

Public Works Committee Minutes
April 12, 2011 – 4:00 p.m.

Present: Chairman Grattidge; Supervisors Barrett, Jenkins, A. Johnson, M. Johnson, Southworth, Wormuth, Sausville, Wood, and Thompson; Spencer Hellwig, Administrator; Joe Ritchey, Tom Speziale, Public Works; Don Adams, Creighton Manning; Don King, Malta; Press.

Chairman Grattidge called the meeting to order and welcomed all in attendance.

On a motion made by Mrs. Wormuth, seconded by Mrs. Johnson the minutes of the January 11, 2011 meeting were approved unanimously.

Mr. Sausville said the town of Malta, a few years ago, did an inventory of all their troubled roads and intersections. There were three problem areas that were of highest priority; two in the Round Lake Road area and one on the Northline and Malta Avenue and Old Post Road intersection, both involving county roads. He said they sent to the Capital District Regional Transportation Committee those three projects to see whether or not they could be placed on the priority list for funding. One of them was identified and listed for potential funding in the future.

Mr. Adams, of Creighton Manning distributed copies of a summary of work that has been done with regard to the North Line Road, Malta Avenue and Old Post Road intersection in the Town of Malta. He said they looked at 37 intersections with regard to their operation and safety. Based on that evaluation, 13 of those intersections rose to the top. The intersection of Northline Road, Malta Avenue and Old Post Road was one of three that was submitted to the Capital District Transportation Committee for federal funding. It was accepted for the Federal funding, and put on the Statewide Transportation Improvement Program and the Capital Area Transportation Improvement Program to begin funding in October of 2012. The first round of that funding would put approximately \$140,000 in the program with approximately 80% federal funds and 20% local funds just for this one intersection. Those numbers are based on the overall construction funding for the preliminary design, which is the point where you lock in what the right of way needs are and the concept and then identify if there is any right of way or property owners adjacent to the property. For fiscal year 2013 there is another equal amount approved for this and that would progress it through the detailed design. There is also \$94,000 designated for the right of way acquisition. Part of the local funding that is evaluated on a yearly basis is New York State Marchicelli Funding, which will contribute another 15% toward the local share. Most projects end up with a 95%-5% split, he said. This project has been approved to move forward, so the Town of Malta is under consideration and could make a decision to move forward in the fall.

Mr. Sausville is proposing that the County partner with the Town of Malta to move forward with the project, as some of the roadways would involve county roads. He said this would be an opportunity to leverage \$3.2 million in federal money with the possibility of only a 5% local match, which would be approximately \$165,000. If the

Town of Malta was to do half and the county was to do half it would be an opportunity to make our roads a better network.

Mr. Grattidge asked how the financing was handled when there was something similar to this on another Malta road? Mr. Ritchey said there are a couple of roundabouts that the county was involved in. One, was where the county had already done the traffic study for a traffic signal. When the town came forth with the concept of a roundabout the county was agreeable to put in the funds that were going to go towards a traffic light. The area had already been identified as an area for improvement due to the accident history. The town ended up having some additional money, so the county didn't end up putting in much of the traffic signal costs into the project. Mr. Sausville said there was a commitment at that time by the county for \$75,000 and \$75,000 on the part of the town. At the end of the day we leveraged all of the work with approximately \$5,000 of county money.

Mr. Johnson asked Mr. Ritchey if this intersection was on their radar screen? Mr. Ritchey said, no. They did an accident study and found that the accidents were not significant enough to warrant action on our part.

Mr. Grattidge said in the past a number of towns have shown an interest in these types of improvements and the county has followed, if there was a traffic light warranted, or some improvement warranted we would be agreeable to putting that kind of money into it. Mr. Ritchey said it is the county's responsibility to maintain a reasonably safe highway. He said the towns of Clifton Park, Wilton and Milton have all taken on capacity issues with turning lanes and such, completely on their own.

Mr. Johnson said this is really a Malta project.

Mrs. Southworth asked if the property owner didn't sign off on this would the county have to serve eminent domain in order to make it happen? She said if the property owner doesn't want to give up their property for a convenience issue she wouldn't be in favor of eminent domain, especially when our commissioner of public works says it meets his safety standards.

Mrs. Southworth asked if Malta would be willing to do the first phase, and if everything fell in place, come back to the committee at that point and see how the county felt.

Mr. Sausville said these are county roads and they were hoping that the county would recognize the opportunity that is before us. Mr. Sausville said he would bring it to the Town Board if it were the committee's decision not to partner on the matter. The town will have to decide whether or not it really benefits Malta citizens and if it is an appropriate expenditure.

Mr. Ritchey said they opened up the North Shore Road just three weeks after the slope failure that closed the road. He described the process by which they repaired the road to the committee.

Mrs. Johnson said this road closure affected the town of Day 100%. She thanked everyone for their help and commended Public Works for a job well done.

Mrs. Wormuth said having had a crisis within the county, it would be good for the departments that worked together to have a meeting to talk about what worked well, what didn't, what we could have been prepared to do ahead of time, look at how it fell into our countywide emergency plan, if there were steps that we should add, or if there were things that were unnecessary.

Mr. Ritchey said now that DEC has adopted their Solid Waste Management Plan, they have sent letters out to a number of counties voicing or directing that they do a local Solid Waste Management Plan. Mr. Ritchey said they have prepared an RFP to hire a consultant as recommended. When the bids come in he suggested forming a subcommittee to review them. In talking with DEC, they would be pleased if we had a draft by the end of the year, but that is not cast in stone, he said. They are happy with the schedule that we currently have. Since there wasn't any money budgeted for this, once the proposals come back we will be coming to the Board to amend the budget.

Mr. Thompson asked Mr. Ritchey if he had any idea of what it would cost? Mr. Ritchey said he would guess between \$50,000 and \$100,000, but he really wasn't sure at this time. There are some updates that they are looking for such as, composting, education, hazardous waste; those are the kinds of issues that they would like us to address.

Mr. Grattidge said it is his intention to appoint a subcommittee at the May meeting to review the RFP's and make a recommendation to the full committee at the June meeting.

Mrs. Johnson asked if there was a deadline on when this has to be done? Mr. Grattidge said the tentative proposal that they have proposed to DEC is to have a draft prepared by the end of the year. Mr. Grattidge requested that Mr. Ritchey make a copy of the Executive Summary that was included in the DEC report for all committee members.

Mr. Thompson asked Mr. Ritchey if we would have the draft by the end of the year? Mr. Ritchey said the difficulty is going to be where is the steering committee going to direct them, and where is DEC going to direct them. It is not defined as to exactly what we are going to do, he said. There are going to be negotiations and there is going to be some collaboration between all three agencies to see how far the county is going to go and what DEC expects. As long as we are working with DEC we won't have a problem, he said. Mr. Ritchey said he has had numerous conversations with the person who heads the department and he is pleased with what we are suggesting so far.

Mr. Grattidge said it is important, from the County perspective, that we address the landfill that we own in this plan.

Mr. Barrett said there are some radical changes that DEC has come up with and those will have to be addressed.

Mrs. Southworth asked Mr. Ritchey, if we knew that we were going to have to do this, was there a reason that it wasn't included in the budget or was it taken out of the budget? Mr. Ritchey said he didn't feel it was prudent at the time to put in the budget. The Capital Plan was done in July of 2010 and at that point he didn't know if we were going to do a Solid Waste Management Plan because the State had not completed theirs. The State's plan was completed in January 2011. Now that their plan is done, they are looking for all the planning units to follow their plan.

Mr. Jenkins asked if the county landfill is still in compliance. Mr. Ritchey said yes, it is still in compliance, but it has been there for quite a while so the pumps and scales would most likely have to be revamped.

Mr. Grattidge said Malcolm Pirnie did an evaluation two years ago of what we would be looking at if we were to put the landfill in use.

Mr. Ritchey said this past winter there were three things that taxed all the highway departments in the State; salt, material costs, overtime costs and fuel costs. The salt and overtime were close to budget; however, what continues to be costly is the diesel fuel. The average gallons that were purchased for five years was budgeted at 189,566 per month; however the actual gallons that were purchased for the first three months of 2011 were 208,884. The price that was budgeted for fuel was \$2.34 per gallon, and the current price is at \$3.39 per gallon. If this is the price that stays until the end of the year the anticipated deficit to the county would be approximately \$218,107.41.

On a motion made by Mr. Johnson, seconded by Mr. Barrett the meeting was adjourned.

Respectfully submitted,
Chris Sansom