

TOWN OF WILTON

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Susan Baldwin, Town Clerk

REGULAR TOWN BOARD MEETING-August 6, 2026

The town board meeting for the Town of Wilton on August 6, 2026 was called to order at 7:00 p.m. by Supervisor Sturm

PLEDGE OF ALLEGIANCE

Supervisor Sturm opened the meeting, and those present recited the Pledge of Allegiance to the flag of the United States of America.

ROLL CALL

Roll Call by the Town Clerk showed the following board members present:

Toni Sturm-Supervisor

Connor Rohan-Councilman

Erinn Kolligian-Councilwoman

Ray O'Connor-Councilman

Joe Keneally-Councilman

Also present was Ryan K. Riper, P. E., Director of Planning and Engineering, Maria Moran, CPA, Comptroller and Mark Schachner, Town Counsel.

Public Comment

Good evening. Kristyn Allen, 714 Wilton Gansevoort Road.

For the public record, my previous remarks on this matter can be found in the November 6th and April 2nd Town Board meeting minutes.

Thank you to the Board for your 5-0 vote to authorize Supreme Court action this past March. Supervisor Sturm, thank you for your attention to this matter, and Deputy Supervisor Rohan, thank you for the leadership and advocacy you've shown. For more than two years now, I've been hoping someone within Town Hall would step forward, sustain that engagement, and see this matter through.

Tonight, I must address three preventable failures on the part of Town counsel—a taxpayer-funded vendor of this Town. There have been two Town Court case dismissals: one for incorrect code citations, and another because counsel failed to appear. A

Supreme Court appearance was adjourned because counsel failed to ensure the defendants were served, and that failure wasn't discovered until the day before Court. Responsibility for timely service lies with Town counsel.

Prior to filing, counsel explained that an attorney with extensive Supreme Court experience would lead this case, and yet the result was an additional eight-week delay.

These failures did not originate with the Court, nor the defendants. All three were caused by the Town's own counsel.

These failures were not followed by a sense of urgency, despite the septic-related health, environmental, and property burdens already at stake.

These failures by retained professionals undermine the Town's credibility and capacity to protect its residents. It is residents who bear the consequences—especially when the Town has already deemed legal action necessary.

These failures are not merely administrative—they have real human consequences. They prolong harm, diminish quality of life, erode public confidence, contribute to escalating non-compliance, and leave residents living with uncertainty—as I have been for years.

Given this documented pattern of failures in a single code enforcement matter, it is reasonable and prudent to question the effectiveness, responsiveness, diligence, and professionalism of the Town's legal services. These services are provided by Miller, Mannix, Schachner, and Hafner—a law firm specializing in municipal law.

I respectfully request that the Board conduct a performance review to determine whether this service is providing the value and results Wilton expects, or whether alternatives, including hiring in-house counsel, would bring the competent, proactive, dependable, accountable, and professional representation this Town deserves. Thank you.

Franklin Mead of 24 Palmer Terrace appeared before the board. He first requests that his public comment letter from the previous month be included with last month's minutes, and that the letter he delivered today be included with this month's minutes. He explains that last month he spoke about the Carr–Jones project and argued it should include traffic calming to address speeding vehicles. He asks why, if traffic calming was cited in the town's comprehensive plan for this area, it was not implemented.

Mr. Meade draws a distinction between a true traffic calming project, which uses road geometry to actively reduce operating speeds along a corridor, and a traditional intersection improvement focused on vehicle capacity with pedestrian safety features added on. He explains that true traffic calming uses compact, tight road geometry to physically force speeding cars to slow down, not just in the intersection itself but on the

approaches to it. He notes that to address speeding, the town's comprehensive plan calls for traffic calming in this planning area. He says the traffic study for the location even recommended a mini roundabout at Northern Pines and Carr. However, after reviewing some of the town's official project records, he believes there is a serious disconnect between what town policy mandates and what is actually being built.

According to Mr. Meade, the town's original request for qualifications sent to engineers did not request traffic calming; instead, it only asked for a traditional vehicle-capacity roundabout. He says the engineers' proposal contains no discussion of traffic calming for this project and that they simply designed what was requested. He argues that while the town may claim it incorporated traffic calming by adding sidewalks and flashing crosswalk lights, that is not accurate, because traditional roundabout design and added pedestrian features are not the same as traffic calming. He points out that features like flashing lights do not force a car to slow down and are often used on roads that are already dangerously fast, where drivers need extra advance warning. He notes that bump-outs are one of the most obvious traffic calming features to protect pedestrians, but that they are missing from this design.

Mr. Meade concludes that the town ignored its own planning documents and refused to consider a compact, traffic-calmed layout. Instead, he says, the engineers were compelled to design a bloated, highway-scale footprint that prioritizes capacity over speed reduction and safety. He notes that the former supervisor signed off on the SEQR form stating that the project is consistent with the adopted plan, yet he believes the engineering contracts clearly show that an oversized, car-centric highway junction was solicited. He asks the current board to pause the project and instruct the engineers to design the compact, traffic-calmed layout that he believes the community was promised. He then thanks the board, and they thank him in return.

Following his comments, members of the board engage Mr. Meade in discussion to better understand his technical concerns. Deputy Supervisor Rohan notes that it is helpful to have someone look deeply into long-running issues, mentions he had seen a post on Nextdoor outlining some of these points and asks Mr. Meade what kind of engineer he is. Mr. Meade replies that he is a civil engineer working in general municipal engineering, not highway design.

Deputy Supervisor Rohan said his understanding of the project, emphasizing that he was not on the board when it was first conceived. They describe it as a significant, 100-foot roundabout that can accommodate tractor-trailer traffic, and observe that this does not sound like a "mini-roundabout." Mr. Meade notes that there is an entire chapter in the state highway design manual devoted to traffic calming, which appears just before the chapter on roundabouts. He says he has not yet reviewed all the basis-of-design materials or final construction documents, which he understands are still with the engineers and have not yet been submitted to regulators for review.

Mr. Meade then explains that in a traditional highway design approach, engineers look at speeds and intersection level of service and maximize capacity accordingly. Traffic calming, by contrast, allows designers to select a lower operating speed than they otherwise would, explicitly to avoid oversized infrastructure that can worsen speeding. He notes that this was the main point of his letter from the previous month. Deputy Supervisor Rohan responds that, according to their own reading of Chapter 25 of the design manual, single-lane roundabouts are considered a suitable traffic calming feature and that this project is a single-lane roundabout of substantial size. From that perspective, Deputy Supervisor Rohan said the design appears to be recognized as traffic calming, even if he is not a highway engineer himself. He explained that, as someone not deeply versed in this field, the manual suggests a strong connection between a single-lane roundabout of this type and traffic calming, and they are trying to reconcile that with Mr. Meade's contention.

Mr. Meade replies that the project still lacks the most obvious traffic calming features. He argues that, if the town wants to get the most value out of its projects, it should address traffic speed through the very projects it undertakes. Deputy Supervisor Rohan notes that they would like to do something about Northern Pines as well, and that this will be discussed later in the meeting. He then attempts to clarify Mr. Meade's main point: that while the New York State Department of Transportation design manual may classify a single-lane roundabout like this as traffic calming, Mr. Meade believes there is more that can and should be done. Mr. Meade agrees, explaining that an intersection is a single node, and that while the engineers may be ensuring traffic is calmed at that one point, a true traffic calming approach would introduce horizontal deflection and other features on the approaches to slow vehicles before they reach the roundabout. He suggests that cars should not be able to approach the roundabout in a nearly straight line at speed. When asked directly whether he is asking to redesign Jones Road prior to the roundabout, Mr. Meade clarifies that he is asking for reconsideration of how the intersections could be designed within a traffic calming framework.

Deputy Supervisor Rohan responds that his understanding has been that the roundabout itself is the traffic calming measure. Deputy Supervisor Rohan adds that when Mr. Meade earlier suggested that the use of flashing lights signaled insufficient traffic calming, it should be noted that the lights were requested by Councilwoman Kolligian, not by the engineers. Councilwoman Kolligian explains that she herself requested the flashing lights so children could safely cross, similar to Lake Avenue, where pedestrians use push-button-activated flashing lights.

Mr. Meade replies that he supports reducing crossing distances by using bump-outs, which can be more protective for pedestrians than simply relying on flashing lights. He explains that even with lights, pedestrians may still have to cross a wide span of pavement—perhaps 50 feet instead of a shorter, more manageable distance. Deputy

Supervisor Rohan answers that he is not an engineer but that safety has been a priority, and during the early meetings they trusted professional engineers to recommend what was appropriate. They repeat that it is not that flashing lights are a sign of failure; rather, in this case, they were specifically requested for safety.

Mr. Meade notes that flashing lights can work, but they are often used because driver speeds are high enough that additional warning is needed far in advance of a crossing. He says that if traffic speeds were lower, a bump-out with a pedestrian waiting closer to the travel lane might provide better safety outcomes. Councilwoman Kolligian compares the situation to Lake Avenue, which has a 30 mile-per-hour limit, dropping to 15 miles per hour during school times, but where drivers do not always obey those limits. The lights there are used so people can cross into East Side Recreation, and these are the same type of flashing pedestrian beacons.

The discussion turns to traffic speeds and project limits. Ryan Riper, Director of Planning and Engineering, was asked for his perspective. Mr. Riper explains that the posted speed in this stretch is 40 miles per hour, and that while a prior study noted an 85th percentile speed of 51 miles per hour, that higher measurement was taken on a different, more northern section of Northern Pines. At the project location itself, the measured 85th percentile speed is around 43 miles per hour, and there is already some horizontal curvature in the road. Mr. Riper notes that the traffic engineers involved have designed numerous roundabouts across the state and are familiar with the relevant rules and regulations. He clarifies that while an earlier traffic study in 2015–2016 recommended a mini-roundabout “if feasible,” that requirement was not carried directly into the design contract. The earlier traffic study recommendation is distinct from the later engineering work that produced the current 100-foot single-lane design.

The conversation at this point reflects Mr. Meade’s desire for a more aggressive, corridor-wide traffic calming design and the town’s reliance on standard roundabout design practice and the advice of its engineers. The board listens, asks clarifying questions, and references the state design manual as they try to balance traffic safety, engineering standards, and the commitments made in town planning documents, while also acknowledging past decisions and prior approvals.

Steve Bederian offers an anecdotal observation as a bicyclist on Jones Road near the Forest Grove roundabout. He explains that before the roundabout was constructed, vehicle speeds along Jones Road were excessive. After the roundabout was installed, he noticed a clear reduction in speeds, even at Jody Lane some distance away. He and others bicycle through the area regularly, and the difference in speed has been noticeable. He presents this as an observation rather than a technical study

Jim Deloria of 15 Thunder Run, speaks next. He notes that while he is not an engineer, he works for an engineering firm and has been involved in many roundabout projects. He explains that he came to the meeting because of social media posts and the confusion

he sometimes sees online between facts and misunderstandings about town projects. He emphasizes one key point he wants the board to keep in mind: the design for the Northern Pines–Jones project is now in the hands of the New York State Department of Transportation. DOT will review the design before releasing money for construction, and if DOT believes more horizontal deflection or additional traffic calming elements are needed, they will require the town to comply as a condition of funding.

Mr. Deloria explains that the Jones Road–Forest Grove roundabout is, in fact, a mini-roundabout. As an example of how driver behavior can differ from design intent, he notes that, as an experiment, he has been able to drive straight through the deflection points there without turning the wheel much, showing that some people will always try to “cheat” the geometry. He emphasizes that many of the speeding problems being discussed are enforcement issues, not strictly design issues, and that no design will completely prevent reckless drivers from behaving badly. He argues that the town needs these roundabouts for safety, citing fatalities at the relevant intersections and the heavy bus traffic carrying children. From both his professional and personal perspective, he believes there is no reason to delay the project further for additional redesign. He expresses confidence that DOT will insist on any needed changes and therefore sees no justification for pausing construction. He thanks the board.

Minutes

On a motion introduced by Councilman O’Conor, the board adopted the following resolution:

RESOLUTION #191

NOW, THEREFORE, BE IT RESOLVED, to approve the minutes from the July 2, 2026 meeting, as typed.

The adoption of the resolution was seconded by Deputy Supervisor Rohan, duly put to a vote, all in favor. The motion passed 5-0.

Building Department Fee Amendments

The board then turns to a proposed amendment to the town code related to building department fees, noting that two items require a public hearing. These items arose from a typo in what was previously approved at an earlier hearing, so the board must set a new hearing date to correct the error.

On a motion introduced by Councilwoman Kolligian, the board adopted the following resolution:

RESOLUTION #192

NOW, THEREFORE, BE IT RESOLVED, to set a public hearing for the proposed Building Department Fee amendments on September 3, 2026 at 7:00 p.m.

The adoption of the resolution was seconded by Councilman O'Connor, duly put to a vote, all in favor the motion passed 5-0.

Transfer of Development Rights (TDR)

Joe Dannible from Environmental Design Partnership presents on behalf of Forest Grove LLC and Belmonte Builders, with Peter Belmonte present. He explains that Wilton Woods is an already approved 20-lot subdivision on Edie Road, consisting of two cul-de-sacs and approximately 60 acres of forested land. Building Wilton Woods as currently approved would require clearing roughly 30 acres of trees, constructing several thousand linear feet of new road, and installing additional stormwater, sewer, and water infrastructure that the town would have to maintain.

Mr. Dannible explains that the proposal is to transfer the 20 units of development from Wilton Woods to the existing Forest Grove subdivision, which already has roadways and utilities in place. If the transfer is approved, the entire Wilton Woods parcel—about 60 acres—would be preserved in perpetuity as town-owned open space, effectively “forever wild” with no new roads, homes, or clearing. He notes that this would avoid the loss of mature forest and additional maintenance burdens on the highway department.

He then describes Forest Grove’s current approval for 421 lots and shows which sections would be modified if the 20 transferred lots are added. In Phase 3A, a portion of the plan would be changed from all smaller single-family lots to a mix of single-family and townhomes, increasing that phase from 35 to 42 lots and gaining 7 units. In Phase 3B, the layout would similarly be adjusted, adding a mix of smaller single-family lots and townhomes, increasing from 53 to 66 lots and gaining the remaining 13 units. In total, the 20 units originally approved at Wilton Woods would be absorbed within Forest Grove without requiring new roads or additional clearing there.

On a broader open space map, Mr. Dannible shows how the proposed dedication of Wilton Woods integrates with other town-owned parcels. The yellow areas represent Forest Grove and Wilton Woods; the blue area is the previously donated Picket parcel; and other green areas existing town land. When overlaid with red state-owned parcels, the map shows a contiguous corridor of preserved land stretching from Edie Road through town parcels and state lands, ultimately tying into the Calvary/Geyser area trails. He argues this represents a significant opportunity to expand connected greenways and recreational access from the eastern side of town across to the west, while consolidating housing where infrastructure already exists.

He concludes by noting that they are not asking the board for final approval that evening. Instead, they are seeking a referral of the application to the town planning board and the Saratoga County Planning Board so those bodies can review the proposal and submit recommendations back to the Town Board.

On a motion introduced by Councilman O'Connor, the board adopted the following resolution:

RESOLUTION #193

**NOW, THEREFORE, BE IT
RESOLVED,** to refer the transfer of
development rights (TDR) in Wilton
Woods to the Wilton Planning Board
and the Saratoga County Planning
Board.

The adoption of the resolution was
seconded by Councilwoman
Kolligian, duly put to a vote, all in
favor the motion passed 5-0.

Proposed Sign Code Amendments

Deputy Supervisor Rohan explains that, based on concerns raised at the last meeting, staff reviewed whether the proposed changes would affect billboards. He reports that the amendments under discussion apply only to temporary signs, not permanent structures like billboards. Billboards are already prohibited elsewhere in the code, and existing ones are treated as nonconforming uses.

He then summarizes the substantive change: reverting commercial sign size back to 32 square feet—the size currently in the code—and addressing timing issues for how long certain temporary signs, such as construction signs, may remain in place. The earlier

proposal had created confusion about duration. The revised language allows construction signs to remain until 180 days after issuance of a final certificate of occupancy for the associated project, or six months, whichever is longer. This is intended to avoid hindering builders or property owners who still need to market space and tenants.

Councilwoman Kolligian said she thought she saw a limit of one construction sign and asks whether that changed. Deputy Supervisor Rohan clarifies that he did not alter the number of allowed signs; only the size and time parameters were refined. Another member notes that the underlying 32-square-foot limit and six-month provision already existed; the concern raised previously was more about cleaning up the timing rules than imposing new restrictions.

Town counsel explains the legal standard for whether a new public hearing is required when changes are made to a proposed local law after an initial hearing. He says a new hearing is required only when changes are “material.” There is no strict percentage test; rather, it is a matter of whether a reasonable person would view the alterations as substantial. If the board made drastic changes without another hearing, someone could challenge that decision in court, but only if the changes were wildly different in scope. In this case, he notes, the changes appear modest, and the board is not legally compelled to hold another hearing, though it may if it wishes.

Councilwoman Kolligain compares this to another agenda item—number five—where the changes were also minor but another public hearing was scheduled. They are trying to understand the difference. Town counsel reiterates that it is ultimately a discretionary judgment call. Deputy Supervisor Rohan then suggests that, given the level of public interest and prior contention on the sign topic, he is comfortable scheduling another public hearing simply to be thorough and transparent, especially since the effective date of the law is not immediate and there is time.

Supervisor Sturm notes that fee changes in a previous proposal had increased minimum charges from \$50 to \$150—a tripling—so one could view that as significant, even if the text edits seem small. Deputy Supervisor Rohan points out that because of such sensitivities, he favors erring on the side of an additional hearing.

On a motion introduced by Deputy Supervisor Rohan, the board adopted the following resolution:

RESOLUTION #194

**NOW, THEREFORE, BE IT
RESOLVED**, to set a public hearing
for the proposed sign code
amendments on September 3, 2026
at 7:01 p.m.

The adoption of the resolution was seconded by Councilman O'Connor, duly put to a vote, all in favor the motion passed 5-0.

Resignation-Zoning Board of Appeals

On a motion introduced by Councilman O'Connor, with regret, the board adopted the following resolution:

RESOLUTION #195

NOW, THEREFORE, BE IT RESOLVED, to accept the resignation of Kelsey Mannix from the Zoning Board of Appeals.

The adoption of the resolution was seconded by Deputy Supervisor Rohan, duly put to a vote, all in favor the motion passed 5-0.

Appointment-Board of Assessment Review

On a motion introduced by Councilwoman Kolligian, the board adopted the following resolution:

RESOLUTION #196

NOW, THEREFORE, BE IT RESOLVED, to approve the appointment of Nick Collins to the Board of Assessment Review for a term of 8/6/2026-12/31/2030.

The adoption of the resolution was seconded by Councilman O'Connor, duly put to a vote, all in favor the motion passed 5-0.

Multi-Use Path on Northern Pines Road

The board then discusses the possibility of a multi-use path on Northern Pines Road. Supervisor Sturm emphasizes that this is a preliminary discussion only, not a vote. Deputy

Supervisor Rohan begins by clarifying that Northern Pines is a county road, so the town itself does not have direct jurisdiction to change the roadway. However, he notes that Northern Pines—and possibly Jones Road—are among the roads he hears the most concerns about from residents, particularly regarding pedestrian and bicyclist safety and speeding near Stewart's and in nearby neighborhoods.

Since the town cannot unilaterally alter a county road, Deputy Supervisor Rohan explains that the idea is to work cooperatively with Saratoga County to explore building a multi-use path along Northern Pines. Such a path, he says, could provide a safe, ADA-accessible corridor for pedestrians, bicyclists, and other non-motorized users, without placing maintenance responsibilities on adjacent homeowners in the way sidewalks often do. Instead, the town and county would share responsibility for maintenance, and the town would seek grant funding to be fiscally prudent.

He stresses that he is not proposing final design or committing to a particular alignment that evening. Rather, the first step would be to undertake a feasibility study, ideally in partnership with the county, to answer questions about route, cost, and design, and to explore potential grant opportunities. He notes that the town has already funded a feasibility study to connect the Carr Road roundabout to Worth Road and Graphite Range Road, and this Northern Pines idea would complement that effort.

Councilwoman Kolligian agrees that the concept may be worthwhile and commends the approach of talking with the county first. She emphasizes the need to clarify the scope: How far would the path extend along Northern Pines? Would it run only from Traver Road to Ballard Road, or would it focus on the heaviest-use, highest-risk stretch from Carr Road down to Stewart's? She points out that no matter which side of the road the path is on, some residents will be closer to it than others, and issues like crosswalk placement will have to be thought through carefully.

Deputy Supervisor Rohan responds that the proposed resolution, once refined, would not lock the town into a specific alignment. Instead, it would establish that the Town Board supports a multi-use path in principle, authorizes the supervisor to advocate with the county, allows staff to begin seeking funding opportunities, and directs exploration of an intermunicipal agreement. The detailed questions Councilwoman Kolligian is raising—exact routing, crossing points, tie-ins to existing networks—would be addressed through a formal feasibility study and subsequent design work, done in collaboration with the county and informed by public input.

Councilman Keneally notes that the Northern Pines path idea aligns naturally with the Worth Road feasibility study, which aims to connect Jones Road to Graphite Range. A Northern Pines path could integrate into that network, creating a broader connected

system of safe routes. He supports exploring the idea while refraining from a rushed resolution until the county has been consulted.

The board generally agrees that this is the right sequence: open the discussion publicly, consult with the county, and then, if there is mutual interest, return with a more specific resolution and strategy.

Town Hall Complex Fuel Station

Maria explains that the town currently maintains an on-site fueling station with above-ground diesel and unleaded tanks. The system is used by town departments and by several outside agencies that have been granted permission to fuel there. Fuel is purchased through the New York State Office of General Services (OGS) contract, which provides relatively stable, state-negotiated pricing. Outside users are billed for the fuel they consume, offsetting a portion of the town's overall cost.

Maria notes that in recent years, maintenance and repair costs for the aging system have escalated, especially when major components fail. In 2022 and 2023, planned repairs and upgrades totaled between \$120,000 and \$130,000. To get a realistic picture, she did not simply take a single year's costs; instead, she used a five-year average of repair expenses, which came to about \$27,000 per year. She then rounded that up to \$30,000 to conservatively include insurance, fuel management software (about \$600 per year), and administrative costs associated with billing outside agencies and reconciling accounts.

According to her analysis, the town's gross annual fuel cost through OGS pricing is approximately \$163,000. After billing outside entities for their share of fuel, the net cost to the town is about \$100,000. Adding the \$30,000 five-year average for maintenance, insurance, software, and administration yields a current annual total of about \$130,000.

Maria then factors in that roughly 40 percent of the fuel pumped is used by outside agencies. Historically, the town has not charged them for any portion of the maintenance and infrastructure costs—only for the fuel itself. She suggests that if the town begins proportionally billing those agencies for their share of repairs and system overhead, the town's net burden could be reduced further. However, she also notes that the station will require additional upgrades in the near future, including new monitoring probes and fire suppression improvements, estimated at around \$25,000 combined. When those future capital costs are amortized into her five-year average, the town's annual cost estimate rises to about \$133,000, even after allocating some costs to outside users.

She then compares this to the alternative: shutting down the town's fueling operation and instead having town vehicles fuel at local retail stations using the WEX card program, which is a state bank-card contract used by some agencies. Under that arrangement, the town would buy fuel at retail pump prices, minus a tax exemption and a 1.7 percent WEX discount. However, retail prices are significantly higher and more volatile than the OGS

contract prices the town currently pays. Using recent data, she calculates that for the same volume of fuel, the annual cost if the town relied on retail pricing through WEX would be around \$172,000. The difference between the two options—maintaining the fuel station with cost-sharing versus closing it and using retail fuel—is roughly \$39,000 more per year for the retail option, based on today's prices.

Maria also notes that decommissioning the fuel station itself carries a one-time cost. If the vendor handles full decommissioning and removal, the quote is approximately \$73,000. If the vendor only disconnects the system and the town manages the cleaning and disposal or resale of tanks and equipment, the cost is about \$18,000, though that assumes the

From there, the board shifts to another infrastructure topic: the town hall complex and whether to decommission the town's on-site fuel station. Supervisor Sturm asks Maria, the town's financial officer, to summarize the extensive cost analysis she has done.

Maria explains that the town currently maintains an on-site fueling station with above-ground diesel and unleaded tanks. The system is used by town departments and by several outside agencies that have been granted permission to fuel there. Fuel is purchased through the New York State Office of General Services (OGS) contract, which provides relatively stable, state-negotiated pricing. Outside users are billed for the fuel they consume, offsetting a portion of the town's overall cost.

Maria notes that in recent years, maintenance and repair costs for the aging system have escalated, especially when major components fail. In 2022 and 2023, planned repairs and upgrades totaled between \$120,000 and \$130,000. To get a realistic picture, she did not simply take a single year's costs; instead, she used a five-year average of repair expenses, which came to about \$27,000 per year. She then rounded that up to \$30,000 to conservatively include insurance, fuel management software (about \$600 per year), and administrative costs associated with billing outside agencies and reconciling accounts.

According to her analysis, the town's gross annual fuel cost through OGS pricing is approximately \$163,000. After billing outside entities for their share of fuel, the net cost to the town is about \$100,000. Adding the \$30,000 five-year average for maintenance, insurance, software, and administration yields a current annual total of about \$130,000.

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capital costs are amortized into her five-year average, the town's annual cost estimate rises to about \$133,000, even after allocating some costs to outside users.

She then compares this to the alternative: shutting down the town's fueling operation and instead having town vehicles fuel at local retail stations using the WEX card program, which is a state bank-card contract used by some agencies. Under that arrangement, the town would buy fuel at retail pump prices, minus a tax exemption and a 1.7 percent WEX discount. However, retail prices are significantly higher and more volatile than the OGS contract prices the town currently pays. Using recent data, she calculates that for the same volume of fuel, the annual cost if the town relied on retail pricing through WEX would be around \$172,000. The difference between the two options—maintaining the fuel station with cost-sharing versus closing it and using retail fuel—is roughly \$39,000 more per year for the retail option, based on today's prices.

Maria also notes that decommissioning the fuel station itself carries a one-time cost. If the vendor handles full decommissioning and removal, the quote is approximately \$73,000. If the vendor only disconnects the system and the town manages the cleaning and disposal or resale of tanks and equipment, the cost is about \$18,000, though that assumes the components are in marketable condition and meet all environmental requirements.

She concludes that, based purely on this financial comparison and current pricing, it appears cheaper for the town to keep operating the fuel station and begin sharing maintenance costs with outside users than to rely on retail fueling through WEX. However, she acknowledges that her analysis does not include the cost of relocating the tanks if the town chooses to reconfigure its campus, or of converting to entirely new underground systems if that is desired in the future. Nor does it quantify potential DEC fines or the operational headaches associated with the aging system.

Highway Superintendent Mike then provides his perspective from the operations and regulatory side. He points out that the Department of Environmental Conservation permits for the tanks are in the highway department's name, and he is personally responsible for monthly inspections and compliance across all town tanks, including waste oil storage and generators. He raises concerns about liability if there is a spill and the potential for significant DEC fines. He describes recent incidents where hoses failed, including one case where a hose on the diesel tank ruptured in winter, soaking an employee in fuel and forcing him to go home to clean up. He notes that the vendor, Davin O'Riley or a similar firm, seems to be on site almost weekly for repairs, and the maintenance bills are substantial.

Mike also reports that the town ran out of fuel twice over the last winter and had to send trucks to a nearby truck stop to refuel. He emphasizes that ensuring fuel availability for plows and other critical vehicles is a top priority, and this type of disruption is unacceptable. He explains that the town's fueling system is above ground and located at

the highest point of the town campus, surrounded by catch basins, meaning that any spill can easily spread. He questions why the town is effectively in the business of operating a small fuel station when there is a well-established truck stop and other commercial fueling options across the street that are open 24/7.

He cites neighboring municipalities such as the Town of Moreau and the Village of South Glens Falls, which had similar above-ground systems, faced recurring DEC and maintenance issues, and ultimately decided to decommission their tanks and rely on retail fueling instead. In those cases, he says, they have not looked back. He adds that the town's complex is running out of room for new facilities such as a salt shed, and the presence of bulky above-ground fuel tanks in the middle of the site complicates long-term planning.

A board member asks how old the system is. Mike responds that while the above-ground tanks have been updated more recently—perhaps about five years ago for the current 5,000-gallon diesel tank—the pumps and some core components are older, likely dating back 30 to 40 years. Town staff confirm that while the pump housings and covers may be newer, the underlying equipment has been in service since the 1980s or 1990s.

Supervisor Sturm asks what Mike would prefer if he could choose any option. Mike says plainly that, from his standpoint, getting rid of the current above-ground system would be best. He notes that if the town insists on maintaining its own fuel, then the tanks should be relocated and possibly put underground in a modern, fully contained system. But that would require significant new capital investment, something that has not yet been priced out. In his view, moving to retail fueling would simplify operations, reduce regulatory exposure, and free up the central campus for better long-term use.

The board discusses whether the discounted retail arrangement proposed by a nearby fuel vendor, Frank Parillo, has been fully factored into the comparison. Ms. Moran acknowledges that her initial analysis was based on WEX terms and standard retail prices, not on a potential long-term contract with a specific vendor offering tax-free fuel plus an additional ten cents per gallon discount. She notes that even with such a discount, the spread between OGS contract pricing and net retail would still be substantial, but she agrees that the contract specifics and duration would need to be nailed down.

Councilwoman Kolligian and others ask what impact decommissioning would have on the outside agencies currently using the town's pumps, particularly the Wilton Emergency Squad, which tested the WEX program and reportedly found it would increase their fuel costs by \$17,000 per year. Ms. Moran explains that in her model where the town keeps the station and begins billing outside users for maintenance costs, their increased costs would be less than that \$17,000 figure; however, the exact amounts would depend on actual repair bills and allocation formulas.

Given the complexity of the issue, the board ultimately decides not to make a final decision that evening. They agree to gather more information, including follow-up details from other municipalities that have recently decommissioned their fueling systems, and a clearer picture of what a modern underground replacement or a long-term retail contract would look like. They plan to revisit the question at a future meeting.

Audio/Visual Upgrade to Town Hall Facilities

The board then moves to audiovisual needs across town facilities. Supervisor Sturm recounts the recent Zoning Board of Appeals meeting that drew more than 60 residents for a controversial public hearing. The main meeting room could not comfortably accommodate everyone, so overflow space was used at the senior center, with attempt to connect participants through a video link. Technical failures and awkward logistics led to widespread frustration. As a result, the town has decided to pursue comprehensive AV upgrades.

Ms. Moran notes that the town had already budgeted about \$10,000 in the current year for equipment upgrades at the dais, but the recent meeting highlighted broader needs: better displays so the audience can see presentations, more reliable audio, and improved connectivity between rooms. Board members remark on the frustrations of the current system, including the inability for attendees to see projected materials from the audience and the manual juggling of lights whenever slides are shown. One member suggests that if renovations are undertaken, the boardroom itself could be expanded by moving a wall and adding double doors, both to increase capacity and to improve flow. Staff mention that a vendor who recently assisted at an event may have useful ideas, and their contact information will be revisited. The board agrees that upgrading AV infrastructure is an important investment in transparency and effective public engagement.

Olson Farm Overlay

Highway Superintendent Monroe described increasing complaints from residents about the condition of their streets, particularly cracking and peeling of the asphalt. Every time the plows went through in winter, they were pulling up pieces of pavement that ended up on lawns, requiring repeated cleanup and patching. After coring sections of the road, they found that the binder and topcoat thicknesses were below what current town standards would require, although there was just enough depth left that a timely overlay could still be effective.

Highway Superintendent Monroe explained that if they act soon, a two-inch overlay should be sufficient to restore the road's structural integrity and protect it from further rapid deterioration. However, if they delay a few more years and allow water and freeze-thaw cycles to further damage the thin existing pavement and the subbase below, the

town might then have to grind the entire surface, replace binder, and possibly rebuild parts of the base. That would make the project more complicated and expensive, and it would be harder to match driveway elevations. He estimated the cost of the overlay at about \$150,000.

Councilman O'Connor asked whether this subdivision was among the worst in terms of pavement condition. Mike answered that, in his judgment, Olsen Farms was currently the worst, given the frequency of peeling and the amount of patching required. He emphasized that addressing it now would be a good example of preventing deferred maintenance from turning into a much larger future expense. The board agreed in principle, and Ms. Moran noted that she would include \$150,000 from fund balance in the later budget amendments to fund this overlay, with the understanding that this is a preventative measure.

North Road Repair

Finally, the board begins discussion of much-needed repairs to North Road. Supervisor Sturm explains that North Road has long-standing structural problems because it was built on a clay base with inadequate underlayment. Over the years, multiple overlays have been applied without a full reconstruction, and last winter's freeze-thaw cycles caused severe heaving, rutting, and potholes. BOCES is responsible for reconstructing a portion of the road adjacent to its facility, but from the end of the BOCES driveway to the stream, and from the stream to Wilton–Gansevoort Road, the town bears responsibility.

Highway Superintendent Monroe outlines a possible short-term approach: a shim and overlay from the end of the BOCES section to the stream, then an overlay from the stream to Wilton–Gansevoort Road. The estimated cost is about \$131,000, and he indicates that, if the board directs, his department could perform that work within the current season. However, he cautions that this would be only a temporary band-aid. The underlying clay base would remain problematic, and there is no guarantee that a harsh winter would not quickly undo the work, potentially leaving the road in worse shape.

A full reconstruction, he says, would require completely removing the existing pavement, rebuilding the subbase to proper standards, addressing drainage issues, and possibly reengineering slopes and retaining structures along the road. An engineering study from Lansing Engineering estimated design services at about \$210,000, with total reconstruction costs on the order of \$3 million, though those numbers would likely rise with inflation. There are also questions about drainage easements, property boundaries, and environmental impacts that would have to be resolved.

The board discusses the implications of delaying major reconstruction. If another severe winter occurs and the road deteriorates further, they might be forced to close it temporarily and still perform emergency repairs while planning for full reconstruction. Someone raises the hypothetical of abandoning the road entirely beyond the BOCES entrance, noting that

there is only one private residence at the far end, but town counsel warns that abandonment of a public road can lead to legal challenges, especially if any property owners object.

As the meeting moves into deeper detail about North Road, time begins to run late. The discussion at this point makes clear that the board is wrestling with the trade-offs between an immediate, relatively modest overlay that offers uncertain short-term relief, and a much more expensive but durable reconstruction that would require major capital planning. They agree that further evaluation, cost refinement, and prioritization within the town's broader capital program will be necessary before a final decision is made.

The discussion of North Road continued. Highway Superintendent Monroe reiterated that a shim and overlay would be a stopgap measure. Every time the town has overlaid the road in the past, the underlying clay base has remained, and the problems have eventually returned. He warned that if they add more asphalt on top of the existing pavement without addressing the subgrade, they might in fact increase the risk of further heaving. Still, he acknowledged that residents are using the road every day and that its current condition is not sustainable if left untouched.

Councilwoman Kolligian asked whether the stretch BOCES is reconstructing could serve as a baseline cost comparison. Mike replied that BOCES is rebuilding about 300 feet of road at a cost in the range of \$800,000 and that, in exchange, their traffic mitigation fees to the town were reduced by a comparable amount. This illustrates how expensive full-depth reconstruction can be on this type of problematic soil. He observed that if other commercial lots along North Road develop in the future, there might be opportunities to negotiate similar contributions from those property owners, but the town cannot rely on that to solve the entire problem.

Councilman O'Connor pointed out that even if the board decided that night to fully reconstruct the road, practical constraints such as engineering, bidding, permitting, and contractor mobilization would push construction at least a year or more into the future—likely into 2027. Meanwhile, the town would have to manage another winter with the road in its current state, and the outcome could be unpredictable. In that context, he argued, a shim and overlay may be the only practical near-term option to keep the road passable, even if they accept it as a temporary solution. He suggested that the town should proceed with the overlay while simultaneously creating a dedicated capital plan to fund full reconstruction within a defined timeframe, perhaps five years or sooner if resources allow.

A board member floated the idea of purchasing the few remaining private properties along the upper end of North Road and converting that area into open space rather than rebuilding a costly road for limited traffic. This was partly serious and partly lighthearted, but it captured the extent of their frustration. Councilman O'Connor reminded the group that the town has, in the past, successfully bought residential properties to enable major projects—such as the Target development—that brought long-term tax and job benefits.

However, in the case of North Road there are also commercial lots and a BOCES facility reliant on the road, so any such strategy would be complex and would not eliminate the need for at least some portion of the road to remain fully functional.

The board did not take formal action that moment but gave informal guidance to Highway Superintendent Monroe and Ms. Moran to prepare budget amendments that would fund a shim and overlay this year, while also working on a multi-year capital strategy for eventual full reconstruction. Maria noted that she would structure those amendments so they could be formally approved later in the meeting.

Brick Church Cemetery-Tree Removal Update

Supervisor Sturm recapped that the town, working through a county contract with Sears Tree Service, had undertaken significant tree removal work around and within the historic cemetery. The original estimate capped the town's cost at \$35,000. After the work began, it became clear that more trees than expected needed to be removed, and the contractor ended up taking down many additional trees and performing more work than originally scoped. Nevertheless, the contractor honored the not-to-exceed amount, and the town was not billed above the \$35,000 cap.

Two large white pines within the cemetery, estimated to be at least a century old, were not removed because doing so would require bringing in a crane over frozen ground from a neighboring lot. Those trees remained, and recent comments from residents had reflected discomfort—not only with the number of trees removed, but also with the idea of felling any more. Supervisor Sturm expressed concern about one of the remaining pines that she had observed leaning toward the gravestone area. White pines, she noted, are known to have relatively shallow root systems, and a failure could potentially damage monuments or injure visitors.

Councilman O'Connor, however, expressed reluctance to cut down more healthy, mature trees. He argued that enough trees had already been removed, and that the cemetery looked stark. He felt the older pines provided important character to the site, and he was not convinced that the leaning tree presented an imminent danger, especially considering that such trees can live 200 years or more and may not fail anytime soon. Councilwoman Kolligian suggested that, if more trees were not removed, the town could consider planting arborvitae or other plantings along the fence to soften the look and restore some green screening.

Discussion followed about the age and expected lifespan of white pines. Someone referenced general data indicating that undisturbed white pines can live 200 to 250 years, and even up to 400 in ideal conditions, with maturity at around 200 years. The implication was that these trees might be relatively young in that context. Supervisor Sturm reiterated her worry about liability if the leaning tree fell in the active visitation area, but she

acknowledged that the two remaining pines are entirely within cemetery boundaries and do not threaten any nearby homes.

In the end, there was no motion to remove the remaining trees. Since action would only be required if they decided to take them down, and no one moved to do so, the default course was to leave them standing. A board member noted that this meant they did not need a formal vote to “do nothing,” and they moved on to the next agenda item.

CFA Grant Writing by EDR Co.

The board then discussed a Community Funding Application (CFA) grant that had been submitted to New York State. Supervisor Sturm explained that the grant request was for \$150,000 to study and plan the town’s three main commercial corridors: Route 9, Ballard Road, and Route 50. The focus would be on how these corridors function in terms of land use, traffic, and economic development; how they fit within principles of smart growth; and how the town’s zoning regulations along them might be updated. The product of this work could be considered an update to the comprehensive plan for the commercial areas specifically, complementing the broader comprehensive plan rather than replacing it.

She noted that given household income data and other demographic factors, the town qualified for a reduced local match. Instead of the standard 25 percent required match, Wilton’s share would be only 15 percent. For a \$150,000 project, that 15 percent equates to \$22,500. The town had engaged the planning and design firm EDR to write the grant application, at a cost of \$8,000. EDR has extensive experience drafting successful CFA applications and had helped identify and document the town’s eligibility for the lower match rate.

Supervisor Sturm said that, because of timing, the grant application had to be submitted before the board could pass a formal resolution committing to the match. She now asked the board to retroactively approve two things: the \$8,000 grant-writing fee to EDR and a commitment that, if the grant is awarded, the town would provide the \$22,500 local match. Maria clarified that the current request was simply for a policy commitment and budget authority; any actual outlay for the match would occur only if the state approves the grant.

On a motion introduced by Deputy Supervisor Rohan, the board adopted the following resolution:

RESOLUTION #197

**NOW, THEREFORE, BE IT
RESOLVED,** to approve the payment
of \$8,000.00 to EDR for the
Community Fund Application grant
writing fee.

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor the motion passed 5-0.

CRTC-DOT New Funding Award

The conversation then turned to recent successes in securing outside funding for transportation projects. Engineer Ryan Riper provided updates. He began with the Carr Road–Jones Road roundabout project. He explained that the design is essentially complete and has entered the New York State DOT’s Project Scoping and Environmental (PSE) review phase. Once DOT completes its final review and issues approval, the town will be able to advertise the project for bids. Construction is anticipated for 2027.

Mr. Riper noted that earlier cost estimates for the project, prepared around 2021, are now outdated due to inflation and higher construction costs. In addition, right-of-way acquisitions and some design enhancements have increased costs. To fully fund the project, the town sought and obtained an additional \$1.625 million through the Capital Region Transportation Council’s Highway Safety Improvement Program (HSIP). Those funds are federal safety funds that require only a five percent local match from the town. Mr. Riper said that, given the serious crash history at the intersection and the proximity to a school zone with heavy bus traffic, this designation as a safety project was appropriate and beneficial.

He also mentioned that, since the town was seeking additional money, they decided to incorporate landscaping into the center islands of the roundabouts, similar to the Forest Grove roundabout, to improve aesthetics and reinforce the town’s visual identity. Originally, to save costs, the plan had been to keep those islands unlandscaped or minimally treated. With HSIP funding, however, they were able to add these enhancements without overly burdening the town’s budget.

Mr. Riper then updated the board on another newly funded project: improvements to Loudon Road between Ruggles Road and the town line. He explained that this segment has numerous sharp curves, narrow shoulders, and deep roadside ditches. It has a history of run-off-the-road incidents, making it a prime candidate for a “highway departure” safety project. The town applied for funds under that program and was awarded about \$1.67 million, which will cover both design and construction. Proposed improvements could include realigning curves where feasible, widening shoulders, improving sight lines, enhancing signage, and addressing drainage. Riper estimated that, given the need for detailed survey, design, and permitting, major work would likely occur closer to 2028, but this timeline will be refined.

The discussion then shifted to the Route 50–Jones Road intersection project, which will involve an innovative two-roundabout configuration, sometimes colloquially described as a “funky figure-eight.” Riper said he had recently met with DOT staff to push the project into final design. DOT still needs to complete archaeological studies in the area, as required by state and federal regulations, before they can approve the exact alignment. He announced that the town plans to host a public information meeting on the project at Gavin Park in the fall. At that meeting, they will present the design, show a three-dimensional traffic simulation model that illustrates how vehicles move through the double-roundabout system, and answer questions. He emphasized that these designs are not ad hoc; they are tested through sophisticated modeling to ensure that traffic circulates safely and efficiently.

Committee Reports

Councilwoman Kolligian had several updates, beginning with community events and recognition initiatives. She reported that at a recent Parks and Recreation Commission meeting, Ross McNeil, Park Administrator, staff mentioned plans to book a magic show at Gavin Park, either under the large pavilion or inside the gymnasium. She suggested pairing that event with the town’s annual “Trunk or Treat,” scheduling both on October 9. The idea is to hold the Trunk or Treat in the parking lots, with participation from fire departments and other local groups bringing vehicles and decorations, and then have families move directly inside for the magic show. She noted that the Town Clerk is working on an invite list for Trunk or Treat and that coordinating the two events should create a more robust family outing without conflicting with other Halloween-season activities.

Councilwoman Kolligian then described a new initiative to honor local veterans, modeled on “Hometown Heroes” banner programs in other municipalities. She calls it a veterans walk, or more formally a salute to hometown heroes. The plan is to hang individual veteran banners—each with a name, branch of service, era, and sometimes a photo—on utility poles along key town corridors, such as Lewis Drive and within Gavin Park. She said examples can be seen in Amsterdam and even inside Crossgates Mall, where similar programs have been adopted.

She outlined the proposed eligibility criteria. To be honored, a veteran would need to have lived in or currently live in the Town of Wilton at some point. Proof of residency could include a driver’s license, tax bill, or utility bill, or the town could confirm via the assessor’s records. The individual must have served in one of the branches of the U.S. armed forces—the Army, Navy, Marine Corps, Air Force, National Guard, Coast Guard, or Merchant Marines—and must either be currently on active duty, an honorably discharged veteran, or someone who died in the line of duty. To verify service, families would be asked to provide a copy of the DD-214 or equivalent documentation.

Councilwoman Kolligian said the town will use the nonprofit Friends of Gavin Park as the financial vehicle for the program. Families and sponsors will make donations to Friends of Gavin Park, which will in turn pay the vendors for banner design and production, keeping these transactions separate from town procurement rules. She noted that banners are typically guaranteed for two to three years of outdoor use. The plan is to display them from about April through November and remove them in winter to prolong their life. Over time, more banners can be added as additional families provide information and funding.

o manage submissions and avoid mixing these materials into staff's personal email, they hope to create a dedicated Google email address specifically for the hometown heroes project. The fall-winter town newsletter will carry a flyer explaining the program and how to apply, and more detailed information will be posted on the town website. Councilwoman Kolligian also mentioned that the committee had spoken with Hattie Finch, who curated the World War II display at town hall, and that she provided historical insight and suggestions for getting the word out to families who might have photographs and records of veterans going back to World War II, World War I, and even earlier.

She also reported on the Gavin Park master plan. Parking, she said, was the number one issue identified in outreach to user groups such as baseball, soccer, and softball organizations. With the impending loss of the Vincek Field for overflow parking and growing participation in tournaments, the park is increasingly strained. Councilwoman Kolligian and Engineer Riper met with the school district's superintendent, assistant superintendent, and head of facilities to discuss the parts of the park that sit on school-owned land. These areas, particularly at the back of the park, offer the most realistic space for expanded parking and loop roads. The school officials were receptive in concept but stressed that any use changes must go through internal committees and ultimately the school board. That discussion is scheduled to continue at a meeting in September, after which the town will have a clearer sense of what improvements are possible and in what timeframe.

She then touched on trail development. In the Forest Grove area, the town owns a substantial block of land—about 45 acres—that connects to other town parcels and to more rugged terrain frequented by mountain bikers. The Saratoga Mountain Biking Association, known as SMBA or "Simba," already stewards trails in Graphite Range and elsewhere in the county. They have expressed interest in partnering with the town to map, flag, and build a mountain-bike-appropriate trail network on this land, as well as maintaining it over time. SMBA would take on the bulk of the physical work and stewardship in exchange for formal recognition on signage as trail stewards. Councilwoman Kolligian said SMBA had asked whether the town could provide a modest grant—around \$1,500 to \$2,000—to cover tools and materials for clearing and building

the trails. She viewed this as a cost-effective way to expand recreational offerings with minimal town labor.

Councilman Keneally followed with updates from the Alternative Transportation Committee and the Emergency Services Committee. He reported that the Alternative Transportation Committee, which focuses on sidewalks, multi-use paths, and non-motorized connectivity, had a leadership change. Former chair Steve Bederian stepped back after helping to get the committee started and accomplish some initial tasks. Joanne Klepetar agreed to become the new chair. The committee has not yet had new major tasks assigned but stands ready to assist, particularly with the development of a multi-use path section in the town code. He invited staff and the board to consider the committee a resource when drafting new standards, especially as the town explores projects like the Northern Pines path.

Councilman Keneally described a recent meeting of the Emergency Services Committee, which includes representatives from the fire departments and the Wilton Emergency Squad. One major topic was the town's antiquated false-alarm ordinance. The current code, dating back more than three decades, is focused narrowly on burglar and fire alarms, primarily in commercial buildings, and uses escalating fines to try to deter repeated false calls. Over time, however, it has become clear that the framework does not sufficiently address chronic offenders or newer technologies such as medical-alert systems, nor does it reflect current best practices.

Assistant Fire Chief Coglin had prepared a detailed framework for a modern nuisance-alarm code. This concept would define categories of false alarms, specify responsibilities of property owners and alarm companies, and establish a more structured schedule of warnings and penalties. The aim is to reduce the repeated deployment of volunteer fire companies to the same locations for preventable false alarms, which tie up resources and wear down volunteers. Councilman Keneally explained that the committee intends to work with town staff and counsel to draft a new ordinance based on that framework and then bring it back to the Town Board for consideration.

Related to emergency response, the committee also raised concerns about what happens after the fire department has responded to an actual fire or serious incident. Under current practice, once the immediate emergency is resolved, the question of whether a structure is safe to occupy or must be condemned falls to the town's code enforcement officers. Code Enforcement Officer John Herlihy explained that he is effectively on call for these incidents, including in the middle of the night, and that with limited staffing there are times when no one with the necessary authority is immediately available. This can leave the fire department in an awkward position, unsure whether to allow occupants to re-enter a home or reopen a business. The committee advocated for improving on-call coverage or bringing in additional qualified personnel to ensure that every significant incident can be evaluated in a timely, consistent manner. Supervisor Sturm acknowledged the concern

and said the town would continue working on recruitment and scheduling solutions, as well as potentially formalizing a roster of backup inspectors who can be called upon when primary staff are unavailable.

Deputy Supervisor Rohan then gave a brief report on the ongoing work of the Code and Zoning Committee, noting in particular that they have been devoting considerable time to drafting a new lighting code. The most recent committee meeting was consumed entirely by discussion of the draft, but they are close to completing a version to bring forward. Among other things, the updated code will clarify standards for light trespass, color temperature, and hours of operation for commercial lighting, which will help preserve neighborhood character and reduce glare while still allowing businesses to operate effectively.

Comptroller's Report

1.) Budget Transfers

On a motion introduced by Councilwoman Kolligian the board adopted the following resolution:

RESOLUTION #198

**NOW, THEREFORE, BE IT
RESOLVED**, to approve the Budget
Amendments on the 8/6/2026
Comptroller's Report.

The adoption of the resolution was
seconded by Councilman O'Connor,
duly put to a vote, all in favor the
motion passed 5-0.

2.) Budget Amendments

On a motion introduced by Councilwoman Kolligian the board adopted the following resolution:

RESOLUTION #199

**NOW, THEREFORE, BE IT
RESOLVED**, to approve the Budget

Amendments 1-6 and 9-16 on the 8/6/2026 Comptroller's Report.

The adoption of the resolution was seconded by Deputy Supervisor Rohan, duly put to a vote, all in favor, the motion passed 5-0.

On a motion introduced by Councilwoman Kolligian the board adopted the following resolution:

RESOLUTION #200

NOW, THEREFORE, BE IT RESOLVED, to approve the Budget Amendments 7 and 8 on the 8/6/2026 Comptroller's Report.

The adoption of the resolution was seconded by Deputy Supervisor Rohan, duly put to a vote, all in favor, except Councilman O'Connor, who abstained, the motion passed 4-0.

3.) Personnel

a.

On a motion introduced by Councilman O'Connor, the board approved the following resolution:

RESOLUTION #201

NOW, THEREFORE, BE IT RESOLVED, to accept the retirement resignation from Scott Harrington, Building Maintenance Supervisor effective July 27 2026.

The adoption of the resolution was seconded by Deputy Supervisor Rohan, with regret, duly put to a vote, all in favor the motion passed 5-0.

b.

On a motion introduced by Councilman O'Connor, the board approved the following resolution:

RESOLUTION #202

NOW, THEREFORE, BE IT RESOLVED, to approve promotion of Roy Vanderbogart to Building Maintenance Supervisor effective July 11, 2026 at \$37.00 per hour.

The adoption of the resolution was seconded by Deputy Supervisor Rohan, duly put to a vote, all in favor the motion passed 5-0.

c.

On a motion introduced by Councilman Keneally, the board approved the following resolution:

RESOLUTION #203

NOW, THEREFORE, BE IT RESOLVED, to approve overnight travel for Susan Baldwin to attend regional training in Ossining, NY, September 12-14, 2026.

The adoption of the resolution was seconded by Deputy Supervisor Rohan duly put to a vote, all in favor the motion passed 5-0.

Executive Session

Councilman Keneally made a motion to enter into executive session at 9:10 p.m. for the medical, financial, credit or employment history of a particular person or corporation, or matters leading to the appointment, employment, promotion, demotion, discipline,

suspension, dismissal or removal of a particular person or corporation. Deputy Supervisor Rohan seconded the motion with all board members in favor.

Deputy Supervisor Rohan made a motion at 9:32 to return to open session. Councilman O'Connor seconded the motion with all board members in favor.

On a motion introduced by Councilman O'Connor, the board approved the following resolution:

RESOLUTION #204

NOW, THEREFORE, BE IT RESOLVED, to approve the appointment of Jay Rifenbary to the vacant Wilton Planning Board 2nd Alternate position 8/6/2026-12/31/2026.

The adoption of the resolution was seconded by Councilman Keneally, duly put to a vote, all in favor the motion passed 5-0.

On a motion introduced by Councilman O'Connor, the board approved the following resolution:

RESOLUTION #205

NOW, THEREFORE, BE IT RESOLVED, to approve the appointment of Connor Krueger to the vacant Zoning Board of Appeals 1st Alternate position 8/6/2026-12/31/2026.

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor the motion passed 5-0.

On a motion introduced by Councilman Keneally, the board approved the following resolution:

RESOLUTION #206

NOW, THEREFORE, BE IT RESOLVED, to approve the appointment of Bradford Wiggins to the vacant Zoning Board of Appeals position 8/6/2026-12/31/2028.

The adoption of the resolution was seconded by Councilman O'Connor, duly put to a vote, all in favor the motion passed 5-0.

On a motion introduced by Councilman Keneally, the board approved the following resolution:

RESOLUTION #207

NOW, THEREFORE, BE IT RESOLVED, to approve the appointment of Drew Caprood to the vacant Zoning Board of Appeals 2nd Alternate position 8/6/2026-12/31/2026.

The adoption of the resolution was seconded by Councilman O'Connor, duly put to a vote, all in favor the motion passed 5-0.

Adjourn

Councilman O'Connor made a motion to adjourn the meeting. Councilman Keneally seconded the motion with all board members in favor. The meeting was adjourned at 9:45 p.m.