

PUBLIC WORKS COMMITTEE MEETING MINUTES
OCTOBER 30, 2018

PUBLIC WORKS COMMITTEE MEMBERS PRESENT: Fedler, Shaw, Shay, Campbell, Skellie, Middleton, Rozell

PUBLIC WORKS COMMITTEE MEMBERS ABSENT: Haff, Hicks

SUPERVISORS: Henke, Idleman, O'Brien, Hogan

Debra Prehoda, Clerk

Al Nolette, County Treasurer

Chris DeBolt, County Administrator

Deborah Donohue, Supt. Public Works
Public

Ty McLenithan, DPW Shop Manager

AGENDA AS PRESENTED IN COMMITTEE NOTICE:

1. Call to Order
2. Accept Minutes – September 4, 2018; October 2, 2018
3. Department Reports/Requests:
 - A. Sewer District
 - 1) Request to Amend Bond Resolution – FE District 1A
 - 2) Discuss Grade Schedule Changes – Sewer District
 - B. Department of Public Works
 - 1) Brine Equipment Grant
 - 2) Hudson Greenway – Empire State Trail
 - 3) Equipment Status – Truck #059 – Hebron Pickup
 - 4) Miscellaneous
4. Other Business
5. Adjournment

Chairwoman Fedler called the meeting to order at 10:00 A.M.

A motion to accept the minutes of the September 4, 2018 and October 2, 2018 meetings was moved by Mr. Campbell, seconded by Mr. Rozell and adopted.

SEWER DISTRICT: Joe Brilling, Executive Director, addressed the following items with the committee:

- Amend Bond Resolution – FE District 1A – They have had discussions with EFC one of the grant sources for the FE 1A project because the new estimated budget is higher than \$6M; they have an original bond resolution for \$6M and need to increase that bond resolution amount. They also found some potential stormwater issues that they might have to deal with when the project moves forward. Requesting to increase the bond from \$6M to \$8M and need a bond resolution for the total project costs for these grant sources. A motion to present a bond resolution increasing the bond amount to \$8M was moved by Mr. Middleton and seconded by Mr. Campbell. Discussion. Mr. Campbell asked how that difference in the bond impacts the users in the district. Mr. Brilling stated it depends on what the project costs end up being ultimately; whether or not the stormwater issue ends up being expensive or not. He does not want to borrow money to do this project. The Treasurer stated that the people issuing the grants need to see that he has authorization. Adding that the plan is to do as little as possible in debt service. The Treasurer stated Mr. Brilling needs the authorization even if he never moves forward with the borrowing. The motion to authorize borrowing up to \$8M for the FE District 1A project was moved by Mr. Middleton, seconded by Mr. Campbell and adopted.
- Grade Schedule Changes – already addressed.

DEPARTMENT OF PUBLIC WORKS – Deborah Donohue, Superintendent of Public Works, addressed the following items with the committee and handouts attached:

- Brine Equipment Grant – The Superintendent introduced Beth Gillis, Director of the Lake Champlain Lake George Regional Planning Board. The LCLGRP has agreed to give the county some equipment to brine some of our roads with no County match required and fully reimbursed. The equipment consists of two spreaders that spread brine on the roads/pretreat

the roads and tanks, one tank in Putnam and two in Fort Ann to hold the brine and the first fill of the tanks. A motion to apply for Brine Equipment grant was moved by Mr. Campbell and seconded by Mr. Skellie. Discussion. The Treasurer stated the County needs to purchase the equipment and request reimbursement. He stated a budget amendment will be needed and authorization for the Chairman to sign some MOAs. This is being done in conjunction with Soil and Water. The County Administrator stated the equipment is under \$20,000 – three quotes and his staff is working on procuring the equipment. The equipment has to be delivered by the end of the year. The County Administrator stated the County needs to enter into an MOA with Town of Queensbury, Village of Lake George and maybe the Park Commission and need a budget amendment. Ms. Gillis stated this is a larger watershed effort. The grant is to help the communities get started with this effort. The approximate cost of the equipment is \$18,615. This process saves salt and is better for the environment. The motion to apply for Brine Equipment grant was moved by Mr. Campbell, seconded by Mr. Skellie and adopted.

- Hudson Greenway – Empire State Trail – The Hudson Greenway keeps reaching out to the Superintendent to have the County be lead agency on other bridge projects but there is no benefit to the County. The County will remain the lead agency on the bridge in Greenwich.
- Equipment Status – Truck #059 – From the discussion at last month’s meeting, Mr. Haff sent a welder to look at the truck with the cracked frame. Anything can be welded but the law/regulations says clearly that it is a manufacturer recommendation and the manufacturer does not recommend welding. Ty McLenithan, Shop Manager, stated two engineers from International have also advised not to weld. He stated this broke where it was single frame not double; broke right in front of the front left axle not on the double part. The local dealers also do not recommend welding. The repair costs for the life of the vehicle are very high, handout attached. Ty feels we keep the trucks way to long and have spent \$16,000 in emissions alone. Maintenance and repair costs are combined. Chairwoman Felder stated we are keeping trucks too long and in the end, they are costing us money. Two other International trucks with double frames had issues. Salt is hard on the trucks. Ty stated they have a neutralized solution that they spray on the trucks for the salt. Mr. Moore stated there should be a plan/tracking system on the maintenance/repair costs on the vehicles to know when the time is best to replace truck. The County Administrator is recommending a five to seven-year ownership of the truck fleet with many items under warranty and then replace. He stated there is money in the five-year capital plan for Road Machinery equipment. Ty stated \$36,000 of the repair cost was to replace the truck body because it rusted out. Mr. Campbell would like a sheet like this handout on every truck and the repair and maintenance costs separated. The Superintendent stated she has started putting together cost benefit spreadsheets. This truck will not be available for plowing this year by the time it would get fixed. Ty stated they have four (4) spare trucks and is expecting another truck frame will break. He would like to keep the stainless-steel body on this truck which is only three years old but it will reduce its value at auction. He could be back up one more truck if he had that body. The County does have a truck body at Zwacks that has not been fixed yet and could be installed on truck #59 and then auctioned to improve the value of the truck. The box on truck #59 would come off and stay here. The committee’s preference was to take the body off truck #59 and keep here at the County and put the body that is at Zwacks on truck #59 without fixing it and then auction.
- Miscellaneous:
 - Auction items listed on handout. A motion to approve auction items as requested on handout was moved by Mr. Campbell, seconded by Mr. Shay and adopted.
 - A resolution from 2016 authorized going forward with a Highway Garage Reconfigure Study. The Superintendent stated it has been written and ready to send out.

The meeting adjourned at 10:43 A.M.

Debra Prehoda, Clerk
Washington County Board of Supervisors

08059

140,000 miles 7744 engine hours

Equipment purchase cost new:	\$171,985.00
Repair Cost first seven years 2007-2014:	\$79,228.67
Repair Cost last four years 2014-2018:	\$113,406.60
Total repairs to date:	\$192,635.27

Equipment Value

Estimated value in its current condition: \$40-45,000.00

Estimated value with its body removed: \$15-18,000.00 (Body is 3 ½ years old \$36,850 new)

Estimated value repaired with new frame rails: \$70-75,000.00

Repair options & Costs

Option #1: Delurey's estimates (110-115 hours) \$12,000 labor. \$7,500 for frame rails. \$3,000.00 misc parts & fasteners. Washington County would be responsible for removing, plow, wing and wing tank & dump body. I would estimate 40-45 hours to remove and carefully cut off plow frame and dump hinge. These cuts will be laser traced & cut into the new frame and must be cut out carefully. Washington County would have to transport rails to Burlington VT to be cut, one at a time. Can not take both sides apart at once. After Delurey's reinstalls new frame we would have an additional 50-55 hours to reinstall plow equipment and weld plow frame and hinge plate back in. Our in house labor would be approx \$5200.00, additional fasteners and misc \$500.00. totals **\$28,200.00** plus trucking. It should be noted that we may incur \$1500.00-\$3000.00 in unexpected repairs when frame rails are removed (cracked cross members, broken air tank brackets etc..).

Option #2: All of the above except we do the whole job in the shop. Our labor time would be at least 20% longer, they have the necessary jigs to hold cabs and engine already built, we would build as we go. \$11000 parts, 240 (135-140 on the frame) hours labor. In house \$12480 labor. Whole job **\$23480.00** plus trucking. It should be noted that we may incur \$1500.00-\$3000.00 in unexpected repairs when frame rails are removed (cracked cross members, broken air tank brackets etc..).

The down side of option #2: Ties up shop for two months minimum. The chances that you could keep two Mechanics constantly on it in winter are slim. We would probably not see the truck plowing snow this year.

Option #3: Do not repair truck

Auction Request 10/30/18

- 1. 00022 2000 International, 127000 miles (7500 hours), 2500 series single axle plow truck with broken frame**
- 2. 00023 2000 International, 214850 miles, 2500 series tandem axle plow truck with broken frame**
- 3. 06847 2006 Chevrolet 2500, 194,000 miles. frame rust, fuel lines, transmission bad**