

**MINUTES OF COMMITTEE OF THE WHOLE MEETING HELD ON  
SEPTEMBER 15, 2010 AT 7:00 PM AT TOWN HALL, ONE OVEROCKER  
ROAD, POUGHKEEPSIE, NEW YORK**

**PRESENT:** Supervisor Myers  
Councilman Eagleton-Arrived at 7:15 PM  
Councilman Conte  
Councilman Krakower  
Councilman Tancredi  
Town Attorney Hagstrom  
Town Clerk Miller

**ABSENT:** Councilman Lecker  
Councilman Cifone

**\*NOTE: Attachments pertaining to a particular Town Board Meeting will be found after the final minutes of that meeting, which are kept in the official minute books, held in Town Clerk's Office.**

**Public comments made during a Board Meeting may be heard on the audiotape of that particular meeting, which is kept in the Town Clerk's Office.**

{ } designates corrections

**7:00 PM**

**CALL TO ORDER**

**SALUTE THE FLAG**

09:15-01 DISCUSSION

Town/City Joint Taxicab Law

Sgt. Jicha: Yesterday, Mr. Hagstrom, myself, Chief Mauro, Captain Spero and Captain Lacomte reviewed what you have in front of you as the Police Chief and administration will be affected by this. Currently, what the Town will do is when an applicant comes into the Town of Poughkeepsie to apply for a City/Town Taxi License, Sue Miller, Town Clerk, will give them an application with instructions to go to the City of Poughkeepsie Police and the it will be required by the City of Poughkeepsie Police, to get a City and Town Court driving (inaudible) and drug testing and the City of Police will get a background check on them. If they are approved, they will pay their fees and if approved, they will get a one year license. Currently, if you have a Town and City license, the first license that expires, even though you have a second license through the Town or City, the first license would be the reissuing date. What we are trying to do is having communication through all parties involved, so if a license is issued where there is suspension, either the operator or the cab company, all departments will know. That would be the Town and City Clerk, Town and City Police Department and that would be information that we would want to get on to the Security Companies at the colleges. The cab companies would get their vehicles inspected every six months. The DPW will be conducting those inspections in March and September. There is a proposal for a new inspection. Instead of using a tag that has no expiration date, we would be putting a sticker on the bumper that could be moved from vehicle to vehicle. We are looking at a larger sticker that will punch out the month/date/year of expiration and also the license plate on the sticker and attached to the vehicle. When that vehicle comes in for inspection, then that sticker is removed and replaced with current sticker. At this

current time, I believe Mr. Hagstrom is working the fees out with the City Legal Department and so I can't speak on the actual fees.

Town Attorney Hagstrom: I think this is a good summary that you have from the Sergeant. Basically, what you have is the fee. The actual issuance of the permit will be handled by the City and the cars getting their inspections will be handled by the City. The car inspections will be handled by the City. Currently, what I put in here and we will have to discuss it further, is we would still get our fee of \$50 per license per cab and \$100 as in your current ordinance. The would be collected by the City Clerk and sent back to the Comptroller is how I set it up. The enforcement can be done by each Police Department. In other words, if there is a violation of the Cab Ordinance, it will be handled by our Police Department and the City Department would handle theirs. We went over that yesterday. That would be done by the Chief of Police or his designee. We will need an inter-municipal agreement in order to have this occur. That has not been drafted yet, but this is a good second draft as to where we are now and we are now all communicating on this and we are aiming for a January 1, 2011 date. I sent out this draft today to Paul Ackerman and to come back and talk with us so we can finalize the agreement and tweak the agreement here. If you look through this and see something you have a question about, go to the e-mail address and submit it.

Councilman Tancredi: Is there any provision for the Taxicab Driver, after he has gotten his license and is driving the taxi and starts receiving tickets, is there any way we can track it?

Sgt. Jicha: One is communication between the Town Police and City Police and the City and Town Clerks and the Courts and what I would like to put out, as people have mentioned it to me, like Marist, is if we have a fax to Marist Security that this company or operator has been suspended so that Dutchess, Vassar and Marist having cabs there, if the security officer sees them come in, they can contact the Town Police. We have to have the communication that an individual or Cab Company has been suspended. What we also have been starting to look into is some type of program we can put in a cab company and/or an operator and see if, in fact, he has been suspended.

Supervisor Myers: I think this is a great idea because, face it, cabs are back and forth all of the time and this is in the best public interest going to work this out.

#### CODE SECTION "VEHICLE FOR HIRE" DRAFT ATTACHED TO FINAL BOOK COPY

09:15-02 PRESENTATION

Geo Thermo Power Purchase Project  
Between Town and GeoThermal,  
LLC.

Jim Hardin: Some years ago, we provided our systems for School Districts, University Campuses, and in recent years, we've been trending toward Citywide systems based on the premise that you don't have to build an electric power plant to build a home, you don't have to drill a gas well to build a home. Basically, we dig holes in the ground about 6" in diameter. We actually drill them like a water well. We go down about 400, 500 to 600 feet. We install a heating changer in the ground. We circulate water through it and we bring the ground

temperature up to operate our heating and cooling equipment and buildings, commercial buildings, public buildings, around the City. The ground temp. here might be 50 or 51 degrees. You can see a large building on the left (doing a video presentation) we use quite a few of those vertical bores, and heat exchanges to bring that temperature up to operate or equipment and the building on the right, we have boilers in the basement and chillers and pretty heavy equipment on the roof supplying heating and cooling for the building. With Geothermal, most of that infrastructure is under ground and a lot of that space used for boilers, cooling cars, chiller plants, etc. is now used for rentable space in the building, plus the important thing, the utility drop about 60% to 70%. We, of course, eliminate those cooling towers, boilers, chilling plants. We are drilling a 6" diameter boiler on the left for installing a heating exchanger in the ground. We have ways of controlling the site condition so we don't spread it around a lot, as it is quit messy. Some large installations, we may have 6, 8, or 10 of those drilling rigs going at a time. The installation on the right there is kind of interesting, it's a Cadillac Dealership in Michigan and that replaced what was a boiler room, boiler plant, chiller room, etc. with a much smaller installation there as you can see from all the pipes going into the ground, they go under ground and under the building and go out to those various loops we showed a while ago. By installing a utility system, instead of doing it one by one for each individual home or business in Town, we have central plant. Another advantage is, it's get a little complicated, but as one building is heating for some reason, perhaps a commercial laundry and they use a lot of water, and a lot of air conditioning adjacent to them, Geothermal has a magic way of moving the energy from the building that is producing a lot of (inaudible) in the air conditioned building and moving that to the heated application, hot water, etc. for the commercial laundry or whatever. It turns into ice machines, hot water loads, heating, cooling, kids taking showers, all those things add up in a Geothermal system and we call that distributed loads, around the City, so that, all total, it takes far fewer bores to supply a citywide utility system than it does individually one by one. We can integrate some (inaudible) systems such as surface water features. If the City's unbalanced by having more cooling load than heating load, why drill bores just to use in the summer time, we use some surface water features to subsidize the overall (inaudible) Another real advantage, the more moderate the temperatures are in that water loop for operating a system, the higher the efficiency of the heating and cooling units in your home or commercial buildings. Citywide systems are pretty easy to give support for very moderate system temperatures. Another major advantage in some areas, if you can out service landlocked plans, in other words, create a space around the building to install bores, etc. and now you can tie in horizontally with the bore field and service buildings that otherwise would not be able to take advantage of Geothermal. That is a simple example of how we might move into an existing housing district in a City. The home owner on the left may decide he would like to hook up. He may want to be "Green" but basically, money dominates operating expenses for the home. The guy on the left may decide to hook up and so he installs a bore on the left and that bore is deep enough to serve two, three or four homes. The guy on the right may decide to do the same thing and installs that bore. In other words, you are not putting in a whole big power plant to serve the whole city and then start signing people up for many years. You start installing bit by bit as you sign up users for the system, commercial and otherwise. As time goes by, we begin installing those horizon lines, the blue and red lines, and those little green dots are nothing more than valve boxes out on the curb side, such as the water meter is now, and you can supply service to each individual home. There would be a blue and red pipe going into the basement of each one of those homes also, and that is the heating and cooling equipment for the home. The best way to structure this, and the most

common by far, is the public/private partnership based in the form of a private corporation here in Town. The City would probably have some one sitting on the Board so you have access to all the records, etc. and we operate this as a private enterprise and partnership with the City since the City has access to such things as easements, rights of way, etc., which is very important to making the whole system function. The private entity generates positive cash flow, tax credits, etc. That's another reason for having this a private enterprise. Tax credits, etc. are passed through the public entity because it lowers the operating cost for the whole system. Ultimately, after debts are paid off and the whole system is up and running, the City can decide to own and operate the system and then they reverse the City ownership under a preconditioned set of plans. If the City decides to build their own, they secure the bonding and more ahead and our company doesn't care, we are in business of installing systems, so go ahead. (He continued with several other phases to this conversion system).

Councilman Krakower: With something like this, does it fit better with a new development project where you are starting it? We have a couple of areas in Town, that because of the economy, they haven't gone forward with the development project. Is this better building from the ground up or can it be retrofitted into the existing neighborhoods without too much of a problem?

Jim Hardin: Actually, it works well both ways. The longevity of the system is 40 years plus. The materials for the underground equipment is warranted for 100 years. The actual life expectancy is in many hundreds of years. It's about \$20,000 to install the system in a home and you get 30% back from "Uncle Sam" as a tax credit.

#### LETTER OF INTENT ATTACHED TO FINAL BOOK COPY

09:15-03 DISCUSSION

Marist College – Department of  
Transportation

Scott Geiger, Project Manager for Route 9 Pedestrian Walkway adjacent to Marist College. We have been in communication with the Town, City, Water Board, locals, throughout the development of the project, but we would like to give an update here and bring you up to date on where the project stands and what the progress has been. To identify the project, the project spans Route 9 on the southerly end, just south of the Marist south gate, (he pointed to the site on his video display) It spans from just south of that, north up Route 9 to just north of the main gate at the Fulton Avenue intersection. Today, there exists a crosswalk, at grade, across Route 9, which has been the source of concern for many years and this project was initiated to eliminate that crosswalk and create some sort of grade separated pedestrian crossing for the 5,000+ students a day that cross Route 9, coupled with the heavy traffic on Route 9. There were many studies with the County, Marist and New York State Department of Transportation and the project has been initiated and has been advanced to a point now where we have actually achieved a design approval in house, which is our environmental approval to move forward with a final design toward an eventual consolidation in late January of 2011 with construction beginning in early next spring. Before we get into a complete project description of the project, I just wanted to focus on the construction of the bridge that will carry Route 9 over a multi-use pedestrian

walk-way that is 10 feet wide and has a clearance of 10 feet under Route 9. The pathway is 10 feet wide, but the actual structure will be 28 feet wide. The main reason we are here today is to discuss the events that have happened recently in our constructability and progressing the contract plans. Initially, the plan was to construct the bridge in two phases. Basically, we were going to temporarily widen on Route 9 by creating a solar power wagg wall just off the median so we can hold up the North bound side of Route 9 (inaudible) the whole median from the Fulton Avenue intersection all the way down to the existing pedestrian crosswalk and create temporary pavement to try to maintain two narrow lanes in both the southbound and northbound directions during construction. Upon analysis, it turns out that the cost of the solar powered wagg wall combined with the duration of construction, because we had committed ourselves to perform the construction during the summer months when school was out and traffic was light along Route 9, that basically gave us a window until the end of June to the beginning of September. It was going to require a significant amount of time to create this solar power wagg retaining wall, construct all the temporary pavement, which would have taken about a month and then begin the construction of this half of the structure (referring to a picture plan) and then repeat the process on the other side. This concept for construction was passed around the Department and then the idea was involved to take a look at a different angle of approach for construction of this structure. As you can see, the impacts on Route 9 are pretty significant. The roadway out there now is in pretty good shape and tearing up the entire roadway and the amount of time it would take and impact on traffic and cost, the Department as you know, like many other agencies, is short on money. An idea was brought to our attention that could take us from this amount of impact on Route 9 to that amount of impact on Route 9. (demonstrating on presentation screen) In order to do that, we had to be creative. This is what the plan of attach is now. On Route 9 right now, there is a 24" water main that has to be relocated, and will be relocated onto an easement on Marist property to get that out of the way first. That can be done with little to no impact to traffic because it is behind the sidewalk on the west side of the road.

Charlotte Nesbit, Project Engineer: The 24" water main will be relocated first thing in the Spring before graduation from the college and so it won't disrupt any traffic on Route 9. That will be relocated as soon as the contractor can get out there, probably in April. Once graduation is over, we will start by detouring the traffic. We will start narrowing the two lanes down to one lane and bring them through and use Beck Place as a diversion route. One lane in each direction going down Beck Place and then coming up to Fulton and two lanes going northbound on Route 9. Those coming southbound on Route 9, there will be two lanes. The left lane will be for those going to Fulton Street and the right lane will have to turn and go right to south on Route 9. Pedestrians will be detoured and, this sidewalk will be closed, they will be detoured to cross at the light, go down the left side and come over and cross at the mid-block crossing, which will remain open at that time and then go down the sidewalk on Beck Place. Cross at the walk that is on Beck Place to go on the east side and then come down to the intersection of Fulton Street and cross over to the Mall area. They will be out of the way of the traffic on Route 9 and there will be constant movement and no stop.

Scott Geiger: We must highlight the fact, that under this scenario, the intersection of Beck and Fulton as well as Route 9 and Fulton, the intersections will be modified. I also want to point out that the duration of construction is one week with the weekends on either end inclusive, so about 8 days, is what we are looking at for time to get this work done. The contract language is going

to include incentive/disincentive language and a lot of language in regard to maintaining pedestrians and keeping that traffic flowing even to the point we would require them to have flaggers during work hours. The traffic drops off substantially in the evening hours in the summer on Route 9, say 30% down to 5%. During the peak in the day, flaggers will be provided at Fulton and Beck and also the crosswalk and also at the existing main entrance to Marist. When day time deliveries occur into Marist, that will be the only traffic besides emergency vehicles that will be allowed into the Main gate. The Main gate will be closed.

Charlotte Nisbet: Of course, if emergency vehicles need to come out onto Route 9, the flaggers will stop all the traffic to allow the emergency vehicles to go to Beck Place.

Supervisor Myers: On Fulton Avenue, is there still going to be traffic?

Scott Geiger: We will be there in a second to discuss that. There will be a substantial amount of lead advertisement. We are choosing two weeks where this construction will be allowed to occur under the contract, in case of weather and we are going to pick two weeks that won't conflict with big events happening in the County, like the Fair and other events. So, the contractor is limited as to when he can perform the work. Once this goes into affect, they have the one week with weekends on either end to complete the work and we save in the neighborhood of one million dollars to do this for construction costs and we live with the impacts of traffic for that one week as opposed to three months of constant impact of traffic. We feel it's a good trade off for both the users of Route 9, the pedestrians and the construction costs.

(They used the visual presentation to zoom in and explain the program further and more clearly)

09:15-04 PRESENTATION

Goddard Development Partners In  
Regard to the Town Potential  
Recreation Center

Adrian Goddard, Goddard Development Partners, LLC: What we want to describe is what we think is a great way to get the Town Center/Recreation Center located at Casperkill. We are a commercial real estate developer and we were offered this property in the normal course of business and the most obvious use of the property is what we are here to talk about. In developing our ideas as to how to do this deal we spoke informally to a number of civic leaders. In a meeting with Supervisor Myers, we were invited to come and make this presentation. We think this transaction will show financial efficiency, it will show, from the Town's perspective, much easy mode of execution than the format that was formally proposed. Very low risk, financially and otherwise, and a tremendous amount of program control so that the Town can design exactly what uses and functions they think is appropriate for this property. We have a sheet with some bullet points I would like to distribute to you and run through. (ATTACHED TO FINAL BOOK COPY) The basic idea of the transaction is that our entity would acquire the property from Bright Horizons and we would master lease it to the Town. We would master lease it at a rate which would allow the Town to have a substantial improvement allowance to make the improvements necessary to the property. We would develop that program, at our expense, with input from the Town. We would then implement the improvements that were developed as part of that process at our own risk, with private construction providing a local

bank for the public. There would be no Town resources running construction. There would be very little other than turning the lights on. We would provide in the structure of the master lease a purchase option at fair market value to the Town at any point during the lease. The program represents a very efficient consolidation of Town offices, extension of the Police Station, from buildings which have significant ongoing issues in terms of maintenance and the needs for major expense in terms of maintaining their functionality. We had preliminary discussions with the Library Director about the Library's interest in participating on the basis of a ground lease on the property in a location tied into a plan. The other benefit of this kind of transaction to the Town would be that the Town would maintain debt control of what is the key piece of real estate that would affect the future of the Town in a lot of different ways. I have a financial analysis that I will also distribute to you. (ALSO ATTACHED TO FINAL BOOK COPY) It is substantially less expensive to go through this process in this fashion than it was under the previously studied program. Our conclusion is that in the full method I am describing that the SEI Study had a tax increase of \$72.60 per average household. This program would have an increase of \$48 and change for the same household. There would be a more modest increase in the tax rate on the non-homestead. This analysis does not, which I think is important, give any credit for disposing excess property such as potentially the Town Hall and/or the Police Station Building. Any avoidance of the major renovation that would come up in the next few years on those facilities. It doesn't consider any revenue that might come about from the summer camp program, which has been tremendously successful for a number of years and could obviously be continued, or the memberships at a drastically reduced rate. Finally, it doesn't consider any offset costs to the Library.

The Ward Association, Dick Ward, President: We are landscape architects and engineers. We've been retained by the Goddard Development Partners to work with them on the programming, planning and concept designs for the Center. With me tonight is Larry Feeley, who is the Chairman of our Architectural Division in the Company and he has been with us for 30 years, almost as long as me. He not only oversees all our architectural projects, but he also has a specialization in Recreation and Sports architecture. Chang Panzy is a certified architect who has specialized in recent years in municipal consolidation projects. New Village Town Halls and things of that sort. I am going to turn the presentation over to them because they have been doing the work on it.

Larry Feeley: It has been an exciting and interesting project for us so far. It is a pleasure to present this to you. It's a great facility and, hopefully, we can do some great justice to it for you. We are presenting to you today our first initial concepts as far as how we can go about using this facility to the best of your advantage and also just to make it more available to the community at large. This is the overall site plan. (ALSO ATTACHED TO FINAL BOOK COPY) It's based on an aerial photograph. We show the green line coming in as the main entry. It splits off to the left here, going over to the Day Care Center. The yellow area is the library location. As a stand alone structure. Then, of course, the main building. This is the first level of the building here. The yellow is the Town function. Orange is more recreational. The purple are community type spaces. Green is more ancillary functions that could or could not be used in the building. The grey areas are the standard infill structures, the main support structures for the building, locker rooms and things of that nature. What we have here is basically the area of which is now the convention/conference center where we were thinking of where to have the Town Hall mainly

located. That is about 20,000 sq. ft. of space. We do have a small entry component as far as administrative and office area when you first come in. There was also some discussion to have a secondary entrance into that facility from the other parking area where the bowling alley is on the lower level, which we show as police department. Oddly enough, it's ideally configured in a sense, because it has a separate parking area, almost, which could easily be gated off and made more secure for that purpose. You have a freight elevator in that area which would enable the Town to access, what we would consider, like an archive storage area, which right now, is commercial kitchens. You have a lot of records that need storage in your footprint. Again, the orange area is mainly recreational type spaces. We have two large gym areas. One gym area could be used more for Volleyball or that kind of activity and the other could be used for Basketball functions and things of that nature. We could add even a stage area into that, but of course, all of these are just ideas right now and they could be expanded on or reduced, depending on your needs. The purple at the top is a senior enrichment type area, which also has kitchen functions built into that. We show a small area in the entrance that could be used as a lounge or juice bar or something like that for the constituents who use the recreational facilities or even just come to visit the Town. The other purple area on the plan is a large area which could be multi-function as a meeting room, community meeting function room or having community events in that area. The recreational offices are up front, also.

Change Panzy: The senior center is really good to have and it is segregated away from the really active youth oriented area so they don't feel disturbed. They have their own little nook. It's also a very sunny spot with a lot of windows and so it is really conducive to senior activities as well.

Larry Feeley: The building also has automatically built in noise insulators by having these segregated corridors, which is another real plus for the building itself. Also, outside of that senior area, there is some real nice terrace work going on and so those functions could move out to the outside very easily. The lower level, with the Police, we have this 19,000 sq. ft. which we found would be ideal for the police. The remainder of the lower area here is more recreational facilities. We could repurpose some of the spaces for classrooms. Maybe some night education, BOCES type events and things of that nature. There are some aerobics rooms in there already and some two racket ball courts. We would upgrade the lifeguard area for the outdoor swimming area. There are locker rooms there also. The next drawing is mostly just a 3-D to give you more of a feel for the space itself. You would have a nice facility here where you would have a lot of interaction with the community. I think it would be a real plus for you.

Change Panzy: Everything is consolidated into one building and it would be efficient for conserving energy. Another beauty of this building is there are so many different exterior entrances. The building is in pretty good condition and so a lot of improvements wouldn't need to be made. When planning this also, we are trying to, lay out the space and planning is to try to reuse a lot of existing building elements. So, not a lot of improvements would need to be made.

Larry Feeley: The building is broken up enough so that the Town Hall will actually have an identity within the building itself, even though it is one big building, you can easily pick out the pieces because of the way the building is designed.



Dick Ward: In respect to the construction, one of the beauties for the Town is that it's not going to be an open ended process. This program will be "costed" and then it will be executed for that cost. The risk is nonexistent for the Town. We will be obligated to provide whatever the scope of work is at a pre-stipulated cost. You are only obligated to pay rent, in any case. Just to conclude, we think this is a very exciting opportunity and I hope you guys agree that this is a good path to go down. Obviously, we need some indication that we are going down the right path at this point and I think the real estate is at a point where this property can be acquired very cheaply. The replacement cost of this facility is probably three or four times what the price we would be paying for it is. I think this would be a unique opportunity.

09:15-05 PRESENTATION

METRO North – Bridge Street Bridge

Mark Mannix, Senior Director of Corporate & Public Affairs for Metro-North Railroad: I have with me tonight also, Ziona Rubin, Project Manager, Mark Pawlick, Lochner Engineering, and Ron Bodacary, Director of Engineering. We are here tonight to just update you on the progress on replacement of the Bridge Street Bridge in the Hamlet of New Hamburg at the New Hamburg Train Station. It's an overhead bridge structure that currently has restrictions on it as far as the weight of it. This is a project that is currently in design. We have been working with the Town and beginning the dialog in 2008 with the Town as well as back in the summer of 2008 we had a public information meeting at the yacht club on the project when we were in the early stages of design. We are getting close to finishing design now and looking towards construction. I just want to point out that we are going to go over the scope to schedule the improvements and also some of the aesthetic improvements that we have made based on the approval we received as well as some of the other benefits including replacing the water main on the bridge, which this project is going to provide to the Town. I want to just start off with one key ingredient to any project, and that is the funding part. The bridge itself, there is a share of responsibility for the bridge between Metro North and the Town of Poughkeepsie and that's under the New York State Railroad Law. There is a share of responsibility on the maintenance of that bridge. As far as the replacement of the bridge, we are looking at earmarking the funding for this construction project in 2012, we are finishing design now, and the funding we obtained is through New York State Department of Transportation. We have done similar bridge projects elsewhere working with the New York State Department of Transportation, but I think it is really important to point out that every step of the way as we do this project, we have to coordinate with the New York State Department of Transportation and get their sign off and approval. So, it is a process working with them on other bridge projects. The construction, 80%, is going to be funded through federal funding they have obtained and minister out though the State and Metro North will be funding the 20% local share and so there is no obligation on the Town as far as any of the costs incurred in the construction of this bridge and I have to point out, too, that State Senator Steve Saland provided State funding towards the construction of this project.

Ziona Rubin: I will be the project manager during the construction. As Mark had mentioned, the project is basically revolving around getting the New York State DOT funds. They provide 80% of the funds and because they had allocated this project to commence construction in the 2012 Federal Fiscal Year, that means you can get the funds obligated in October 2011. Based on that date, we move backwards and make sure that everything is in place in order to be ready when the funds are ready. If we can finish before, maybe that would be an opportunity in case

there is stimulus money or anything else, but we would like to be ready so that when the funds are available we can go and move on to construction. At this point, we are at the 90% design. We are finishing the 100% design, but we have to submit the plans for the Department of Health approval for the water main on the bridge. At the same time, we have right of way acquisition that we have to finish in order to put it in place before we submit all the 100% design to the State. The 100% design is the big package that has to include the design drawings, the specification, the estimate, any agreements that we have with the Town and all the documentation, including the right of way. Once this package is complete, we submit it to the State for their review. Once the review is approved, this is when the Federal Funds are obligated and we can get an OK from the State to advertise the bids. We advertise the bids. It usually takes about five months to award the contract and start the construction. Once the award is given to the low bidder contractor, this is when the construction commences and the duration is for 18 months.

Councilman Eagleton: That seems like 18 months is a long time to replace that bridge.

Ziona Rubin: We are replacing the bridge completely. We are replacing the abutments, building a new pier, building a new super structure as well as substantial work on the approaches and since we are depending on New York State to fund it, you can never ever time it to get the full construction season. So, if the bid is awarded, not at this date, but later on, there is certain concrete work you can not do in the winter.

Councilman Eagleton: What prompted the replacement of the bridge?

Ziona Rubin: The bridge is deteriorated.

Councilman Eagleton: Well, can we wait until then to get this?

Ziona Rubin: Yes.

Mark Mannix: I also want to point out that the replacement of the bridge is going to take place above an active right of way. So, that is something that we have to sequence the work while trains are still running right below that bridge.

Mark Pawlick: A lot of this I know we presented to the Town Board in past meetings and there really hasn't been a lot of things that have changed. I'm going to give just a summary, however, where we are now in case there are any questions. This is an overview - (Referring to a chart) the bridge is in the lighter grey here. Because of the clearance issue that is required for this class of a railroad, we have to raise the bridge and in part of raising the bridge, we did have some approach work. The approach work profile was fairly limited, but, we had some drainage work and so we had to extend the paving limits a little bit because of the drainage work. I think the Town reviewed these plans at 60% and we responded to all the comments we received from the Town at the 60% level and one of those comments was, "Can we extend the paving a little bit further down into Main Street to take care some of the other work that would have been covered by the storm sewers. We went back to the State to approve that change. We revised the design approval document and got that changed and integrated into the contract. So, the paving limits

have been extended down into Main Street a bit. Naturally, with the replacement of the bridge, the existing bridge is a little bit narrow with current standards. There is a sidewalk on the south side of the bridge, which is very deteriorated so the new bridge will be replaced with the standard width of lanes and the sidewalk will be replaced on the north side of the bridge. It has been our observation that most of the pedestrians tend to walk around the block and everyone seems to be on the north side of the bridge. The sidewalk will basically run from Stone Street to Lawson Road across the bridge. As Ziona mentioned, there is an existing water main that is supported on top of the girder of the bridge on the south side and that is the only water feed into the hamlet of New Hamburg and it has to be maintained at all times. So, our plan to do that are the same plans as all along, except the details have now been developed. We will tap into the existing main near Lawson and into the main on the other side of the road and we will run a temporary 12" water main on the temporary bridge across the tracks in the parking lot and move flow into that new temporary water main and then that will allow demolition of the existing bridge and construction of the new bridge. Once that is done, we will replace the permanent water line relocation which will be hung just underneath the deck of the north side of the bridge. We thought it would be best to put the water main under the bridge as sort of an aesthetic thing and also it would keep the water, snow and icing of the water main so there would be no icing and dripping and that type of an issue. The existing drainage in the area, altogether, is not well defined and so early on we had the concept to run the drainage down Bridge Street and tie it into some existing catch basins that are right here on the corner of White Street, which then leads right out to the river and on the east side of the bridge we are going to collect the water here and then run it down and tie it into the existing storm drain here on Main Street and then run it into the Metro North drainage system in the parking lot and then out to the river. So, all the drainage will be handled much better in a closed drainage system on both sides of the bridge. Because the bridge will be out, we have a detour plan to be across Reed Road and would signed appropriately and it has all been run through your Police Department and the Traffic and Engineering and everybody is basically set on the date for it.

09:15-06 DISCUSSION

2011 New Years Day Holiday

Supervisor Myers: This deals with issue that Jim Wojtowicz raised that the 2011 New Years Day Holiday, December 31<sup>st</sup> 2010 is a Friday and so if we decide to celebrate it on Friday, then we have twelve holidays in 2010 as opposed to moving it into Monday 1<sup>st</sup> of January, 2011.

The Board decided to make it for Monday the 1<sup>st</sup> of January to celebrate.

09:15-07 AUTHORIZE

Special Consent Items SC 1

#### RESOLUTION

BE IT RESOLVED, that the Town Board of the Town of Poughkeepsie does hereby grant Special Consent to the following items; to wit:

SC 1

Tucker Drive Sewer Line Extension

AND BE IT FURTHER RESOLVED, that upon the objection of any member of the Town Board, an item may be removed from the list and voted on separately

SO MOVED: S. Eagleton/J. Conte

CARRIED: 5-0

09:15-SC 1

Kevin Donahue: Municipal Code Consultant: This is Tom Dyal, owner of CryoWeld and owner of 1014 Tucker Drive. We were here in May requesting your assistance in doing capital improvement on a private sewer line. The existing sewer line runs under Friendly Lane, which is the old Franks Nursery, and there is a legal issue that has been raised and don't have now deemed legal sewer service and so we came to you looking for a permit for a manhole located in front of 2 Tucker Drive where four properties currently in the Arlington Sewer District drop into that man hole and go under the Frank's Nursery Building and so we came up with the proposal of going from the main hole to the Arlington Sewer Main as part of the Arlington Sewer District, he would take on that ownership. We would ask that Town perform the Map, Plan and Report to which Mr. Dyal has offered that he would set a bond and a capitol improvement that he would pay back over a number of years. One of the issues we have, of course, is when we contacted the other owners, what is fair and what is not fair, how much they pay and, actually, the other property owners are not in the position that Mr. Dyal is in, because of course, Mr. Dyal is looking to move his business to 1014 Tucker Drive and is being held up for site plan improvement until we get this resolved.

Supervisor Myers: I think everybody received a letter from the Engineer about this. The only action we need to do is to have a resolution next week approving this Map, Plan and Report so that we can go forward. The properties are in the Arlington Sewer District. It's not like we have to do a line revision or anything special there. We just have to make the resolution for the next Board meeting so it can go forward and they can go forward.

Councilman Conte: I have spoken to Don about it and he's ok with it.

Supervisor Myers: We have had several meetings and that's how we know that this is really all in the Arlington District.

Town Attorney Hagstrom: It's a special district. It's a sewer district, but you have to have the Map, Plan and Report whether you are doing an extension in the Arlington Sewer District or what. If there is a vote that turns it down, then that issue is a Town Expense and you won't have a bond, because you won't have a bond until the District is one, but you have to have a Map, Plan, and Report in order to start.

Supervisor Myers: Yes, we are not creating a sewer district, they are in the sewer district, and we just have to authorize the Map, Plan and Report. There is no vote, just a Map, Plan and Report. Don Beer has a map and so we've seen the map and the lot lines, etc. So, with the Board's permission, we will put this on for next week's meeting for the Map, Plan and Report.

Board gave permission to put on next week's meeting agenda.

Motion made to suspend the rules for public speaking: Supervisor Myers/T. Tancredi

CARRIED: 5-0

Ann Shershin: I have two questions pertaining to the proposed Town Hall/Recreational Facility. The first question is, the \$4.87 million that they were talking about for renovation costs, is that also going to include the repairs that were from the previous survey taken of the building, such as the roof, electrical and furnace. Will those items also be included in that amount of money?

Supervisor Myers: I think that's what we are supposed to assume, but, we just saw these numbers tonight, Ann, so, I truly don't know.

Ann Shershin: My second question is, will they continue to pay property taxes while the Town leases this facility from them to use? Because, this is in the Spackenkill School District, and this is one of our largest properties on the tax rolls and if that is taken away, It's an impact on the rest of us. Not only would there be an increase on the Town to do this, but also another increase from the School District making up for missing funds from there. Frankly, in the eleven years we have had our house here, our taxes have doubled and it's getting very, very difficult out there.

Supervisor Myers: Good question.

Victoria Powell: In reference to the Casperkill thing. I guess I'm a little confused because I thought we've been through this before and then it was kind of voted down, and now it's back again. What I'm wondering, if the Town does go forward with this and the Town decides to move into the big facility, what's going to happen to all these other buildings that we own?

Supervisor Myers: I think this is the first the whole Board has heard any of this and so I don't think we have had any opportunity to discuss any of these side events. It is something we are all concerned about, but we haven't been able to look into it yet. This was our first overview of stuff we got tonight, we've had no chance to look into anything as of yet.

Doreen Tignanelli: I wasn't clear in there about the Library. Does the increase in tax include potential library?

Supervisor Myers: No. That would be their own budget.

Doreen Tignanelli: Spoke on the Arlington Fire District Budget and the importance of attending their meetings.

Motion made to resume the rules: Supervisor Myers/S. Krakower

CARRIED: 5-0

## COMMITTEE REPORTS

- |                           |   |
|---------------------------|---|
| 1. FINANCE:               | Councilman Krakower: No Report  |
| 2. FIRE ADVISORY          | Councilman Eagleton: No Report  |
| 3. GOVERNMENT OPERATIONS  | Councilman Conte: No Report   |
| 4. LAND USE & PLANNING    | Councilman Krakower: No Report  |
| 5. PERSONNEL              | Councilman Lecker: Absent   |
| 6. RECREATION             | Councilmen Cifone: Absent   |
| 7. SENIOR CITIZENS        | Councilman Tancredi: No Report  |
| 8. TECHNOLOGY & EQUIPMENT | Councilman Eagleton: Mark Fink gave me another idea before he went on vacation, when he comes back we will discuss it regarding the audio system. |
| 9. WATER, SEWER, HIGHWAY  | Councilman Lecker: Absent   |

Motion made to close the meeting: Supervisor Myers/T. Tancredi

CARRIED: 5-0

MEETING CLOSED AT 9:15 PM

SJM:lkm