

PUBLIC WORKS COMMITTEE MEETING MINUTES
JANUARY 30, 2024

PUBLIC WORKS COMMITTEE MEMBERS PRESENT: Wilson, Skellie, Fedler, Shaw, Ferguson, Rozell, Fisher, Baker, Wang

PUBLIC WORKS COMMITTEE MEMBERS ABSENT: None.

SUPERVISORS: Henke, O'Brien, Hall, Nolan, Campbell, Hogan, Clary

Debra Prehoda, Clerk

Daniel Martindale, County Attorney

Melissa Fitch, County Administrator

Al Nolette, County Treasurer

AGENDA AS PRESENTED IN COMMITTEE NOTICE:

1. Call to Order
2. Accept Minutes – November 28, 2023
3. Department Reports/Requests:
 - A. Dept. of Public Works
 1. Auction List
 2. Lake Champlain Basin Grant
 3. Advocacy Days
 - B. Sewer District
 1. Budget Amendment
ESD-WCSD#1 Capital Planning - \$110,000
 2. Drifting Ridge SSO/Notice of Violation
 3. Commissioner Reappointments
Fiorillo; Washburn; Maskell, Carpenter
 4. OOD Permit Moratorium Lifted by BOC
 5. Recognize Funding
\$6,304,441 BIL Grant & \$1,420,419 WIIA Grant
 6. Overnight Stay Requests
 7. Change Order - WCSD Phase II Project –
Concrete Contract - \$5,768
4. Other Business
5. Adjournment

Chairman Wilson called the meeting to order at 10:00 A.M. in the Supervisors' Classroom Room B214, Municipal Center, Fort Edward, New York.

A motion to accept the minutes of the November 28, 2023 meeting was moved by Mr. Skellie, seconded by Mr. Fisher, and adopted.

SEWER DISTRICT – Kevin Gorman, Executive Director, updated the committee on the following items:

- Budget Amendment – ESD-WCSD#1 Capital Planning \$110,000 – Did not incur any cost last year in this grant and requesting to carryover the funds into the 2024 budget. Motion to carryover unspent 2023 ESD-WCSD#1 Capital Planning funds into the 2024 budget in the amount \$110,000 and forward to Finance Committee for consideration was moved by Mr. Skellie, seconded by Mr. Fisher and Mrs. Fedler, and adopted.
- Drifting Ridge Sanitary Sewer Overflow (SSO)/Notice of Violation – For the committee's information, in the Drifting Ridge development there were a couple of sanitary sewer overflows, sanitary and sewer escaping the system and coming out through a manhole due to stormwater/heavy rain. The Sewer District reports these incidents and DEC issued a notice of violation and they were required to come up with a plan for corrective action which they have done and submitted. They are working on this issue and think by fixing the majority the sewer laterals going from the sewer main to the houses and also fixing some of the drain issues working with the village that this will go a long way on preventing it from happening again. The Sewer District is not responsible for the road drainage in this area.

- Commissioner Reappointments: Motion to reappoint the following Sewer District Board of Commissioners: Michael Fiorillo, Village of Hudson Falls Mayor designee slot, Daniel Washburn, Town of Kingsbury Supervisor designee slot, James Maskell, Fort Edward Town resident slot and Edward Carpenter, Fort Edward Village resident slot was moved by Mr. Fisher, seconded by Mr. Skellie, and adopted. Also has a vacancy for the Village of Hudson Falls Trustee but designee not named yet.
- OOD Permit Moratorium Lifted by Board of Commissioners – For the committee's information, the Sewer District Board of Commissioners have lifted the moratorium on the out of district new connection permits. The local laws have been addressed and moratorium lifted.
- Recognize Funding \$6,304,442 BIL Grant & \$1,420,419 WIIA Grant – Received award letters for two different grants and requesting to recognize in the budget. Motion to recognize in the 2024 budget the Bipartisan Infrastructure Law grant for the waste water treatment plant upgrade project in the amount of \$6,304,442 and forward to the Finance Committee was moved by Mr. Skellie, seconded by Mr. Fisher and Mrs. Fedler, and adopted. Motion to recognize in the 2024 budget WIIA grant in the amount of \$1,420,419 and forward to the Finance Committee was moved by Mrs. Fedler, seconded by Mr. Fisher, and adopted.
- Overnight Stay Requests – Requesting overnight stays that were not included in the 2024 travel plan for two Operator trainees to attend school at SUNY Morrisville for five weeks and a training conference the Sewer District Executive Director would like to attend that is being held at Turning Stone. The trainings and travel are budgeted for in the 2024 budget, no budget amendment needed. Motion to approve overnight stays as requested was moved by Mr. Fisher, seconded by Mr. Ferguson, and adopted.
- Change Order – WCSD Phase II Project – Concrete Contract \$5,768 – This is for the Wastewater Treatment Plant project and was part of the original scope and design but required more digging. There is enough money in the budget line to cover this change order. Motion to approve change order for concrete contract in the amount of \$5,768 and forward to Finance Committee was moved by Mr. Skellie, seconded by Mr. Fisher, and adopted.

PUBLIC WORKS – Deb Donohue, Superintendent, addressed the following items:

- Auction List – Handout attached. Motion to declare items on auction list surplus was moved by Mr. Fisher and seconded by Mr. Wang. Discussion. Mr. Shaw stated at the last meeting there was lengthy discussion on how to increase the use of older vehicles with low mileage. The DPW Superintendent stated she is working on this with the County Administrator and departments and will try to bring some information back to the committee next month. Also noted this is the last Ford Focus that has the potential for transmission issues. Motion to declare items on auction list surplus was moved by Mr. Fisher, seconded by Mr. Wang and adopted.
- Lake Champlain Basin Grant – Received permission in September to apply for a grant from the Lake Champlain Basin Program and have been selected for that grant to purchase some brine spreaders and it is also for the towns of Whitehall and Hampton to purchase brine spreaders. Requesting a budget amendment to add this funding to her budget. Motion to amend 2024 budget to recognize revenue and expenses related to the Lake Champlain Basin grant for the purchase of brine spreaders and forward to Finance Committee was moved by Mr. Skellie and seconded by Mrs. Fedler and Mr. Fisher. Discussion. This grant is for two 4,000-gallon brine spreaders. DPW has already purchased three brine spreaders and working on putting those on the trucks now: not operational yet. Motion to amend 2024 budget to recognize revenue and expenses related to the Lake Champlain Basin grant for the purchase

of brine spreaders and forward to Finance Committee was moved by Mr. Skellie and seconded by Mrs. Fedler and Mr. Fisher and adopted.

- Advocacy Days are held in Albany on March 5th and 6th. The talking points that are planned to be brought up are attached. A couple of the issues with the CHIPS funding is inflation is out of control and CHIPS did not increase and that sets us back. In the state's five-year plan for CHIPS, we are going to lose at least one year and at this rate probably two. In a presentation it was said that CHIPS was held flat and that is not necessarily true. Requesting \$160M for CHIPS and \$90M additional for Winter Recovery. On the morning of March 6th vans are available for anyone who wants to go down to Albany. Mr. Shaw asked how successful advocacy has been. The DPW Superintendent stated if we don't go and make our presence known, it definitely will not increase.
- Slide on Co. Rt. 10 – In December around Christmas time there was a slide on County Rt. 10 in Whitehall, a tenth of a mile away from West Haven, Vermont. A significant portion of road started sliding so due to a shared services agreement with DOT reached out to them and they are doing all the leg work on this for design, and it will save us a significant amount of money as opposed to hiring a consultant. DOT conducted a field visit and special thanks to the Deputy Public Safety Director for his drone footage. DPW forces have removed a bunch of the load because with some slides if you keep adding load, it just keeps sliding more. It is a one lane road now for a very short distance with good sight both ways. It is likely the fix will be achieved with our own forces and not need a contract.

OTHER BUSINESS:

Executive Session – Motion to enter an executive session to discuss potential litigation regarding a DPW improvement project was moved by Mr. Skellie, seconded by Mr. Wang, and adopted. Motion to return to regular session was moved by Mr. Fisher, seconded by Mr. Wang, and adopted. No action was taken in the executive session.

The meeting adjourned at 10:57A.M.

Debra Prehoda, Clerk
Washington County Board of Supervisors

Ready for auction, needs approval.

12713: 2012 Ford Focus with 79,000 miles on it. Taking out of service due to age.

14797: 2014 Ford Explorer with 144,028 miles on it. Taking out of service due to age, miles, and overall condition.



2024 TALKING POINTS

GOVERNOR'S PROPOSED 2024-25 BUDGET

Governor Kathy Hochul's Executive Budget proposal continues the third year of the \$32.8B five-year investment plan for the New York State Department of Transportation (NYSDOT) and the local road system. Record high inflation rates on highway construction materials have severely increased costs and, as a result, local governments are seeing a significant reduction in real dollars from local highway maintenance programs. Unfortunately, the Governor's Executive Budget recommends cutting CHIPS aid by \$60 million and State Touring Route aid by \$40 million - a \$100 million drop in local road funding as compared to last year. Besides the \$100 million cut to these two programs the other local programs stay flat. It is critical that last year's funding be restored and additional \$150 million be added to the 2024-25 budget for local highway programs like CHIPS and EWR just to keep funding at the same level it was when the five-year program was initially adopted in 2022.

NYSDOT Local Transportation Funding (in Million \$s)	SFY Enacted 2023-24	SFY Proposed 2024-25	SFY Requested 2024-25
CHIPS	\$598.1	\$538.1	\$698.1 (+\$160)
Marchiselli	\$39.7	\$39.7	\$39.7
Local PAVE-NY	\$150	\$150	\$150
Local Pave our Potholes	\$100	\$100	\$100
Extreme Winter Recovery	\$100	\$100	\$190 (+\$90)
Local BRIDGE-NY	\$200	\$200	\$200
Local State Touring Routes	\$140	\$100	\$100
Total	\$1,327.8	\$1,227.8	\$1,477.8 (+\$250)

NYSCHSA & NYSAOTSOH 2024-25 BUDGET REQUESTS:

- ✓ Support increasing the CHIPS program by \$160 million to \$698.1 million annually.
- ✓ Support increasing the Extreme Winter Recovery funding by \$90 million to \$190 million annually.
- ✓ Support maintaining the Marchiselli program at \$39.7 million annually.
- ✓ Support maintaining the local BRIDGE-NY program at \$200 million annually.
- ✓ Support maintaining the local PAVE-NY program at \$150 million annually.
- ✓ Support maintaining the State Touring Route program at \$100 million annually.
- ✓ Support maintaining the POP program at \$100 million annually. and allow the four sub project types (microsurfacing, paver placed surface treatment, single course surface treatment and double course surface treatments) which were removed as eligible on January 1, 2023 to continue to be efficiently utilized as pavement preservation methods.

NYS INFRASTRUCTURE IS LOCAL INFRASTRUCTURE

Local roads and bridges account for eighty-seven percent (87%) of NYS roads, and more than half of its bridges.

Forty-eight percent (48%) of the vehicle miles traveled in New York are on local roads, yet less than 12 percent (12%) of the taxes and fees paid to the state by these drivers go back to maintaining local roads; and this differential is increasing as more EV drivers are not subjected to gasoline taxes.

According to a study conducted for the NYS Association of Town Superintendents of Highways, and updated in 2023, an additional \$2.074 billion in annual spending is needed to address local system pavement and bridge conditions, excluding of New York City.

Many of the proposed initiatives included in the Climate Action Council Final Scoping Plan will impact local governments and will require significant changes to our highway garages, our equipment and vehicles and even the materials we buy to maintain our critical infrastructure systems. These mandates will require significant additional financial investments well beyond what our traditional needs have been. And they will vary significantly depending on where municipalities are located.

As smart growth principles continue to be expanded and all modes of transportation are considered in projects there will be significant additional funding needs.

NEARLY 90 PERCENT OF LOCAL ROADS ARE NOT ELIGIBLE FOR NEW FEDERAL INFRASTRUCTURE MONEY

Thanks to the Federal Infrastructure and Jobs Act, New York State will receive an additional \$4.6 billion from 2022-2027. Unfortunately, the vast majority of local roads -- 87% -- aren't eligible to receive these funds. At a time of declining local pavement conditions and increased federal aid, the state should be more supportive of our local transportation system which is so critical to the recovery of our economy.

CHIPS UNDERFUNDED IN THE EXECUTIVE BUDGET

Every highway department relies heavily on this flexible funding source which distributes vital and reoccurring state funding through a formula to every local government in the state. We request that CHIPS base levels be increased by \$160 million to \$698.1 million annually to meet the well-documented needs of the local transportation system.

JOBS, ECONOMIC IMPACTS OF INCREASES IN LOCAL TRANSPORTATION FUNDING

CHIPS, PAVE-NY, POP and EWR funding is distributed to every municipality; and BRIDGE-NY project awards are distributed equitably throughout the state.

Each \$150 million increase in funding for local roads, bridges and culverts results in up to 4,200 highway construction-related jobs.

Efficient transportation systems provide economic and social benefits that result in better accessibility to markets, additional employment and increases in private sector investments.

EXTREME WINTER RECOVERY

The winter season is extraordinarily challenging for local highway departments in terms of high wind events and the amount of freeze/thaw cycles.

Overtime hours for snow/debris removal and the resulting labor costs strains operating budgets and, due to extreme events, equipment breakdowns and malfunctions are more frequent and road salt prices continue to escalate. We request that EWR base levels be increased by \$90

million to \$190 million.

Local highway departments plow not only the huge local road system, but also over a quarter of the NYSDOT's roads.

The freezing and thawing conditions lead to severe damage from flooding and will certainly create more potholes in roads that will need to be repaired in the spring.

PAVE-NY

PAVE-NY funds much needed road paving-related projects for local governments by formula. The inability to stabilize pavement conditions in our state is a huge concern for the future viability of the economy. Funding shortages mean many local governments' preventive pavement preservation strategies—to apply well-timed and targeted maintenance treatments—fall short of what is necessary to avoid more costly major rehabilitation or reconstruction down the road. PAVE-NY must continue to be fully funded annually.

BRIDGE-NY

BRIDGE-NY is a signature program to direct federal and state funding to local bridge and culvert projects throughout the state. In all three rounds of BRIDGE-NY, the number and value of project applications far exceeded funding available for each region of the state. In 2021, only about 1 in 5 bridge applications received funding and about 1 in 8 culvert projects got an award. The chart below clearly indicates this gap between needs and availability of BRIDGE-NY funding. Round IV's applications were due in January – and we expect to see a similar gap in funding. Periodic review and modifications to the program's administration help to improve its efficiency and regional balance. As a result of this periodic review process, NYSDOT implemented the BRIDGE-NY Program in 2023 through the existing capital program planning process instead of the statewide solicitation used in recent years. This new approach was successful in its intent to provide greater local input on project scoring and selection and is being used again in 2024 for Round V.

Year	Amount \$ Available	Applications	Funded
2016	\$200M (\$20M dedicated to culverts)	Round I: 229 bridges, 366 culverts	93 bridges, 39 culverts
2018	\$262M (\$50M dedicated to culverts)	Round II: 259 bridges, 514 culverts	86 bridges, 79 culverts
2021	\$216M (\$50M dedicated to culverts)	Round III: 240 bridges, 421 culverts	52 bridges, 57 culverts
2022	\$516M (bridges \$392M, culverts \$ 124M)	Round IV: 213 bridges, 328 culverts	115 bridges, 101 culverts

Submissions for Round V of Bridge-NY are due in January 2024. Round V currently has \$483M available, \$357M for bridges and \$126M culverts.

