

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: COUNTY FACILITIES

DATE: JULY 8, 2013

COMMITTEE MEMBERS PRESENT:

SUPERVISORS GIRARD
WOOD
LOEB
WESTCOTT
MASON

Others Present:

ROSS DUBARRY, AIRPORT MANAGER
PAUL DUSEK, COUNTY ADMINISTRATOR
MARTIN AUFFREDOU, COUNTY ATTORNEY
JOAN SADY, CLERK OF THE BOARD
FRANK THOMAS, BUDGET OFFICER
SUPERVISORS CONOVER
FRASIER
KENNY
MCDEVITT
MERLINO
MONTESI
SOKOL
STRAINER
TAYLOR
RICH WATERS, OF RICH AIR
DON LEHMAN, *THE POST STAR*
THOM RANDALL, *ADIRONDACK JOURNAL*
DAVID CEDERSTROM, *THE CHRONICLE*
SARAH MCLENITHAN, LEGISLATIVE OFFICE SPECIALIST
PLEASE SEE ATTACHED SHEETS FOR ADDITIONAL ATTENDANCE

Mr. Girard called the meeting of the County Facilities Committee to order at 7:00 p.m.

Motion was made by Mr. Loeb, seconded by Mrs. Wood and carried unanimously to approve the minutes of the previous Committee meeting, subject to correction by the Clerk of the Board.

Mr. Girard introduced the Committee members and thanked everyone for being in attendance. He advised that prior to the public comment portion of the meeting Ross Dubarry, Airport Manager, would provide a brief overview of the Airport and the Capital Improvement Program pertaining to it.

Privilege of the floor was extended to Mr. Dubarry, who distributed copies of the agenda packet to the Committee members; *A copy of which is on file with the minutes.*

Commencing the agenda review, Mr. Dubarry distributed copies of a power point presentation, which he reviewed in detail; *a copy of which is on file with the minutes.*

Mr. Dubarry advised that he had been informed by the Fixed Base Operator (FBO) that a plane had been diverted to Albany this evening because it was unable to land on the wet runway. He stated the Federal Aviation Administration (FAA) deemed that the runway was too short to safely land during inclement weather. He noted that if the runway was expanded there would be fewer flights diverted to Albany, which would increase fuel sales and traffic, as larger jets could utilize the Airport.

This concluded Mr. Dubarry's presentation and Mr. Girard apprised that preceding the public comments portion of the meeting, Mr. Westcott would be reviewing a power point presentation. He opened the floor to public

comments. Jim Mackey, resident of the Town of Queensbury, questioned why the presentation was not provided prior to the public comments portion of the meeting. Mr. Girard explained the meeting was scheduled for the public to be able to ask their questions and Mr. Westcott's presentation would follow that portion of the meeting.

Mr. Mackey stated "since it was such an issue had the Warren County Board of Supervisors ever considered some form of binding or non-binding referendum and Mr. Girard replied in the negative. He asked, "would any of the Supervisors present tonight be willing to say how they were leaning and why" and Mr. Girard replied that if the public had no objection to the Committee members making statements they would go ahead and do so.

Mr. Girard apprised that he was assigned to the Airport Committee when he was elected to Office eight years ago. He stated that Len Fosbrook former President of the Economic Development Corporation (EDC), had presented to the Airport Committee a plan to develop the industrial property around the Airport, as well as to increase the use of the Airport. He said a ten year master plan was implemented in 2002 that addressed obstruction removal, engineering and surveying, which was now coming to fruition. He explained the Airport Committee had been combined with the Department of Public Works (DPW) Committee and then most recently moved to the County Facilities Committee, all of which he was a member of. He noted three members the County Facilities Committee were freshman legislators that had needed to familiarize themselves with the history of the Airport . He remarked that he supported the runway expansion, as he felt it was an excellent plan that would result in economic benefits to the County. He voiced his frustration about the absence of the EDC, as he felt they would have been able to articulate the economic benefits of the expansion; however, as of yet they had not filled the vacant position of President. He stated he was elected to make sound decisions that would benefit the County, which he felt this project was; therefore, he supported it.

Mr. Mason noted he was here to listen and not make a statement; however, he would read a statement he had prepared. "Before we start I thought I would share some of the information I have gained over the past eighteen months as one of your Supervisors. The issues we are addressing tonight revolve around our Airport. The three most contentious topics seem to be the annual budget, the proposed 1,000 foot expansion of the south end of runway one and the resolutions that come up from time to time to remove an obstruction from the flight path".

He continued, "regarding the annual maintenance budget, I have repeatedly called for a 10% reduction to the annual Airport spending with the possibility of trimming one full-time position through attrition as part of a long-term plan; however, two things need to be pointed out. First, the maintenance staff at the Airport has been cut in half over the past ten years. Second, the County has been changing the method of accounting for employee benefits over the past three years. When you erase this accounting change the actual net cost to County taxpayers between 2008 and 2012 has decreased from \$573,000 to \$564,000. Neither of these factors change my opinion that the budget should be reduced; however, they paint the picture of a County Board already in the process of putting the reigns on some spending and this effort will continue".

He said "regarding the proposed 1,000 foot expansion of the south end of runway one, here are the facts as I understand them. We are already over \$500,000 into this project, which we will have to repay if we bail. The projects positives are that it will make it more safe for the existing fleet to land and take off in all kinds of weather conditions. It may position Floyd Bennett Airport for future economic development. It will increase the safety of the Airport. The legacy costs for this project are minimal. I had not seen the figures that were just presented tonight but I kept asking what they were and all I came up with was lawn maintenance which would be a wash, a little extra plowing, changing some light bulbs and some power. I am happy to get the exact figures now and use that to help us".

He stated, "on the other hand, the negative is that it will cost a total of eight million dollars of which 7.2 million comes from the FAA, \$400,000 from New York State and \$400,000 from the County. This has been and continues to be a very difficult decision for me and I have been leaning towards continuing with it".

Mr. Mason apprised, "regarding the obstruction removal projects, these are obstructions that the FAA has determined are in the flight path of aircraft. This is purely a safety issue. If we choose not to proceed with the obstruction removals the FAA will tell us we cannot use over 1,000 feet from both the east side of the east- west runway and the south side of the north-south runway. I believe there are effects on the other ends of the runways, as well but these are the major effects as I understand it. Frankly this makes no sense to me. If we are going to own an Airport we need to take care of it. By the way these obstruction removal projects are funded at 90% FAA, 5% New York State and 5% Warren County. So the FAA which is insisting that we keep our Airport safe is willing to pay 90% of the cost".

He advised, "the last point I would like to make is regarding County Finances. It has been pointed out that Warren County is in deep financial trouble. While I certainly don't want to promote wasteful government spending, a closer look at the facts will shed some light here, as well. The County was in financial trouble about six years ago. During that time of crisis some very difficult decisions were made. We may not have agreed with each of the decisions made but we need to now reassess the County's fiscal picture. Today Warren County has a 12 to 14 million dollar accumulated surplus. This year Warren County's bond rating was improved for the second straight year. An independent analysis recently gave Warren County a very favorable financial review. The fact is Warren County's financial picture is strong and getting stronger. Again I am not proposing a spending spree; however, I am proposing that we spend wisely and invest in our infrastructure to position Warren County for the next economic rebound. Thank you for listening to me and once again I am here to listen to you."

Mrs. Wood introduced herself and apprised she would continue to support the project just as she has since being elected, as she was strongly in favor of it.

Mr. Loeb thanked everyone for being in attendance. He advised that he was elected four years ago and although he was new to the Committee he had been keeping abreast of the project. He noted that due to the excellent job the Board had done with spending wisely, cutting costs and making sound financial decisions over the past four years, the County was in good financial standing and remarked they would continue on this path. He apprised he was proud to have the Airport in Warren County and signified that it was necessary to take care of. He stated he was in favor of the project because it would expand and improve the Airport, as well as provide additional safety.

Mr. Westcott thanked Mr. Girard for scheduling the meeting at night, as well as everyone present for attending. He said he would hold comments until after the presentation at the end of the meeting. He acknowledged the sixteen individuals who had assisted him with the preparation of the presentation.

Mr. Girard advised that the County Facilities Committee consisted of only five of the twenty members of the Warren County Board of Supervisors. He noted that on two occasions the full Board had voted 18-2 in favor of the runway expansion.

Mr. Mackey stated "we may be wasting our time but he had one final comment. He said about two years ago he was a citizen of the State of Florida. The Governor of the State of Florida received from the Federal Government a quarter of a billion dollars for light rail and the Governor turned it down because he knew that ultimately the taxpayers would pay the burden. He also knew that the Country could not afford it. I think we have a similar situation here". Applause followed.

John Currie, said "I am a small business owner in the Town of Queensbury; however, we do business all over the world. I am probably more familiar with the US Air Personnel at Albany Airport than I am with my own family so I do a lot of traveling. I am here tonight to talk a little bit for the Upstate New York Taxpayers Advocates (UNYTA). First of all I would like to thank Mr. Girard and the Facilities Committee, as well as Mr. Montesi for setting up this meeting and giving us an opportunity to bring forth our issues here and get some answers. UNYTA believes in informed taxpayers to better understand the issues, discuss the pros and cons, provide input through their elected representatives to ensure government of the people, by the people and for the people. The Constitution of the United States, the State of New York and our local Government Charters guarantee it".

Mr. Currie stated, "I am glad to see so many concerned taxpayers turn out tonight to the point where they are even out the door of the room here. Thank you all for coming and I appreciate Mr. Dubarry's comments that he made in the introduction to the program tonight but I have some questions. He said that each corporate jet generates one million dollars in spending and five jobs in the area. I see a lot of corporate jets go over my house on Bay Road on the approach and take off area mostly on Friday nights and Sunday nights, most of whom I think are people coming up to enjoy their homes on the Lake and so on. I have not seen anything in the figures that have been put out by Warren County from the Airport or from the FBO that show the corporate jets are generating them one million dollars each year. I have not seen them".

He continued, "With regards to the wet runway tonight that diverted a flight to Albany, I would like to know what type of an aircraft it was". Mr. Dubarry replied it was a Hawker 800. Mr. Currie asked how long the runway was that it could not land on and Mr. Dubarry replied 5,000 feet. Mr. Currie said "Midway Airport in Chicago lands 737 on their runway which is 6,445 feet". Applause followed.

Mr. Currie said "you say it would provide more flexibility with engine failure with an aircraft. I have flown out of this Airport many times. When I was a kid I used to ride my bike down Vaughn Road to the Airport and watch Eastern Airlines fly their DC-3's here and Allegheny Airlines flew here. I was even working for the State Police when we had that crash on Pilot Knob Mountain. I am familiar when we used to have commercial airlines at Glens Falls Airport. You said more flexibility for engine failures but how many engine failures have we had and how many accidents have we had. We had one accident last year and it occurred on a Saturday which meant the fire department that's employed at the Airport was not there. I am not saying we need 24 hour coverage at the Airport; in fact I question why we have a fire department at the Airport when we could have Bay Ridge, Queensbury, or any of the other area fire departments take care of the Airport with no problem. The reason we don't is because we want to maintain the FAA status of a Part 139 Airport. As a Part 139 Airport there are certain conditions we need to abide by to keep that status but why do we want to keep that status in the first place. So that we can land commercial aircraft here. They are never coming back. They are pulling out of Albany. United Airlines and American Airlines have pulled out of Albany and Continental is down to one gate in Albany and we're thinking we are going to get commercial airliners back in Glens Falls. I don't think so".

Mr. Currie advised, "out of the \$7.2 million the FAA reportedly is going to put into our Airport, which is 90% of the cost of the expansion to the runway. Believe me the UNYTA believes this Airport is a real value to business and tourism and general aviation aircraft and the pilots that enjoy flying in and out of there that are in the audience tonight. This is a valuable asset and we need to maintain this Airport. But do we need to make it bigger, do we need to increase our costs? The average taxpayer in Horicon, Thurman or Chestertown or any of the other Towns around that don't own an aircraft, are they willing to pay their fair share so that we can use this as a hobby airport? It is not a commercial Airport, it is a hobby Airport".

He said he had a few more questions. "As far as the FAA grant, you say that there is \$7.2 million coming from the FAA. I would ask again Mr. Dubarry have you ever heard of grant assurances and Mr. Dubarry replied affirmatively

and said he was very familiar with them. Mr. Currie explained “the definition of a grant assurance taken right from the FAA website says when airport owners, sponsors, planning agencies or other organizations accept funds from FAA administered airport financial assistance programs they must agree to certain obligations or assurances. These obligations require recipients to maintain and operate the facility safely and efficiently according to the specified conditions. The assurances may be attached to the obligation or the grant for federal assistance and become part of the final grant or a restrictive covenant to property deeds. The duration of these obligations depends on the type of recipient, the useful life of the facility being developed and the conditions stipulations in the assurances”.

He noted, “I have several instances here in grant assurances from airports that have accepted FAA grants and I am not sure if maybe the Committee or even the Board is aware. Maybe you are; maybe you aren’t, but I would like to bring this to your attention so that we can all be fully informed. On March 30, 2012 the posting here on the East Hampton Town that accepted a federal grant for seasonal air traffic control towers at East Hampton Airport. Now what happened was the grant through the Town has an additional twenty years before it can place restrictions like curfews, or prohibit certain aircraft from landing at the airport. That’s part of the deal when you accept the money, you say you can land anything here you want under FAA regulations. Well a bunch of the people here and I am shortening this up because it’s a real lengthy thing and I have not got time to do it all. A bunch of the people from the Town said our quality of life is being threatened by this airport because they are landing these larger aircraft in larger quantities. More are coming in more hours of the night with them landing day and night and we have no ability as a local government to restrict that because the FAA gave us the money for the airport”.

Mr. Currie apprised “that’s what I am talking about when I talk about grant assurances and I could refer you to the website so you can go there rather than me telling you. He asked Mr. Dubarry if he was familiar with the City of Santa Monica, California and Mr. Dubarry replied affirmatively. He stated that the very same thing happened to Santa Monica to the point where they said it was getting to the point where so many airplanes were coming in and interfering with our quality of life that we would like to close the airport. The FAA said that’s fine but you took our money so you have to run it for another twenty years before you can even think of closing it”.

He stated, “that right close to home and Mr. Dubarry is probably familiar with Heritage Town Airport as you were the manager of it I do believe. In the Town of Heritage they wanted to close the Adirondack Regional Airport but if they did the Town would have to stop accepting federal funds for the facility and continue operating it for another twenty years before it could be legally shut down. That’s what Town Officials were told last week during a meeting with representatives from the FAA according to Town Supervisor Larry Miller. Although the current Town Board has no plans to shut down the airport, Miller and Deputy Supervisor Barry Duforia had promised to ask FAA Officials what steps they had to take to close the Town run facility during a budget hearing last month. Several residents at the hearing were upset at the double digit tax levy increase, much of which was blamed at the drop-off in revenue at the airport. They suggested the Town consider shutting down the facility unless it can get more financial support from neighboring Towns and Essex and Franklin Counties. The Town officials feared if the airport was closed and no longer provided commercial air services they may have to pay back a portion of the \$12 million in federal funds that had been used to upgrade the facility. Town and airport officials traveled to Long Island last week (this was in 2009) to outline their five year capital improvement plan to the FAA. At the end of the meeting they asked about closing the airport although FAA officials were expecting the question Miller said. One of the senior guys from the FAA said we understand you guys are talking about closing the airport. Somebody from Saranac Lake, I don’t know who, had apparently sent them clippings about it so they were prepared for the question. If that airport was to be shutdown Town Officials were told they wouldn’t have to pay back any federal funds that the facility had received. Instead the majority of the Board would have to approve a resolution telling the FAA the Town will no longer accept Federal funds for the airport. After that the Town would have to operate and maintain the airport with no Federal or State funding for a period of another twenty years before they could legally close the airport”.

Mr. Currie said, "when you accept the FAA funding it's not without strings. There are a lot of strings attached to it and the taxpayers of Warren County would be left to pay the balance of the money they received. If they did not have to pay it back they would still have to keep the airport open with no federal funding for the airport so that would then go back to the taxpayers. Again there is more to it here. The fact that they have to keep it open for another twenty years in order to complete their legal obligation means that when we sign on the dotted line for that \$855,000 expansion which many of the pilots at the Airport have said they don't really need it, although it would be nice but it's not needed for the aircraft they were handling at this Airport right now. If we were to sign that, we are signing our commitment for at least twenty years".

Mr. Currie advised "we appreciate the opportunity to speak here tonight and if nothing else the only thing we are asking is to grant us from time to time the opportunity to come and tell the County Legislators what the taxpayers and their constituents from all these Towns really want so you can be an informed group. I am not a politician and I am not running for Office and don't intend to. I just want them to be able to come in here and give info to the people who are passing the laws in Warren County. Thank you". Applause followed.

Mr. Girard noted that he felt Mr. Currie represented a large quantity of people so additional time was required for him to make his statement.

Sean Garvey, from the Garvey Auto Group advised "he appreciated you having this evening meeting that we have been waiting months for. I will take just a few moments. I would like to give you a quote from Alexander Hamilton substituting Warren County where he used the word nation and the United States. "It is of the greatest consequence that the debt should be remoulded into such a shape as will bring the expenditure of Warren County to a level with its income. Tis this shall be accomplished, the finances of Warren County will never wear proper countenance".

Mr. Garvey stated" my point tonight was that the County is \$39 million in debt and in four more years it will be another \$15 million in debt. These are numbers supplied by County employees. The last ten years we have spent or lost \$7.7 million at the Airport and in the next five years it is projected the Airport will lose another \$5 million. Wait a minute, I think I have an idea. Maybe we should throw more money at the problem and that will solve it. We haven't been doing that, we have been doing something wrong".

Mr. Garvey said, "my idea is to spend another \$8 million on the runway, \$1 million of that from the County and I want to spend another \$1 million to buy land and another \$1 million to cut down trees. I just want to remind everyone I want to spend \$1 million a year or lose \$1 million a year but my return on investment is going to be \$100,000 a year. Wait a minute I have lost \$26,000 in taxes because I bought all of the land so my return on investment is \$74,000 a year. If I ran my business like that I guess I would not be in business".

He stated, "I would like to digress slightly. My comments are not speaking out against Rich Schermerhorn. He is a fine businessman, and I admire and applaud his success. There are 50 private aircraft, so we are going to spend \$1 million a year, \$20,000 per aircraft for these private individuals to have their aircraft. I was wondering if the County would possibly spend \$20,000 on me so I can store my motorcycle".

He apprised, "there were other County investments that we have made over the years but I could only come up with a few tonight. The Jail, remember the millions and millions of dollars we spent on that and we were going to fill that with clients from other Counties and we were going to make money on that. The trash plant, millions and millions of dollars we wasted but we were going to make money on that too. There was the Civic Center, that was going to be a return on investment. The co-generation plant and CB Sports, remember that. We just got all of our money back. Maybe the County should not be involved in private business". Applause followed.

Mr. Garvey advised, “this is a County Airport and I kind of like having it but maybe it’s time to re-figure what we are spending there and why we are spending it. Maybe you should think about every dollar that you spend. People are now paying attention to the County. It used to be this shadow government and people would rarely go to Queensbury Town Board meetings and never showed up at County meetings. Thank God we have the *The Post Star* to attend these meetings that none of us could stand sitting through, which I admire that your giving us so much of your time and effort to govern for us. I am sure you’re not doing it for the money but when you are spending my money, if you could just slow down a little bit and give me a return on my investment. That’s all I ask. Thank you”. Applause followed.

Brian Straub, resident of the Town of Queensbury, advised, “I would like to try and address a few misconceptions that I think are rampant here tonight. I started going to the Airport when I was about four years old, that’s my earliest memory. This was back when my father was managing Paramount Theater and my mother would take my brothers and sisters and I over and we would lay on the grass at the end of the runway and watch the big Mohawk prop planes come in. I would look up and watch them go over and say I want to learn to fly. Well I didn’t for fifty more years. I moved to Boston and then I moved back here and one day I was going by and I said I should do that and I did and I knew nothing at all about airports. I knew a little bit about airplanes from being a frequent flyer but nothing at all about airports. I had to learn a lot because when you are learning to fly you learn a lot about airports and I got interested in them”.

He apprised, “when this discussion started, I started researching and I spent a couple of months of my time looking into the issues that are being raised here because I was pretty annoyed. Either the County was really screwing up or a lot of these charges were based upon misconceptions and misinformation and I wanted to know the truth and everybody else wanted to know the truth too. I doubt there are very many people here who want to say just go do this. Everybody wants to know the truth. Well there are a lot of misconceptions out there with a number of them being raised in the press and a number of them being raised tonight. So I am going to take a few minutes and address a few of those”.

Mr. Straub said, “part of what we are discussing does not start here in this room, in our City, or in our County. It starts with our nation. Our Airport is part of our national infrastructure, our national transportation infrastructure, our national system of airports which Congress for about seventy years has mandated that the FAA and its predecessor the Civil Aeronautics Authority (CAA) consider a strategic national asset. It’s as important as our roadways. We depend on aviation for many, many things. One of the FAA’s biggest priorities is to maintain our national system of airports and our readiness to meet our current needs, as well as our growing future needs”.

He stated, “the FAA has a problem with this. In 1985 when there were 200,000,000 people in the United States, we had 8,000 public use airports. Today there are 313,000,000 people in the United States and we have lost 3,000 of those airports. We have gone from 8,000 to 4,980 public use airports. That is about 38% of our public use airports that have disappeared. Well our population has increased by 50% and our aviation needs have continued to grow and will continue to grow simply because our population has grown. Why did those airports disappear. I started looking into it. A lot of airports have been lost in community after community. Do google searches, you can find the same things I found. A lot of airports were lost when local groups started using a politician and/or a businessman to start questioning it and say we should cut the costs down there. Okay, we will cut the costs. Next year, well since there is not much activity there, we should cut the costs some more and that would go on until they question why they even had this airport. Look there is nothing going on over there; let’s get rid of this airport. Okay, maybe we will get rid of the airport, it’s just a waste of money. The airport gets sold and who buys it but the real estate developer who happened to be behind the long-term plan from the beginning. The community loses its airport and probably had to pay back money to the FAA, didn’t make any money at all and the real estate developer made a lot of money. That story may not be happening here but it is happening in a lot of Towns across this nation. So it makes

me suspicious when people start saying cut, cut, cut”.

Mr. Straub said, “go back to the goals of the FAA to maintain our airports. It is not because they want to but because Congress year after year has said you have to do this. They can’t expect us to just go in and say okay, we as Warren County are going to pay all the money necessary to maintain this Airport. We are going to have our politicians voting on that budget every year. The FAA knows that we need some help. They do not expect local taxpayers to pay the money to maintain and expand the Airport to meet growing national needs”.

He apprised, “if you do not fly an airplane, if you are not buying aviation fuel, if you are not shipping packages by air, and if you are not flying on the airlines then you are not paying one penny of the money that the FAA uses. The National Airport Improvement Program is fully funded by taxes on aviation fuels and aviation passenger tickets, which were used to finance 90% of the priority projects at airports around the nation like the runway extension and the fire truck and the snowblower. The almost \$10 million in projects over the past ten years have been funded by the Airport Improvement Program. That program is funded 100% by taxes on passenger tickets, by passengers arriving and departing in the United States, by taxes on shipping freight through the airlines and through taxes on aviation fuel. If you do not believe me go home tonight and google Airport Improvement Program. Look up the funding sources and you will find that the program is fully funded by those taxes. Those taxes also fund 70% of the FAA’s total budget”. In response to a question, Mr. Straub explained it was not a tax but rather fees on services. He continued, “the reason the Airport Improvement Program is funded by these fees is because four different times and four different votes over the decades has said it is right and just for the users of our national system of airports to fund the improvement and the enhancements of them. So the people who are using our airports, flying in and out of airports, flying airplanes, shipping packages, these are the people who are funding these programs”.

Mr. Straub stated, “the Airport Improvement Program funds projects for the national system of airports which totals 4,880. From 2013 to 2017 the FAA is going to fund an estimated \$42.5 billion of projects around the United States. There are 4,880 airports that are being supported by this. 16% of those airports are large commercial airports like Kennedy. They receive 70% of the money. The general aviation airports which represent 84% of the airports in our Country only get 30%. Most of the money is going to the big airports and guess what? They are about to give them the ability to increase the passenger fee, not tax, that is added to the airline tickets that we buy so that the large airports can get an additional \$3.50 per passenger at their airports. This is to raise additional millions to supplement the Airport Improvement Program the FAA is providing”.

He said, “there are misconceptions about the benefits of the Airport and I saw a comment on the website about rich old guys and hobby airports and things like this. The people who make these comments I think are generally unfamiliar with the economic impact of this Airport. I know I was. I learned to fly at the Airport and at Argyle. I was unfamiliar with the economic impact of this Airport. In 2002 the FAA in conjunction with the New York State Department of Transportation did an economic impact study for the airports in New York State. The study showed that our Airport was contributing \$4.2 million in benefits to our area every year. The FAA has been doing these studies for years and they are considered reliable and utilized by Congress and the FAA for choosing priorities for airports and how to spend the money they have available for projects nationwide”.

He noted, “in 2011 the \$4.2 million had risen to \$8.3 million per year that our Airport is contributing to our region. I said how can this possibly be. Well it turns out economists are pretty smart. They don’t just look at the direct impact. If I had \$1,000 and I give it to the grocer, it is not just \$1,000 that has gone into our economy. The grocer takes the \$1,000 and pays his landlord. The landlord takes the money and pays his tailor and the money keeps going around and around. Economists have ways of judging this. So they look at the impact of the economic activity in businesses, in airports and they say this Airport right now is contributing \$8.3 million per year. Over ten years that \$83 million. We also have \$9 million from the Airport Improvement Program and New York State over the last ten

years. That is \$90 million in benefits to our County during which time we spent \$7.5 million. The runway extension program will cost \$350,000 to us and it's a \$7.5 million project including the indirect costs. We shouldn't be trying to justify the runway extension economic impact by short term economic costs. If the bridge fell down and we were rebuilding are we going to get our money back. The runway extension will bring in over \$11 million in total economic impact. So not only is it necessary for the Airport's future, it's smart from an economic point of view. We spend \$350,000 and generate \$11 million. Thank you for your time". Applause followed.

Neil Van Dorsten, resident of the Town of Bolton Landing, stated, "I have a couple of comments about what I have read in the paper and the further misconceptions about the expansion program. The Government Center that Warren County built, if it was funded 95% by somebody else and 5% by Warren County, the taxpayers would be hysterical with joy. There would not be an issue about the economic benefits about a project that costs 20 times what we're talking about with this Airport. This Airport expansion, just the stimulus alone for the FAA and the State to contribute \$8 million should be a total "no brainer". The reason this has come to public attention is because it has become a political issue. The money you're talking about is peanuts compared to other expenditures that the County has on huge projects that cost millions and millions of dollars. If we really want to save money those are the programs we should be talking about, not the Airport program. We're talking about the County expending \$400,000 for an \$8 million benefit. I don't see that this is anything more than a political issue. Thank you". Applause followed.

Larry Waimon, resident of the Town of Queensbury, apprised, "I have a quick question that does not have to be answered now. I heard that Rich Schermerhorn gets subsidies from Warren County to operate the hangars and collects fees from the patrons with no return on those subsidies. I would like to know if that's true. The thing that has just been briefly touched on is the quality of life. I am a private pilot, I love aviation. I was a cop in New Jersey that used to fly my plane voluntarily for search and rescue at Morristown Municipal Airport. It is the same scenario I see coming. A nice friendly GA airport and service is welcoming. As soon as corporate jets started to go in there we were unceremoniously kicked out and made to feel very unwelcome.

He continued, "the noise, I don't understand why we have not heard enough about this. It is a quality of life issue. We lived within a ten mile radius of Morristown Municipal Airport and when those corporate jets took off like every twenty minutes the dishes would rattle in our house. The realtor who sold out house said you're going to take an 8% hit because of that airport and the constant drone of the noise".

He said, "if you are going to justify what I consider the law of diminishing returns on what we may or may not get back and the copious amount of money we have put in and sacrifice the quality of life for the people who live immediately near the Airport then the values of their homes will go down. I will take a quote from Charles Dickinson in 1856, "Prevention is better than cure. If we can prevent this at this level, then we don't have to cure it later on". He apprised, "the noise, if they want to do their homework the Board should take a field trip and stand in a ten mile radius near Morristown Municipal Airport and hear what I heard and had to live with".

He advised, "we had big planes take off just fine including the C130 Galaxy and I flew in that B17 and it had no trouble getting off the runway. I just think that we don't need it and I don't want the noise. I moved away from that territory to get out of there and have peace in my life and once you hear that for twenty years you are stuck with it. My only hope for the Board is that we live in a democracy and we don't want any recriminations later on. Serve the constituents properly. I really believe we should have a referendum vote on this. Let the taxpayers vote and decide". Applause followed.

Bob Shearer, resident of the Town of Queensbury, stated, "I have lived here my whole life. I have so many questions I don't even know where to start but I first want to comment that I am a little concerned that this project is already

done. I know your willing to listen etc, but I don't know if the gentlemen that was just here that talked about a vote, is that possible? Is that a possibility for a County-wide vote? Mr. Girard explained that it was up to the Chairman and would take place at the monthly Board meeting. Mr. Shearer noted, "I think a County-wide vote was an excellent idea".

He advised, "I wanted to make a couple of comments from a different perspective and did not want to challenge the present economic benefits. I want to talk about really what is important to me which is what are the opportunities for economic growth in the future and the second question is can these funds be used in a better place than they are being used today. So I want to talk about a couple of experiences. Everything I have heard tonight really to me focuses in a couple of areas. One to me is the safety of the Airport and the second one seems to be opportunities for growth".

He said, "in my previous job, I am retired now but I was a Director of Operations for a large French company and I ran two businesses, one here in the Granville area and one in the area of Philadelphia, Pennsylvania. I was fortunately involved in bringing a large international business to this area and I was involved in the decision making, etc. and we were looking at well over \$200 million and well over 200 people in this particular business. I can tell you the Airport length or the Airport at all was not even a consideration for why or why not this business was coming to this area. It had to do with the ability to sustain a profitable business dealing with mostly New York State taxes and New York State rules and regulations for businesses and it had nothing to do with the Airport. The Airport never even came up. It is my opinion if we spend this money to increase this runway, businesses are not going to flock to this area. I just don't see it happening".

Mr. Shearer stated, "the second issue I would like to talk about is my experience with large amounts of traveling all over the world. I can tell you I was also traveling at the time we had commercial airlines coming into Glens Falls and I never considered flying into Glens Falls. There was not enough traffic there to get me home and I can tell you when you travel a lot for a living what is important is getting home. It is difficult enough now to get to fly into Albany to get home and its only a forty minute drive. I see no opportunity for large commercial aircraft coming into Glens Falls Airport. I just don't see the opportunity for growth".

He apprised, "I can't really speak to the safety side of it. I am just not that knowledgeable about it, but when I look at the presentations, etc, I do see an opportunity to improve safety but I do not believe there is a safety problem at this point. So my points are pretty simple. One of the gentlemen here talked about infrastructure, I agree. To me I would rather put that money into improving our roads. I would rather put the money there than in an extension of the runway where I just don't feel we are going to get a return on. I would love to see a vote, great idea. Thank you for your time". Applause followed.

Craig Sweet, Angiodynamics employee, stated, "Angiodynamics is right up the road from the Airport and there is not that much traffic. As far as the plane being diverted, a corporate jet took off at 2:00 p.m. so I don't know why they diverted it. Our company had a corporate jet we used to use at Warren County Airport but they built our corporate office down in Latham because we are bringing in a lot of international clients. So as far as growth, you are not going to see it. As far as infrastructure, we pay taxes for infrastructure for roads and highways, things everybody in this room has a possibility to use. How many people can afford an airplane. As far as economically, the taxpayers don't get anything from the Airport. Can this full Board tell me that you are not going to benefit financially from increasing the length of the runway? Mr. Girard asked for clarification as to what he was asking and Mr. Sweet replied he was wondering if they were going to benefit financially on a personal basis to which the County Facilities Committee all responded in the negative. Mr. Mason said he not only did not own an airplane nor did any members of his family and the closest friends that he had that owned airplanes at Warren County Airport were in attendance. He noted he had met them only when this issue came to fruition.

Mr. Sweet queried which direction the expansion would be and Mr. Mason replied that it was south. Mr. Sweet continued, “it’s all wetlands down there and the government says you can’t build anything down there. Mr. Girard pointed out that this was not the case and development was permissible on the property. Mr. Sweet stated, you say you have your own fire trucks, well during that crash South Queensbury and Bay Ridge were there and I did not see any other trucks that said Warren County on them. Mr. Girard advised there was a mutual aid plan established for any incidents that occur at the Airport. Mr. Sweet said, “Warren County did not respond to that crash. It is the only crash you have had right”? Mr. Dubarry stated that during his tenure, there had been four incidents that occurred; however, he was unsure of the total number of incidences that have occurred at the Airport. Mr. Girard apprised he had been on duty with the City of Glens Falls Fire Department and responded to the crash that occurred when two planes collided.

Mr. Sweet advised, “you’re not going to bring anything larger than corporate jets here which are landing there now. You’re not going to bring commercial airlines in there. That’s why we moved our office to Latham because we are bringing in international clients. So I do not see any way the taxpayer will benefit from extending that runway. As far as cutting sources up there, I see more people working out there from the Warren County Airport and Warren County Department of Public Works than there was before. A plane just missed a tractor today. It was out there mowing, they’re coming and practicing takes offs and landings and it just missed them at the end of the runway. There goes your safety. Can you tell me how the taxpayers are going to benefit from extending that runway”? Applause followed. Mr. Girard apprised that the benefits had been outlined in the power point presentation by Mr. Dubarry.

Cindy Hatin, resident of the City of Glens Falls, said, “I have two comments to make. I don’t know who it was that commented it’s peanuts for what’s going to happen to this Airport. I don’t have anymore peanuts left. I am taxed to death. I wake up every morning wondering if I am still going to be able to afford my home. I have no more peanuts to give out to anyone. Anyway I was brought up on forty acres of land with two hundred acres surrounding it. We were taught to respect our wildlife and their habitat. You’re going to get rid of wetlands, you’re going to cut down seventy acres of trees. You are going to ruin, destroy our wildlife family and their homes for what”. Applause followed.

Bonnie McLean, resident of the Town of Queensbury, Rolling Ridge, thanked the Supervisors for organizing the meeting. She stated, “I am happy that some people have listed the environment as a viable concern. In 2007 I had some correspondence with Kevin Bruce from the Army Corps of Engineers, I don’t know if any of you remember that. I would just like to share this with you because at that time they wanted to drain wetlands and extend the Airport runway”. She read the following letter “Dear Mr. Bruce, attached is my original November 3, 2006 letter which you received and which we spoke about in a telephone conversation at that time. I cite some specific objections to this project in this letter and those objections are still valid. One main objection, the fact that neighbors near the project have not been notified”.

She noted, “they were going to do this and I think they went ahead and did this under the radar even though I asked for a hearing to allow the neighbors to be apprised of the situation”. She returned to reading the letter. “The neighbors near the project have not been notified. You told me it was up to Warren County to do this. They passed the buck back and forth. I am stating that this has not been done. In speaking with neighbors no one else has gotten the packet of maps and public notice. They were totally ignorant of the proposal you, as the Army Corps Engineers were going to do. You may want to solicit comments from the public but this won’t happen unless the public is apprised of the project. I maintain the public’s interest has not been served. In addition, environmental impact must be considered. As I stated in my previous letter, wildlife areas, wetlands, aquifers are at risk. In the last several years our area has been the victim of land gobbling at an unprecedented rate. To fill in valuable wetlands for the sake of constructing an Airport runway is irresponsible. Whose interest are we serving and at what cost? In our area wells

are our water supply and any dredging, digging, diverting and filling may have an impact on the purity and supply of the area's water. The runoff culvert mentioned in your proposal that will channel water into existing stream beds can't help but be contaminated with chemicals, petroleum products and other elements that will threaten the safety of the drinking water. This letter is in response to your correspondence mailed to me on April 18, 2007. Additional information about this project is necessary and after that a public hearing must be held".

She stated, "they were going to drain acres of wetlands, in here they said, and this is my packet with topographical maps filling and grading approximately 11.5 acres of area at the Floyd Bennett Memorial Airport and discharge of film material into 3.32 acres of water of the United States including 2.64 areas of wetland and 1,975 linear feet of streams associated with the Bond Creek is too big a project to ignore".

She continued, "this is really the issue. Our quality of life is going to be impacted by the pollution from planes. We are not going to attract commercial airlines-we know that. Saratoga is fifteen miles south and their runway is probably just one hundred feet longer than ours. So what are we gaining from this? Who's being held hostage by this complete extension? When the Board asked for six months to review someone to take over the Airport the present person who runs it said I will pull out if you do that. I don't want you to look at other people to run this Airport. I want to run this Airport. So instead of maintaining what they asked for they capitulated. So we are right back to where we started again.

She apprised, "now I am talking about things that went on in 2006 and 2007. That was six years ago. I believe that the Airport runway at that time was extended and you weren't asked. Half of you didn't know anything about it but they went ahead and did it anyway. Now we're going to be held by the FAA just as I think it was Mr. Currie very beautifully said you are not going to be able to get out of this. You need a referendum on a ballot in November, it's that important. If you don't you're going to be shaking your head wondering day and night why you have the pollution, why you don't have the wildlife, why the aquifers are polluted. Think about it. Don't be misled by a bunch of people who have their own interests at heart. You're not going to get a second chance. Thank you". Applause followed.

Harrison Francett, resident of the Town of Queensbury, stated, "I have been interested in this project, reading in the papers on what's going on because my family has a little bit of tradition at the Airport. My grandfather was an air traffic controller there until he retired in the late 80's and I have fond memories as a boy of going with the family to the Balloon Festival in the fall which certainly has an economic impact. I fully support maintaining the current assets we have such as the Airport. I fly quite often for work on Delta Airlines and I was recently flying on one of their MV88's down to Atlanta and I thought you know in it's day this was a heck of an aircraft. But McDonald Douglas isn't around anymore because they spent too much money on development costs and it wasn't sustainable. My point of that analogy is we have something great here but I think what people want to see is show us the growth and the actual impact. There are a lot of numbers out there; some may be true and some not. I think if you look at it from a business standpoint, if you can show growth and what I mean by that is the Airport not losing money on an annual basis I think that would go a long ways to say hey this is why as a taxpayer you should support this project. I thought a younger point of view may be appreciated". Applause followed.

Tom Heise, resident of the Town of Queensbury, asked, "what are the exact sources of revenue to the County that's generated by the Airport. Also that Hawker that was diverted today and did not land, if it had landed would it have had to pay a fee and would it generate any income for the County"? Mr. Dubarry replied that the aircraft that was diverted to Albany would have been required to pay a fee for using the Airport with a percentage of the fee disbursed to the County and a percentage to the FBO. Mr. Heise queried, "what would that fee be"?, and Mr. Dubarry responded that he would have to check with the FBO. Mr. Heise asked Mr. Dubarry to give an estimate and Mr. Dubarry replied that he was unsure, as he was not the one that collected the fee but if he had to give an estimate it

would be between \$150 to \$300. Mr. Heise asked what percentage of the fee was disbursed to the County and Mr. Dubarry responded that the County share was ten percent.

Mr. Heise said, "I am not looking for an exact figure but was wondering how many planes a year are diverted from the Airport", and Mr. Dubarry said he was unsure. Mr. Heise stated, "the point I am trying to make is if the County is getting ten percent of the fee, I don't think there are a million planes diverted. I am not being facetious but there are not that many planes being diverted to generate any kind of money for the County that would justify extending the runway. I don't see any point to it. What other sources of income are generated by the Airport for the County besides those diversion fees"? Mr. Dubarry explained sources of revenue from the Airport were generated from a percentage of fees paid by the customers that use the Airport, such as hangar and land leases, and any of the miscellaneous fees including a percentage of or the fixed fee for all the fuel that is sold at the Airport. Mr. Heise queried if Mr. Dubarry had any idea what the total amount of dollar revenue to the County last year from the Airport and Mr. Dubarry responded that he estimated it to be between \$80,000 to \$90,000. Mr. Heise said, "I do not see how that money, considering the maintenance the Airport requires and the money the County would have to expend up front, would justify the extension of the runway. You might have to cut trees. I can't believe the FAA would allow planes to land if they weren't safe with those trees up. Even if you want to cut them, that's one thing, but extending the runway, and again as other people have said I don't see that your going to get more of your corporate planes in here. The corporate planes that are here are generally the same size as jet streams or whatever. You're not going to get much bigger planes in here than that. I heard someplace if the runway was longer maybe bigger planes would land and buy fuel. They don't land to buy fuel. They buy fuel where they originate so I don't see the point of it. Thank you". Applause followed.

Richard Mates, resident of the Town of Queensbury, stated, "when this issue started to generate interest in *The Post Star* it occurred to me that it would be useful to know how many planes actually took off and landed at the Airport and what type of planes they were. I called the FAA and they referred me to Mr. Dubarry who was very helpful and accommodating and I was quite startled to find out nobody actually keeps track. They make an estimate based on fuel sales but nobody can actually say a certain number of planes land and take off every month. It seems to me that's very basic information that you have to have before you make a decision to spend the kind of money we're talking about. It should not be that hard to do that. You could set up a fairly simple video for each of the two runways to be able to measure or keep track of the flights every month and I don't know why this hasn't been done. It ought to be done for a period of a year before you can even begin to make an intelligent decision about spending this kind of money". Applause followed.

John Michaels, resident of the Town of Bolton Landing, and a safety pilot, said, "I have talked to some people in this room and I have been on both sides of this runway expansion and I could probably still go both ways but there have been some things said tonight that I think need to be cleared up. That plane that got diverted today, it's not the landing fee. That pilot probably would have spent \$10,000 to \$20,000 on fuel. Every time a private jet lands there they buy an average of \$5,000 to \$10,000 in fuel. That's a big number so that diverted plane was not just a \$25 fee. Along the runways, I don't need it for my plane; it will though, which I don't think has been made clear here tonight, allow the planes totake off with more fuel. A corporate jet because the runway is longer, can fill the plane up but they can't now because it's only 5,000 feet so it should increase fuel sales. Whoever said they only buy fuel on departure is not correct. They buy the fuel to get to the next spot and if they can go farther they will take on more fuel because these passengers don't want to stop. People with jets aren't looking to stop for fuel halfway to their destination. As far as economic development, as a personal example, I built a house for a guy on the lake. \$8 million house, 2.5 year project and they came up in a corporate jet every other week for that 2.5 years with a plane full of architects and designers. They had lunch, they would rent hotel rooms and it was just that one house alone. Those people may not have even chose this area to build if they didn't have access to such a great Airport".

He continued, “the Sagamore is our biggest payer of bed tax and they usually pay more bed tax than any other hotels. Their users are the people coming in on those jets on Friday nights. That’s who is staying at the Sagamore. The Sagamore just made a commitment to go year round and I think we have to reinforce anything we can to support that and what they have done up there for that organization. There are so many conventions and Tom Brokaw was at that Airport, there are so many people that come into Warren County Airport that go to these facilities who would never even know about Warren County if they had to land in Albany.

He advised, “the other thing is, I hate the way government runs. It would be nice to say if they weren’t going to spend the \$7 million that we were going to go back in and lower our deficit, it’s not going to. They are going to take that \$7 million and spend it on a runway somewhere else. Another thing is the runway is going to be here for twenty years and at least with an Airport it’s going to be there for the long haul, maybe fifteen years from now, twenty years from now, this is not short term. \$7 million in construction jobs for the next 1.5 years is something to note; rather than just turn that away. That’s all I have to say”. Applause followed.

Lara Currie, small business owner and resident of the Town of Queensbury, stated, “I am here representing myself and also the UNYTA. First I would like to thank you for having the meeting tonight and for being so patient and listening to everybody. I think a lot of people have brought up a lot of really good points. I want you to know that as part of our business we hold meetings around the Country, we hold a small meeting here every other year. We have had meetings at the Sagamore and been to meetings at the Sagamore and met with some of the people that have flown in on private jets. Most recently we met with Tom Donohue from the US Chamber, who flew into Warren County Airport and made a speech, got in his car, drove back to the Airport and then flew back to Colorado. So had he not flown into Warren County he would have flown into Saratoga and I think that’s something to keep in mind.

She said, “I think one of the things that is really resonating with people when we go around and talk about the Airport petitions and things is that we’re not happy with the way government wastes money and we don’t want to be part of that. We do not think two wrongs make a right. The fact that the Federal Government is going to waste \$7 million here and \$8 million there and a billion dollars someplace else, all we can do is control is what we are doing here and we’re trying our best to stop D.C. and our local governments-Stop wasting money”. Applause followed.

Mike McCabe, resident of the Town of Queensbury, apprised, “I would like to thank you for holding this meeting. Just a couple of questions. We have thrown a lot of figures around here but I would like to know, we said that there was two parts to the Airport. The obstruction and the extension of the runway. What is the total capital cost of the obstruction removal”? Mr. Dubarry replied that bids had been received for obstruction removal of Runway One and approach for slightly under \$1 million. Mr. McCabe asked where the money was coming from and Mr. Dubarry replied that 90% was from the Federal Government, 5% was from New York State and 5% was the County share. Mr. McCabe queried if the 5% share was budgeted or would go onto our debt to which Mr. Dubarry responded that it was included in the budget in the Airport Reserve. Mr. McCabe questioned what other money was involved with the obstruction removal and Mr. Dubarry replied that there were obstruction removal projects planned for the Runway 30. He explained that they were in the process of acquiring the rights to do that; however, an accurate estimated cost would not be available until that project was designed. Mr. McCabe asked if the project would be comparable to other projects that had been completed and Mr. Dubarry stated it would be minor compared to the other projects completed. Mr. MaCabe queried, is the \$8 million covering the full runway extension with all items listed or are there different costs that we have not seen”? Mr. Dubarry advised that the only additional costs at this time would be for the design of the runway extension. He said the \$8 million was for the construction of the runway extension. He advised there was an additional design effort that would begin once the initial environmental assessment that’s underway was completed. Mr. McCabe asked if Mr. Dubarry had any idea what the estimated cost would be and Mr. Dubarry replied he estimated it to be \$800,000. Mr. McCabe said, “we’re talking over \$10 million

for this whole deal,” and Mr. Dubarry explained the \$1 million was for the obstruction removal for the runway in its current condition and not the extension.

Mr. MaCabe stated, “a couple of people have put forth the idea that the least we’re going to get out of this is \$10 million in economic activity to the County, is that what we are saying”? Mr. Dubarry advised that based upon the study from the New York State Department of Transportation the economic benefit of the Airport is more than \$8 million a year. Mr. McCabe said, “so we are going to lay out this \$10 million and the County will benefit from it”, and Mr. Dubarry replied affirmatively. Mr. McCabe advised, “the \$10 million was grossly understated because in that you’re going to have engineering that’s typically 15% and that’s not going to be a Warren County firm, right”? Mr. Dubarry apprised the company that was designing the project was C&S Engineering from Syracuse, New York. Mr. McCabe noted, “the construction company that got the bid was not going to be from Warren County, right”. Mr. Dubarry responded he would not know until the project was put out for bid. Mr. McCabe said, “that’s probably another 20% right there, usually on this type of project, right. Somebody help me out, there are other people here who have done big projects before and 20% is normal for construction companies overhead profit. So now we are down somewhere around \$6 million and from that they’re has to be materials and there not likely to come from Warren County are they? So you know really what we are talking about is around \$2.5 million in labor that might go to Warren County workers but might not. They might be from Saratoga County, they might be from Washington County or they might be from Essex County. So to put out the idea that Warren County is going to benefit from this \$10 million influx into the economy is just not accurate. That’s all I have to say. Thank you”. Applause followed.

Kathy Sonnabend, resident of the Town of Queensbury, stated, “I have been watching the County over the years and it seems like repeatedly we have these big projects and we’re told it’s going to save us money or it’s going to be an economic stimulus and it never pans out. So it alarms me when there are some basic questions being asked that you think would be a part of the analysis of what this spending would be meaning for us and it hasn’t been done. So I think that the County Supervisors need to put business hats on. Act more like businessmen and if you don’t have the experience or expertise seek that out”.

She said, “I understand that Phil Morse sent you a letter saying he was opposed to this and he didn’t think it made sense, is that correct”? to which Mr. Girard replied affirmatively. She continued, “ok, Phil Morse is one of the people in our area that has probably been responsible for more job growth and economic development than any other single person in this area for years. Why on earth would we not be paying attention to what he says”?

She advised, “I understand the concept because of my professional background and experience of economic benefit over and above what’s immediately spent on this project. I understand about how the workers go to the grocery store and buy their groceries but that economic benefit that is estimated at \$8 million right now will still be there as long as we maintain the Airport as it is”.

She apprised, “the expansion, how much is that going to add? We don’t really know but I have a hard time trusting the track record of the County Supervisors. We have seen the trash plant fiasco, the jail expansion, The Siemens Co-Gen Facility at Westmount and there are probably lots of other examples. Parts of our County are really well run. I understand that our Department of Public Health and our District Attorney’s Office are highly regarded across the State but we have been making too many bad decisions that the taxpayers have had to pay for. I get very frustrated when I hear County officials telling us well the Feds or the State are going to pay for most of this so it’s free money, why wouldn’t we want to do it. The first job to do is to make sure the project makes economic sense. Then if you can get somebody else to help pay for it, but it’s still taxpayer money and if the project doesn’t make sense it’s wasting money which is contributing to the problems and frustrations across the Country. It has to start locally, we have to start here and I am very much for government. I think there are a lot of essential services that government provides. Our roads, public health, things like that, we have to make sure we provide, but some of these

other projects that you guys come up with are not well thought out and analyzed. They just end up costing us a lot of money and I think if you would open it up earlier for input from the public and get some expertise from the outside you guys would be making better decisions for us. At this point we are always finding out too late or we can't get your attention in time to give you our input because the decisions already been made and then we get stuck with the bill".

She continued, "companies will want to locate here if they can make a profit. The higher their taxes are, they are less likely to come here. They come here for the workforce, for the ease of doing business but not necessarily because we have an Airport when we have got Albany International less than an hour away. Thank you". Applause followed.

Frank Haffer, resident of the Town of Queensbury, said, "I have just a couple of points. I have lived here for ten years on Chestnut Ridge Road and I was listening to these wide spectrums of budgets about the deficit of the County versus the surplus of the County and we're at \$19 million deficit and \$12 million surplus. Somebody must have some figures here, that's just wrong. With regards to our government, my neighbor across the street, he wanted to convert his property into multi-family. In order to do so he had to go through a long, long process. He had to get all the neighbors approval and go to the Town Board and the Town Board turned him down. Yet, here we have a runway extension going through the wetlands, disturbing our quality of life and this is the only means we have of voicing our opinion and it sounds like the votes already done".

He stated, " how do we create a referendum and stop you today and go to a vote in November and see what the people want. I know our Federal Government. I have had the joy of watching where they have polls across the Country where they have people vote against a particular ruling, yet the ruling is passed. I think this idea of representation of the people is being lost and I believe we have got to have this referendum. I am asking you, how do we go about doing this. Is it one person that is going to make that decision"?

Mr. Girard requested that the County Attorney address the question. Martin Auffredou, County Attorney, explained that in order to have a referendum it would first need to be determined if this was a proper subject for one. Assuming it was a proper subject, step number two would be to have the County Facilities Committee make a recommendation to the Board of Supervisors for a referendum and it would ultimately be up to the full Board whether or not to place that referendum on a ballot. He said there were certain time requirements in order to include the item on the ballot in the November election. He noted there were stringent time constraints that pertained to this.

Mr. Haffer said, "it seems to me the Board was in a very easy position to go ahead with this, with questions on the budget, questions on the wetlands, with questions on quality of life, with questions on economic impact to the County. I have a real big concern, we hear over and over this idea of security and I heard clearly that we don't have a record of the planes that are landing and the number. That to me, I mean I watch enough of these crazy movies but that to me holy crimmy, you have got to be kidding. That is bizarre. The Transportation Security Administration (TSA) and the FAA don't make demands on a log of the planes and who is flying them and everything else. There is no record of that. That to me is outrageous. So I really believe that speaking for I believe some people in Warren County that were not being heard by our government and our government is proceeding on its own. Just like I guess they are taking the example from our Federal Government. It's got to stop. You have got to listen to us, that's all there is to it. We put you in Office so you would take our voice and our opinions and consolidate them into wise decisions. I say right now we need some solomon wisdom because there are just too many unanswered questions and yet you are going merrily on your way with the Board's almost unanimous approval. I am a businessman, I have been in international business for close to forty years and we have goals, we have evaluations and we have measurements. It sounds to me from just the wide spectrum of answers and questions I have heard here with no answers that we are not doing any of that. It is dog gone scary. Than you". Applause followed.

George Winters, resident of the Town of Queensbury, stated, "I was always taught you do make mistakes but learn from them. I personally don't think that the Warren County Board of Supervisors has learned too much. Time and time again they get caught with their pants down after the fact they have signed the contract. I am surely against this. Thank you". Applause followed.

Mr. Girard announced that the library was closing in ten minutes. Mr. Mason suggested arranging another meeting in North Queensbury. The public asked if Mr. Westcott had time to make his presentation. Mr Westcott apprised he would try to make the presentation as brief as he could. He apologized for the delay in getting the meeting organized and thanked everyone for attending. He noted there was an estimated 175 to 200 people in attendance, which he felt supported why night meetings were significant. He said he would support any Supervisor on any subject, whether he supported the subject or not on scheduling night meetings. Applause followed.

He advised what brought the UNYTA's attention to the Airport was a presentation made by Paul Dusek, County Administrator. He said the presentation showcased a four year forecast that projected cumulative deficits of \$15 million while staying within the 2% property tax cap, which he felt would be difficult to do. Due to time restraints, Mr. Westcott referred the attendees to www.unyta.org, for copies of the presentation and apprised he would review it in detail with them at the next meeting. The public queried how they would be notified where and when the meeting was scheduled and Mr. Girard replied that there would be a meeting notice in *The Post Star*, as well as posted on the County website. They asked when the next meeting of the full Board would take place where they could request the referendum and Mr. Girard replied the next meeting of the full Board was scheduled at the Warren County Municipal Center the third Friday of the month at 10:00 a.m.

As there was no further business to come before the County Facilities Committee, on motion made by Mrs. Wood and seconded by Mr. Mason, Mr. Girard adjourned the meeting at 8:58 p.m.

Respectfully submitted,
Sarah McLenithan, Legislative Office Specialist

