving economy they would see a resurgence of visits from school groups. Mr. Butler thanked Mr. Conover for his compliments and advised he would be providing a reporting of the outreach efforts made by the Up Yonda staff at the January Committee meeting.

There being no further discussion, Mr. Merlino called the question and the aforementioned motion to approve an intermunicipal agreement with the Town of Bolton was carried unanimously, thereby authorizing the necessary resolution for the December 20<sup>th</sup> Board meeting. *A copy of the resolution request form is on file with the meeting minutes.*

Concluding the agenda review with the Items of Interest section, Mr. Butler referred to the previously mentioned photos of the Hadley and Thurman Train Stations, pointing out that the photos had been taken on November 16<sup>th</sup> and reflected the completed exterior of both Stations. Mr. Butler apprised they were currently working on the interiors of the buildings and he estimated that both would be finished in another month or so, if the work continued as planned.

There being no further Parks, Recreation & Railroad business to discuss, privilege of the floor was extended to Mr. Tennyson who distributed copies of the DPW agenda to the Committee members; *a copy of the DPW agenda is also on file with the meeting minutes.*

Mr. Tennyson announced the first two agenda items listed pertained to the Overtime and Fuel Reports for all DPW Divisions which were included on pages 1 and 2-4 of the agenda packet. He said there was nothing noteworthy to point out on the Overtime Report and commented that fuel costs continued to run in the positive in direct correlation to low and stable fuel prices.

Moving on to agenda page 5, Mr. Tennyson presented a request to decrease Capital Project No. H214.9550 280, Woolen Mill Bridge, in the amount of \$1,442,598, because the project had been completed under budget. He noted that the Committee had approved a similar request at their October meeting; however, he said, that resolution had not been presented at the November 15<sup>th</sup> Board Meeting due to a discrepancy in the amount of funding remaining in the project. Mr. Tennyson explained that this request sought to decrease the amount of the Capital Project and transfer the remaining \$45,538.15 back to the General Fund so that it could be used for other capital projects, as would be requested in the next agenda item.

Motion was made by Mr. Conover, seconded by Mrs. Wood and carried unanimously to approve the request to decrease Capital Project No. H214.9550 280, Woolen Mill Bridge, in the amount of \$1,442,598 and refer same to the Finance Committee. *A copy of the request is on file with the meeting minutes.*

Mr. Tennyson advised agenda page 6 included a request to amend the County Budget to appropriate the remaining \$45,538.15 in Local Share funding from the Woolen Mill Bridge project so that it could be used for other projects. He noted that agenda page 7 reflected a request to increase Capital Project No. H322.9550 280, Palisades Road (CR 26) over Brant Lake Inlet Bridge Repairs, in the amount of \$20,000 to provide the Local Share, while agenda page 8 included a request to increase Capital Project No. H342.9550 280, Blair Road over Mill Brook, in the amount of \$25,538.15 to provide the Local Share.

Motion was made by Mr. Dickinson, seconded by Mr. Montesi and carried unanimously to approve all three of the aforementioned requests and refer same to the Finance Committee. *Copies of the requests are on file with the meeting minutes.*

Continuing to agenda page 9, Mr. Tennyson outlined a request to decrease Capital Project H277.9550 280, *Beach Road (CR 51/6) Reconstruction Project*, in the amount of \$135,000. He noted that he had

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discussed this request briefly at the prior Committee meeting, explaining that EFC (*New York State Environmental Facilities Corporation*) grant funds were awarded to augment the experimental feature of the porous pavement application used for the Beach Road Project which were initially intended to be used for long-term environmental monitoring. However, he continued, due to the EFC's persistent requests for the grant to be closed, it appeared such use would not be possible and the funds needed to be removed from the project. Mr. Tennyson advised they would also need to reclassify the matching funds associated with the monitoring costs to indicate it would be the NYSDOT/FHWA (*Federal Highway Administration*) Local Share, rather than EFC Local Share.

Motion was made by Mr. Dickinson, seconded by Mrs. Frasier and carried unanimously to approve the request to decrease Capital Project No. H277.9550 280 in the amount of \$135,000 and reclassify the Local Share, as outlined above, and refer same to the Finance Committee. *A copy of the request is on file with the meeting minutes.*

Mr. Tennyson advised agenda page 10 included a request to rescind Resolution No. 506 of 2013, *Increasing Capital Project No. H338.9550 280 Lake George Environmental Park; Authorizing Transfer of Funds and Amending Warren County Budget for 2013*. He explained that when the increase to the capital project was approved, it had been based upon an engineering estimate determined prior to receiving bids for the construction contract. Mr. Tennyson further explained that because the bid results were lower than anticipated, the cost for the EFC grant eligible work was lower, as well. He advised the Treasurer's Office had not yet taken action to increase the Capital Project as authorized by Resolution No. 506 of 2013 and the easiest way to address the situation would be to rescind the resolution in anticipation of a new request to increase the Capital Project for the actual grant eligible contract and in-kind service costs. Mr. Tennyson said he hoped to receive the appropriate EFC documentation in time for this request to be presented at the December 11<sup>th</sup> Finance Committee meeting.

Motion was made by Mr. Mason, seconded by Mrs. Wood and carried unanimously to approve the request to rescind Resolution No. 506 of 2013 and the necessary resolution was authorized for the December 20<sup>th</sup> Board meeting. *A copy of the resolution request form is on file with the meeting minutes.*

Agenda page 11, Mr. Tennyson apprised, consisted of a request to increase Capital Project No. H329.9550 280, *Warren County Bikeway Improvements*, in the amount of \$4,000 to cover the ROW (*right of way*) mapping and acquisition costs associated with the construction of a new sidewalk along State Route 149 from the intersection with State Route 9 to the Warren County Bikeway bridge. He noted that the sidewalk construction costs would be funded by Make the Connection grant funds; however, he added, the ROW work was not originally anticipated and therefore was not covered under the grant. Mr. Tennyson advised that later in the agenda review he would present a request for a transfer of fund from the Parks, Recreation & Railroad operating budget to cover the ROW mapping and acquisition costs.

In response to a question posed by Mr. Dickinson, Mr. Tennyson advised they had determined a need to establish easements with the existing property owners along the specified sidewalk route and he noted that all of the property owners were agreeable to the easement and ROW acquisitions.

Motion was made by Mr. Dickinson, seconded by Mr. Mason and carried unanimously to approve the request to increase Capital Project No. H329.9550 280, as outlined above, and refer same to the Finance Committee. *A copy of the request is on file with the meeting minutes.*

Mr. Tennyson announced that agenda page 12 reflected a request to amend the 2013 County Budget in the amount of \$400 to reflect the receipt of unanticipated revenues from the Up Yonda gift shop.

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He advised they intended to appropriate these funds to offset a shortfall in the Up Yonda budget for heating costs.

Motion was made by Mr. Conover, seconded by Mr. Mason and carried unanimously to approve the request to amend the 2013 County Budget, as outlined above, and refer same to the Finance Committee. *A copy of the request is on file with the meeting minutes.*

Moving on to agenda page 13, Mr. Tennyson requested authorization for himself and Kevin Hajos, Deputy Superintendent of Public Works, to attend the NYSCHSA (*New York State County Highway Superintendents Association*) Winter Conference on January 21-23, 2014 in Albany, NY. Mr. Tennyson noted that due to the relatively close proximity of the Conference, he and Mr. Hajos would travel daily and overnight accommodations would not be required.

Motion was made by Mr. Dickinson, seconded by Mr. Conover and carried unanimously to approve the travel request, as outlined above. *A copy of the Authorization to Attend Meeting or Convention form is on file with the meeting minutes.*

Mr. Tennyson advised the next section of the agenda, *Pending Items (for Finance)*, included two items he hoped to present at the upcoming Finance Committee meeting. The first, he noted, pertained to the increase for Capital Project No. H338.9550 280, which he had already discussed in connection with the request to rescind Resolution No. 506 of 2013.

Mr. Dickinson said he had learned a contamination issue had been detected on the Festival Space of the Wood Park and Mr. Tennyson advised this was correct. He explained that during the grading process, the DPW crews had found a series of concrete chambers buried under the Festival Space which they assumed had been used as some type of separator unit or septic system. Mr. Tennyson said two of the chambers were of a 20,000 gallon capacity and had contained oil contaminated sludge which they believed must have been the result of an illegal discharge of oil into the tanks. He noted the Wood Foundation had been immediately notified of the contamination issue and they would be talking with them more in the future with regards to the responsibility for the spill. Mr. Tennyson advised DPW crews had completed the remediation work which had included disconnecting the tanks, removing the fluids and filling them with clean stone before re-burying the tanks. He said that as per the request made by NYSDEC (*New York State Department of Environmental Conservation*), they had also installed two perforated pipes in the larger two tanks which extended above the ground in order to monitor the sites and determine whether fluids were running back into the chambers; he added that DPW staff had been monitoring the pipes and, as of yet, no drainage had been detected.

Mr. Montesi asked if the concrete chambers would remain in the ground and Mr. Tennyson replied affirmatively, advising that they were very large and impractical to remove, but would not affect the construction planned for the site. Mr. Taylor questioned whether the NYSDEC had certified that the site was now cleaned of any contamination and Mr. Tennyson responded in the negative, noting that NYSDEC was not likely to do this until they had thoroughly reviewed the full reporting of the incident. Mr. Tennyson added he believed NYSDEC would require a monitoring period, likely of one to two years, before they would provide certification that the site was clean. Mr. Dickinson inquired as to how much had been spent on the decontamination work and Mr. Hajos estimated the costs to be in the neighborhood of \$30,000-\$40,000.

A discussion ensued.

Resuming the agenda review, Mr. Tennyson advised the second Pending Item listed pertained to the need to amend the contract with Barton and Loguidice for construction inspection and design services

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provided in connection with Capital Project No. H277.9550 280, *CR51/CR6 Beach Road Reconstruction*. He explained that although the reconstruction project was complete, additional costs had been incurred for design work which they would need to amend the contract with Barton and Loguidice to include. Mr. Tennyson further explained that the existing grant agreement for the project would cover 100% of the costs associated with the additional work. He concluded that he was not presenting the request at the current meeting, but wanted the Committee to be aware that he intended to prepare the appropriate resolution request forms for presentation at the December 11<sup>th</sup> Finance Committee meeting.

Mr. Conover inquired about the maintenance schedule for Beach Road, specifically asking how often the porous pavement section would be vacuumed. Mr. Tennyson replied the vacuuming would be done a minimum of twice per year and possibly three times per year in areas where it was needed, such as the area near the Lake George Steamboat Company where the gravel from the parking lot was tracked out onto Beach Road. Mr. Tennyson noted the entire road had recently been vacuumed at no charge to the County by a company Mr. Hajos had contacted to demonstrate how the machinery worked. Mr. Dickinson stated that he had received a great number of positive comments on the improvements to Beach Road following the reconstruction project.

Continuing with the agenda review, Mr. Tennyson presented several requests for transfers of funds. The first, he noted, was included on agenda page 16, requesting to transfer \$4,000 from Budget Code A.7110 413, *Parks & Recreation, Repair & Maint.-Bldg/Property*, to Budget Code A.9950 910, *Transfers-Capital Projects, Interfund Transfers*, in order to cover the ROW mapping and acquisitions associated with the aforementioned sidewalk project being constructed along State Route 149 from the intersection of State Route 9 to the Warren County Bikeway.

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

Mr. Tennyson directed the Committee members to agenda page 17 which included a request to transfer funds in the amount of \$16,000 from the Budget Code D.5112 8185 280, *County Road, County Roads, CR#9 Hudson Street, Projects*, to several other road projects requiring more funding.

Motion was made by Mr. Conover, seconded by Mr. Montesi 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 meeting minutes.*

Proceeding to the next item, Mr. Tennyson noted that agenda pages 18-23 included an extensive list of transfer requests which incorporated a new process intended to account for all County labor and equipment related costs for each road project completed. He noted that this was the first year such a practice had been used and they had been working with the Treasurer's Office to determine the best way to account for time spent on each project, using a combination of time clock records and time sheets. Mr. Tennyson noted that the process undertaken for this year had been fairly labor intensive and they were working to develop a less burdensome procedure to use for the future.

A lengthy discussion ensued, following which motion was made by Mr. Mason, seconded by Mr. Montesi 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 meeting minutes.*

Mr. Tennyson advised agenda pages 24-26 included three separate requests for transfer of funds, which he outlined briefly, noting that the first concerned a transfer in the regular salaries to overtime salaries

codes under the Services to Other Government heading. The second and third transfer requests, he continued, related to year end adjustments between the Snow & Ice, Traffic and Regular Road Maintenance budget codes.

Motion was made by Mr. Dickinson, seconded by Mr. Conover and carried unanimously to approve all three requests for transfers of funds and refer same to the Finance Committee. *Copies of the requests are on file with the meeting minutes.*

Mr. Tennyson advised the next section of the agenda listed Items of Interest, which he asked Mr. Hajos to review, as follows:

- \* **Hicks Road Reconstruction Update** - Mr. Hajos reported the construction on Hicks Road had finished for 2013 and would resume in the spring of 2014.
- \* **Crane Mt. Road Bridge** - The Crane Mt. Road Bridge reconstruction had also finished for the year, Mr. Hajos advised, and he said the County's temporary bridge had been removed and the new bridge opened to traffic. Mr. Hajos advised work would resume in the spring of 2014 with wetland mitigation and planning work. Photos of the Crane Mt. Road Bridge were circulated, copies of which are on file with the meeting minutes.
- \* **2013 Road Projects** - Mr. Hajos distributed photos of all the 2013 Road Projects, copies of which are on file with the meeting minutes.

A brief discussion ensued, during which Mr. Conover thanked Messrs. Tennyson and Hajos for their attention to a drainage issue in the Town of Horicon.

Concluding the agenda review, Mr. Tennyson advised there were no Old Business or Referral items to review.

There being no further business to come before the Public Works Committee, on motion made by Mrs. Wood and seconded by Mrs. Frasier, Mr. Merlino adjourned the meeting at 11:42 a.m.

Respectfully submitted,  
Amanda Allen, Deputy Clerk of the Board