

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: PUBLIC WORKS - AIRPORT, DPW AND PARKS, RECREATION & RAILROAD
HELD AT THE FLOYD BENNETT MEMORIAL AIRPORT

DATE: NOVEMBER 1, 2011

COMMITTEE MEMBERS PRESENT:

SUPERVISORS BELDEN
BENTLEY
MERLINO
CHAMPAGNE
MONROE
MCCOY
CONOVER
WOOD
TAYLOR

OTHERS PRESENT:

JEFFERY TENNYSON, SUPERINTENDENT OF PUBLIC WORKS
PAUL BUTLER, DIRECTOR OF PARKS, RECREATION & RAILROAD
REPRESENTING THE SARATOGA NORTH CREEK RAILWAY (SNCR):
JACK KILGALLON, ROW ROADMASTER
JODY MOORE, MANAGER OF TRAIN OPERATIONS
DOUG ELLISON, VICE PRESIDENT OF RAIL OPERATIONS FOR STONE
CONSULTING, INC. (CONSULTANT TO SNCR)
DANIEL G. STEC, CHAIRMAN OF THE BOARD
JOAN SADY, CLERK OF THE BOARD
JOANN MCKINSTRY, ASSISTANT TO THE COUNTY ADMINISTRATOR
KEVIN GERAGHTY, BUDGET OFFICER
SUPERVISOR THOMAS
DON LEHMAN, THE POST STAR
AMANDA ALLEN, SR. LEGISLATIVE OFFICE SPECIALIST

Mr. Belden called the meeting of the Public Works Committee to order at 9:30 a.m.

Motion was made by Mrs. Wood, seconded by Mr. Conover and carried unanimously to approve the minutes from the prior meeting, subject to correction by the Clerk of the Board.

Privilege of the floor was extended to Paul Butler, Director of Parks, Recreation & Railroad, who distributed copies of his meeting agenda to the Committee members. *A copy of the agenda is on file with the minutes.*

Commencing with the agenda review, Mr. Butler apprised that the request approved by the Committee at their last meeting to renew an agreement with the Beaverkill Conservancy had been withdrawn prior to the October 21st Board meeting as the Town of Lake Luzerne had expressed an interest in securing the agreement themselves. He noted the agreement provided access to a canoe launching site which the Town regularly monitored as there was white water present in the area. Speaking as Supervisor for the Town of Lake Luzerne, Mr. Merlino said he had discussed the matter with his Town Board and they had agreed to assume and maintain the agreement.

Mr. Butler announced the next agenda item pertained to the NYSDOT (New York State Department of Transportation) Railroad and Port Facilities grant opportunity discussed at the prior meeting. Jeffery Tennyson, Superintendent of Public Works, apprised that SNCR (Saratoga North Creek Railway) had put together a grant application which was submitted with letters of support from both Warren County and the Town of Corinth. He noted it would likely be a few months before a response on the grant application was received. Mr. Belden asked how much funding the grant application encompassed and Jack Kilgallon, SNCR ROW Roadmaster, advised the funding had been split into two increments, \$2 million for the tracks stretching from the Town of Corinth to the Saratoga Station and \$3.4 million for the section running from the Town of Corinth north to the North Creek Station for a total of \$5.4 million. Mr. Kilgallon then clarified the grant funds would be used for track, grade crossing, bridge and culvert improvements. Mr. Tennyson noted another meeting would be scheduled later in the month, which representatives of the Town of Corinth would be asked to attend for formal advisements on the track improvements made by SNCR, as well as to grant joint owner approvals for other upcoming work.

Mr. Kilgallon advised that from May of 2011 to date, SNCR had funded \$723,000 in updates to the railroad including brush cutting, communication and signal improvements. He said they had also made improvements at the Saratoga Station by installing new runaround tracks and updating the switches and communication equipment for an additional \$300,000 for a cumulative total of over \$1 million in SNCR funded improvements. Mr. Kilgallon advised SNCR was working on developing their 2012 operating budget, but said he did not have any figures to present yet.

Mr. Tennyson commented the SNCR operations and maintenance staff had performed a number of necessary track repairs and the railroad was now in better shape than it ever had been. He then thanked the SNCR staff for addressing sight distance issues in the Town of Thurman by immediately acting to remove trees and improve the situation as best possible; he added the working relationship between Warren County and SNCR had been excellent thus far. Mr. Kilgallon noted that although a number of trees had been removed to improve the sight distance, there was not much more that could be done in that area to make further improvements. He suggested additional signage could be posted or the County could apply to the State to create a public crossing in that area and erect flashing lights; however, he added, this was a long process that would incur a cost of approximately \$150,000 to the County for introduction of a new signal. Mr. Tennyson advised there was a legitimate concern in this area and said he and Mr. Butler would continue to work with SNCR and Mrs. Wood to determine whether a feasibly affordable option was available to rectify the situation. Mrs. Wood stated that she appreciated SNCR's quick response to their concerns and was very happy with the work done so far. She noted the primary concern was that the sight distance issue would be exacerbated when plowing equipment was added to the Town dump trucks, further adversely affecting the driver's visibility by extending the length of the front of the truck. Mr. Kilgallon pointed out that these concerns had arisen in connection with the increased train traffic since SNCR had become the Railroad Operator.

Mr. Butler advised there were some concerns relative to the crossing near the Stony Creek Platform and he asked Mr. Kilgallon to speak on the matter. Mr. Kilgallon apprised several meetings had been held with the owners of the 1,000 Acres Ranch Resort where the Stony Creek Platform was located to address their concerns that vehicles were stopping too close to the tracks as there were no signal bars in place to mandate stopping positions. As an immediate measure, he said they had moved the stop signs to place them more appropriately and other recommendations were made for further adjustments that could be implemented to include placing stop bars and signage warning vehicles not to stop on the tracks. Mr. Kilgallon stated that because this was a private crossing the property owner would be responsible for funding the changes made.

Mr. Butler noted a recent reporting by SNCR indicated they had serviced 30,000 riders thus far and all of the seats for runs scheduled through the month of November were booked. He pointed out that Jody Moore, SNCR Manager of Train Operations, was in attendance and he asked him to provide the Committee with an operations update. Mr. Moore stated it had been a reasonably good first season for SNCR and they were looking forward to providing a full service operation for the next year. He advised the Polar Express trains would start on November 18th and the Snow Trains would begin running from Saratoga to North Creek on December 30th providing services three days per week until the end of March.

In response to a question posed by Mr. Belden, Mr. Moore advised the Snow Train had created some excitement and although tickets were available for pre-order, he had not had the opportunity to review the pre-order sales to determine the number sold as they were currently focused on the Polar Express event. Mr. Tennyson said he understood SNCR was working with the Town of North Creek to bring entertainment to the area in connection with the train and Mr. Moore replied this was correct, although it was only in the beginning stages. He explained they were attempting to introduce events for riders not traveling to the ski center to keep people in the area.

Mr. Tennyson provided the Committee with an update on the "white house" in North Creek which SNCR had intended to use as office space until smoke damage was incurred following a small electrical fire that had occurred during the Tropical Storm Irene event. He noted electrical entrance replacement and some interior renovations were necessary before SNCR could use the space. Mr. Tennyson advised they were working with the insurance adjustors to finalize the claim, as well as with Buildings and Grounds staff who were reviewing the scope of work and costs associated to ensure the Adjustors estimates were fair. Unfortunately, he noted, a \$10,000 deductible was attached to the claim, meaning the bulk of the loss would be covered by the deductible. Mr. Tennyson said SNCR was looking forward to occupying the space as quickly as possible so they had been working diligently to ensure the repairs were made promptly.

Mr. Butler reminded the Committee members of prior discussions indicating that they were seeking an amendment to the County's current permit for vegetative/herbicide management along the railroad tracks to include the three-mile section of tracks stretching from the Antone Mtn. Road crossing to the Town of Corinth, which was located in the Adirondack Park. Doug Ellison, Vice President of Rail Operations for Stone Consulting, Inc., added that they would also seek to amend the vegetation management plan to include cost effective and environmentally safe and prudent applications in line with the enhanced railroad traffic. He apprised he had spent six years working with another rail line to develop a similar vegetation control program which was now in force and working well; he added that he sought to transpose this program to the Warren County/Town of Corinth rail line in hopes of gaining the same results without causing any additional environmental impact. Mr. Ellison said he had been working with Mr. Butler to complete the draft documents needed for submission with the request for the amended permit. Mr. Belden questioned whether this was an annual permit and Mr. Butler replied in the negative, noting the expiring permit had been for five years and he expected it to be renewed for the same term. Mr. Butler asked whether Committee action was necessary to renew the permit and Mr. Belden advised it was not, but he asked that Mr. Butler keep Mr. Tennyson apprised of the situation and bring the matter back to the Committee's attention if there were any issues.

Mr. Kilgallon stated it was very important that local snowmobilers be aware that use of the tracks for snowmobiling was no longer allowed due to the increased train traffic which would continue through the winter months. He said SNCR was working with Mr. Butler and his staff to develop signage which would be strategically placed to discourage such use since it was very dangerous. Mr. Butler advised he had sent several letters to all of the clubs noting that the track were officially closed to snowmobile use and asked them to publicize this information wherever possible to ensure safety. He added that he and Mr. Tennyson were discussing whether it would be prudent to place notices in the local newspapers to provide further notification to locals who may have ridden on the tracks in the past; Mr. Butler said that although he had already notified a number of local and State organizations of the ban on usage, there still might be people who were unaware of the change and the more notification that could be posted, the better. Mr. Belden agreed this was appropriate and that any steps necessary should be taken to provide the proper safety protections. Mr. Tennyson advised approximately 50 signs were being prepared by DPW staff at the Sign Shop and would be placed when complete. Mr. Butler said they had contacted Richard Lucia, Supervisor for the Town of Corinth, relative to any places he felt appropriate for signage and Mr. Lucia advised there were none. Mr. Butler stated they were most concerned with the section previously used as a snowmobile trail and the notifications should probably be repeated for the first couple of years to ensure safety.

Continuing, Mr. Tennyson circulated photographs of new chain-link fencing installed along the Bikeway at the approach of the bridge over State Route 149 and State Route 9L. He said the fence installation had been suggested following a safety review to ensure that bicyclists did not cross the abutment and fall down a steep embankment. Mr. Butler advised the fencing project was nearing completion and noted that all of the work had been performed by County staff, so the only cost was for the fence materials.

Mr. Butler proceeded to the Items of Interest section of the agenda, which he outlined as follows:

- Each year the Fish Hatchery accepted salmon from the NYSDEC (New York State Department of Environmental Conservation) which were retained and grown to a larger, more predator resistant size, for stocking purposes, Mr. Butler advised. He noted the salmon were received on June 20th at an average size of 6.5" and they were released into Lake George on October 4th and 5th at an average size of 8.56".
- Mr. Butler pointed out the agenda included complimentary letters printed in *The Post Star* and *The Chronicle* written by Doug Moline, a local fishing enthusiast, relative to the Fish Hatchery and the great work he felt they were doing. This gentleman had been helpful in giving ideas for better stocking practices, he said, which included releasing the fish at several locations within permitting restrictions, rather than releasing them all at one location. Mr. Butler also pointed out the letters thanked the Board of Supervisors for continuing funding to the Fish Hatchery.

Mr. Bentley presented Mr. Butler with a donation of \$1,149 collected from local and visiting fishermen and submitted by John and Donna West of D&J Crossroads, Inc. in support of the Fish Hatchery operations. Mr. Butler said he was very appreciative of the donation and the support shown; he noted the same group had previously made a smaller donation which had been used to purchase automatic fish feeders.

Motion was made by Mr. Bentley, seconded by Mr. Merlino and carried unanimously to accept the donation of funds to the Fish Hatchery and authorize the Chairman of the Board to direct a letter of appreciation to Mr. and Mrs. West and the necessary resolution was authorized for the November 18th Board meeting. *A copy of the request is on file with the minutes.*

Motion was made by Mr. Bentley, seconded by Mr. Merlino and carried unanimously to amend the 2011 County Budget to increase estimated revenues and appropriations in the amount of \$1,149 to reflect the receipt of unanticipated revenues and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Concluding the agenda review the Referrals section was addressed as follows:

1. No update was provided relative to the Trout Lake Access point;
2. No update was provided relative to the possible sale or transfer of jointly owned property to the Town of Johnsbury;
3. Mr. Tennyson reminded the Committee that at a prior meeting, resident Tanya Tobias-Tomas had requested a written response relative to her concerns regarding increased railroad operations. He noted that Ed Ellis, of Iowa Pacific/SNCR, had provided the requested response and Ms. Tobias-Tomas was now seeking the same from the County's prospective. Mr. Tennyson said that he would work with Mr. Butler to develop the information necessary to appease this request;
4. No update was provided relative to the request from SNCR for use of the high rail vehicles and equipment owned by the County; and
5. As discussed previously in the meeting, Mr. Tennyson advised SNCR had already prepared and submitted the applications for NYSDOT grant opportunities, along with letters of support from the County and Town of Corinth. As this matter required no further action, Mr. Tennyson requested that it be removed from the Referral List.

There being no further Parks, Recreation & Railroad business to address, privilege of the floor was extended to Mr. Tennyson who distributed copies of the DPW agenda, a copy of which is also on file with the minutes.

In response to a question posed by Mr. Belden inquiring as to the status of the paving projects planned for 2011, Mr. Tennyson advised the work continued but noted they were delayed each morning by the need to wait for the asphalt temperatures to increase to an appropriate temperature before paving. He added that they would need continued good weather and the asphalt plants to remain open as long as possible in order to complete the schedule. Mr. Belden asked Mr. Tennyson to make sure the road planned for paving in the Town of Stony Creek was completed in the current season and Mr. Tennyson replied that he would. Mr. Tennyson advised approximately 11 days of good weather were necessary to complete the scheduled paving projects and any adverse weather would set that schedule back further.

Commencing the agenda review, Mr. Tennyson apprised that pages 1-3 included charts reflecting the Departmental fuel expenditures for 2011. He reminded the Committee that at their prior meeting they had approved a transfer of funds to cover fuel expenses through the end of the year and he felt that amount would be sufficient, provided that no major snow and ice events occurred.

Mr. Tennyson then directed the Committee members to agenda page 4 which reflected a request to rescind Resolution Nos. 430 of 2008 and 476 of 2010 that approved the sale of excess ROW (right-of-way) on Glendale Road in the Town of Horicon to an adjoining property owner. He explained that subsequent to review by the County Attorney's Office, a legal impediment to the property transfer had been identified as the State had originally made the land grant to the County with the restriction that the land be used for highway purposes only and would revert back to the State if not used for this purpose. Mr. Tennyson advised the property could be abandoned and returned to the State, at which point the adjacent property owner could pursue the property acquisition at the State level.

Motion was made by Mrs. Wood, seconded by Mr. Bentley and carried unanimously to approve the aforementioned request and the necessary resolution was authorized for the November 18th Board meeting. *A copy of the request is on file with the minutes.*

Moving on Mr. Tennyson noted that beginning on agenda page 5 he had included a written accounting of modifications planned for the proposed West Brook Road parking and paving project, which he proceeded to review referring to a large aerial map. He noted that the Gaslight Village Ad Hoc Committee had previously approved both the original concept plan and submission of a grant application to cover construction costs and advised the proposed modifications had been forwarded to the grant writer. Mr. Tennyson pointed out that a cost of \$650,000 had been estimated for the work which included widening the road and installing porous asphalt using contract labor, based on the availability of grant funding; he added that if grant funds were not used, the project would be completed by DPW staff using conventional construction methods. Mr. Belden questioned whether the proposed modifications had been approved by the Gaslight Village Ad Hoc Committee and Mr. Tennyson replied in the negative, but said the concept would be presented at the next meeting for their approval.

A brief discussion ensued.

Mr. Tennyson announced the next agenda item pertained to updates on various bridge projects. He said the Brant Lake Inlet Bridge rehabilitation project to include scour protection was currently underway and in the engineering design phase. As for the Lanfear Road Bridge rehabilitation, he advised the project would include paint and minor structural repairs and was also currently in the design phase with construction expected to begin in 2012. Mr. Tennyson said the Valley Road over Patterson Creek Bridge was due for replacement and had recently been approved for TIP (Transportation Improvement Program) grant funding and an RFP (request for proposal) had

recently been released for construction services. He clarified that all three of the bridge projects mentioned would receive Federal grant funding and while there were many ongoing projects being addressed by his Department, these were the few he felt were currently notable.

Continuing to agenda page 7, Mr. Tennyson presented a request for a transfer of funds in the amount of \$6,000 to address overtime salaries for the Buildings & Grounds crew which had been charged against the wrong building. He explained that staff had been transferred to address the needs of the Human Services Building but the appropriate funding had not, causing a deficit in certain payroll codes. Mr. Tennyson confirmed that no additional money was requested and they were simply transferring existing funds to eliminate negative balances.

Motion was made by Mr. Conover, seconded by Mr. McCoy and carried unanimously to approve the request for a transfer of funds as referenced above and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Mr. Tennyson said agenda page 8 included a request for a transfer of funds in the amount of \$756 to cover the cost of a water pump purchased for the Up Yonda Facility as an emergency action through coordination with Chairman Stec and Paul Dusek, County Administrator. He advised the transfer was being requested at the direction of the Treasurer's Office upon advisement that funds from an alternate source should have been used to make the purchase.

Motion was made by Mr. Conover, seconded by Mr. Bentley and carried unanimously to approve the request for a transfer of funds and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Mr. Conover noted that a Halloween event had recently been held at the Up Yonda facility that had attracted hundreds of attendees and received rave reviews. Mr. Tennyson advised that further information on the event, including attendance figures, would be presented at the next Committee meeting.

Mr. Champagne joined the meeting at 10:14 a.m.

Moving on, Mr. Tennyson addressed the Items of Interest section of the agenda, as follows:

- Agenda page 9 included a copy of the Pavement Project Planner document used by DPW staff to ensure better communication between the paving crews and the Town Highway Superintendents and outline project expectations and estimated costs, Mr. Tennyson advised. He noted the document, which had been developed earlier in the season, was becoming prevalent in use and he wanted the Committee members to have some knowledge of its existence in case it was presented to them by a Highway Superintendent or Town Board member.
- Mr. Tennyson circulated photos of joint repairs made on the Glendale Road Bridge in the Town of Horicon, advising it was the first procedure of this type made by the Bridge Crew; *copies of the photos are on file with the minutes.* He advised the repairs had been made to an expansion joint on a concrete, box beam bridge to apply an epoxy and rubber seal with the joint being held in place by concrete. Mr. Tennyson said they had hammered out the deteriorating concrete, refilled the space with a high strength epoxy that cured in a much quicker time frame, allowing for traffic to resume use of the bridge very quickly. He apprised this was an innovation identified by the Engineering Division and would be a valuable skill for the Bridge Crew to apply as, although there were not many bridges of this type in the County, the majority of deterioration issues in these cases were caused by faulty seals that allowed salty water to seep into the joint and subsequently affect the bearing points

- of the bridge, leading to corrosion and wear damages to the concrete.
- A photo of the Harrington Road Bridge was circulated, as well, and Mr. Tennyson noted this was a Federal-aid project that had been contracted to an outside source and should be completed within the following three weeks. *A copy of the photo is on file with the minutes.*

Concluding the agenda review with the Referrals section, Mr. Tennyson advised the County Attorney's Office was proceeding with a final review of the proposed West Brook Road parking and pavement project to determine if the initiative was viable, as well as whether the County would be able to retain 100% of the parking revenues collected to support the County's share of maintenance costs for the Gaslight Village property.

As there was no further DPW business to present, Mr. Tennyson distributed copies of the Airport agenda to the Committee members, a copy of which is also on file with the minutes.

Mr. Tennyson advised the first agenda item consisted of a request for a new contract with Gallo Construction Corp. for construction services in connection with the ARFF (Airport Rescue and Firefighting) Facility Expansion Project. He explained this was an FAA (Federal Aviation Administration) funded project that had been bid earlier in the year but could not be awarded due to the FAA shut down over the summer that had frozen all funding. The bid had expired during the shut-down, Mr. Tennyson apprised, necessitating a re-bid which had led to an inflationary increase in pricing. He added that although the construction costs had increased, the approved FAA grant funding amount had not, leaving a \$23,000 deficit. Mr. Tennyson said he had discussed the matter with representatives of C&S Companies, who served as the Project Consultant, and received advisement that the FAA typically revised the funding amounts to cover additional costs and they foresaw the same results for this project. He noted that while they hoped the FAA grant funding amounts would eventually be increased to cover the additional costs, there was funding available within an existing reserve fund that could be used, if necessary.

Motion was made by Mr. Bentley, seconded by Mr. Monroe and carried unanimously to approve the request for a new contract with Gallo Construction Corp. as previously outlined and the necessary resolution was authorized for the November 18th Board meeting. *A copy of the request is on file with the minutes.*

Continuing, Mr. Tennyson presented a request for a new contract with C&S Companies for part-time construction observation and administration for the ARFF Facility Expansion Project. He advised grant funding would be used to support the contract costs and noted the agenda included both the scope of services and rates provided.

Motion was made by Mr. Taylor, seconded by Mr. Monroe and carried unanimously to approve the aforementioned request and the necessary resolution was authorized for the November 18th Board meeting. *A copy of the request is on file with the minutes.*

Mr. Tennyson advised the next agenda item included a request for a new contract with C&S Companies for aviation easement/land acquisition consulting services for five parcels in the Runway 30 approach. He noted the parcels identified had existing air space penetrations that required attention and this contract would begin the process to complete the necessary title work and appraisal review to propose agreements for acquisition.

Mr. Belden questioned whether grant funding was available to support this contract and Mr. Tennyson replied affirmatively.

Following a brief discussion on the matter, motion was made by Mr. Conover, seconded by Mr. McCoy and carried

unanimously to approve the previously noted request and the necessary resolution was authorized for the November 18th Board meeting. *A copy of the request is on file with the minutes.*

Mr. Tennyson announced the next agenda item pertained to the t-hangar construction proposed by Bruce Mowery and Chris Hatin that had been approved earlier in the year. He said although they had hoped the t-hangar construction would begin in 2011, it had recently been reported in a local newspaper that Messrs. Mowery and Hatin were pursuing a property lease arrangement with a different airport. Mr. Tennyson said that although he had initially considered requesting that the approving resolutions be rescinded, Messrs. Mowery and Hatin had asked that they be left in place in case they were unable to secure another location for their t-hangar construction; he added he did not have any issue with appealing this request, assuming another developer did not approach the County seeking to build on the same site. Mr. Tennyson said he hoped a final determination on the matter would be made by the coming spring.

Mr. Tennyson reminded the Committee members that during their last meeting he had been advised to proceed with the Terminal Building roof replacement using monies from the contingency fund. Since that time, he said, there had been some discussion about whether it was more appropriate to use monies from an Airport reserve fund and he was working with Mr. Dusek and Martin Auffredou, County Attorney, to make this determination. Mr. Tennyson advised that in an effort to proceed with the project, they had begun an asbestos study which had confirmed presence of the hazardous substance, subsequently causing a delay for the roof replacement. Due to the asbestos detection, he said the roof replacement was not likely to begin until the spring season which would allow ample time to complete the necessary abatement services, as well as the RFP for the roof replacement work. Mr. Tennyson stated the current bladder system being used to address the roof leaks had been in place for a number of years so he did not foresee any issue with delaying the project for another season.

Mr. Belden questioned whether the asbestos removal could be engineered in-house and the actual removal services contracted-out and Mr. Tennyson replied in the negative, advising the County had a consultant under contract who would be used to provide for both. However, he added, the roof construction design and the scope of services for the RFP would be developed in-house.

Mr. Tennyson advised the Items of Interest section of the agenda consisted of one item relating to the 39th Annual Balloon Festival and he noted pages 19 - 23 included a summary and several charts depicting spectatorship figures for each day of the Festival. Mr. Belden asked if the overtime budget had been maintained during the Festival and Mr. Tennyson replied affirmatively, noting that they had remained approximately \$2,000 below the estimated overtime budgeted.

Concluding the agenda review, Mr. Tennyson addressed the Referrals section as follows:

1. Mr. Tennyson advised discussions continued with the owner of the Forest Enterprises parcel and he would be returning for Committee approvals for some negotiating items he expected to present at the next meeting;
2. Mr. Tennyson asked that the notation relative to the scheduling of the November 1st Committee meeting at the Airport be removed as it was currently being held; and
3. Because the Committee had previously authorized the RFP for the Terminal Building roof replacement, Mr. Tennyson asked that this item be removed, as well.

Due to his impending retirement and in light of the fact that this would be the last Committee meeting Mr. Belden would chair at the Airport, the Committee proceeded with a round of appreciative statements for his past leadership

and support of the Airport facility. Mr. Belden thanked the Committee for their comments and noted that it would be wise for the next Committee Chairman to continue to hold meetings at the Airport on a semi-annual basis to maintain awareness of the facility.

There being no further business to come before the Committee, on motion made by Mr. Monroe and seconded by Mrs. Wood, Mr. Belden adjourned the meeting of the Public Works Committee at 10:46 a.m.

Respectfully submitted,
Amanda Allen, Sr. Legislative Office Specialist