

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: COUNTY FACILITIES

DATE: JANUARY 22, 2019

COMMITTEE MEMBERS PRESENT:

SUPERVISORS: BEATY
LOEB
GERAGHTY
STROUGH
SIMPSON
WILD
MCDEVITT
SOKOL
DIAMOND
BRAYMER

OTHERS PRESENT:

KEVIN HAJOS, SUPERINTENDENT OF PUBLIC WORKS
DON DEGRAW, AIRPORT MANAGER
RONALD CONOVER, CHAIRMAN OF THE BOARD
RYAN MOORE, COUNTY ADMINISTRATOR
MARY ELIZABETH KISSANE, COUNTY ATTORNEY
AMANDA ALLEN, CLERK OF THE BOARD
FRANK E. THOMAS, BUDGET OFFICER
SUPERVISORS DRISCOLL
HOGAN
LEGETT
MAGOWAN
MERLINO
MICHAEL SWAN, COUNTY TREASURER
TIM MALONEY, CHIEF PILOT HANGAR NO. 2
TRAVIS WHITEHEAD, TOWN OF QUEENSBURY RESIDENT
GARY FINGER, D & G RECYCLING
DR. DAVID SCHWENKER, WARREN COUNTY RESIDENT
FRED AUSTIN, FORT WILLIAM HENRY
DON LEHMAN, *THE POST STAR*
MOLLY GANOTES-GLEASON, LEGISLATIVE OFFICE SPECIALIST

COMMITTEE MEMBER ABSENT:

SUPERVISOR: FRASIER

Please note, the following contains a summarization of the, January 22, 2019 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/2019/facilities/>

Mr. Beaty called the meeting of the County Facilities Committee to order at 10:58 a.m. He thanked Chairman Conover for assigning him Chair of the County Facilities Committee and he recognized Mr. Diamond for the outstanding job he did in the position last year. He stated in 2019 there would be many important issues that would deserve significant attention to perform their due diligence. He indicated he would be supportive of presentations on all the issues, insisting upon full transparency in all instances. Finally, he welcomed Ms. Braymer as a new member of the committee.

Copies of the Airport and Buildings & Grounds agendas were distributed to the Committee members and copies of same are on file with the meeting minutes.

Mr. Beaty called for a motion to approve the minutes of the previous meeting, subject to correction by the Clerk of the Board; the necessary motion was made by Mr. Wild, seconded by Mr. McDevitt and carried unanimously.

Mr. Geraghty entered the meeting at 11:02 a.m.

Commencing the Airport agenda review, Kevin Hajos, *Superintendent of Public Works*, presented a request to establish Warren County as the Lead Agency for purposes of the SEQR (*State Environmental Quality Review*) process relating to construction of two ten-bay t-hangars at the Airport. He added they determined the SEQR type

to be an unlisted action and would provide a negative declaration signifying there was no environmental impact. He explained the t-hangars would be constructed on an existing paved surface. Mr. Wild remarked they were appointing themselves lead agency so that they could give themselves their own approval, and he inquired if this caused a conflict of interest. Mr. Hajos replied that multiple agencies were involved in the process through the short environmental assessment form required by NYSDEC (*New York State Department of Environmental Conservation*) with no negative response.

Motion was made by Mr. Loeb, seconded by Mr. Strough and carried unanimously to approve the request and the necessary resolution was authorized for the February 15th Board Meeting. *A copy of the resolution request form is on file with the minutes.*

Regarding the Information for Discussion portion of the agenda, Mr. Hajos informed the original estimate for the two ten-bay t-hangars was \$990,000, but there had been a significant increase for the cost of steel; he added this increased cost meant they would only be able to purchase one steel ten-bay t-hangar. Mr. Hajos distributed photos of a PVC Tensile Fabric Hangar which Don Degraw, *Airport Manager*, spoke about, advising they had worked with a consultant to discuss alternatives to a steel structure. He said the structure they were looking at had a steel frame wrapped with fabric that reduced the cost by 70%. He indicated if they used this type of structure they would be able to construct both hangars using the grant funds allotted. Mr. Sokol inquired if this type of structure was approved for construction under the current grant and Mr. Degraw replied he would confirm this was the case before they made the purchase. Mr. Strough asked if there would be individual units with their own doors within the hangars and Mr. Degraw replied affirmatively. Mr. Wild inquired what the life span of the steel and fabric structure was verses a solid metal structure and Mr. Degraw replied the life span of a fabric structure was 20-25 years and a metal structure was 40-50 years. Mr. Wild asked if there was any additional grant funding available and Mr. Degraw replied in the negative. Mr. Wild spoke regarding potential revenue gained from a t-hangar verses tie downs. Mr. Degraw informed each hangar brought in \$340 a month and a second structure would yield \$3,400 a month to the County over a course of 30 years. Mr. Wild asked for an economic breakdown for the short and long-term revenue comparing the cost of a steel and fabric structure verses a metal structure. Mr. Beaty suggested making a decision next month after the options were discussed.

Mr. Degraw apprised there were eighteen additional hangar leases and five tie-down leases on the upper ramp, adding twenty of the twenty-four leases had been signed and he had collected over \$10,000 to date. Mr. Loeb inquired if any of the eighteen hangars included were deteriorating and Mr. Degraw replied that twelve of them were. Mr. Loeb remarked that they had a commitment to keep pilots safe, advising they should add the potential replacement of the deteriorating hangars into the equation.

Regarding the Runway Extension Project, Mr. Beaty notified updated responses to the FAA (*Federal Aviation Administration*) questions related to the proposed new alternative runway plan were submitted to the FAA on January 4, 2019 and no further action was being taken on EA #4 until a response was received. He said the latest responses from the FAA were on file with the Clerk of the Board and copies were available for those who were interested. He informed he wanted to maintain an open file of all communication with the FAA, NYSDEC, Army Core of Engineers and any other agency involved with the Airport; he stated the Board had full access to all of the documents that would be on file for complete transparency. Ms. Braymer inquired if the communications included those between C&S Engineers and the FAA and Mr. Beaty replied affirmatively. Ms. Braymer asked if the questions posed by Travis Whitehead, *Town of Queensbury Resident*, were sent to the FAA and Mr. Hajos confirmed that they were.

Mr. Whitehead asked for an estimate of the number of times per year a jet departed from the Airport, but could not make it to the final destination without stopping to re-fuel. He said his reason for inquiring was due to the necessity

of the runway extension. Mr. Degraw explained this did not occur very often, adding there were four hundred jet take-offs a year, 60% of which were from based aircrafts.

Tim Maloney, *Chief Pilot for Hangar #2*, informed he had been flying for thirty-five years, adding that since 2006 he had flown a jet professionally. He said and he was in attendance to answer questions and discuss why he was in favor of the extension. He indicated on average a pilot had to stop to re-fuel five times. Mr. Maloney informed he worked for New County Motorcar, advising in 2005 they had purchased a Hawker 800, which, he said, was a mid-sized cabin class airplane that held eight passengers with a 28,000 maximum pound take off. He said in 2016 his employer purchased a Falcon 900LX, which seated fourteen passengers with a 49,000 maximum gross take off. He mentioned a trip to Italy in the summer where he had to obtain fuel in Albany. He indicated there was a situation with the Hawker 800 in the summer with the light aloft breeze that he could make it to California; however, he said, due to the temperatures at the Airport they could not take the necessary fuel because of acceleration and stop consideration. He advised there were many factors that went into a flight plan, explaining when flying across the North Atlantic, you would want to take as much fuel as possible because of certain contingencies such as depressurization, medical turn-around or loss of an engine that would cause fuel burn during descent. He informed another consideration was the available distance for take off. He apprised there needed to be a balanced field length, which meant a certain weight limit must be maintained, based on fuel load, to get up to the take off speed and stop safely. He reported that a difference in a few degrees would make a difference in fuel use. He opined that a 5,000 foot runway was the minium length to operate a high performance business aircraft.

Mr. Whitehead opined five or so occasions of stopping to refuel in a year did not warrant spending either a \$10 or \$3 million investment, based on the extension plan employed. Dr. David Schwenker, *Warren County Resident*, asked what the cost was to stop for fuel and Mr. Maloney replied it was a few hundred dollars for each engine per hour. He commented Warren County had a great airport, adding if they wanted business aircraft and additional traffic the extension was necessary. He advised a 5,000 foot runway was the bare minimum and he addressed the fact that he required approval before using a 4,700 foot or a 4,600 foot runway with perfect conditions. He voiced his support for the extension. Mr. Beaty indicated his brother-in-law was a pilot and had flown to Europe, requiring a stop for fuel; he said his brother-in-law had estimated it took about thirty minutes to stop for fuel and he had not felt this was an inconvenience.

A discussion ensued.

Moving on to the Building & Grounds agenda, Mr. Hajos presented a request to authorize a 50 foot easement to the Lia Auto Group for the purpose of tying into the Town of Queensbury Sewer System at no cost. Ms. Braymer inquired why the County owned the land and Michael Swan, *County Treasurer*, explained years prior the property was taken for taxes and incorporated into the Airport property.

Mr. Whitehead explained the land in question was acquired from Earl Town. He mentioned through this request the County was considering granting an easement to Lia Auto Group, but they had not been willing to grant an easement to Victor Macri, *President and CEO of VMJR Companies*, when he asked for an easement across Airport property; he advised at that time, Mr. Macri had proposed trading the land that was subsequently taken by the County through eminent domain proceedings and which they were currently litigating over. Mr. Wild inquired if there were any legal issues associated with this request and Mary Elizabeth Kissane, *County Attorney*, replied there were not.

Motion was made by Mr. Simpson, seconded by Mr. Geraghty and carried unanimously to approve the request and the necessary resolution was authorized for the February 15th Board Meeting. *A copy of the resolution request form is on file with the minutes.*

Continuing to the Information for Discussion/Review portion of the agenda which included an item pertaining to the property currently leased to D&G Recycling, Mr. Wild indicated discussion should continue in relation to the potential sale of the property; he noted the County-owned property had not been declared surplus as that resolution had been tabled at the December Board Meeting. He questioned if the land should be sold, noting the easements allowed on the property related to water and power lines and parking for trucks. He indicated Bob Perkins, *Perkins Recycling Corp.*, had submitted a deposit for the purchase of the property which was returned to him; however he said, Mr. Perkins had indicated he was still interested in the purchase, as had BASF, the company from which the County had originally obtained the property.

Mr. Beaty announced an executive session would be necessary to discuss the current contract with D&G Recycling.

Motion was made by Mr. Wild seconded by Mr. Loeb and carried by majority vote, with Ms. Braymer and Messrs. McDevitt and Beaty voting in opposition, to enter into an executive session pursuant to Section 105(f) of the Public Officer's Law.

Executive session was held from 11:56 a.m. until 12:40 p.m.

Mr. Diamond exited the meeting during executive session

Upon reconvening, Mr. Beaty announced that no action had been taken during the executive session.

As there was no further business to come before the County Facilities Committee, on motion made by Ms. Braymer and seconded by Mr. McDevitt, Mr. Beaty adjourned the meeting at 12:40 p.m.

Respectfully submitted,
Molly Ganotes-Gleason, Legislative Office Specialist