

**GENERAL SERVICES COMMITTEE**  
**April 16, 2024**

Present: Andrea Moroughan, Chair; Josh Leviker, Vice-Chair; Herb Frost; Thomas Kalamas, and Jeffrey Nellenback.

Legislator Moroughan called the meeting to order at 1:01 p.m.

Legislator Kalamas moved to approve the March 19, 2024, committee meeting minutes as recorded, seconded by Legislator Nellenback, and carried.

The following draft resolutions were reviewed:

1. Authorizing change orders to the agreement with Bette & Cring for drainage at the New Highway Garage & Cold storage sites and bollards at the Old Highway Garage building renovation under the Facilities Improvement Project at a cost of \$20,882.93 and \$36,122.00, respectively.  
AYE   5              NAY   0
  
2. Adopting Continuity of Operations Plan (COOP) developed by Lewis County Office of Emergency Management.  
AYE   5              NAY   0
  
3. Authorizing Supplement No. 1 to agreement between Lewis County Highway Department and Fisher Associates for Osceola Road over Point Rock Creek Bridge & Statzer Road over Point Rock Creek Bridge to provide continued coordination with FEMA and DHSES; construction and inspection support for the repairs and mitigation work at both sites at a cost not to exceed \$38,000.00.  
AYE   5              NAY   0
  
4. Authorizing Supplement No. 5 to agreement between Lewis County and the New York State Department of Transportation for the Transportation Federal-Aid Bridge Replacement Project known as CR 29 over Whetstone Creek to pay in the first instance 100% of the federal and non-federal share of the cost of Construction/Construction Inspection phase work at a cost of \$1,800,000.00, which is hereby appropriated from the General Fund.  
AYE   5              NAY   0
  
5. Authorizing Undertaking required by NYS Department of Transportation in connection with permits issued for County work affecting state highways.  
AYE   5              NAY   0
  
6. Amending the camping rates set forth in Local Law 2-2023 to \$10.00 per night for camping on County properties and \$40.00 per day for reservation of the Singing Waters Pavilion and approving the agreement with Campspot to provide services in accepting and managing reservations for park accommodations.  
AYE   5              NAY   0

**Road Efficiency – Tim Hunt, Highway Superintendent (20 minutes)**

Tim Hunt handed out a Capital Bridge funding summary sheet and explained that the first three projects listed, Gardner Road over Mill Creek; O'Brien Road over Tributary to Mill Creek; and Crofoot Hill over Tributary to Sugar Creek, are all Town Culvert projects. Culvert Projects are only funded up to \$1,000,000.00. The following projects are County Bridges, CR 43 East Road over Moose Creek with a local cost of \$111,545.00; CR 29 West Road over Whetstone Creek with a local cost of \$104,525.00; and CR 21 Whitesville over Gulf Stream with a local cost of \$113,660.00, adding up to a total bridge spend amount with Federal & State aid of \$9,337,444.00 in 2024.

The Bailey Road over Independence River project is in a holding pattern because the abutments need to be replaced bringing the project cost up to \$2.5 million to \$3 million. All these bridge and culvert projects are on a reimbursement basis for aid which is why the county stepped in to help the Towns. The county can front the money for the projects and then when the Town is reimbursed, they will then reimburse the county. Bridge and Culvert projects are rated by priority, meaning which ones are in bad shape but also how many people use it. The paperwork for the projects is immense and Highway has the knowledge and staff to help complete in on behalf of the Towns and then manage the projects.

Legislator Leviker concurred and stated that all the projects listed equate to almost \$14 million in capital improvements with only a 3% out of pocket expense. Ryan Piche explained that this is great that the county is assisting Towns with capital bridge and culvert pipes, but those county funds could have been invested to create additional revenue. Tim Hunt stated that there are another 10 applications submitted for future projects.

The financial piece of the Road Efficiency project is maximizing CHIPs funding. The Town of Martinsburg has 79.08 miles of roads they maintain and receive \$423,114.00, which equates to about \$5,350.46 per mile. The Town of Turin has 31.52 miles of roads they maintain and receive \$177,148.00, which equates to \$5,620.18 per mile. The Town of West Turin has 72.83 miles of road they maintain and receive \$408,740.00, which equates to \$5,612.25 per mile. The County has 248.26 miles of road they maintain and receive \$3,688,792.00, which equates to \$14,858.58 per mile.

The County receives about 4 times the funding that Towns receive. The snowplow contract with the Towns is current at \$6,800 per mile, which up for renegotiation this year. On average the Towns are only receiving \$5,300.00 per mile for their roads to plow, pave, and maintain them. The idea would be to see if the Towns have interest in adding sweeping and mowing, basically all maintenance, for higher per mile rate. This would be helping strengthen infrastructure for Towns and County.

The goals of the Road Efficiency project are to maximize revenue to County and Towns; provide maximum flexibility for funding; create efficiencies in work related activities; and improve infrastructure for all residents of Lewis County. It is not to take over anything but instead create a dialogue with the towns. Some of the topics for discussion are financial, bridges, road alignment, and Tug Hill roads.

There are 89 County owned bridges and 30 Town owned bridges. The idea for bridges would be to have the County to take them all. Most of the Towns are more than happy to give them up. This would increase the liability for the County and create a political shift if something happened to a bridge from the Towns to the County. As explained before the County is handling most of the bridge projects for Towns currently, with upfront money and managing all the paperwork. Bridges also have an accelerated rate of decay. This could be a 2 year wait to get the bridges turned over.

The Road Efficiency project would basically allow Towns to give certain Roads over to the County so the County in turn would receive higher CHIPs funding. The County can then swap some roads that make sense for the Towns to snowplow and maintain for a higher rate per mile. This would eliminate the restrictions that they would normally have to deal with on CHIPs funding. There are also certain seasonal roads that the County would like to own to preserve the main Trail System on the Tug Hill. The guidelines of what maintenance would be required by the Towns under the snowplow and maintenance contract will have to be discussed and decided.

The Town of Martinsburg has three bridges to give to the County. They would also be willing to give up 2.10 miles of the Whitaker Road for the County to maintain as it is difficult to keep up with it. The Tug Hill roads they would be willing to give up to the County for maintaining a corridor would be Flatrock Road (5.71 miles); Centerville Road (3.49 miles); Graves Road (3.39 miles); Houseville Road (from Graves to Talbot); and Talbot Road. There is continued pressure of people moving and building on Tug Hill where the roads are meant to be only seasonal.

The Town of Turin has no bridges to give to the County. They would be willing to give up their portion of the Mackey Road, as the county owns it all but 1/10<sup>th</sup>, and East Road segments. The Tug Hill roads they would be willing to give up would be Gomer Hill Road (4.78 miles); Morgan Road (2.59 miles); Houseville Gulf Road (1.88 miles); Talbot Road (.82 miles); and Lee Gulf Road (.48 miles). There is a small concern about giving up these roads to the County that in five years the County could decide to give the Snowplow & Road Maintenance contract to an outside vendor. This would be a huge loss of revenue to the Towns.

The Town of West Turin has 5 bridges to give to the County. They would be willing to give up the West Road and Byron's Corners. The Tug Hill roads would be the North Road (6.40 miles); Plumber Road (3.79 miles); and Moore Road (1.93 miles). It

is important to remember that even though the County would own these roads they would pay the Towns a per mile amount to plow and maintain them.

The next steps are to get feedback from the Committee; have additional meetings with other Towns; negotiate new snow and ice agreement; and explore more of the Tug Hill roads with the Tug Hill Commission, County Planning & Community Development Director, and Recreation Forestry & Trails Director. There was further discussion on the County taking over the bridges regarding the increased liability and amount of work Highway is already handling on them.

There was further discussion on a Tug Hill corridor with seasonal roads and how much new home growth should be recommended if the County wants these roads to stay seasonal. It was also discussed the amount of maintenance that should be required on these seasonal roads. It was pointed out that the snowplow & maintenance IMA's should be perhaps 5 years to create stability for Towns.

There being no other business to come before the committee, Legislator Nellenback moved to adjourn at 1:44 p.m., seconded by Legislator Kalamas, and carried.

Respectfully submitted,  
Cassandra Moser, Clerk of the Board