

Public Works Committee Minutes
February 3, 2021 – 4:00 p.m.

Present: Chairman Phil Barrett; Committee Members Dick Lucia, Darren O'Connor, Jean Raymond, Benny Zlotnick; Supervisors Tara Gaston, Ed Kinowski, Bill Peck and Chairman of the Board Todd Kusnierz; Hugh Burke, County Attorney; Chad Cooke, Public Works; Jason Kemper, Planning.

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

On a motion made by Mr. Zlotnick, seconded by Mr. O'Connor, the minutes of the January 11, 2021 meeting were approved unanimously.

Mr. Barrett said that he has asked Mr. Cooke to review the 2021 construction projects. A listing of the projects are attached to these minutes. Mr. Cooke said that for 2021 they separated them into three different categories. For highway reconstruction there are 8 County road projects totaling about 15 miles of rehabilitation this year. For highway structures there are four projects, two culverts, two bridges. They are in various states of bidding and design projects. The most recent being the Ashdown Road project in the Town of Clifton Park. This project is scheduled to begin in April. The third category is the traffic signal in the Town of Clifton Park, it is expected to go out to bid in March. Mrs. Raymond asked if North Shore Road in the Town of Edinburg is not on the list because it was carried over from last year? Mr. Cooke said that is correct. Ms. Gaston asked about the status of Geysers Road. Mr. Cooke said that it is on the list for construction this year, from Route 50 to the Milton Town line, they anticipate this project to begin in April and have three weeks scheduled for completion. Ms. Gaston said that she was inquiring because of the new Geysers Road Trail.

Mr. Barrett said that Supervisor Peck had asked for a review of the Recycling program. Mr. Barrett said that the County was mandated to have a recycling program as well as a solid waste program. The county put together a recycling plan that was geographically advantageous to as many people in the county as possible with locations in the Towns of Moreau, Corinth, Milton, Clifton Park and City of Saratoga Springs. These recycling centers have been there for quite some time. Mr. Barrett said we all understand that recycling is not a money making venture, at least not on our end of things. The private sector is being incredibly innovative regarding recycling and getting better at it to the point where they are able to make some money, or at least breakeven. An invitation was put out to Supervisors recently to tour the Twin Bridges recycling operation in the Town of Halfmoon. The tour was attended by several Supervisors and they saw firsthand how Twin Bridges are able to minimize the amount of contamination in a batch of recycling. Contamination is something that should not be in there, it's not recyclable. By reducing as much of that contamination as possible, it makes the recycling products that much more valuable. That is how these companies will be able to at least navigate a difficult recycling market. Mr. Barrett said that here at the County, it's not a money making venture. Steps were taken a few years ago to reduce costs significantly and those changes were generating reoccurring cost savings even to this day. The County had a full time employee at the recycling centers, and the County would transport its own recycled materials. County trucks with county employees. There was also a county employee

monitoring the recycling center. This went away a few years ago with agreements with each individual municipality, that they would pick up management of the County recycling center, and the County would utilize the private sector to transport the materials. That saves significant money. Mr. Cooke provided a report and gave a brief overview. The report is attached to these minutes. The County hired a consultant, and put together an efficiency cost savings analysis that was conducted for all the costs associated with 2012. They identified \$1M in expenses for County recycling and approximately \$530K in revenues received for taking those recyclables to market. Net cost to the County of approximately \$470. The anticipated net cost after privatizing and going to single stream recycling was estimated to be \$127K, essentially reducing the net costs from \$470K to \$127K and therefore saving \$350K per year. Since that time, the markets have changed. The county's cost to recycle has significantly increased. Mr. Cooke took a look at the last five years for comparison. The net costs after our vendor has hauled recyclables and has given us back any revenues associated were: 2016 - \$335; 2017 - \$200K; 2018 - \$ 250K; 2019 - \$470K; 2020 - \$440K.

Mr. Barrett said that based on this, we had a significant savings. They even out year over year after that first year, and with a drop in the value of material, our deficit is increasing. Mr. Barrett said that as far as the current situation, he does not see that the County could reduce the number of centers, even if we wanted to. We have a solid waste plan and recycling as part of that, and we have the responsibility to make sure that every resident has a center in a fairly convenient travel distance. Mr. Cooke said that he is not sure what the cost benefit would be if one pick up site was closed, it would increase the pickups at surrounding transfer sites. Mr. Barrett asked Mr. Cooke if there was anything else in his research that would be important for the committee to keep in mind as we view this recycling program. Mr. Cooke said nothing beyond what he had mentioned. Mr. Peck thanked Mr. Cooke for his information and pulling it together in short order. Mr. Peck said that we looked at our Solid Waste Management Plan when it was first derived in 1988. Mr. Peck said that his concern is that he was watched over the years, the price go up because the market is bad. Now that there is so much curbside recycling, Mr. Peck questioned if under State requirements, whether the County is still obliged to provide recycling centers throughout the County, or whether the County's need is satisfied because of all the privatizing that's gone on. Mr. Peck said that he is not looking for an answer today but an analysis to be done. Whether we need to continue just because the cost continues to rise, it has escalated such a large amount. Mr. Barrett asked Mr. Cooke if there is still a mandate there, regardless of what the private sector might do, that there's still a responsibility that is held with the County, and asked Mr. Cooke to research it. Mr. Cooke said that his review of the 1987 laws of the State of New York in particular §1 Chapter 773, identified the need for the County to do this. Mr. Cooke said the question is whether or not the privatizing of recycling or these private contractors that do collect recyclables, if that is comprehensive enough to satisfy the mandate, or if the County is required on its own to do something separately. Mr. Cooke said that he will find out.

Ms. Gaston asked requested that additional recycling bins be placed throughout our County buildings. Mr. Barrett said that there is a lot of power in bottles and cans. A few years ago the Town of Clifton Park began a program where they accepted donations of bottles and cans at their transfer station. Last year alone, they collected approximately \$16K, and gave grants out approximately 27 different organizations in town without using any taxpayer money.

Mr. Zlotnick asked how the fencing project at the airport is coming along. Mr. Cooke said that it is progressing on schedule.

Mr. Barrett said that there has been a lot of talk about infrastructure money, a large amount being appropriated for infrastructure throughout the country. Mr. Barrett said that if there are 5 or 10 projects that are normally projects that would be the beneficiary of some kind of grants and funding, that this something we should begin to put together that list for. Mr. Cooke said that they maintain an active list of upcoming projects, and they are already working on 2022 projects. Mr. Cooke said that they will be submitting applications to Bridge New York in the next couple of months.

Mr. Barrett said that he spoke with Mr. Cooke recently on some priorities that can be established working in conjunction with the new Government Efficiency Committee. As they walk through the building in Public Works, it is clear that the lighting is in desperate need of upgrade. That is one item that was put on the list. Mr. Cooke said that he has a meeting tomorrow with a vendor to discuss the LED lighting process. Mr. Cooke said that there may be some opportunities for on the ground solar at the County Farm road complex. He is on the fence with rooftop units, although he is also discussing this with Supervisor Veitch from a Buildings & Grounds perspective. Mr. Cooke said that another item is to look at ways to modernize the inventory system at DPW. There are efficiencies that can be leveraged by going digital with some of the Department's activities. Ms. Gaston requested that the Resiliency committee be kept in the loop regarding these initiatives.

On a motion made by Mr. Zlotnick, seconded by Mr. O'Connor, the meeting was adjourned unanimously.

Respectfully submitted,
Therese Connolly
Deputy Clerk of the Board

**SARATOGA COUNTY DEPARTMENT OF PUBLIC WORKS
2021 CONSTRUCTION PROJECTS**

HIGHWAY RECONSTRUCTION

Road	Road Name	Town	Section	Miles	Schedule
29B	West River Road	Northumberland	Callahan Road to Peters Road	2.50	2021 Construction Season
36A	Wilton Greenfield Road	Wilton/Greenfield	US 9N to Brigham Road	2.40	2021 Construction Season
42A	Clark's Mill Road	Saratoga/Northumberland	US 4 to Dix Bridge	0.50	2021 Construction Season
43D	Geyser Road	Saratoga Springs	SR 50 to Milton Town Line	2.05	2021 Construction Season
53A	Lake Hill Road	Charlton	Schenectady County Line to CR 54 (Stage Road)	1.37	2021 Construction Season
59B	Middle Line Road	Ballston	CR 60 (Brookline Road) to SR 67	1.70	2021 Construction Season
70B	Wayville Road	Saratoga	CR 71 (Cedar Bluff Road) to CR 67 (Quaker Springs Road)	1.90	2021 Construction Season
97A	Fonda Road	Waterford	Village of Waterford to CR 96 (Middetown Road)	2.60	2021 Construction Season
				Total	15.02

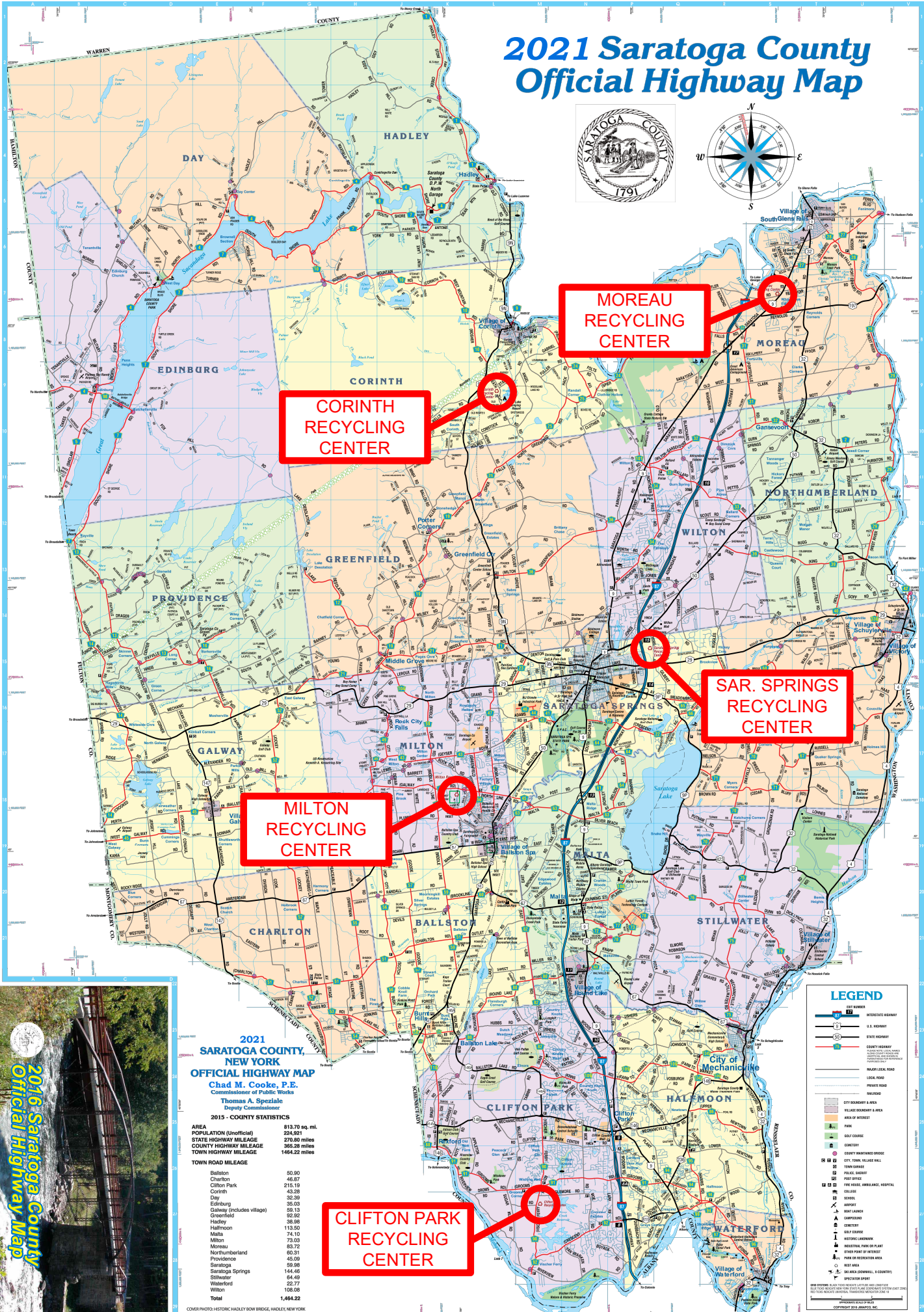
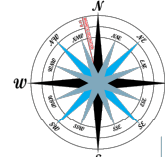
HIGHWAY STRUCTURES

Road	Road Name	Town	Remarks	Schedule
CR 24	Spier Falls Road over Trib. to Hudson (Culvert)	Moreau	Replacement - 100% County Funds Road Closure Required 4 - 5 months	Bids Due - 2/11/21 Construction Start - April/May
Town	Hans Creek Road over Hans Creek (Bridge)	Providence	Repalcement - 95% Federal / 5% County - Capped Road Closure Required 2 - 3 Months	Bid Release Date - March Construction Start - June/July
CR 31	Fortsville Road over North Branch Snook Kill (Culvert)	Moreau	Replacement - 80% Federal / 15% State / 5% County Road Closure Required - 3 months	Bid Opening - April Construction Start - June
Town	Ashdown Road over D & H Railroad (Bridge)	Clifton Park	Superstructure Replacement - 80% Federal / 15% State / 5% County Road Closure Required 5 - 6 months	Bid Received - 1/21/21 Construction Start - April

TRAFFIC SIGNAL

Road	Road Name	Town	Remarks	Schedule
CR 90/91	Vischer Ferry Road / Grooms Road	Clifton Park	New Cable Hung Traffic Signal Traffic will be maintained	Bid Release Date - March Construction Start - May/June

2021 Saratoga County Official Highway Map



**CORINTH
RECYCLING
CENTER**

**MOREAU
RECYCLING
CENTER**

**SAR. SPRINGS
RECYCLING
CENTER**

**MILTON
RECYCLING
CENTER**

**CLIFTON PARK
RECYCLING
CENTER**

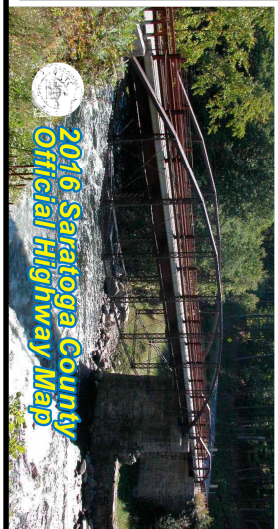
LEGEND

- INTERSTATE HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY
- COUNTY HIGHWAY
- MAJOR LOCAL ROAD
- LOCAL ROAD
- PRIVATE ROAD
- RAILROAD
- CITY BOUNDARY & AREA
- VILLAGE BOUNDARY & AREA
- PARK
- SALE CENTER
- CENITARY
- CITY UNIMPROVED BRIDGE
- CITY TOWN VILLAGE HALL
- TRUCK GARAGE
- POLICE STATION
- POST OFFICE
- FIRE HOUSE, AMBULANCE, HOSPITAL
- SCHOOL
- COLLEGE
- HISTORIC LANDMARK
- INDUSTRIAL PARK OR PLANT
- OPEN SPACE OR RESERVE
- PARK OR RECREATION AREA
- REST AREA
- STATE PARK, GARDEN, & COUNTRY
- SPECTATOR SPORT

2021 SARATOGA COUNTY, NEW YORK OFFICIAL HIGHWAY MAP
Chad M. Cooke, P.E.
 Commissioner of Public Works
Thomas A. Speziale
 Deputy Commissioner

2015 - COUNTY STATISTICS

AREA	813.70 sq. mi.
POPULATION (Unofficial)	224,921
STATE HIGHWAY MILEAGE	270.50 miles
COUNTY HIGHWAY MILEAGE	365.50 miles
TOWN HIGHWAY MILEAGE	1464.22 miles
TOWN ROAD MILEAGE	
Balloston	50.90
Charlton	46.67
Clifton Park	215.19
Corinth	43.28
Day	32.39
Edinburg	35.03
Galway (includes village)	59.13
Hadley	92.92
Greenfield	38.58
Hallmoon	113.50
Milts	74.10
Milton	73.63
Moreau	83.72
Northumberland	60.31
Providence	45.09
Saratoga	59.98
Saratoga Springs	144.46
Stillwater	64.49
Waterford	22.77
Wilton	106.08
Total	1,464.22



2016 Saratoga County Official Highway Map

2.0 PLANNING UNIT HISTORY & DESCRIPTION

This chapter outlines the baseline and background conditions on which the plan was developed, including a brief overview of past solid waste management practices and planning efforts.

2.1. History of the Planning Unit and Saratoga County's Involvement in Solid Waste

Prior to the 1970s, Saratoga County did not manage municipal waste. Waste disposal was largely the responsibility of each municipality and private haulers. In the late 1970s, the Saratoga County Solid Waste Agency (SCSWA) was established to investigate ways of assisting municipalities with their solid waste management problems. Throughout most of the 1980s, the SCSWA was responsible for countywide solid waste management planning.

In 1985, SCSWA retained Malcolm Pirnie, Inc. to develop a countywide solid waste management plan entitled *Solid Waste Management Feasibility Study*, which recommended a countywide waste-to-energy facility. The Feasibility Study was followed by the completion of the *Saratoga County Solid Waste Management Facility Project Draft Environmental Impact Statement*, by Malcolm Pirnie, Inc. in July 1986 and the *Final Environmental Impact Statement*, by Malcolm Pirnie, Inc. in 1986 for the development of resource recovery facility within the County. Upon further consideration; however, due to the relatively high costs of the proposed facilities, the County Board of Supervisors rejected moving forward with the development of a resource recovery plant and residual waste landfill.

In 1988, the County Board of Supervisors established a new Solid Waste Committee (the "Committee") to replace the SCSWA and to focus on the development of a recycling program to quickly reduce the volume of solid wastes destined to existing landfills. Several steps were taken to institutionalize countywide recycling. The County banned the purchase of Styrofoam containers; enacted Local Law #1 of 1988 ("Recycling Law"), which required source separation of recyclables; hired a recycling coordinator; and implemented a recycling program. Since October 30, 1989, the County has operated five recycling centers for the collection of recyclables, including newsprint, metals, tin cans, clear glass and plastic containers. Also recycled are corrugated containers, magazines, junk mail, office paper, hard and soft cover books, catalogs, directories and brown paper bags. The County established these five recycling centers in order to provide an efficient mechanism to collect and transfer recyclables in the County. These centers serve as destinations and collection points for recyclables. From these centers, the materials are transported to respective markets.

The recycling centers are located in the Towns of Clifton Park, Corinth, Milton, and Moreau and in the City of Saratoga Springs through inter-municipal agreements between the County and the respective municipalities.

In addition to initiating recycling, the County retained Barton & Loguidice, P.C. in 1988 to conduct a solid waste gate survey at existing landfills in order to estimate the quantities and types of solid waste entering these facilities.

Concurrent with these efforts, the Committee began analyzing options for a new solid waste disposal facility for non-recyclables. The construction of a new County landfill appeared to be the most feasible option given economics and time constraints.

At that time, the County was informed by the DEC that they must prepare a Solid Waste Management Plan (SWMP) before the DEC would consider issuing a landfill permit. Therefore, the County Solid Waste Committee prepared a *Draft Solid Waste Management Plan*, which was initially rejected by the DEC. Consequently the County retained a consultant to complete the Solid Waste Management Plan, which was subsequently approved by the DEC and adopted by the County on October 12, 1990.

Saratoga County was granted a permit to construct a 106,000 ton per year solid waste landfill by the DEC on October 5, 1998. On September 13, 2001 the County was issued the final permit to operate. The permit authorized construction of two cells totaling 9 acres capable of providing an estimated 3 years of disposal capacity based on 467,000 cubic yards of air space. The County constructed the landfill starting in 1999 and completed it in 2000. Upon completion of the landfill the County Board decided to hold off on opening and operating the facility and instead rely on the landfill as an “insurance policy” in case the cost of disposal in the private market increased significantly. No waste has been placed in the facility.

The 1990 SWMP was updated in two subsequent reports and was re-titled the Saratoga County Solid Waste Management Plan Update and Update 2 (SWMPU, SWMPU2). As part of the SWMPU, a Comprehensive Recycling Analysis (CRA) was prepared to deal exclusively with reduction, re-use and recycling. The CRA was prepared as a standalone document and updated the entire recycling program, setting program goals and objectives for the life of the planning period through 2010.

Since the initial SWMP, municipalities within Saratoga County have relied upon the existing solid waste transfer stations and recycling centers owned and operated by the County as well as private facilities and haulers.

In 2012, Saratoga County made the decision to privatize the County-owned landfill through a request for proposals (RFP) pursuant to Section 120-w of New York General Municipal Law. Through this RFP process, and subsequent negotiations, the Landfill was sold by the County to Finch Waste Company, LLC (Finch) in December of 2013. The new private owner completed the required applications to connect the adjacent paper mill sludge landfill (also owned by Finch) and the MSW landfill into one MSW landfill facility. The landfill was then sold by Finch to Waste Management of New York LLC (WMNY) in December 2017. The privatization and recent permitting at the landfill have created significant new disposal capacity which has benefitted the County and will continue to benefit the County over the long term.

2.2. Location and Geography of the Planning Unit

The County, located north of Albany along the western shore of the Hudson River, encompasses 810 square miles. It is bounded on the north by Warren County, on the west by Hamilton, Fulton, and Montgomery Counties, on the south by Schenectady and Albany Counties, and on the east by Rensselaer and Washington Counties.

The road network includes approximately 1,847 miles of roadways, about half of which are rural town roads. The remaining roadways are State and County highways, providing intraregional access in both a north-south and east-west direction. The Northway is the major highway through the County, extending from Canada to Albany, where it connects with the New York State Thruway. The New York State Thruway provides access to New York City, western New York State, and New England.

The early railroads play a major role in the economic growth of the County. Conrail, the Delaware and Hudson Railroad (D&H), and the Boston and Maine Railroad (B&M) provide rail freight service in the region. A major freight classification yard is operated by Conrail in Selkirk, Albany County. The B&M operates a freight classification yard in Mechanicville.

2.3. Towns, Cities, and Villages Included in Planning Unit

Saratoga County was founded in 1791, establishing Ballston Spa as the County Seat. During the nineteenth century, Saratoga County was an important industrial center. Its location 30 miles north of Albany on the Delaware and Hudson Railway and its proximity to water power from the Hudson River and Kayaderosseras Creek led to rapid industrial development beginning in 1810. Some of the most important industries were paper mills, tanneries, foundries, and textile mills.