

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: COUNTY FACILITIES

DATE: MAY 23, 2017

COMMITTEE MEMBERS PRESENT:

SUPERVISORS GIRARD
STROUGH
SEEBER
BEATY
MONTESI
BRAYMER
SIMPSON
LEGGETT
GERAGHTY
VACANT

OTHERS PRESENT:

JEFFERY TENNYSON, SUPERINTENDENT OF PUBLIC WORKS
ROSS DUBARRY, AIRPORT MANAGER
FRANK MOREHOUSE, SUPERINTENDENT OF BUILDINGS & GROUNDS
RONALD CONOVER, CHAIRMAN OF THE BOARD
AMY BARTLETT, ASSISTANT COUNTY ATTORNEY
AMANDA ALLEN, CLERK OF THE BOARD
FRANK THOMAS, BUDGET OFFICER
SUPERVISOR SOKOL
JOANN MCKINSTRY, ASSISTANT TO THE COUNTY ADMINISTRATOR
MIKE SWAN, COUNTY TREASURER
STEVE ABBOTT, RICH AIR
MICHAEL WILD, TOWN OF QUEENSBURY RESIDENT
TRAVIS WHITEHEAD, TOWN OF QUEENSBURY RESIDENT
SARAH MCLENITHAN, DEPUTY CLERK OF THE BOARD

COMMITTEE MEMBER ABSENT:

SUPERVISOR MACDONALD

Please note, the following contains a summarization of the May 23, 2017 meeting of the County Facilities Committee; the meeting in its entirety can be viewed on the Warren County website using the following link: <http://www.warrencountyny.gov/gov/comm/Archive/2017/facilities/>

Mr. Girard called the meeting of the County Facilities Committee to order at 10:30 a.m.

Motion was made by Mr. Montesi, seconded by Mr. Strough and carried unanimously to approve the minutes of the last Committee meeting, subject to correction by the Clerk of the Board.

Privilege of the floor was extended to Jeffery, Tennyson, *Superintendent, Department of Public Works*, who distributed copies of the Buildings & Grounds agenda to the Committee members; *a copy of the agenda is on file with the minutes.*

Commencing the agenda review, Mr. Tennyson presented a request to authorize an easement to National Grid Power Corporation on County-owned Town of Queensbury Tax Map Parcel No. 289.13-1-45, located on Glens Lake Road.

Motion was made by Mr. Simpson, seconded by Mr. Montesi and carried unanimously to approve the request and the necessary resolution was authorized for the June 14th Board meeting. *A copy of the resolution request form is on file with the minutes.*

Continuing with the agenda review, Frank Morehouse, *Superintendent of Buildings*, provided an update on the Court Expansion Project. He informed the steel work should be completed within the next few days. He mentioned the roof pans were going on and the framers were commencing work today. He stated the concrete vault walls had been erected and the colors for the outside of that would match the remainder of the building. He advised that the compactor pad outback was finished and power would be installed there so they could move the trash compactor on to the new pad which would provide more space out back, as well as provide temporary power to the construction site. He mentioned the tearing up of the parking lot in that area would be commencing within the next few weeks. He apprised the anticipated date for pouring the floor was June 5th following which the contractors would commence working inside under the steel frame. He commented he believed the Project remained on schedule with the timeline that had been anticipated.

Mr. Montesi apprised he met every two weeks with representatives of Clark Patterson Lee, Mr.

Morehouse and Kevin Hajos, *Deputy Superintendent of Public Works*, to discuss the Court Expansion Project. He added every Monday morning the foreman for the Project met to discuss the progress. He mentioned there had not been any significant change orders issued for the Project. He stated they had resolved the issue with electricity for the building by having National Grid install separate service to the building which would be about cost neutral.

Mr. Tennyson added that any change orders issued resulted in a positive outcome. He encouraged the Committee members who were interested in touring the site to view the progress that had been made to contact himself or Mr. Morehouse.

Mr. Girard advised he had met with the representatives of the Courts to discuss the progress of the Project and to address any issues they had with the work but they all indicated how pleased they were with the progress that had been made thus far.

Prior to commencing review of the Airport Agenda, Mr. Girard stated that there was an issue with the roof at Cornell Cooperative Extension that needed to be addressed. He informed there were several leaks in the roof which had been patched as best they could be by the Buildings and Grounds crew; however, he noted, they indicated to him that the roof had served its useful life. He said he would like a portion of the additional sales tax received to be used for the purpose of replacing the roof prior to the winter months, but noted the matter would have to be referred to the Finance Committee to make a final determination.

A lengthy discussion ensued following which it was determined that Mr. Morehouse would return to Committee next month with estimates for the replacement/repair of the Cornell Cooperative Extension building roof which the Committee would review before referring the matter to the Finance Committee.

Privilege of the floor was extended to Ross Dubarry, *Airport Manager*, who distributed copies of the Airport agenda to the Committee members; *a copy of the agenda is on file with the minutes.*

Commencing his agenda review, Mr. Dubarry presented the following requests:

- 1) For a transfer of funds in the amount of \$35,000 from the Contingent Account to cover the cost of culvert and pipe repair to the Airport Taxiway.

Motion was made by Mr. Simpson and seconded by Mr. Montesi to approve the request as outlined above.

Mr. Montesi questioned how large the culvert was and Mr. Dubarry responded that it was an eight foot rounded culvert. He explained along the waterline the pipe had rusted its entire length and then squatted and separated at the collar thereby creating the sinkhole which was significant in size. He informed due to safety concerns the taxiway had been closed ever since they discovered the sinkhole.

A lengthy discussion ensued regarding the other culverts located at the Airport during which it was determined that the Airport Capital Improvement Program included an Airport-wide Drainage Study, would take place two years from now as part of the Master Plan Update.

Mr. Girard called the question and the motion was carried unanimously to approve the request for transfer of funds as outlined above and refer same to the Finance Committee. *A copy of the request for Transfer of Funds is on file with the minutes.*

- 2) To authorize an agreement with Adirondack Balloon Festival for use of Floyd Bennett Memorial Airport for the 2017 Balloon Festival event.

Mr. Dubarry indicated there were no changes from the prior years agreement or with parking and fees charged for recreational vehicles and buses.

Motion was made by Mr. Simpson, seconded by Mr. Montesi and carried unanimously to approve the request and the necessary resolution was authorized for the June 14th Board meeting. *A copy of the resolution request form is on file with the minutes.*

- 3) To authorize the application to the FAA (*Federal Aviation Administration*)/NYS DOT (*New York State Department of Transportation*) for grant funds in an amount not to exceed \$985,307 for the Runway 1-19 Extension/Phase II Federal Aviation Administration RA final design.

Mr. Dubarry apprised that he had distributed a copy of the Schedules A-1, A-2 and A-3 which outlined the extensive scopes of work for this Project; *copies of all three scheduled are on file with the minutes.* He pointed out that the bottom of Page A1-6 referred to Geotechnical Subsurface Investigation and Design which would address the comments received on the Environmental Assessment. He said this meant they would be conducting studies on the impact to groundwater due to construction of the Runway Extension.

In regards to A-2, Mr. Dubarry informed this concerned the scope of services for the Wetland Mitigation and Permitting Services which would be conducted by a sub-consultant through McFarland Johnson. He said there were several tasks associated with this phase as well, including the following: conceptual wetland mitigation design; joint application for the permit with the Army Core of Engineers and NYSDEC (*New York State Department of Environmental Conservation*); Compensatory Wetland Mitigation Plans; SPDES (*State Pollutant Discharge Elimination System*) Permit; and assistance with the bidding and awards.

Proceeding to Phase A-3, Mr. Dubarry stated this concerned the SEQR (*State Environmental Quality Review*) EIS (*Environmental Impact Statement*) and would be conducted by C&S Engineers utilizing the design grant.

Motion was made by Mr. Simpson and seconded by Mr. Simpson to approve the request as outlined above.

Ms. Braymer questioned why it was referred to as design when the majority of the work being conducted was environmental under the EIS and Mr. Dubarry replied the Project was entitled "Design, Mitigation and Permitting". Mr. Tennyson informed some of the environmental work was included as part of the design process. Mr. Dubarry added a portion of the environmental work could not be completed until they commenced with the final design such as information, data collecting, technical data lab work, etc. As an example, Mr. Tennyson stated if the concern related to how a certain construction activity may impact the environment they would have to advance that design to be aware of what the construction activity would actually involve. He continued, the two processes occurred concurrently and were intermeshed and as the design developed and the impacts were better defined the coordination with NYSDEC and Army Core continued to ensure the permitting agencies were aware of what the impacts would be as part of the construction and what the proposed mitigation would be to address these. He mentioned they were unable to separate them because one could not advance without the other from this point forward.

Mr. Girard asked whether this was a method in which they could pay for the engineering duties and Mr. Tennyson replied in the affirmative. He explained this was the mechanism to complete the investigation work as part of the design.

Mr. Montesi inquired what the grant timeframe was and Mr. Dubarry responded he anticipated the FAA would not be issuing the grant until September but the application deadline was June 15th. He informed they were competing with other Airports across the United States for the funding which was why the FAA did not make a determination for an award until the end of the Federal Fiscal Year in September. He continued, once they had a grant offer in hand they would execute the contracts to get the design work in place, establish the Capital Project and then go through the Committee process before it was presented to the full Board for approval. He said this meant they would commence with the design work in December of this year. Mr. Tennyson stated the work would continue through the spring and summer months of next year.

A lengthy discussion ensued following which Mr. Girard called the question and the motion was carried by majority vote, with Mr. Beaty, Ms. Seeber and Ms. Braymer, voting in opposition, to approve the request to authorize the application to the FAA/NYS DOT for grant funds in an amount not to exceed \$985,307 for the Runway 1-19 Extension/Phase II Federal Aviation Administration RA final design and the necessary resolution was authorized for the June 14th Board meeting. *A copy of the resolution request form is on file with the minutes.*

- 3) To authorize application to the FAA/NYS DOT for grant funds in an amount not to exceed \$769,359 for the Airfield Guidance Sign Replacement/Crack Seal/Markings construction.

Motion was made by Mr. Montesi, seconded by Mr. Strough and carried unanimously to approve the request and the necessary resolution was authorized for the June 14th Board meeting. *A copy of the resolution request form is on file with the minutes.*

Proceeding to the Referral/Pending Items portion of the agenda, Mr. Dubarry advised with regards to Item #1 he was working on revising the spreadsheet of Airport revenues vs. expenditures to include some additional data he had obtained. He said he anticipated distributing the spreadsheets to the Committee members prior to the next Committee meeting.

Moving along to Item #2, Mr. Dubarry informed engineering had completed a preliminary review of the alternative parking plan and had suggested the addition of some signage and directional information to the plan. He said a meeting would need to be scheduled with the FBO to review these additions.

Mr. Leggett inquired whether any additional review was required besides what was conducted by the engineers on the alternative airport parking plan since it was impacting the overall layout of the Airport and Mr. Tennyson replied the normal commercial considerations did not have jurisdiction over this type of work such as the Town of Queensbury Zoning Board and Planning Review. He said the plan was subject to engineering review and studies which were generally conducted in-house. He mentioned there was no authority outside of the Board that could authorize this type of work which meant if the Committee's desire was for additional studies and review at a higher level the Board would need to make a final determination on that. He stated the authority to authorize this type of work was the responsibility of the Airport Manager along with the initial review conducted by the engineering staff of the Department of Public Works in large part with FAA and NYSDOT Aviation Bureau Standards. He explained it was a different type of jurisdictional review than what occurred at the Town level. Mr. Dubarry added even for this Project the FAA would need to review and approve the change to the Airport Layout Plan.

A discussion ensued.

In regards to construction activity at the Airport, Mr. Dubarry advised work on the Fuel Farm Project

was underway and the temporary fueling solution had been implemented for the FBO. He stated the Tree Removal Project taking place near the approach end of Runway 30 was almost complete. He informed the farm they contracted with to cultivate the outer fields at the Airport was planting corn on additional acreage which would result in more revenue for the County. He added he thought they would be able to expand their parking options for the Adirondack Balloon Festival, as well.

Travis Whitehead, *Town of Queensbury Resident*, remarked in regards to the 2002 Airport Master Plan, the Airport Advisory Group had been tasked with reviewing the Plan but they were unable to discuss it at their last meeting due to time constraints. He said he had been prepared to make a few comments at the meeting but since he had been unable to he felt it was appropriate to do so now since they were looking at the Airport Master Plan for the parking lot and everything else. He informed the Master Plan, which was completed in 2002, included the G4 which was a Gulf Stream 4 as the Critical Airplane; however, he noted, in 2009 the FAA determined there were not enough operations for such so they downgraded it to a B2 which it has remained to present. He explained this meant the Airport had gone from a C3 which referred to faster, longer runway required and 3 which was the width of the wings to a B2 thereby resulting in a downgrade since 2002. He continued, according to the Plan it stated the Airport had 38,000 more or less operations per year and was predicting by 2020 that figure would increase to 56,000; however, he noted, that figure had actually decreased to about 37,000 according to the documents that were submitted to the FAA within the last few weeks. He commented some of the largest assumptions pertaining to the Airport were not coming to fruition which was why he suggested rather than relying on a Report written fifteen years ago in projecting things that may occur it would behoove them to determine what actually occurred over this timeframe. He suggested they act upon the actual data rather than blindly going forward with what was suggested back in 2002.

Chairman Conover informed he felt an executive session was required to discuss a contractual matter at the Airport.

A motion was made by Mr. Simpson, seconded by Mr. Montesi and carried unanimously to enter into executive session pursuant to pursuant to Section 105(f) of the Public Officer's Law.

Executive session was held from 10:22 a.m. until 11:38 a.m.

Upon reconvening Mr. Girard announced no action was taken during the executive session

There being no further business to come before the County Facilities Committee, on motion made by Mr. Montesi and seconded by Mr. Strough, Mr. Simpson adjourned the meeting at 11:39 a.m.

Respectfully submitted,
Sarah McLenithan, Deputy Clerk of the Board