

**Facilities and Infrastructure Committee**

Regular Meeting Minutes

**Friday, March 5, 2010 9:30 AM**

Scott Heyman Conference Room

Approved 4-2-10

<b>Attendee Name</b>	<b>Title</b>	<b>Status</b>	<b>Arrived</b>
Dooley Kiefer	Chair	Present	
Michael Lane	Member	Present	
Pamela Mackesey	Member	Present	
Leslyn McBean-Clairborne	Member	Present	9:38 a.m.
David McKenna	Member	Present	

Staff: B. Eckstrom, C. Nelson, L. Riley, J. Wood, T. Richardson, N. Jayne, M. Lynch, E. Marx, A LeMaro, W. Sczesny, J. Lampman, M. Robertson, T. Rudy

Guest: J. Morrissey, C&S Engineers

**Call to Order**

Chair Kiefer called the meeting to order at 9:35 a.m.

**Changes to the Agenda**

During the Airport discussion permission was granted to add a resolution entitled Award of Bid – Construct Obstruction Lighting Project – Ithaca Tompkins Regional Airport.

**Chair’s Report**

Ms. Kiefer, Chair, said she attended a Health Department ribbon-cutting planning meeting where it was reported there is still a problem with the floor tiles at the new Brown Road site and it will be at least two more months before the building may be occupied, pushing the opening to the last half of May.

**Report from the Commissioner of Planning and Public Works**

*Mr. Marx said budget adjustments for the Highway Division will be brought forward next month.*

**Grant Applications**

The grant application being submitted to the Environmental Protection Agency would provide funding for schools to enhance purchasing policies and the like. The grant application to NYSERDA by Facilities Division for solar hot water in various County buildings and other proposed improvements submitted was not successful. He reported on another grant application recently submitted to NYSERDA for photovoltaics at the Brown Road site. There are many communities not part of the first round of Energy Efficiency Block Grants that are spending a lot of time on applications with no certainties of what will be funded.

**Brown Road**

Mr. Marx said the County is investigating the implications and actions that will be needed regarding the problem with floor tiling. The County will have to remove all the floor tiles and again prepare the floor to be retiled, which would be followed with a period of time to run the ventilation system to remove any fumes.

In response to Mr. Lane’s question of the problem, Mr. LeMaro said the tiles initially chosen were a bio-based tile to assist in providing the LEED status. The product has been out 1.5 years, with Armstrong the only manufacturer in the United States. The initial installation began in September; by

October a surface defect was discovered showing the surface was not as smooth as it should have been, and dimples and blisters were also discovered, as well as seams lifting. The manufacturer sent representatives down, and the response was that the problem was due to improper installation. Because the County made certain the manufacturer installed according to the specifications provided, the manufacturer then admitted defect and replaced approximately 4,000 sq. ft. of blue tile, and the tiles with blisters (1-2 percent). As this was being done it was noticed additional tiles were lifting at the joints, and as time has progressed the number of lifted tiles grows. The manufacturer was again approached, and Mr. LeMaro stated the County would not accept the tile; Armstrong responded they would not do anything more.

The County hired a consultant who was on site two weeks ago and he is awaiting their report. Mr. LeMaro said with 35-55 percent of the tiles raising it cannot be considered acceptable. He feels it would be best to replace the tile with standard composition vinyl tile. By doing so, one LEED credit for the tile would be eliminated, however, there are other areas that would ensure the LEED status.

Mr. Wood said if Armstrong will not agree to replace the tiles, the County would do the necessary work and take appropriate steps to recover the loss.

#### Red Mill Road Bridge

Mr. Marx said in a discussion with the consultant, it was suggested an alternative approach to New York State Department of Transportation (NYSDOT) is to ask NYSDOT to allow the County to make a decision not to proceed based on the last report submitted to NYSDOT rather than having to prepare a detailed design report.

#### **Minutes Approval – February 5 and 16, 2010**

It was MOVED by Mr. Lane, seconded by Ms. Mackesey, and unanimously adopted by voice vote, to accept the minutes of February 5 and 16, 2010, as submitted.

#### **Solid Waste Division**

##### 2009 Recycling Revenue

Ms. Eckstrom spoke of the drop in the commodity market during 2009, noting that although it was anticipated, there could be a loss of revenue up to \$500,000; the actual loss was in the amount of \$335,000. Anticipating the decline in the market, Ms. Eckstrom cut operating expenses by over \$200,000 earlier in the year and utilized the fund balance to help offset the loss of revenue.

Ms. Eckstrom said they began this year with the recycling revenues a just over \$73/ton, and she is planning reducing her proposed budget early in the year to offset the reduction in commodities (paper, plastic, and glass).

*Ms. Kiefer requested future updates provide five years of documentation. Ms. Eckstrom agreed as well to show paper separate from containes.*

##### Solid Waste Capital Payment Summary

Ms. Eckstrom reviewed the reports, noting that Barton and Loguidice is being used on a limited basis relating to the request for proposals for the Solid Waste Facility. She is happy with their work, and commented they only do what work is needed.

In response to Ms. Kiefer's questions on the status of the SPDES permit, Mr. Richardson said a request was sent to the New York State Department of Environmental Conservation to determine what parameters are needed to obtain the permit; they interpreted it as an application request. This confusion has been resolved, the parameters received, and the application is being completed. Ms. Kiefer informed the Committee this is a discharge permit. It was explained that leachate currently is treated through a collection system and then transported off site. The permit would provide on-site treatment, which would save cost.

#### Recycling and Solid Waste Center Proposals

Ms. Eckstrom said in 1988 the Solid Waste Management Act passed requiring a twenty-year plan from municipalities to divert fifty percent of materials from landfills through recycling and reduction. The old landfill was closed in 1990. In 1992 Ms. Eckstrom submitted information showing the cost of shipping materials was less expensive than opening a landfill and it was decided to fund a program for recycling. A pay-as-you-use fee was instituted to encourage recycling. In addition, a twenty-year plan was developed that include recycling and uses a trash tag system. It was decided to build a public-private partnership Solid Waste Center, which opened in July 1993.

The facility used a dual-stream recycling program (papers and containers) with bins provided for recyclables. Presently the program includes green purchasing, consistent with the twenty-year plan and the County is now at 60 percent diversion. In addition, there is stable financing with the disposal fee covering the cost of garbage, transfer, old landfill fees, recycling, food waste composting for businesses, composting, and many other programs.

A new Solid Waste Management Act is moving forward with new laws entitled "Beyond Waste" and we are awaiting the State requirements for the new plan. It is expected the plan would be submitted by March 2011, with the pivotal portion of the plan being the recycling and solid waste center and how it will handle material. The goal is to reach 75 percent waste diversion by 2015, but more realistically it is anticipated to occur within the ten-year plan.

The present contract with Waste Management expires in ten months. Ms. Eckstrom reviewed the information that was sent out on the draft request for proposals and subsequently the final document. The tasks and criteria for selection for vendors are the following:

1. Look at what was said about the opportunity to go beyond curbside recyclables and include more materials, or compost material that could be brought to Cayuga Composting.
2. Cost of operating and capital costs. It is anticipated that to continue present operations the cost would be in excess of \$3 million to replace current equipment.
3. Carbon footprint and environmental considerations
4. Vendor experience and qualifications.
5. A review of vendors financial qualifications by our Financial Director (David Squires).

Over the course of the next several months, information will be provided regarding the proposals and status of the process. A negotiating team consisting of Mr. Wood, Ms. Kiefer, Ms. Eckstrom, with involvement from other appropriate staff will review the bids. In order get to the 7-9-month construction period it is anticipated to bring a proposal forward no later than June. Ms. Eckstrom said it is important to determine the level of involvement the Committee would like. It was noted the draft request for proposals received a good response from four vendors, three of which are national companies.

The Committee reviewed the material requested in the draft RFP and it was noted that rather than a five-year agreement with an option for five more years a ten year agreement would occur. Ms. Eckstrom said the negotiation process is 1.5 years and it would be better not to have it so often. [After the

meeting a decision was made to keep the agreement terms five years with a five-year renewal period.] Mr. Wood said the proposals received were, for the most part, very responsive to what the County had asked for.

Ms. Eckstrom said before entering into negotiations her staff would prepare a five-year budget projection. Presently there is a three-year contract with Casella Waste that will carry through the transition to single-stream recycling, without containers being provided. She will bring the projected plan to the Committee for review.

Mr. Wood reviewed the single-stream process that allows all recyclable materials to be placed in one container. The materials are taken to the center and sorted in a single process. It was explained it is more cost effective as well as beneficial to residents.

Ms. Eckstrom said many years ago it was decided to invest in recycling. The cost at the time was \$7.5 million, which will be paid off by 2014. She is trying to move into a new program that would reduce waste from 60 percent to 70-75 percent over the course of ten years. The single-stream process will provide additional recycling opportunities at a reduced cost.

Mr. Lane asked if the equipment for single-stream has improved from when it first began. Ms. Eckstrom said the equipment problems experienced when the process first began have been resolved.

Ms. Eckstrom said the vendors will be giving presentations and Legislators could attend them.

Mr. Lane recalled there were earlier failures with single stream and asked about present-day status. Ms. Eckstrom said glass was a problem, but now there is five-years of visiting and one-hundred percent satisfaction. Mr. Lane asked if the larger containers would have more contamination issues. Ms. Eckstrom said the customers would provide their own containers and there would be a “Whoops” slip calling attention to contamination of products; it is recognized there will need to be education of the process as it moves forward. It was also noted that the Household Hazardous Waste program would remain a separate program. Mr. Lane asked about returnable bottles and cans; Ms. Eckstrom said it would depend on the cost. Mr. Lane said he would like to see deposit bottles pulled out of the waste and returned for reuse.

Ms. Eckstrom said the next tour would take place on March 8<sup>th</sup> at 1 p.m.

### **Facilities Division**

The Committee reviewed Capital Payment Summary sheets for the Facilities Division and noted the following:

- Brown Road – a vent cap in the sewer line had broken off and created a problem. Although it could have occurred when NYSEG dug for a gas line, they had allowed the County to use the same trench for phone service lines, therefore, no claim was filed. To determine there was no other damage a pipe camera was used to inspect pipes.
- Mr. LeMaro informed the Committee that although the majority of the Health Department building is complete, some items required for LEED certification must occur, including ventilating the building to remove any gasses from floor and carpet installation and to fully test all equipment to make certain it is operational. A final payment may be coming forward next month.
- Main Courthouse Stairs – the majority of work is complete. There are some items needing to be completed in the spring. Mr. Lane spoke of the excellent job reconstructing the main stairs. It was noted the job was done by McPherson Builders with Traver Construction as the masons.

- Courthouse Driveway Entrances – Part of the deferred maintenance was to take care of the entrances. The City had said they would correct the entrances when completing asphalt work on the streets, however that did not occur. The County will be completing this work.
- Mrs. McBean-Clairborne asked who is responsible for signage regarding smoking, trash, etc., at County buildings. Mr. LeMaro said the County puts up signs and works with Departments regarding placement. Mrs. McBean-Clairborne expressed concern regarding smokers outside the Human Services Building, saying that coming from the parking lot often requires going through an area where people are smoking. It was suggested that additional signage indicating no smoking beyond a certain point could help.

#### Public Works Tour

Mr. LeMaro said the tour of the Public Works Facility would take place at 1:00 p.m. on March 18<sup>th</sup>.

#### Highway Division

**Resolution (DOC ID: 1849): Authorization to Execute a Contract with Barton and Loguidice, P.C., for Design Services – Pine Tree Road Bike and Pedestrian Paths (Pin 3950.43), Town of Ithaca**

<b>RESULT:</b>	<b>RECOMMENDED [UNANIMOUS]</b>
<b>MOVER:</b>	Leslyn McBean-Clairborne, Member
<b>SECONDER:</b>	Pamela Mackesey, Member
<b>AYES:</b>	Kiefer, Lane, Mackesey, McBean-Clairborne, McKenna

WHEREAS, Resolution 127 of 2009 authorized an agreement with the State of New York whereby Federal sources will furnish approximately 72% of the funding necessary for design and construct the Pine Tree Road Bike and Pedestrian Paths Project (PIN 3950.43), and

WHEREAS, Barton and Loguidice, P.C., is one of 5 engineering consultants that NYSDOT and the New York State County Highway Superintendents Association have fully qualified and authorized for such work on Locally-Administered Federal-Aid projects in Tompkins County, and

WHEREAS, Barton and Loguidice, P.C., has been recommended by the project selection committee to provide design and right-of-way support services for the project by a committee of Town, Cornell University, and County Highway staff, representing the parties responsible for the local share of the project cost, and

WHEREAS, the County Highway Manager has recommended Barton and Loguidice, P.C., as best qualified to provide design and right-of-way support services for the project and NYSDOT has approved this selection, now therefore be it

RESOLVED, on recommendation of the Facilities and Infrastructure Committee, That the County Administrator or his designee be and hereby is authorized to execute a contract with Barton and Loguidice, P.C., of 290 Elwood Davis Road, Box 3107, Syracuse, NY for design and right-of-way support services in connection with the referenced project for an amount not to exceed \$154,000.

RESOLVED, further, That the Highway Division be authorized to execute supplemental agreements on behalf of the County with cumulative value not to exceed 5% of the aforementioned contract amount, funds to be provided from the Pine Tree Road Pedestrian Project Capital Account (HZ 5103.59239.53.15).

**SEQR ACTION:** TYPE II- 21 (No further action required)

Note: The project selection Committee, composed of 2 staff members each from the County Highway Division, Town Highway and Planning, and Cornell recommended B&L after interviewing each firm's proposed project team.

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2010 Construction Projects

The Committee reviewed written material summarizing the proposed 2010 construction projects. Mr. Sczesny informed members the roads are chosen by using the Pavement Management System. This program provides information about the Pavement Quality Index (PQI) to determine deterioration of roads and the anticipated PQI when roadwork is completed. It was emphasized that the price of asphalt is up and it may require amending the proposed maintenance program.

Mr. Sczesny said the County is partnering with the Tompkins County Soil and Water Conservation District to stabilize a bank on South Street Extension. The County is providing manpower and equipment to complete the work. Without stabilization, the bank could wash out to the point of losing the roadway within two to three years. He noted that other projects had to be removed from the original plan as a result of the South Street Extension stabilization work.

Ms. Mackesey asked what the difference was in the capital improvement projects and the others. Mr. Sczesny explained the capital improvement projects included use of Federal funds, and the Ellis Hollow Road project is local funds that were designated as a capital project several years ago. The treatment costs are not designated; each project has a budget and it would show the total cost versus annual.

Mr. Sczesny reported the cost of asphalt index is at \$518/ton, up \$21/ton from February, which is unusual during the winter months. He explained the standard product used is the sludge in the barrels; the refineries have found technology to provide a higher-quality product. In addition, a refinery in Wilmington, Delaware, that produced 160 barrels per day has closed.

With regard to the Coddington Road project, it is on the books although there is no funding for the project at this time. An effort is being made to get money into the project. A Transportation Improvement Plan (TIP) update is taking place that may provide some funding for the Right-of-Way acquisition.

In response to Ms. Kiefer's question on how the roads are tested to determine PQI, Mr. Sczesny said it is done by an impact test that determines the density of the pavement. This test was done 6-7 years ago and the PQI is adjusted annually. The test should be completed every 5-6 years. He also said he needs to upgrade the software but presently does not have the \$35,000 it would cost to do so.

Red Mill Road Bridge

Mr. Sczesny reported on the request to the New York State Department of Transportation to accept the scoping report rather than having to prepare a design report. Discussions with the consultant McFarland Johnson, indicated a design report would be costly.

Mr. Lane said Jack Bush, Town of Dryden Highway Superintendent, expressed an interest to have Red Mill Road Bridge replaced rather than the Malloryville Road Bridge. Mr. Bush had also asked why the Dodge Road Bridge had a higher level of commitment and Mr. Lane said he believed it was that the funds for that project were available.

Ms. Robertson said she did not believe Mr. Bush was up to date on the status of Red Mill Road Bridge. Mr. Lane said he had been present when an update was provided. It was noted by Mr. Lampman that at this time no contact had been made to the local community as discussed at previous meetings.

Snow/Ice Report

The Committee received a report that showed the cost for snow and ice removal is \$20,000 per day (truck costs \$6,500 each run, with runs at 3 a.m., 11 a.m., and 3 p.m.). The total to date is \$162,532.27 for materials, \$311,765.61 for equipment (cost to send truck and staff out), for a total of \$474,297.88. The combined total that was budgeted is \$395,000.00. Mr. Sczesny is working to adjust the budget by eliminating extra runs as much as possible, however, it will require adjustments in other budget areas as well to bring the budget into balance. Mr. Marx said next month the budget would be adjusted. Mr. Sczesny said January and February are the harder months with regard to snow and ice removal. Mr. Marx said previously there was budget planning to have a fund balance for additional costs. Mr. Lane spoke in support of having a reserve budget for snow and ice removal. He believes long-range budgeting should consider that recommendation.

Tour of Bridges and Highway

Ms. Kiefer asked if there is a plan to tour bridges and highways. Mr. Sczesny said that if he knows in advance he could make the appropriate arrangements.

Hanshaw Road

Mr. Lampman reported the Town of Ithaca Board authorized the extension of sidewalks to Sapsucker Woods Road, reserving final decision on building them pending bids for the work.

Airport

**Resolution (DOC ID: 1852): Authorizing Supplemental Consultant Agreement with C&S Engineers for Obstruction Lighting - Part-Time Construction Observation & Administrative Services at the Ithaca Tompkins Regional Airport**

It was noted the project should be completed by mid to late summer.

<b>RESULT:</b>	<b>RECOMMENDED [UNANIMOUS]</b>
<b>MOVER:</b>	Leslyn McBean-Clairborne, Member
<b>SECONDER:</b>	Pamela Mackesey, Member
<b>AYES:</b>	Kiefer, Lane, Mackesey, McBean-Clairborne, McKenna

WHEREAS, by Resolution No. 11 of 2004 the Tompkins County Legislature approved an Obstruction Study that commenced in 2004 and was finalized in 2005, and

WHEREAS, said Obstruction Study identified a number of obstructions that need to be removed or mitigated, and

WHEREAS, some of the identified obstructions are in, or close to sensitive areas, and close attention must be paid to the potential impacts on the environment, and

WHEREAS, the Federal Aviation Administration (FAA) has agreed that obstructions in Sapsucker Woods, to the west of the approach to Runway 32 may be marked and lighted instead of being removed, and

WHEREAS, once the markers have been designed and the contract bid, there is a need to oversee and administer the construction contract, now therefore be it

RESOLVED, on recommendation of the Facilities and Infrastructure Committee, That a supplemental agreement to our general airport engineering agreement with C&S Engineers of Syracuse be approved in the amount of \$29,587.00 for said work and the financing of said contract is as follows:

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Federal Aviation Administration (FAA) (95.0%)	\$28,107.00
New York State Department of Transportation (2.5%)	\$ 740.00
Local (Airport Operational Budget) (2.5%)	<u>\$ 740.00</u>
Total	\$29,587.00

RESOLVED, further, That the County Administrator be and hereby is authorized to execute the required documents,

RESOLVED, further, That the Finance Director be and hereby is authorized to make payments for this project until reimbursement is received from the FAA and NYSDOT.

**SEQR ACTION : TYPE 1 (Negative Declaration - Copy of the full Environmental Assessment Form is available in the Legislative Clerk's office).**

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**Resolution (DOC ID: 1853): Authorizing Supplemental Consultant Agreement with C&S Engineers for Aircraft Parking Apron Expansion - Environmental, Design & Bidding Services at the Ithaca Tompkins Regional Airport**

<b>RESULT:</b>	<b>RECOMMENDED [UNANIMOUS]</b>
<b>MOVER:</b>	Leslyn McBean-Clairborne, Member
<b>SECONDER:</b>	Pamela Mackesey, Member
<b>AYES:</b>	Kiefer, Lane, Mackesey, McBean-Clairborne, McKenna

WHEREAS, the airport's Fixed Base Operator, Taughanock Aviation Corporation, has recently completed a three-phase replacement of their general aviation facility, and

WHEREAS, the original general aviation facility was de-constructed in 2008 to make room for much-needed aircraft parking, and

WHEREAS, the underlying ramp of the original general aviation facility, which has been in place since the 1940s, needs to be removed and the ramp area re-designed, and

WHEREAS, there is a need to do an environmental investigation of the ramp underlying the original general aviation facility to ensure the ground is free and clear of any contaminants, now therefore be it

RESOLVED, on recommendation of the Facilities and Infrastructure Committee, That a supplemental agreement to our general airport engineering agreement with C&S Engineers of Syracuse be approved in the amount of \$102,701.00 for said work and the financing of said contract is as follows:

Federal Aviation Administration (FAA) (95.0%)	\$ 97,565.00
New York State Department of Transportation (2.5%)	\$ 2,568.00
Local (Airport Operational Budget) (2.5%)	<u>\$ 2,568.00</u>
Total	\$102,701.00

RESOLVED, further, That the County Administrator be and hereby is authorized to execute the required documents,

RESOLVED, further, That the Finance Director be and hereby is authorized to make payments for this project until reimbursement is received from the FAA and NYSDOT.

**SEQR ACTION : TYPE II-2**

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**Resolution (DOC ID: 1854): Authorizing Acceptance of a Federal Aviation Administration (FAA) Grant to Provide Design, Bidding, Construction Observation and Contract Administration Services for an Obstruction Lighting Project; to Construct and Obstruction Lighting Project; and for Environmental, Design and Bidding Services in Relation to an**

**Aircraft Parking Apron Expansion - Ithaca Tompkins Regional Airport**

<b>RESULT:</b>	<b>RECOMMENDED [UNANIMOUS]</b>
<b>MOVER:</b>	Pamela Mackesey, Member
<b>SECONDER:</b>	Leslyn McBean-Clairborne, Member
<b>AYES:</b>	Kiefer, Lane, Mackesey, McBean-Clairborne, McKenna

WHEREAS, the County has received a (Phase I) grant offer from the Federal Aviation Authority (FAA) in the amount of \$ 242,250 to accomplish design, bidding, construction, construction observation, environmental and contract administration services, as listed above, and

WHEREAS, the budgets for these projects are as follows:

FAA Share (95.0%)	Account No. HT 5601.44592	\$ 242,250.00
NYSDOT Share ( 2.5%)	Account No. HT 5601.43592	\$ 6,375.00
Local Share (Airport Budget)(2.5%)	Account No. HT 5601.45031	<u>\$ 6,375.00</u>
Total		\$ 255,000.00

, now therefore be it

RESOLVED, on recommendation of the Facilities & Infrastructure Committee, That the (Phase I) grant offer from the FAA of \$ 242,250.00 be and hereby is accepted and that the County Administrator is authorized to execute the required documents.

**SEQR ACTION:** TYPE II-20

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**Resolution (DOC ID: 1855): Award of Bid - Construct Obstruction Lighting Project - Ithaca Tompkins Regional Airport**

Mr. Rudy provided bid information and said it would be monopole construction versus a lattice structure. It was noted that the Federal Aviation Administration “strongly recommends” the pole be painted orange and white to make it more visible. The Committee expressed disappointment that it could not blend in better with the surrounding bird sanctuary area. It was suggested that perhaps only the portion above the tree line could be painted in the required manner. Mr. Rudy and Mr. Morrissey will inquire whether that would be permissible.

Mr. Morrissey noted there would be two poles located 50-75 feet within the clearance area to mark the approach. If it were more in the opening it would be closer to the primary surface, which is a higher violation of air space; if it were pushed into the trees, it is a lower penetration. The Committee was surprised to learn the poles would not be within but taller than the trees. There is a need to have the pole more visible and, although a 360-degree visibility would be preferred, it is not possible with the trees. One pole will be 100 feet, the other will be 85 feet.

<b>RESULT:</b>	<b>RECOMMENDED [UNANIMOUS]</b>
<b>MOVER:</b>	Leslyn McBean-Clairborne, Member
<b>SECONDER:</b>	Pamela Mackesey, Member
<b>AYES:</b>	Kiefer, Lane, Mackesey, McBean-Clairborne, McKenna

WHEREAS, the Finance Department advertised and received eight (8) bids for constructing obstruction lighting near the Sapsucker Woods bird sanctuary, and

WHEREAS, the airport's engineering consultants, C&S Engineers of Syracuse, have reviewed all the bids and found the lowest responsible bidder is B&H Taxilane Lighting Inc. of Conklin, NY with a bid of \$ 101,725.00, and

WHEREAS, the Federal Aviation Administration (FAA) has reviewed the likely effect of this project on the environment and has issued a Finding of No Significant Impact (FONSI), now therefore be it

RESOLVED, on recommendation of the Facilities & Infrastructure Committee, That the bid be awarded to B&H Taxilane Lighting Inc. of Conklin, NY as the lowest responsible bidder with a bid of \$101,725.00,

RESOLVED, further, That the funding sources for this project are as follows:

FAA Share	(95.0%)	\$ 96,638.00
NYSDOT Share	( 2.5%)	\$ 2,543.00
Local Share (Airline Rates & Charges)	( 2.5%)	<u>\$ 2,544.00</u>
TOTAL		\$101,725.00

RESOLVED, further, That the County Administrator be and hereby is authorized to execute a contract with B&H Taxilane Lighting Inc. of Conklin, NY

RESOLVED, further, That the Finance Director be authorized to borrow monies if necessary, until reimbursement is received from the FAA and NYSDOT.

**SEQR ACTION: TYPE 1**

**(Negative Declaration - Copy of the Full Environmental Assessment Form is available in the Legislative Clerk's office)**

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**Resolution (DOC ID: 1850): Authorizing Supplemental Consultant Agreement with C&S Engineers for Obstruction Lighting - Design and Bidding Services - at the Ithaca Tompkins Regional Airport**

<b>RESULT:</b>	<b>RECOMMENDED [UNANIMOUS]</b>
<b>MOVER:</b>	Leslyn McBean-Clairborne, Member
<b>SECONDER:</b>	Pamela Mackesey, Member
<b>AYES:</b>	Kiefer, Lane, Mackesey, McBean-Clairborne, McKenna

WHEREAS, the by Resolution No. 11 of 2004, the Tompkins County Legislature approved an Obstruction Study at the airport that commenced in 2004 and was finalized in 2005, and

WHEREAS, said Obstruction Study identified a number of obstructions that need to be removed or mitigated, and

WHEREAS, some of the identified obstructions are in, or close to sensitive areas, and close attention must be paid to the potential impacts on the environment, and

WHEREAS, the Federal Aviation Administration (FAA) has agreed that obstructions in Sapsucker Woods, to the west of the approach to Runway 32 may be marked and lighted instead of being removed, and

WHEREAS, there is a need to design and site lighted obstruction markers in said location, now therefore be it

RESOLVED, on recommendation of the Facilities and Infrastructure Committee, That a supplemental agreement to our general airport engineering agreement with C&S Engineers of Syracuse be approved in the amount of \$14,784 for said work and the financing of said contract is as follows:

Federal Aviation Administration (FAA) (95.0%)	\$14,044.00
New York State Department of Transportation (2.5%)	\$ 370.00
Local (Airport Operational Budget) (2.5%)	<u>\$ 370.00</u>
Total	\$14,784.00

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RESOLVED, further, That the County Administrator be and hereby is authorized to execute the required documents,

RESOLVED, further, That the Finance Director be and hereby is authorized to make payments for this project until reimbursement is received from the FAA and NYSDOT.

**SEQR ACTION : TYPE 1 (Negative Declaration - Copy of the full Environmental Assessment Form is available in the Legislative Clerk's office).**

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Capital Payment Summary

The Committee was informed there are some details to be resolved on the Parallel Taxiway A Relocation Phase III Inspection that are being worked out prior to the final payment.

Weights and Measures

Ms. Jayne reported that a review of the administrative work: 38% of Mr. Ellis's time spent on administration with 32% of his time on telephone calls from businesses researching requirements, which is necessary for him to do this. The billing aspect of the department requires only four hours per month and Mr. Ellis requests assistance from Public Works staff as it is needed. Mr. Lane said a determination of whether there is a need to provide additional staff to allow more tasks to be completed should be considered.

Ms. Mackesey was excused at 11:40 p.m.

Mrs. McBean-Clairborne was excused at 11:41 p.m.

Ms. Nelson spoke of meeting with Division Heads and how the Public Works Cabinet is working on ideas to assist Weights and Measures as well as plan for future vacancies of other individuals who have similar issues.

Adjournment

On motion, the meeting adjourned at 11:45 a.m.

*Respectfully submitted by Karen Fuller, Deputy Clerk*