

**Facilities and Infrastructure Committee**  
**April 16, 2009**  
**3:30 p.m.**  
**Courthouse Conference Room**

ADOPTED 5-21-09
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- Present: K. Luz Herrera, D. Kiefer, D. Randall, M. Sigler  
Excused: L. McBean-Clairborne, Chair  
Staff: E. Marx, Commissioner of Planning and Public Works; C. Nelson, Public Works Administrator; T. Richardson, Solid Waste Division; A. Lemaro, Facilities; N. Jayne, County Administration; T. Rudy, Airport; K. Fuller, Deputy Clerk  
Guest: Jim Morrissey, C&S Engineers

**Call to Order**

Ms. Herrera, Vice Chair, called the meeting to order at 3:35 p.m. She reported that Chair McBean-Clairborne was excused from the meeting; she is in New Orleans with the Love Has No Boundaries group assisting with the reconstruction. Mrs. McBean-Clairborne said after undertaking various projects she has a great appreciation for the strenuous tasks that construction workers do.

**Agenda Additions and Deletions**

There were no additions to or deletions from the agenda.

**Chair's Report**

Ms. Herrera reported members of a new interagency Alternative Fuels Consortium today formally celebrated the launch of biodiesel use within Tompkins County, voicing their strong commitment to environmental stewardship. The Alternative Fuels Consortium is made up of all of the county's 17 municipalities, Cornell University, Ithaca College, and Tompkins Consolidated Area Transit, as well as the county's school districts and fire departments. She also spoke of Mr. Sigler having suggested some ideas for broadband services for the County; since Mrs. McBean-Clairborne was not present at this time the item was postponed to a future agenda.

**Persons Wishing to Address the Committee**

No one wished to address the Committee.

**Agenda Additions or Deletions**

There were no additions to the agenda.

The item Committee Goals was deleted from the agenda.

**Persons Wishing to Address the Committee**

There were no individuals wishing to address the Committee.

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

**Recently Funded Transportation Projects**

Mr. Marx reported two projects, Warren Road Reconstruction, and the Pine Tree Road Enhancement, have been funded through the Federal Stimulus Funding Program and the Enhancement Funding Program, respectfully. He noted the Governor's press release site is the source of notification.

Request for Additional Space in Courthouse

The County received a letter from the State Court system requesting use of the space currently occupied by the County Office for the Aging. The County is in the process of conducting a space study, however, the State has indicated the possibility of financial sanctions if they do not receive adequate space for their needs. He said the County has been consistently looking for a solution, noting there are not a lot of options for the space and location requirements for the Office for the Aging. He anticipated a proposal would be forthcoming in the near future. *At the request of Ms. Kiefer, a copy of this letter will be provided to each Legislator.*

Grant Applications for Biofuel

Presently there are grants being applied for regarding the use of biofuels. One is from NYSERDA to reimburse any additional expense in using the biofuel and other efficiency improvements. The other grant application is to the Department of Energy and would provide funding to convert the 2008 and 2009 smaller trucks in the highway fleet to compressed natural gas (CNG) or propane. Mr. Marx noted we are eligible for the grants due to our association with Clean Communities of Central New York.

Mr. Sigler arrived at this time (3:36 p.m.).

Initial estimates indicate the use of biofuel will allow the county to achieve its five-year goal in cutting emissions in the larger highway vehicles and equipment. The estimates for reduction of emissions to the small vehicle fleet by using propane are 20 to 28 percent reduction of emissions. Ms. Kiefer inquired who would determine whether natural gas or propane would be considered in the conversion of the small vehicle fleet. Mr. Marx said he believes the choice would be propane due to the cost restrictions of natural gas compression equipment necessary; it could be \$1 million to build. Although there are individuals working on the viability of natural gas it is not believed it is financially feasible. The propane conversion is attainable as it only requires a tank on premises and has the least expense for the conversion.

A brief discussion regarding other municipalities using compressed natural gas occurred, with Ms. Kiefer stating the school bus fleet in Syracuse has used CNG for years. Mr. Marx said he believed they did for their Centro system, which was feasible for them due to volume; here it would be prohibitive. A slow feed for natural gas would not work well for the County's need; the system that would enable faster fueling is cost prohibitive. Ms. Herrera said Cornell University tried natural gas and found it was not cost effective. Ms. Kiefer expressed the need to review safety factors variables for the propane and natural gas vehicles. Mr. Marx would review that information. He indicated he believed the conversion expense was higher for natural gas vehicles as well, with the propane conversion costing approximately \$9,500 and the natural gas conversion approximately \$17,000. Mr. Sigler said it would be good to go slow with regard to compressed natural gas, which may become less expensive in the future. Mr. Marx said although the compressed natural gas may be better in the long run, due to time constraints it may not possible to gather all necessary information to seek the grant for that project.

Request for Transportation Projects

A letter was received by Mr. Sczesny from Representative Arcuri requesting recommendations of transportation projects within his district that could be funded through funds available in the transportation bill being developed. There is a short time span for submission (by next Friday) and there may be some projects that would fit his criteria, including Red Mill Bridge. The Red Mill Bridge previously had Federal funding that was lost due to the delay on historic preservation review, and the funding is no longer available. Mr. Marx feels that as a result of the bridge project having already received funding at the Federal level it may be well received. Representative Arcuri is looking for the projects to have economic development implications; the bridge would serve a significant agricultural business. The State Historical Preservation Office would like the bridge to be used elsewhere and the Town of Dryden has identified use of the existing historical bridge as a footpath from the Village of Freeville park across Fall Creek to the recently established nature trail, which may make it desirable due to the historic nature of the project. Other projects that may fit the requirements are Phase II of Ellis Hollow Road, Peruville Road, and a number of bridges that could be submitted.

Ms. Kiefer spoke of the request to have the Peruville Road project considered for \$5 million in stimulus funding and asked if it was for an overpass. Mr. Marx said it was not for an overpass but other rebuild; Mr. Lampman said it would rebuild the road from Route 38 to Salt Road with possible turning lanes at the intersections. The project would assist in providing a designated truck route in the area. Mr. Marx said the proposed transportation bill request is for projects under \$3 million.

#### Biodiesel Fuel Event

Mr. Marx said there were trucks from the various partners on site for the event. Ms. Nelson reported there was media coverage from three television stations, *The Ithaca Journal*, *The Ithaca Times*, and Cayuga Radio Group. Representatives of the Alternative Fuels Consortium participated in the event. She said although this is great from an environmental perspective the cooperative efforts of members of the consortium to enable the purchase. Ms. Nelson reported that Ms. Lynch, Public Information Officer, said the Mirabito news release of the consortium received national coverage. Mirabito, the supplier for the biodiesel, is using the Alternative Fuels Consortium as a cooperative model in other vicinities.

Mr. Marx said Ms. Nelson did an incredible job regarding the Alternative Fuels Consortium, Mr. Gregrow's work on determining the amounts, how it would affect equipment and all was extremely beneficial in moving forward. In addition, John Siminone, Project Assistant, has been of great assistance in compiling the applications presently being worked on.

Ms. Herrera thanked everyone for all their effort in making the project a success.

#### Landscaping and Parking Lot Design Options – 55 Brown Road

Mr. LeMaro provided a brief background of the work completed for the 55 Brown Road Health Department Project. He reported that at the time the Construction Bid was being undertaken it was decided to have the site work completed as a separate phase, with the hope that doing so would be beneficial due to decreased cost in petroleum products.

Ms. Wolf, of Trowbridge and Wolf, provided a Powerpoint presentation outlining the recommendation being brought forward by the Health Department Building Committee. This presentation included the following:

#### Site Concepts:

- Reconstruct Failing Pavement
- Improve Lighting/Security
- Create Bus Turn Around
- Optimize Environmentally Sustainable Strategies and LEED Points
- Staff Garden
- Signage

#### Estimated Construction Cost

- Base Bid = \$494,297
- Full Reconstruction = \$967,612

#### Site LEED Points

- Public Transportation
- Bike Racks for 5% of Building Users (6)
- Parking Spaces for Fuel-Efficient Vehicles (9)
- Designated Carpool Spaces AND Do Not Exceed Parking Zoning Requirements (167 – 176 current spaces exceeds zoning)
- Light-Pollution Reduction

Site Work Schedule

- 4/16/09 – Approval to Provide Detailed Design Drawings
- 5/21/09 – Design Development Plan for Submission for County Review
- 6/9/09 – Site Construction Documents Available for Bidding
- 6/23/09 – Bids Due
- 7/16/09 – Committee Approves
- 8/4/09 – Notice to Proceed Site Constructions
- August – October – Site Construction

Ms. Wolf spoke of LED lighting, which was a consideration requested by Ms. Kiefer at the Health Department Building Committee. Following her research, Ms. Wolf said it would be recommended to include the LED lighting, stating the payback for the additional cost of the renovation would be one to five years. The fixtures last two to three times longer than standard fixtures and provide an approximate forty percent energy savings. It would cost approximately \$5,000 additional to have the LED lighting, which would require confirmation prior to the work.

Ms. Wolf reviewed the design slide and highlighted the work to be completed. This work includes:

- Removal of asphalt close to building for total rebuild
- Rotate parking spaces to provide better shading and maintenance access
- Topcoat and re-stripe existing pavement not requiring rebuild
- New tree pits and lighting
- New signage
- Appropriate seating and walkways
- Increase turn-around area to accommodate busses
- Distinguish drop-off area by different color pavement

The Committee discussed the types of trees to be used; noting they are on the Cornell University approved list of trees. In response to Ms. Kiefer's question, Ms. Wolf said the pear recommended is a non-invasive species. It was also noted the no-mow grass treatment for the areas around the parking lot would be part of the alternative bid. It is hoped that if financial conditions are favorable a full reconstruction may be possible. In reply to Mr. Sigler, Ms. Wolf also noted that it is not anticipated concrete would be less expensive than asphalt at this time. The Committee had a brief discussion regarding the orientation of the parking spaces, particularly with regard to the shading they would actually provide. Ms. Wolf noted the concern of minimal shading, even with the ninety-degree change in orientation, occurred at the Health Department Building Committee. They did not do a shading study. Subsequent to the meeting some adjustments to locations of lights and tree islands took place that provide a better layout. She noted the Cornell Business Park requirements call for a break in the pavement after a designated square footage. The amendments to the orientation allow for logical traffic flow throughout the parking lot as well as taking advantage of the angle of the sun on the lot.

Ms. Herrera expressed concern regarding the LED lighting, particularly if the drop-off in lumens over time would negate anticipated cost savings. Ms. Wolf intends to undertake additional research to ensure the lighting will be the best choice for the County.

It was MOVED by Ms. Kiefer, seconded by Mr. Sigler, and unanimously adopted by voice vote by members present, to accept the recommendation of the Health Department Building Committee regarding the site plan bid recommendations.

Highway Capital Projects Reports

The Committee reviewed the written report with the items noted below discussed:

- Lansingville Road – it is a project that has been on Transportation Improvement Plan (TIP) but may not stay due to other priorities.
- Ellis Hollow Road – Ms. Kiefer would like to see this project as a potential project to submit to Representative Arcuri. She was informed that if Phase 2 were approved it was not thought it would enable the second portion of the project to be completed parallel to the first. Mr. Lampman said he believes the TIP list is completed for the next several years.
- Seneca Road Bridge – this project is toward the top of the list of second tier projects for stimulus funding consideration. At this time there has not been any information regarding additional funding. The Committee was informed that thus far, the State has announced funding for approximately seventy percent of the total funding designated for New York.
- Peruville Road – to date no information has been provided from Federal representatives to amend the project to allow use of the monies earmarked for this project due to the amended scope. Mr. Lampman has spoken to Mr. DeAragon about the project, but no further information has been received. It was thought that without requesting additional funding, discussions with Representative Arcuri might assist in including the project as a line within the budget, or at the very least re-define the project to allow it to move forward.
- Forest Home Drive – a stakeholders meeting would be held on May 5<sup>th</sup>. *Ms. Kiefer asked to be included for the meeting announcement.*

### **Hanshaw Road Report**

A review of the Hanshaw Road project occurred due to a previous request of the Committee. Mr. Lampman reviewed work completed to date; his nine-point handout is reproduced below:

#### **Hanshaw Road Project Summary Presented April 16, 2009 to Tompkins County Facilities & Infrastructure Committee**

1. **Location.** The Hanshaw Road Reconstruction Project will rebuild County Road 109, Hanshaw Road, in the Town of Ithaca. The project limits are Sapsucker Woods Road on the east (which is the Ithaca-Dryden town line) and, because of safety concerns that straddle the Cayuga Heights village line, the Pleasant Grove Road intersection – within Cayuga Heights – on the west. This is a largely residential area. The project consultant is Fisher Associates of Rochester, with Trowbridge & Wolf of Ithaca.
2. **Highway Needs.** Hanshaw Road pavement is in poor condition. Storm water drainage facilities are inadequate and in poor condition. There is a wide paved shoulder in some areas, but, although there is significant bicycle and pedestrian traffic on the road, the surface is deteriorated and not favorable to bicycling or walking. The Town of Ithaca Transportation Plan calls bicycle and pedestrian accommodations in this area a priority. An unacceptable level of service at the 4-way-stop controlled Warren Road intersection is projected within 8 to 10 years.
3. **Design Development.** The original design called for pavement reconstruction over the entire project length. This provided flexibility for vertical and horizontal alignment. It also allowed construction of a curbed walkway. This plan became economically infeasible, however, and an alternate pavement treatment proposal was developed. (See section 4.) The curb was also eliminated outside the Village, where either a paved gutter or grass drainage swale will separate shoulder from walkway, depending on available space.
4. **Proposed Scope of Work.** Cost-effective measures to address project needs were approved by the County Legislature in August 2007 and FHWA in early 2008. Existing 11-foot lanes will be milled and re-paved, recycled, or fully reconstructed, as appropriate, to restore 10-foot driving lanes. The shoulders will be uniformly built to 5-foot width and paved. A walkway will run along the north side of the road for 2/3 of the project, from Community Corners to Salem Drive. The walkway will not extend to Sapsucker Woods Road at this time, but the Town of Ithaca plans to extend it in the near future. (The Town is also designing a sidewalk extending from the Hanshaw walkway to BOCES along Warren Rd.) The walk will be concrete within Cayuga Heights and asphalt

in the town section. Trees and landscaping have been assessed and the vast majority will be saved to preserve the community look and contribute to traffic calming. The walk will move toward or away from the road to avoid damaging these features.

All storm drainage will be improved. Piping will be replaced and up-sized to address flooding problems. System sizing has been coordinated with the Town as it develops storm water plans for the neighborhoods contributing flows to the County's system.

A traffic signal will be installed at the Warren Road intersection. A one-way detour will be in effect during construction.

5. **Public Input and Petitions.** The County has sought and received a great deal of public input on project design. Four public meetings were held between February 2005 and March 2007, the last being a formal public hearing. County staff and consultants met with numerous residents at their properties during October 2005 to review project impacts first-hand. The County has received numerous written comments and e-mails for and against the project. Individuals have also made statements at meetings of the County Legislature and this committee. Through receipt of this input, staff believes that while a handful of residents still oppose the project's proposed walkway, the majority is not opposed to the work.

The County has received two petitions regarding the area. In September 2000 the County received a petition to reduce the speed limit from 40 mph to 30 mph between Warren and Sapsucker Woods Roads. This request was denied by NYSDOT. In June 2004 a petition with 88 signatures requested the County "install a bicycle/pedestrian path on Hanshaw Road" from Warren to Freese Road, just east of the project limits. The proposed project will build a walking path for part of this distance and the Town of Ithaca will extend it to the town line. The Town of Dryden would be involved in extending it the last few hundred feet to Freese Road.

6. **Town Board Input.** The Town passed a resolution in June 2005 requesting and advising that Hanshaw and Coddington Roads be built with 10-foot lanes and 4-foot shoulders (a decrease from Hanshaw's current dimensions). It also advised that "walkways be included when *wanted by a majority of the adjoining residents*, (emphasis added) and that traffic calming measures be included in the design." In January 2006, however, the Town Board rescinded this resolution declaring its support for "the inclusion of the walkway along Hanshaw Road from the Cayuga Heights Village line extending easterly at least to Salem Drive," and all the way from Community Corners to Sapsucker Woods Road if funds were available. Since then the Town has agreed to pay the local share for walkway construction in its jurisdiction, as has Cayuga Heights, and to maintain and be liable for the walk.
7. **Right of Way (ROW) Needs & Status.** The project ROW Plan identified 30 permanent and 56 temporary easements would be needed to build the project. NYSDOT authorized ROW acquisition in mid-2008, however, the County put off starting the work pending the outcome of its lawsuit regarding Coddington Road. Recently, the County has reached an agreement with NYSDOT on how to proceed with ROW and will soon begin the process. Due to the court decision, some additional ROW will be required, however, there will not be as great an impact as at Coddington Road. The majority of property ownership on Hanshaw extends to the edge of the defined highway ROW versus the center of the road. Where this is the case there will be no impact. Where lands are owned to the centerline, additional work will be required to map the existing highway 'use' and small additional areas will likely be added to some of the proposed easements. Approximately 2 or 3 additional easements will be needed as well.

A NYSDOT-approved County consultant will carry out the ROW acquisition process. If a landowner is not willing to accept the County's purchase offer, the County may elect to take the property through the Eminent Domain Procedure Law (EDPL). The County would then pay the owner the fair market value and it would be up to the owner to dispute that in court. However, that process would not delay continuing the work, only coming to a final settlement of price. Our consultant has said the entire acquisition process should take 9 months if the EDPL needs to be invoked. Another public hearing about the project would be required following EDPL requirements.

8. **Funding Status.** Federal and Marchiselli (state) funds have been committed for design and incidental ROW costs. Funds have not been committed by agreement yet for actual ROW acquisition. Construction funding will not be determined until the right-of-way is in-place. The County has submitted the project for approximately \$4.8 million in stimulus (ARRA) funding. This total includes construction and construction inspection costs. If funds were available, the project would need to be ready for construction by March 2010. The current budget for the project without ARRA funds is \$3.35 million, which is significantly below current cost estimates. Without ARRA funds, a TIP update proposed for the end of 2009 or amendment would be needed to fully fund the project.

Cornell has committed \$157,000 to the project through its Transportation Community Initiative. The Town of Ithaca and Village of Cayuga Heights have also committed to portions of the local share for work on the walkway and within the Village, respectively.

9. **Schedule.**

<b><u>Begin Right of Way Process.....</u></b>	<b><u>May 2009</u></b>
Final Design Approved .....	July 2009
Right of Way Certified .....	February 2010
Construction Bids Received .....	April 2010
Construction Begins .....	May/June 2010
Construction Complete .....	May/June 2011

During and subsequent to the report, discussions included the following information:

- The Federal and State funds are obligated but not available until the rights-of-way agreements are in place, then the funding would be obligated and the project could proceed.
- With regard to stimulus funding, this project is on the secondary list.
- A discussion regarding resident’s viewpoint on the sidewalks occurred, with resident Bernie Hutchins expressing his strong belief the majority of individuals are still opposed. Mr. Hutchins indicated there were additional petitions on the subject; Mr. Lampman has requested copies of any the Town of Ithaca has and thus far has not received any. He noted the Clerk is reviewing her files. Mr. Lampman said at the point the Town indicated they would accept the responsibility for maintenance and liability most of the individuals who were against the inclusion of a walking path were no longer opposed.
- Mr. Marx noted the Town Board endorsed the project, including walkways.
- Mr. Hutchins expressed his appreciation to the Committee for the process used regarding the project. He indicated he has copies of the transcripts and written comments on the design if anyone wished to review the material.
- With regard to the New York State Department of Transportation approved consultant for rights-of-way work, Mr. Lampman explained it is due to the legal decision regarding Coddington Road. A review of the potential impacts on other project is necessary, with special consideration provided due to written rights-of-way agreements.
- *Ms. Herrera requested copies of the actual petitions be made available to the Legislature.*

Ms. Herrera asked about an area of walkway that was not being done in a manner to maximize safety for some children who walk to school. Mr. Lampman, due to Ms. Herrera’s uncertainty of the exact location, indicated he believes the area she is referring to would be covered under the Town of Ithaca’s project, indicating the Town is planning to tie into other walkways.

Warren Road Project

It was noted if the Federal funding is received by the end of the week the advertisement for bids would appear in Monday’s bid announcements.

**Capital Payment Summary Reports**

The Committee received a budget transfer for information only.

**Solid Waste Division**

The Committee received a budget transfer for information only.

**Airport**

**RESOLUTION NO. - AUTHORIZING A REIMBURSABLE AGREEMENT WITH THE FEDERAL AVIATION ADMINISTRATION (FAA) TO ALLOW FOR THE RELOCATION OF RUNWAY 32 LOCALIZER ARRAY – ITHACA TOMPKINS REGIONAL AIRPORT**

It was MOVED by Mr. Sigler, seconded by Ms. Kiefer, to recommend adoption of the following resolution to the full Legislature. It was explained the resolution is necessary as part of the relocation of runway 32 localizer array project. Initially it was thought it would not be necessary, however the Federal Aviation Administration headquarters, upon review, decided it would be necessary to make additional work on the localizer array, therefore requiring the agreement. Mr. Morrissey noted the funding would be required to be made by the County and a reimbursement would be received within two to three weeks.

A voice vote on the resolution resulted as follows: Ayes – 4; Noes – 0; Excused – 1 (Legislator McBean-Clairborne. RESOLUTION ADOPTED.

WHEREAS, through Resolution No. 25 on March 3, 2009, the Legislature approved the award of a contract to C&S Engineers, Inc., to design the relocation of runway 32 localizer array project, and

WHEREAS, the Federal Aviation Administration requires that their facilities division become involved in reviewing the design, supplying a refurbished localizer array, installing said localizer array, and doing a flight check to verify its accuracy, and

WHEREAS, the Federal Aviation Administration requires payment of \$140,668 in advance to cover the costs associated with their involvement in said project, and

WHEREAS, the \$140,668 will form part of the Airport Improvement Program (AIP) grant of \$8,475,000, already received, for construction of the runway safety area improvements and obstruction clearance, as follows:

Federal Aviation Administration	(95%)	\$133,634
New York State Department of Transportation	(2.5%)	\$ 3,517
Local	(Airline Rates & Charges)	\$ 3,517
Total		\$140,668

RESOLVED, on recommendation of the Facilities and Infrastructure Committee, That the Reimbursable Agreement with the Federal Aviation Administration be approved and the Finance Director be authorized to make payment to the Federal Aviation Administration until it is reimbursed under the runway safety area improvements and obstruction clearance construction project.

**SEQR ACTION: TYPE II-2**

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**Hillview Road Landfill Citizens Advisory Committee**

It was MOVED by Mr. Randall, seconded by Mr. Sigler, and unanimously adopted by voice vote by members present, to recommend the following appointment to the full Legislature: Dooley Kiefer, Legislator, term to expire 12/31/09.

Facilities and Infrastructure Committee  
April 16, 2009

Ms. Herrera was excused at this time 5:10 p.m.

**Approval of Minutes of March 19, 2009**

It was MOVED by Mr. Sigler, seconded by Mr. Randall, to approve the minutes of March 19, 2009, as submitted. MINUTES APPROVED.

**Adjournment**

On motion the meeting adjourned at 5:12 p.m.

*Respectfully submitted by Karen Fuller, Deputy Clerk*