

Minutes

Public Facilities Committee

May 17, 2021, 4:00 p.m.

Virtual Meeting via Zoom and Live-Streamed for public viewing

Gerace Office Building, Mayville, N.Y.

Members Present: Hemmer, Davis, Gould, Scudder

Member Absent: Nazzaro

Others: Tampio, Ames, Dennison, Bentley, Almeter, Chagnon

Chairman Hemmer called the meeting to order at 4:02 p.m.

Approval of Minutes (4/19/21)

MOVED by Legislator Davis, SECONDED by Legislator Scudder to approve the minutes.

Unanimously Carried

Privilege of the Floor

Chairman Hemmer: Is there anyone here to speak to the privilege of the floor or any written comments?

Clerk Tampio: No, we have not received any communications for privilege of the floor.

Proposed Resolution – Confirm Appointments – Parks Commission

Mr. Bentley: Since the Administrative Code has changed to allow the additional members of the Parks Commission, *(inaudible)*, not that long ago, these are the two additional appointments to fill those vacant spots. So the Parks Commission has voted to recommend these names to the Legislature to fulfill those spots. I'm excited about additional help. All hands on deck. Carrie McCausland and Robert Dando are being put forward as the new members of the Parks Commission.

Clerk Tampio: Mr. Chairman, one other comment. I just wanted to point out to you, after the Administrative Code change which listed the Parks Commission under the DPF Department,

the term of the members of the Parks Commission has now been changed to 2 years and previously it was 3. So in case you had a question in that regard, that's why the change.

Chairman Hemmer: So members are now 2 years and as far as these two new members, are they going to begin their two year terms now? They are not staggered with any other members or anything like that.

Clerk Tampio: No. (*cross talk*), many of the other members. There are two members on the Commission now that will be expiring at the end of this year so we'll need appointments or re-appointments at that time.

Chairman Hemmer: Very good, thank you very much, Mrs. Tampio. So, these two are new members, they've both attended Park Commission meetings already and I think both of them are going to be excellent new members and so I would like to recommend that we confirm these appointments. All those in favor?

Unanimously Carried

Proposed Resolution – Amend 2021 Capital Project Account (DPF Large Equipment)

Mr. Bentley: Good news. We had a fairly large sale of surplus equipment which included dump trucks, excavators, rollers, a large number of vehicles, not just DPF vehicles but also CARTS, HHS, the airport, analytically got a really good showing from this. We got pretty close to \$440,000 total revenue for everybody. Out of that, the DPF got about \$390,000. Some of it was pre-spoke for to support (*inaudible*) vehicle leasing commitments from prior resolutions. But we have about \$364,766 left over and what we want to do is actually use that to buy new radios for all of our trucks. This is a long term need that's been on the books for quite some time. Going back to the day John, I think you can remember, we used to have two people in every truck so if someone got in trouble there was always someone there to help. Well now all of our plow trucks have single people in them. We have a Supervisor responding individually to emergencies and our current radio system does not cover all the areas that are in the dead zone, remote areas. We are on occasion have to rely on personal cell phones for those (*inaudible*) when the radios didn't work, when they are out of coverage. That is not a good way to go about our business so we've identified these high frequency radios that we can actually use to provide additional coverage throughout the County. We would like to – total package installed is probably about \$3,300 - \$3,400 each (*inaudible*) crew cabs, to all the high traveled vehicles first and then we'll get into the lower traveled vehicles if (*inaudible*). This would use up about all the money for that. I'll say that, (*inaudible*) ask the employees what was one of the biggest concerns and it was the safety of them being out by themselves in the rural areas where the radios didn't work. So this has been one of the things that we have had on our wish list for things (*inaudible*), for public safety I consider this a must do.

Chairman Hemmer: Sounds good. Any questions?

Legislator Davis: The assumption would be with the new radio system that for example, in the outlining areas in Carroll, I know that cell phone service is poor. Are these radios

something that will do a much better job than that when you get into the remote areas and plow operators are not going to hit dead zone or is there soon to be some concern about that?

Mr. Bentley: I think that we are going to address probably 95-98% of the issues. (*Inaudible*) being under a rock, I'm sure there is a dead zone somewhere that people will find but I think for our purposes here, these are high band radios that they're not – they're similar to what the Sheriffs have so that – there is no guarantee in life complete coverage everywhere but this is about as best as we're going to get.

Chairman Hemmer: Definitely will be an improvement, huh?

Mr. Bentley: Yes. For me personally, I would hate to have an accident out there and you can't get a hold of anybody and you have to rely on someone's personal cell phone to go to the top of a hill to get a hold of somebody. As you all know, seconds matter, response time matters, so when there is an emergency we need to get there as soon as possible.

Chairman Hemmer: It's kind of a large expenditure and at one time or another, did this go through the Planning Board?

Mr. Bentley: I don't know that I've taken it to the Planning Board previously. I believe our thought process was, as we find funds, we're just going to do it. As we got through some sales currently, just bringing up one my one, but given the success of our recent (*inaudible*), I think it provided an opportunity to basically go after the whole enchiladas and take care of the problem once and for all. I think any prior ones would have been piecemealed just because of the lack of funding.

Chairman Hemmer: O.k., we didn't submit some time or another as a complete project to change the radios on our DPF vehicles.

Mr. Bentley: Yeah, and this is coming out of the capital, right Kathleen?

Mrs. Dennison: This project isn't considered an annual project and so it's awarded funding every year and it's reviewed by the Planning Board every year but, individual expenditures within this project are at the discretion of the Department of Public Facilities. So it would be in addition to the budget that was approved for heavy equipment.

Chairman Hemmer: O.k., so all the money is coming from the capital equipment sale and so it had to go back into the capital equipment fund anyways, right?

Mrs. Dennison: That is correct, yes.

Mr. Bentley: What I am trying to do is make sure you guys know what I'm spending my money on even though it's up to my discretion, this is a large sum money and I want everybody to know what I am spending it on and what the purpose is and what the value is to the County and the safety of employees. I think that is a very important part of how I do my job. Make smart decision, make (*inaudible*) with money. So, like Kathleen said, it's really just an annual reviewed

account but as things break, you find replacement equipment or as things age out – actually we did just go through the vehicles with the Planning Board. I can give you a precursor to what we have. We probably have \$6 to \$7 million dollar need. (*Inaudible*) that are out there at their age limit, a recommended replacement cycle (*inaudible*) and we either get about a million dollars a year as we (*inaudible*) money up to \$2 million dollars the last two years so we've been making headway against it but I have 13 trucks, plow trucks (*inaudible*), asphalt trucks in the summer. Thirteen of them are at least 10 years or older and each on costs about \$275,000 to replace so you can see I'm already over \$3 million in the hole just at plow truck replacements. That doesn't include all the other equipment. The rollers, the excavators, the (*inaudible*), the pavers, crane, snow blowers, loaders, tractors, mowing vehicles, sign posts installers, guard rail installers, paint trucks, steel haulers, I can keep going on and on but, -

Chairman Hemmer: A lot of equipment involved in the DPF.

Mr. Bentley: When we are asked to take care of stuff, we need the equipment and equipment that works. So our need is large so you'll be seeing that coming through part of the capital process as well. (*Inaudible*) going to identify the radios to the Planning Board because I kind of knew this was coming so I kind of held that to the side and left it for this, for this year.

Mr. Bentley: There is a typo that needs to be corrected. Under the Increase Revenue account, the "H" account should be H5138.626.R266.5000, so we need to get rid of the leading zero.

Chairman Hemmer: Sounds good. Sounds like a good expenditure. Any other questions?

Unanimously Carried

Other

Proposed Resolution - Acceptance of Funds from the FAA for Reconstruction of Taxiway A East Including Associated Drainage and Remarketing (Design) at the Chautauqua County Dunkirk Airport

Mr. Bentley: This is for the reconstruction of taxiway "A" East at Dunkirk for the drainage and remarketing of the design portion. This is all good news. The FAA has told us they are willing to pay 100% of the cost in this and we'll have no local share as was prior approval in a resolution 19-20. The emergency part of this is, as the FAA does, they give us 30 days to approve this and (*inaudible*), sometimes it doesn't. We got this on Friday and I said put this through and I couldn't make the prefile date so really this is, (*inaudible*) and basically we're going to get 100% funding for this project now.

Chairman Hemmer: Is that in part due to the COVID situation that they are funding it 100%?

Mr. Bentley: Is this the CARES Act or is the other one Ron? Do you know?

Mr. Almeter: This is the Recovery Act that was passed in April, the \$1.8 trillion dollar Recovery Act that covers the 2021 (*inaudible*) capital improvement projects at 100%. But, in interest of full disclosure, it probably won't cover the construction cost of the project so this grant is for the design phase of the taxiway for the construction. The estimated construction costs which will be a 2023 project is \$1.2 million dollars.

Mr. Bentley: As with anything, every dollar helps us. We do expect other 100% awards, we just don't know the timing of it, when they are going to get to us. But, we would expect them this year sometime, right Ron?

Mr. Almeter: Yes, there are two other projects that we have submitted the final grade application and we should expect to see the grant offers sometime in July or August. That is for the Jamestown runway reconstruction and for the new snow blower in Dunkirk.

Mr. Bentley: And the runway is the big dollar item.

Mr. Almeter: Mr. Chairman, I've shared my screen that the project scope entails the reconstruction/rehabilitation of Taxiway Alfa east which is about 3,200 feet of taxiway that parallels the main runway, runway 624. I don't know if you can see my screen arrow.

Chairman Hemmer: Yes, I'm following your pointer across.

Mr. Almeter: That's the scope of the project, plus these little connecting (*inaudible*).

Chairman Hemmer: Any questions?

Legislator Scudder: Is this typical Federal grant money that we're obliged to stay in the airport business if we accept it for a certain amount of time?

Mr. Almeter: Yes. This is a grant that is being offered under the FAA's Airport Improvement program which comes with the 24 grant assurances that basically commit us to maintaining and operating the airport for the useful life of the project.

Legislator Scudder: Thank you.

Chairman Hemmer: Any other questions concerning this one?

Legislator Davis: From what you just stated Mr. Almeter, if this portion of grant funding is strictly for the planning phase of a project, you are telling us that it does obligate us to do the project at whatever cost it is and then continue with that, is that correct?

Mr. Almeter: Yes sir that is correct. By accepting the grant funds we are agreeing to perform the project provided that the completed design cost of construction comes in in the ballpark of the estimated construction cost which is currently \$1.2 million dollars. Now, that's the baggage that goes with a free grant. The other side of that coin is, this year we will be executing the contract for the reconstruction of the main runway in Jamestown because it's a 2021 grant and we're getting, because of the COVID relief legislation, the FAA is picking up the local and State shares. Whereas in Dunkirk, by accepting this grant, we incur an obligation for a \$1.2

million dollar project with a 5% local share in 2 years. Conversely in Jamestown this year, we getting 100% Federal funding on a project that is going to come in just shy of \$6 million dollars.

Mr. Bentley: If you do the math on the local share on that one, it would be about \$300,000. So we're expecting a \$300,000 (*inaudible*) on a brand new runway. Again, these are things that are on the master plan to review and the fact that FAA is on the hook for 95% of the cost. They just don't dole out money, there are checks and balances in all of this. That's what the engineers are there for. They are putting their reputations on the line when these projects are needed, that they were engineered correctly, the (*inaudible*) are appropriate because the FAA has to shoulder 95% of the burden. It's not that we're just on the hook for any amount. There are checks and balances that review this stuff to make sure it's all appropriate.

Mr. Almeter: We shouldn't ignore the life cycle cost of the project either. I mean, the least component in the life cycle is the design. The construction is a major component but the O&M of these surfaces is huge as well. We're dealing with a surface that we're spending a lot of money on an annual basis. The new crack sealing, and repainting, and restriping and so forth. So the capital project and the recapitalization of that surface will have a significantly reduced maintenance cost at least for the next 5 to 10 years while that surface is new and then the costs are creeping back up again as the surface wears.

Mr. Bentley: Ron, how old is the taxiway "A" east in Dunkirk? It was a while ago right?

Mr. Almeter: It's a two part answer. The original taxiway is, I don't know how old it is. It's probably 20 plus years. When the runway was extended in 2012, an additional 1,000 feet of taxiway was added. That section is only 10 years old.

Mr. Bentley: The Jamestown runway itself that also has a lot of age on it as well.

Mr. Almeter: Yeah, off the top of my head, I don't recall when the last time the Jamestown runway was reconstructed. That will be the subject of another resolution.

Chairman Hemmer: Thank you for all that information. Any other questions from the committee concerning this one?

Legislator Scudder: Can I make a comment?

Chairman Hemmer: Certainly.

Legislator Scudder: I appreciate all the work and I appreciate the non-local share and most of you know where I'm heading on this one but I still struggle with us needing to stay in the airport business by the acceptance of Federal grant money. For that reason based on my past voting history and my principal stand on this certain subject, I'm going to have to vote "no" on this. Thank you.

Chairman Hemmer: Thank you for that comment. Anyone else? All those in favor?

Carried w/ Legislator Scudder voting "no"

Chairman Hemmer: Is there anything else under “other” to come before the Public Facilities committee?

MOVED to adjourn by Legislator Gould, SECONDED by Legislator Scudder.

Unanimously Carried (4:36 p.m.)

Respectfully submitted and transcribed,
Kathy K. Tampio, Clerk/Olivia Ames, Deputy Clerk/Lori J. Foster, Sr. Stenographer