

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: JOINT MEETING - COUNTY FACILITIES AND ECONOMIC GROWTH & DEVELOPMENT

DATE: JUNE 3, 2015

COUNTY FACILITIES

COMMITTEE MEMBERS PRESENT:

SUPERVISORS GIRARD
WOOD
MONROE
STROUGH
SEEBER

COMMITTEE MEMBERS ABSENT:

SUPERVISORS WESTCOTT
CONOVER

ECONOMIC GROWTH & DEVELOPMENT

COMMITTEE MEMBERS PRESENT:

SUPERVISORS TAYLOR
MONROE
WOOD
BEATY
STROUGH

OTHERS PRESENT:

FLOYD BENNETT MEMORIAL AIRPORT ADVISORY COMMITTEE:

WILLIAM MASON, CHAIRMAN/MEMBER APPOINTED BY CHAIRMAN
OF THE COUNTY FACILITIES COMMITTEE
ED BARTHOLOMEW, MEMBER APPOINTED BY THE WARREN COUNTY
ECONOMIC DEVELOPMENT CORPORATION
STEVE ABBOTT, MEMBER APPOINTED BY THE FIXED BASE OPERATOR
HARRISON FREER, RECORDING SECRETARY/MEMBER APPOINTED BY
THE PILOTS ASSOCIATION
ROSS DUBARRY, MEMBER/AIRPORT MANAGER

WAYNE LAMOTHE, COUNTY PLANNER

KEVIN B. GERAGHTY, CHAIRMAN OF THE BOARD

PAUL DUSEK, COUNTY ADMINISTRATOR

MARTIN AUFFREDOU, COUNTY ATTORNEY

AMANDA ALLEN, CLERK OF THE BOARD

FRANK E. THOMAS, BUDGET OFFICER

SUPERVISORS DICKINSON

MCDEVITT

MERLINO

SIMPSON

JEFFERY TENNYSON, SUPERINTENDENT OF PUBLIC WORKS

DAVID STRAINER, TOWN OF QUEENSBURY RESIDENT

TRAVIS WHITEHEAD, TOWN OF QUEENSBURY RESIDENT

DON LEHMAN, *THE POST STAR*

MOLLY GANOTES, LEGISLATIVE OFFICE SPECIALIST

SARAH MCLENITHAN, DEPUTY CLERK OF THE BOARD

The joint meeting of the County Facilities and Economic Growth & Development Committees was called to order at 10:02 a.m. Copies of the meeting agenda were distributed to the Committee members and a copy of same is on file with the meeting minutes.

Commencing the agenda review, privilege of the floor was extended to William Mason, Chairman of the Floyd Bennett Memorial Airport Advisory Committee, who distributed copies of the "Floyd Bennett Memorial Warren County Airport (GFL) Ad Hoc Advisory Committee Final Report" to the Committee members; *a copy of same is on file with the meeting minutes*. Mr. Mason then proceeded to read aloud from the Report while a companion powerpoint presentation was made; *a copy of the powerpoint presentation is also on file with the meeting minutes*. At the close of his presentation, Mr. Mason acknowledged his fellow Ad Hoc Advisory Committee members, as follows: Ed Bartholomew, President of the Warren County Economic Development Corporation (EDC); Ross Dubarry, Airport Manager; Harrison Freer, Recording Secretary/member appointed by the Pilot's Association; and Stephen Abbott, member appointed by the Fixed Base Operator (FBO) Rich Air, and he thanked them for their efforts and participation.

Mr. Freer commented that Mr. Mason had very graciously thanked the other Committee members, but he noted that given the interesting effort undertaken by the Ad Hoc Advisory Committee, he would thank Mr. Mason for his leadership and guidance throughout this process. He noted that the matter was now being turned over to the County to determine a more sustainable way to interact.

Mr. Abbott opined this process had been helpful to identify the things that Rich Air was doing, as well as to determine the additional efforts they could undertake. He stated that as they progressed, Rich Air

had begun implementing changes along the way, such as updating both the County's and Rich Air's websites and adding new social media links. Mr. Abbott indicated Rich Air was always seeking new opportunities to market the Airport in the region and this effort had proven fruitful; he said he hoped the recommendations would be helpful to the County, as well.

Mr. Bartholomew commented that the Final Report outlined a series of recommendations, some of which were of a relatively short-term nature that could be undertaken fairly rapidly, such as the review of the Airport Rules and Regulations. With respect to immediate marketing ideas, he noted discussion entertained at the County Facilities Committee Meeting held earlier that week relative to completing an RFP (*request for proposals*) response to host a "fly-in" event at the Warren County Airport and he said he supported moving forward with this RFP response, but acknowledged there might be some financial considerations for this event. Mr. Bartholomew suggested that the County prepare itself for the next negotiations with the FBO while researching comparatively sized airports within the region to determine whether the County was in a competitive situation and in what areas they could improve. He stated that the Warren County EDC was prepared to assist the County in any of these capacities, particularly in the marketing area and working with staff in relation to lands that were germane to Airport facilities, as well as to non-Airport economic development. Mr. Bartholomew noted it would take some time to identify what things would need to be planned or changed in terms of zoning; however, he advised, there were a number of short, intermediate and long-term steps that could be effectuated as a result of the Final Report provided.

Mr. Dubarry thanked Mr. Freer for taking on the responsibility of compiling the Final Report. He said they continued to make a lot of improvements as they moved along; he noted that he had drafted a sample newsletter sharing information about the goings-on at the Airport and he circulated a copy amongst the Committee members. Mr. Dubarry said he envisioned this to be a quarterly newsletter which could be distributed in an electronic format via email. He asked the Committee members to review the newsletter and relay their thoughts on it to him.

Mr. Strough thanked the Ad Hoc Advisory Committee for all their hard work and dedication in developing the Final Report. He said that many times committees met and did not accomplish anything, but in this case, they could attest that the Final Report was a very good product which would be used to help move the region forward to meet both their economic and quality of life needs.

Ms. Seeber stated the Final Report was excellent. She apprised she had the opportunity to sit in on a couple of the Ad Hoc Advisory Committee Meetings and she found them to be very effective. Ms. Seeber stated her appreciation for the updates to the websites and social media and she noted that Mr. Dubarry's newsletter was a great way to spread positive information about what the County was doing, especially given the amount of negative information circulating about the Airport. She advised she would be completely supportive of an e-newsletter that would be environmentally friendly and less expensive to distribute and would provide information from both the County and Rich Air on all the positives the Airport had to offer and why it was such an important investment for the community.

Mr. Monroe questioned which portions of the Airport Rules and Regulations the Ad Hoc Advisory Committee was suggesting changes be made to. Mr. Mason responded that different members of the Ad Hoc Advisory Committee had gone through the document and pointed out certain areas which could be altered. Mr. Freer stated that the Airport Rules and Regulations was a 50-page document written by a lawyer to protect the County, but not to foster a balanced business effort. Mr. Monroe asked whether they felt certain portions of the document hindered new business from relocating to the Airport and Mr. Mason replied affirmatively. Mr. Freer interjected that the Saratoga Airport had just updated their Airport Rules and Regulations; he noted the Airport Rules and Regulations for the Floyd Bennett Memorial Airport required modernization, as well.

Mr. Beaty queried whether Warren County had lost any potential new business due to the current Airport Rules and Regulations and Mr. Freer replied that he felt that argument could be made if the topic was discussed with the helicopter pilots at Harris Field, but he said his intention was not to make that argument today. Mr. Mason advised he understood that the responsibility of the document was to protect the County; however, he said, their Committee believed there should be some sort of balance to attract businesses. He pointed out the document was somewhat outdated, as there really was no need to go to an office to do business nowadays because the majority of it was conducted via telephone or online.

Ms. Wood asked for clarification on the statement that owner-operator models should be investigated. Mr. Freer advised that the FAA (Federal Aviation Administration) preferred that airports were owned by government or public organizations. He said most larger airports were owned by a port or airport authority, which were able to float bonds and did not have to rely upon a County Budget to make investments in the property. He pointed out the majority of the airports in the New York City region were operated by the port authority, as were all bridges; therefore, he stated, they had business models that were different than County Government running the operation. He advised there were private airports where the owner was the operator and there were airports with multiple FBO's. He mentioned that airport operations varied from airport to airport. He said one of the questions was how to create a structure, such as an advisory board that would be a standing committee as opposed to an ad hoc committee.

Jeffery Tennyson, Superintendent of the Department of Public Works (DPW), apprised that the minimum standards had not been updated in several years. He explained that since this was a County document any changes would be handled through the County Facilities Committee with Mr. Dubarry making the recommendations. He said the purpose of the document was to implement control over who operated the Airport. He apprised although some airports did have multiple FBO's, it was not practical for the County Airport. He pointed out without having minimum standards in place, every other pilot could have their own fuel tank to store and sell fuel out of their T-hangar. He noted the document managed the Airport to ensure that it did not become inundated with open commerce which would create chaos. He agreed that portions of the document required updating to be more inline with how companies operated today. He mentioned he felt Mr. Dubarry could make recommendations for changes so that the document could evolve over time to meet the needs of the Airport and the County, while being more flexible for business.

Mr. Tennyson pointed out that some of the recommendations mentioned in the Final Report had already been implemented, such as improvements to the website. He said he felt it was necessary for he and Mr. Dubarry to prioritize some of the recommendations and discuss with the Committee how to approach and implement them.

Mr. Strough questioned whether the burden of implementing these recommendations would fall upon the DPW staff or whether a Committee would be established that would work with the DPW and ensure that these recommendations progressed forward if the Board of Supervisors was in agreement. Mr. Girard advised he felt some dialogue and discussion was necessary as to how they went about ensuring the communications with all interested parties remained together. He stated the Ad Hoc Advisory Committee had worked well because several of the Supervisors had attended their meetings including himself and Mr. Strough which he felt assisted them with being well informed. He commented he felt it would be difficult to determine how to move forward without the assistance and knowledge of the Ad Hoc Advisory Committee members to ensure that their recommendations were implemented properly. He suggested the possibility of having the Ad Hoc Advisory Committee provide suggestions to them about how to move forward with implementation.

Mr. Mason apprised what impressed him the most about the Ad Hoc Advisory Committee was that it brought together representatives of the FBO, the Pilots Association, the Warren County EDC and the

Airport, as well as the fact that some of the recommendations for improvements had already been implemented. He said he did not think this had been done prior to the formation of the Ad Hoc Advisory Committee. He suggested forming some sort of committee, similar to the Ad Hoc Advisory Committee, to oversee the planning and implementation of the improvements. He advised he had attended a meeting with the pilots and noted they were pleased that the County was interested in hearing about their perspective by including a representative of the Pilots Association on the Committee. He mentioned he believed it would be foolish for them not to consider utilizing a Committee which included a variety of members like those of the Ad Hoc Advisory Committee.

Travis Whitehead, Town of Queensbury resident, thanked Mr. Mason for his efforts on the report. He suggested the County continue to have discussions and prepare reports such as this in the future. He commented he felt it would be better if the Committee had some representation to provide a more balanced view. He continued, he would try to balance that right now by making a couple of observations on this Final Report. He stated he had not had an opportunity to read the report but just from what he had heard today, one of his comments was that every pilot he had talked to who utilized both the Floyd Bennett Memorial Airport and Saratoga County Airport pointed out how much better the Floyd Bennett Memorial Airport was, as it was better maintained and the runway was longer even without the extension. He stated he felt this was beneficial for the County; however, he said, during the summer months the amount of traffic Saratoga County received at their airport was much greater than that of Floyd Bennett Memorial Airport; he noted the additional traffic at the Floyd Bennett Memorial Airport was generally overflow from the Saratoga County Airport. He indicated he based his findings on data he received from Flight Aware. He apprised his point was the idea of "build it and they will come" may not be applicable in this case, as the Airport was already nicer than the Saratoga County Airport. He mentioned he did agree that the goal was to have a self-sustaining airport. He pointed out that Saratoga County had a much smaller operating budget than that of the Floyd Bennett Memorial Airport yet they handled more air traffic. He stated he felt hiring an independent aviation consultant for the Airport with taxpayer money would be foolish, as there was no way for a consultant to be independent. He pointed out all of the members of the Ad Hoc Advisory Committee would like to see the Airport expanded and modernized.

In regards to solar fields, Mr. Whitehead stated millions of dollars were being spent to take away land in the heart of the Town of Queensbury which in the past had been proposed for technology parks, etc. in order to place solar panels on it; he advised there was plenty of vacant land available in the rural towns of Johnsbury and Thurman which could be better utilized for this purpose. He added the idea of utilizing land in the heart of Queensbury for a solar field should be questioned and in fact the idea of solar fields in general should be questioned. He advised that the Final Report brought up the fact that Part 135 should be explored; however, he said, this was one of the reasons the County was spending as much money as they were on the Airport.

Mr. Beaty thanked the Ad Hoc Advisory Committee for their efforts in preparing the Final Report, as he was aware that they were all volunteers and expended a lot of time and effort preparing it. He stated everyone agreed that they would like to see additional revenue generated at the Airport so the County contribution to the Departmental Budget could be decreased. He said he was pleased that they suggested reviewing the Part 135 status more thoroughly and he asked what the additional costs would be related to this. Mr. Freer corrected Mr. Beaty and advised the correct terminology was Part 139; he said he had discussed this at length with Mr. Dubarry and he felt that Part 139 was "a little long in the tooth" but noted the FAA was a very risk adverse organization. He commented that since the Airport was considered Part 139, it assisted them in obtaining grants but it placed some burdens on the Airport, as well. He mentioned he hoped the FAA would review how strictly Part 139 needed to be enforced; however, he stated, the FAA's goal was to provide very safe operations for the Nation's airports. He continued, the FAA had more requirements for large airplanes and scheduled air traffic which increased costs. He noted the municipalities with larger airports did not lose money, as they had vendor rental and leasing, etc. He pointed out Mr. Whitehead had been incorrect when he referenced

Part 135 and not Part 139, as Part 135 referred to Chartered Operations. He mentioned the idea that solar panels needed to be on acquired land was not the case, as he felt the ideal location for them was in the middle of the Airport property where houses or any other types of buildings were not permitted. He pointed out the land was flat and there were no obstructions so it met some of the criteria that most of the Town of Thurman did not because it was located in the mountains.

Mr. Freer emphasized the importance of reviewing the current FBO contract and whether the current amount the County collected on fuel sales should be increased, as his research showed the fee the County currently collected was relatively low compared to other airports. He commented he wanted the FBO to make a profit but he also wanted to control costs at the Airport and reduce his costs as a taxpayer.

Mr. Beaty stated that the County received \$.075 per gallon of fuel sold at the Airport. He noted that fuel sales had decreased at the Airport by about 10% since 2010, which concerned him. He said although the fuel sales increased from 2013 to 2014, there was still about 10% less fuel sold since 2010. He commented as the County considered renegotiating the FBO contract, he felt they should possibly increase the amount of revenue they received from fuel sales to assist with decreasing the financial contribution required from the County to sustain the Airport. He stated he agreed with Mr. Whitehead's statement from earlier that the Floyd Bennett Memorial Airport was much nicer than the Saratoga County Airport; however, he added, there was such a discrepancy in the costs associated with operating these airports. He commented the County needed to get these costs inline to be fairer to the County taxpayers.

Mr. Strough advised that the Airport played an important role in boosting the region's economic viability. He pointed out as an example of how important an airport was to economic development, Watertown was considering the concept of developing a business center which would be parceled with the airport. He said the asset was that the Floyd Bennett Memorial Airport was better than the Saratoga County Airport, which was why the County should continue to make improvements to it. He mentioned it was important to look towards the future needs of the region and not the past needs. He commented he felt this Final Report was a great starting point that would lead to bigger and better things and acknowledged the Ad Hoc Advisory Committee for their efforts in preparing it.

Ms. Seeber indicated she felt commencing the negotiations for the FBO sooner rather than later was a great starting point. She queried whether the County should continue working with the Ad Hoc Advisory Committee to ensure that they continued to look at these types of issues. She pointed out that if the Ad Hoc Advisory Committee had not been formed, the issues may not have necessarily been brought forward, such as the need for improvements to the website. She advised that she would like to see the Ad Hoc Advisory Committee discuss and review marketing costs for the Airport. She added she felt that marketing costs should be looked at within the FBO contract and she added that more marketing should be completed on behalf of Rich Air. Regarding a recent tour of the Airport, Ms. Seeber indicated she had been amazed by the commitment and investment made by the County, as well as that of the FBO.

Mr. Taylor stated the reason for this joint Committee meeting was to accept the Final Report which he said was well done and included some good suggestions. He said the report should be accepted and the Chairman should decide how to proceed from there. He commented the Joint County Facilities and Economic Growth & Development Committee should accept the report and implement the suggestions. He pointed out that he and Mr. Beaty were the only members of the Economic Growth & Development Committee who were not also members of the County Facilities Committee.

Motion was made by Mr. Strough and seconded by Ms. Wood for the County Facilities Committee to accept the Floyd Bennett Memorial Warren County Airport (GFL) Ad Hoc Advisory Committee Final Report.

Mr. Whitehead said the Final Report was well done and he hoped that the Committees accepted it; however, he added, the report could be better, if it included more diverse opinions. He informed he had discussions with the Superintendent of Public Works of Genesee County last year and had been informed that their airport was losing money. Genesee County, he continued, had made some changes at the airport and they were currently operating at a profit. He commented that Genesee County had decided to eliminate their FBO and have the airport be County operated in order to retain all of the revenue from fuel sales. Mr. Whitehead indicated that the Superintendent of Public Works of Genesee County had found the \$.075 per gallon for fuel sales collected by Warren County to be comical, as their margins had been closer to one dollar per gallon. Mr. Whitehead suggested that this person would be open to exchanging information with Mr. Tennyson and he further suggested looking online to review the price per gallon charged at various airports.

Mr. Freer indicated that a few typos had been found in the Final Report, as well as a couple of areas requiring edits. He suggested the Final Report be accepted with the caveat that a few administrative changes would be made. Mr. Mason clarified that the Ad Hoc Advisory Committee had never addressed the matter of a larger airport and had taken no position on the issue of expanding the Airport. He called all of the efforts at the Airport, modernization efforts because it was the consensus of the group that supporting a state-of-the-art airport meant it was necessary to continue to modernize. He acknowledged that expansion of the runway would be a modernization effort and the group supported these efforts in general and they felt these efforts should be better marketed. Mr. Strough commented that the newsletter had been very well done and was very informative. He said he felt the public would benefit from information like this.

Mr. Girard called the question and the motion was carried unanimously for the County Facilities Committee to accept the Floyd Bennett Memorial Warren County Airport (GFL) Ad Hoc Advisory Committee Final Report.

Mr. Taylor mentioned a motion was necessary for the Economic Growth & Development Committee to accept the report.

Motion was made by Ms. Wood, seconded by Mr. Monroe and carried unanimously for the Economic Growth & Development Committee to accept the Floyd Bennett Memorial Warren County Airport (GFL) Ad Hoc Advisory Committee Final Report.

Mr. Taylor recalled that Mr. Mason had indicated the Ad Hoc Advisory Committee had focused on the marketing of the Airport and he said he had appreciated this effort. He stated he had attended several of the meetings and he agreed there was an extreme effort to focus on marketing.

As there was no further business to come before the County Facilities Committee, on motion made by Ms. Wood and seconded by Mr. Strough, Mr. Girard adjourned the meeting at 10:53 a.m.

Continuing with the Economic Growth & Development Committee Meeting business, Mr. Taylor requested a motion to approve the minutes of the previous meeting.

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

Privilege of the floor was extended to Wayne LaMothe, County Planner, who distributed copies of the agenda packet to the Committee members; *a copy of the agenda packet is on file with the minutes.*

Commencing the agenda review, Mr. LaMothe requested authorization to submit a Consolidated Funding Application (CFA) for projects associated with the First Wilderness Heritage Corridor (FWHC). He noted the possibility that Local Waterfront Revitalization Program (LWRP) projects would be

included in the application, as well. He explained that under the CFA, grant applications were submitted and the program was determined by the grantor. He noted that currently no public hearings were included in the requirements; however, he continued, if a public hearing was required he wanted authorization to schedule one.

Motion was made by Ms. Wood, seconded by Mr. Monroe and carried unanimously to authorize the submission of the CFA and the scheduling of the public hearing, if needed, as outlined above. *A copy of the resolution request form is on file with the minutes and the necessary resolution was authorized for the June 19, 2015 Board Meeting.*

Mr. LaMothe requested a transfer of funds in the amount of \$5,000 at the request of the County Treasurer's Office. He noted this was merely to reallocate funds to the proper revenue code for FWHC projects.

Motion was made by Ms. Wood, seconded by Mr. Strough and carried unanimously to approve the request for a transfer of funds as outlined above and forward same to the Finance Committee. *A copy of the Request for Transfer of Funds form is on file with the minutes.*

Mr. LaMothe requested to amend the 2015 County Budget to increase estimated revenues and appropriations in the amount of \$1,153.25 in order to increase the First Wilderness 2009 Capital Project. He noted this had also been requested by the County Treasurer's Office. He indicated these funds had been provided by Kathy Varney, of Glens Falls Hospital, for a program in the Town of Chester to construct an informational kiosk for the FWHC in front of the Chester Town Hall. He noted that Ms. Varney's grant funding was about to expire so she transferred the remaining funds to the County.

Motion was made Mr. Beaty, seconded by Mr. Monroe and carried unanimously to amend the 2015 County Budget as outlined above and forward same to the Finance Committee. *A copy of the resolution request form is on file with the minutes.*

Mr. LaMothe requested authorization to submit a CFA in an amount not to exceed \$750,000 for facility improvements to Countryside Adult Home. He informed they had submitted an application last year and had received funding to connect the facility to the Town of Warrensburg sewer system. He said this would increase Countryside's ability to complete some in-house work and would protect the 2 wells which were down gradient from the leech field for the Warrensburg Water District. This year, he continued, they wanted to complete some repairs to the building, upgrade the generator and install automatic doors and this work had an initial estimate of \$200,000.

Motion was made by Mr. Strough and seconded by Mr. Monroe to authorize the submission of the CFA as outlined above.

Mr. Whitehead said he had reviewed this agenda online and did not understand this request which was listed on the agenda as a request for "authorization to submit CDBG application for assistance to Countryside under the CFA and conduct required public hearings" and he asked for clarification on this. Mr. LaMothe explained that CDBG stood for Community Development Block Grant and CFA stood for Consolidated Funding Application. Mr. Whitehead indicated that the resolution request form listed the name of the grantor as "to be determined by CFA - expect it to be HTFC" and he asked for clarification on this. Mr. LaMothe replied that HTFC stood for Housing Trust Fund Corporation which generally administered the CDBG funds passed down to New York State from the Federal government. Mr. Whitehead asked if this grant funding would require local matching funds and Mr. LaMothe replied in the negative.

Mr. Taylor called the question and the motion was carried unanimously to authorize the submission of the CFA as outlined above. *A copy of the resolution request form is on file with the minutes and the necessary resolution was authorized for the June 19, 2015 Board Meeting.*

Mr. LaMothe thanked Chairman Geraghty for his attendance at a meeting in Albany on Friday, May 29, 2015 where a presentation had been given on a long term project to rename the Dude Ranch Trail as the First Wilderness Scenic Byway at the request of the New York State Department of Transportation (NYS DOT). He explained the Dude Ranch Trail had been created before the NYS DOT had a requirement for a corridor management plan and the NYS DOT had requested the Warren County Planning Department to undertake this project to tie the Dude Ranch Trail into the FWHC Program. Mr. LaMothe noted a First Wilderness Scenic Byway map and a resolution from the New York State Scenic Byways Advisory Board were included in the agenda packet. He explained the Advisory Board would provide Chairman Geraghty with suggested legislation to be sent to State legislators to enact the name change from the Dude Ranch Trail to the First Wilderness Scenic Byway.

Mr. LaMothe informed a GIS (Geographic Information Systems) Program Update dated May 15, 2015 was included in the agenda packet. He said they had undertaken tasks which had evolved and were complimentary to each other. He noted the Local Highway Inventory Project was a new portion of the GIS Program and tied into the new addressing requirements.

Mr. LaMothe announced that Homes and Community Renewal had completed a close out report for two of the Planning & Community Development Department's grant programs and a letter pertaining to this was included in the agenda packet.

Mr. LaMothe requested authorization to attend the 2015 American Planning Association Northeast Planning Conference on June 24-26 at the Saratoga Hilton in Saratoga, New York. He noted he would provide a presentation on the First Wilderness Scenic Byway at the Conference and he added a day long mobile workshop on the railroad would be included. He commented the costs associated with the Conference would be covered by grant funding.

Motion was made by Ms. Wood, seconded by Mr. Monroe and carried unanimously to authorize attendance at the Conference as outlined above. *A copy of the Authorization to Attend Meeting or Convention is on file with the minutes.*

Lastly, Mr. LaMothe stated a Global Trends Report completed by Progressive Urban Management Associates was included in the agenda packet. He commented that changes in retail were anticipated due to the amount of online sales, as well as the reduction in impulse buying resulting from the recent recession. He pointed out that the younger generation would rather give up their vehicle than their cell phone because everything was currently being completed electronically. All of these trends, he continued, had implications on the economy. He said the report indicated that the presence of a college helped to mitigate ups and downs in the economy. He encouraged the Committee members to review the report when they had time.

This concluded the Planning & Community Development portion of the Committee Meeting and the EDC portion of the meeting commenced at 11:03 a.m.

Privilege of the floor was extended to Mr. Bartholomew who agreed that the global trend towards smart phones was one of the matters being worked on collectively. He thanked Chairman Geraghty for scheduling a meeting a few weeks prior with emergency personnel from Warren, Washington and Northern Saratoga Counties. He said the purpose of the meeting was to determine how the EDC might be helpful with the effort to add cell towers where there were currently gaps in service. He added they also discussed the feasibility of co-locating providers, such as Time Warner Cable on the same cell towers. He pointed out there was some inconsistency in the State legislation, as to whether or not cell

towers owned by a municipality could be placed on State land if it was also co-located with private sector providers. He stated the EDC was working with EPA (Environmental Protection Agency) Counsel on this issue, as well as State legislators in Albany to determine if this effort was allowable. He stressed the importance of communication between the entities to ensure a full spectrum in Warren, Washington and Northern Saratoga Counties of where the towers and gaps in service were located. He anticipated a grant application later this year but the regulations had not been released by the State, as yet. Mr. Bartholomew advised that it was expected that the New York, New York Connect Program would be released later this summer and he noted this program was not technically part of the CFA Program. He added he was unsure if the grant program would require local matching funds. He stated the grant would require collaboration with the providers in the area, as the municipalities would not be able to erect cell towers without the expressed interest of providers and citizens to do so. He commented that a regional application for grant funding was more likely to receive funding than a single County application. He explained that Northern Saratoga County included the Towns of Corinth, Hadley, Moreau and South Glens Falls.

Mr. Bartholomew advised the EDC was working with lower Warren County and Washington County for the Towns of Moreau, Kingsbury and Queensbury, as well as the Washington County Sewer District 2 and the Glens Falls Waste Water Treatment Plant on a local government efficiency grant to look at the issue of governance and how the communities could work together. He stated the grant funding would be used to increase expansion on Route 9 in the Town of Moreau and in certain areas in the Town of Queensbury and along Route 4 in the Town of Kingsbury, as well as to upgrade the Washington County Sewer District 2 and the Glens Falls Waste Water Treatment Plant. He added the cost of all of these projects was approximately \$102 million. He noted they would also look at alternative waste water management systems in Northern Warren County where large waste water treatment facilities were not available.

Mr. Bartholomew said that regulations had not yet been released on the Upstate Revitalization Investment (URI) Grant Program. He explained that 3 regional councils out of 7 would be eligible to receive \$100 million per year for 5 years. He commented that the definition of upstate revitalization had not yet been determined and he listed some examples of possible projects. He mentioned he and Mr. LaMothe would discuss some possible recommended projects which would be sent to the regional council for consideration. He pointed out that Warren County had two representatives on the council from Aeon Nexus and Finch Paper. Mr. Bartholomew announced the next CFA forum would be held at the Fort William Henry Conference Center in Lake George, New York on Friday, June 26, 2015 and he informed the time had not been announced yet.

Mr. LaMothe informed there would be a First Wilderness Heritage Corridor meeting at the Lake Luzerne Town Hall on June 17, 2015 at 6:30 p.m. He said this meeting was required by the State under the Program and would be held to discuss the Action Plan Update. He presented a copy of the Action Plan Update to be kept on file with the Clerk of the Board's Office for public review.

There being no further business to come before the Economic Growth & Development Committee, on motion made by Ms. Wood and seconded by Mr. Monroe, Mr. Taylor adjourned the meeting at 11:15 a.m.

Respectfully submitted,
Sarah McLenithan, Deputy Clerk of the Board
As typed by Charlene DiResta, Sr. Legislative Office Specialist