

BUILDINGS & GROUNDS Transcript 6/1/2021

SPEAKERS

Chad Cooke, Steve Bulger, Turner Bradford, Darren O'Connor, John Lant, Sandra Winney, Penny Heritage, Ed Kinowski, Matt Veitch, Benny Zlotnick, Several Supervisors, Dick Lucia

Matt Veitch

Good afternoon, everyone. Welcome to the Buildings and Grounds committee meeting for June 1. Attendance has been taken and we do have a quorum. So first on the agenda is going to be the approval of the minutes for the May 6 meeting. So could I get a motion for that?

Darren O'Connor

So moved.

Dick Lucia

So moved.

Matt Veitch

So moved, Supervisor O'Connor, second Supervisor Lucia. Any discussion? All right. All in favor say aye.

Several Supervisors

Aye.

Matt Veitch

Any opposed? All right, carried. So first item on the agenda is a resolution request to authorize a change order for Morton buildings to add some vinyl curtain systems in the future Animal Run-in building. And if you recall, this was recently passed through the Public Safety Committee and the full Board. And we do have Penny Heritage here today to talk to us about what this is and look for resolution. So go ahead the floor is yours.

Penny Heritage

Thank you, Mr. Chairman. Again, I'm requesting a resolution to authorize a change order to Morton Buildings for the addition of a vinyl curtain system, and you all saw the lengthy attachment as to what that is, a very durable system. The amount of that change order would be \$16,652. Morton's current contract is \$123,152, so that exceeds 10% of the total, requiring approval of that change order. As indicated on the agenda item request form a budget amendment is not necessary, as the funds for this project, including the curtain system are already in the budget, and those are from donated funds for this entire project.

Matt Veitch

Okay, thank you. Is there a motion?

John Lant

I make the motion to grant Penny's wishes.

Sandra Winney

I'll second that.

Matt Veitch

Supervisor Lant and Supervisor Winnie. Is there any discussion? All right, hearing none, all in favor say aye.

Several Supervisors

Aye.

Matt Veitch

Any opposed? All right, carried. Thank you.

Penny Heritage

Thank you very much.

Matt Veitch

Thank you. Alright, so next are just a few items that we have actually for discussion. And I apologize to those who are on the phone, you may not be able to see the visuals that are shown here. So first is actually a discussion regarding property available adjacent to the airport and we'll have Commissioner Cooke here for us, and we also have Turner from McFarland Johnson to talk to us a little bit about what these are about. So go ahead.

Chad Cooke

Thank you, Mr. Chairman. So the map that you see here in front of you, there are a couple of properties that recently came to the market. There's one at the end of runway five, which is in the northeast corner. And it's a small piece of property that we have rights to this property to cut vegetation, but it's recently become available, so that one could be of interest to the County. The FAA encourages airport owners to purchase properties when they become available, and it is in the runway protection zone. The other piece of property and I'm sure Turner can provide some additional detail, I'll just hit the highlights here. So, the other piece of property is on these in the northwest corner, which is a large piece of property there, which is connected to another piece of property on the other side of Stone Church Road. But the piece we'd be interested, obviously is the one on the east side of Stone Church Road and that little corner, that little green corner that you see there, that's a piece that's in the runway protection zone. And so for the same reasons that I mentioned, the one on the other side, this would be another piece of property that the County may choose to take interest in, in order to prohibit any development within that runway protection zone. So those are sort of the highlights, I don't know if you want Turner to provide any additional detail or?

Matt Veitch

Yea, since there's not a visual for those folks who are on the phone. Just if Turner or Chad if you want to, can you just define what a runway protection zone is and how it, works in terms of the property map of the airport?

Turner Bradford

So it is a, I have daughters and sons in fourth and sixth grade, I'm gonna say it's a parallelogram. These two areas, these two lines being parallel.

Matt Veitch

It's a trapezoid.

Turner Bradford

A trapezoid that extends off the end of the runway and is literally land that is there to protect the end of the runway for planes and God forbid in the event of an aborted or land short scenario. So what the FAA does is it tries to inhibit land use in those areas, they don't require that airports own their RPZs, but as Chad said, they encourage it. And at a minimum, they require you to attempt to control land use in those areas, they don't want occupied buildings, that sort of thing. They would allow things like ball fields and stuff that aren't permanently occupied structures, but they don't want anything that can be damaged in that area. And so they're off all ends of the runways. And the County has in the past pursued easements in those areas. And I think as Chad said, you do own or you have an easement over that one that allows you to clear obstructions, vegetated obstructions, strip trees that grow in the way of the flight path. But because the easement does not restrict the use of the land, so whoever owns that land could build a building there, they could build a home there within the RPZ, the FAA ought to be amenable to reimbursing the County for the purchase of that land. And for those in the room, I do have sort of detailed blown up areas, graphics of the two areas if you want to see them. But that's the most succinct answer I can give.

Matt Veitch

Alright. Thank you for that. And essentially, there are two parcels, again, the one on the northeast side there, again, is currently available. So the question is whether or not the Committee has any desire to try to have McFarland Johnson and Public Works pursue that property as a potential ownership for the County. So it's really just an open discussion, and we'll talk about the other one after we talk about the first one. So without being able to see it, I know it's gonna be difficult for folks on the phone to kind of weigh in, but if you want to just go ahead. So in my opinion, I think it's probably worthwhile for us to go do that. Again, it's not changing anything about the airport, we're not doing anything in terms of extending runways or adding anything to the physical plant of the airport. It's really just to acquire property in the runway protection zone to allow us to have that more clear, restricted use area for the planes coming into the airport.

Sandra Winney

Matt, this is Sandy. I how big of an area are you talking? I mean, how much land?

Matt Veitch

Good question. Turner will answer.

Turner Bradford

Yeah, I'm trying to recall, I think it's less than half an acre. It's a residential lot. It has a house, a driveway out front.

Sandra Winney

There is a house on it?

Turner Bradford

There is a house with I think with a pool in the back, if the aerial is correct, and a driveway out front. I want to say 0.3 something acres.

Sandra Winney

Well, what would the County do with that? If they purchase it?

Matt Veitch

It's a good question. Right?

Turner Bradford

Yeah, I think what the FAA would want to see if they assisted in the purchase of the property would be the removal of the domicile and the land be left vacant.

Sandra Winney

So you're talking about a house and a pool? That's going to cost the County a little bit more money unless it was just a shed or anything on it. Am I correct?

Turner Bradford

Yeah. So the way the process would go, is that a market analysis would be done, and you'd have to go out and get appraisals from approved appraisal companies, that would be verified, I think there would be three appraisals that would be required. And that forms the basis of the offer to the property owner. And yes, they are attempting to, to receive fair market value, they are allowed to negotiate, in good faith and within reason.

Darren O'Connor

The market value with something like that has got to be dramatically reduced because it's in a flight path right?

Turner Bradford

Right. So I believe they will take into account the fact that there is an easement on the property and the like, yeah.

Sandra Winney

I think it's important for the County to have this land. I don't see any problem going after it. Let's see what the market value would be. That's my consensus on this.

John Lant

I make a motion we have Chad look into it.

Matt Veitch

Okay. I don't know if we need a motion for that.

Sandra Winney

This is just a discussion. Am I correct?

Matt Veitch

Yeah. I mean, there's two, now three of us who, because I also will support that. So I mean, if there's another one who thinks we should move forward, we'll move forward.

Several Supervisors

(several people speaking at the same time)

Benny Zlotnick

Excuse me, this is Supervisor Zlotnick, Town of Milton.

Matt Veitch

Hey Benny.

Benny Zlotnick

Where that parcel of land is located. If you would be willing to somehow put something down, that there are no plans to expand the airport, because you're picking up this piece of property. And the little piece, that little chunk on the northwest corner on the other side, I would really appreciate that. Because I am going to get overrun with, see this is what's happening, they're going to buy one little piece here and one little piece there, and next thing you know, and bigger and bigger planes coming down. So I know we have some kind of general plan for the next three to five years on the airport. But if you could get something out to me that says, this is not, moving anything forward a little bit quicker or whatever, I'd been very appreciative for that, because I'm going to be called all kinds of names when I vote on the purchase of this. And just to let everybody know now I'm well aware the vote is going to be 21 to 1, but I'm going to vote against the purchase of these properties. Just for that reason, that I have to respond to these people. So.

Matt Veitch

Yeah, and I certainly understand that. Was there somebody else who wanted to speak on the phone?

Ed Kinowski

Matt, Ed Kinowski.

Matt Veitch

Hi Ed.

Ed Kinowski

Hi. I think you said very early on that there was no intent to expand, predicated on the purchase of these two, or potential purchase of these two properties.

Matt Veitch

Right.

Ed Kinowski

In the matter that it's official, well we discussed it at any rate, but we could say it all day long, but at the end, whatever the future holds for the airport, and what these additional safety areas (inaudible), for any increases in the future, I mean, (inaudible phone connection breaking up)

Matt Veitch

The only thing that we can do and we've done it before is that our current airport master plan does not include in expanding the runways or making them longer or anything like that in any way.

Benny Zlotnick

I'm aware.

Several Supervisors

(inaudible, Supervisor Veitch and Zlotnick speaking at the same time)

Benny Zlotnick

I've been poo poed and run out the door.

Matt Veitch

I understand. I certainly understand. And I don't know another way to do it other than this way. I mean it is on the record. There will be another master plan. And I think this is what Supervisor Kinowski is alluding to is that we can't hamstring a future Board of Supervisors in something. So if there's a decision made in the future that does something, there's no way I can assure you that that's not going to happen. But I can tell you that as of right now, and at least under this version, and current master plan, that runways are not going to be expanded, it's not going to happen. And I don't believe there's a desire in the Board of Supervisors, and sorry to speak for my colleagues, to expand the runways at this time either. I've had lots of discussions with lots of Supervisors, I don't think anybody wants to do that. So that's all I can really say, at this time. And again, the runway protection zone that we are purchasing this property in is also in the current runway protection zone. If the runway to be longer, the runway protection zone would be different. And we would have a different discussion about what we'd be purchasing. So that's another factor for you to consider, is that this property may or may not be in the runway protection zone if the runways were longer. So that's just something else to think. I mean, we're doing something in our current footprint that we have today. Not a future footprint.

Benny Zlotnick

I understand that. Just wanted to get that out there. That's all. I completely understand.

Matt Veitch

And I understand where you're coming from too Benny. So and I appreciate that. And again, I know as my Chairmanship of this Committee has been a few years, I know how residents are very sensitive to anything that happens at the airport. And so from my end of things, I know, that's what they want. I agree with them in terms of runway expansion. So I would vote against that if it was to come forward in any way, shape, or form. So just hopefully, that helps a little bit.

Darren O'Connor

The other thing is, from what I heard, the FAA requires us at least to pursue it. So for the purposes of today, we need to pursue it I guess.

Sandra Winney

Yes.

Matt Veitch

Agreed. So speaking of that, let's talk about the other parcel, because I think we have a consensus on the northeast parcel. So the other one is on the northwest side of the airport, and it's adjacent to Stone Church Road. In this case, it's a larger piece of property. It's an undeveloped parcel. And I do not believe that this parcel has any easements over it currently. Correct? Right. So this is vacant land, which is in the runway protection zone, it does about some sub divided private property parcels that are to the north of it. But the parcel itself is actually much larger than the runway protection zone area. The runway protection zone area is a small corner piece of this parcel. So from what I understand the owners have approached the County with intention to potentially sell the property to the County. And we are discussing whether or not this would be something we would want to go forward with. One of the things that I've been thinking about here based on really the discussion we just had, is that since the parcel is a much larger piece than the runway protection zone, that the County could consider potentially purchasing the whole parcel. And maybe doing something with it for public use, and leaving it in open space area next to the airport for the public. Whether that's trails or something like that. That's of course allowed in the protection zone. So we could do it there as well as outside of the protection zone. So that was kind of my thought when this one came forward was that maybe the County acquires this and again, as the fact that there is a lot going on at the airport that we could save some space for the neighbors nearby with his parcel, because it's an opportunity that we have here. So I guess I'll open it up for discussion as to whether we want to move forward with considering that.

Sandra Winney

Matt, this is Sandy again, how big? You said it's much bigger than the other one. Do you have an idea how big this one is?

Turner Bradford

So offhand, I don't know the size of the parcel, but it could be 20 acres. The easement, so, in the last master plan, we did recommend purchase of an easement, and then in the subsequent environmental

assessment, we did the environmental assessment of purchasing an easement over the RPZ area. And that easement is through 3.57 acres. So the entirety of the parcel could be order of magnitude 20 acres.

Darren O'Connor

Are they willing to sell us just the triangle that is in the RPZ?.

Chad Cooke

When the property owner reached out to me, he indicated that he was looking to see if the County was interested in the entirety of the piece east of Stone Church Road, which is here. So he's, he's talking about the County purchasing the entire piece.

Turner Bradford

And when we did the EA, the discussions we had with the FAA at the time, because he was a willing participant in that exercise was that we expected that that was going to be his requirements. I think the FAA is aware of that. And it's not unreasonable to think that the FAA would assume that you would purchase the whole parcel.

Darren O'Connor

Well, we could purchase the whole parcel, divide it and sell the part that's outside of the RPZ, right?

Turner Bradford

That is allowable, yep.

Sandra Winney

That's a good idea.

Turner Bradford

So both of these purchases would be reimbursed 95%. 90% by the FAA 5% by the DOT. It'll probably be, you're gonna have to purchase it and then submit it because of the negotiation, they're not going to give you a grant ahead of time, it's going to sort of have to close and then you submit the grant, but I see no reason why either of these parcels would not be reimbursed.

Sandra Winney

So you're thinking only 5% the county would pay?

Turner Bradford

Correct.

John Lant

It's really a no brainer to look into it.

Sandra Winney

It is a no brainer really. It is. I agree with john. I would say go ahead with it.

Matt Veitch

Okay, so Committee feels we should go ahead with this, this one as well?

Matt Veitch

Okay, I'm getting head nods from people in the room. And I guess the phone, it sounds like we're all kind of in agreement on that. So we'll go ahead and send them on their way to do some appraisals, or figure out what the next steps are and come back to the Committee with some ideas as to what we'll be dealing with both of those parcels. So I think that's fine. So thank you. Alright, so the next discussion is in the same vein, it's a little bit different. So I'm going to have Commissioner Cooke and Turner as well, talk a little bit about, more about some airport grants that are out there, and what the intent of those grants are and what we would need to do to obtain those grants. So go ahead Chad.

John Lant

That's how I feel.

Chad Cooke

Sure. Thanks. So recently, within the last couple of weeks, the Governor announced his next round of funding for I believe, it's called Upstate Airports. And it's a large pool of money. And they're looking for applications for airport projects, larger scale airport projects, not to say, extension of runways. Because that's not something that we're seeking. Really what it what it targets are projects to improve terminal buildings on airport property. Something that will facilitate a ribbon cutting, I guess, is the easiest way to say it, the nicest way to say it.

Matt Veitch

This is funding from the Governor. Right?

Chad Cooke

Funding from the Governor. Correct. So following the receipt of that news from the Governor, we had some brief discussions internally about the possibility of submitting an application to improve our terminal building, which is hangar number 1, which, if you're driving into the airport, around the small loop, cul de sac, it's the building right at the end of the cul de sac to your right. It's a warehouse looking building. It's metal sided, like most of the buildings at the airport. So this could be an opportunity for us to put together an application package for a grant to improve that building. To include ideas like cafes and Taste New York and obviously improve the aesthetics of the building. So it's somewhat attractive and more conducive to what a terminal building, what you'd think of when you think terminal building, windows and the like. So that's sort of the idea that we have to move forward with that. Grant amounts are I believe, the minimum grant amount is 5 million.

Sandra Winney

Oh, is that to be split up Chad?

Chad Cooke

The minimum project amount is 5 million. So we're looking for larger scale projects.

Sandra Winney

Okay.

Chad Cooke

So doing a terminal building upgrade would certainly be something in that range that we're talking about.

Matt Veitch

Thank you, Chad. I appreciate that. So basically I took a tour of the building on Friday, just to try to see what they were talking about. Because I'm not a user of the airport, I'm not there that often. So it was good to kind of see what they wanted to do. The terminal building that we have there probably was built sometime, I guess, in the late 1960s, maybe? It's a metal sided building, it has a very small office area in the front, which isn't really used for customers, if you will, the people that come to our airport. It's really more of office space for the operator. And then in the back, there's a large hangar where they do repairs on planes and helicopters and things like that. And that was full of various of airborne vehicles when I was there, and they were doing some work on it back there. So there's no sign in the building, there's nothing that says, Welcome to Saratoga County Airport, it's all kind of just like, if you arrive here, there's no Welcome Wagon for you, when you come here, it's, get into your car as fast as you can and go somewhere else. So it's definitely something that I think we should probably look at pursuing. A nice upgrade to the airport would be good. And something that would show people that, at least those who are arriving to Saratoga County, something that's a nice welcome for them. Again, I will reiterate, this does not include expanding the runways or doing anything like that, no larger jets or anything like that would come to Saratoga County, it would be just what we already have for traffic, it would be an improved facility, though, for those who arrive to the airport, as well as folks who are at the airport. So that I think, again, upon seeing it, I thought it was a good idea to kind of urge the Committee to potentially move forward with. So, again, this doesn't require any resolution on our part at this point or anything like that. It's just a discussion to see if we want to move forward with something like this. So I will turn it over to the Committee for any comments or questions and go from there.

Darren O'Connor

What kind of a grant is it. Is this 100% grant?

Turner Bradford

It doesn't explicitly say, what they say is that there's a total of \$230 million available. And you can apply for up to \$230 million. The way we've read it, and the sort of feedback we've gotten is, you'll submit a project of up to \$5 million or more, and they will decide how much money they want to give you. And they encourage you to find as many funding sources as you can. I think part of what we would do is reach out to the FAA and see if they were willing to fund any part of the project with the State.

Darren O'Connor

I mean, because that would be a critical component of the decision for me at least, in terms of whether the County was going to spend its own money on this. If not, are we getting the massive part of it, like 90 something percent of it funded, then great. I think it's a great idea. That's my sense. Thanks.

Sandra Winney

I agree with Darren. I would want that looked at first.

Matt Veitch

Okay. Any other comments? All right, hearing none, I think that's a go ahead from the committee.

Sandra Winney

I think we should go ahead and it's a grant. Let's see what we can get. What they want to spend.

Dick Lucia

I also think we should go ahead.

Matt Veitch

Alright, thanks, Supervisor Lucia. Again, I know this is gonna cause some problems with Supervisor Zlotnick, and I appreciate, you know, I know that you're on the phone. So this is something that, again, doesn't make us do any expansions, changes or anything like that. And again, we're just exploring this. I mean, there's no guarantee that we're going to get the money. So, at the end of the day, we're just at the preliminary stage of looking into it at this point.

Benny Zlotnick

I understand.

Dick Lucia

You never know until you try.

Matt Veitch

Exactly.

Chad Cooke

Mr. Chairman, I also just want to note that I was just speaking with Turner, he indicated that the last round of funding for these same sorts of projects, the grant recipients were, they were on the hook for, in that less than 10% 5% range. So I think that's probably what we would be looking at the end of the day.

Matt Veitch

Yeah. Just a quick question. Is there any way we can see who those grant recipients were and what the projects were?

Turner Bradford

Yeah, I can tell you probably off the top of my head. They were Rochester, Syracuse, Albany, Ithaca, Elmira, Plattsburgh? I think that's all of them. And they were all terminal upgrades passenger experience, that was, without question, what they were trying to do. The way the Governor had described this program is the Upstate version of the money he spent at LaGuardia, and JFK, where

they are building terminals, modernizing the airport passenger experience, to bring it up to current and the future.

Matt Veitch

Alright, well, thank you very much for that. And we will go ahead and keep you posted as we move forward with all that. So, thank you. And just quickly last on the agenda, I just wanted to just talk to the Committee a little bit and just have a brief discussion, just a few updates of what's going on. Since last year, we talked about and we actually did the parking regulations here, and one of the goals that I've had as Chairman of the Committee is to look at the County's buildings and grounds overall, try to look and see where we can make some improvements, do some changes, upgrade things, see what we can do in terms of making the County buildings and grounds as attractive as possible, and those kinds of things. So, there's been a few discussions that I've had with Chad, the next project that we were looking at doing last year was signage. If you come to the County, and you see the signs that are on the sides of our buildings, and also out in the parking lot out there, you can see that they were probably last looked at maybe sometime in the 1990s or early 2000s. They're cracked, they've been in the sun, they don't have accurate departments listed on them. So, folks, easily get lost around here. And I'm sure everybody here has had somebody ask them for directions when they're in the building, because they've managed to make it to the wrong office. So Chad has been working with our sign vendor to try to see if there's a way that they can come up with a plan for signage that can, number one, be accurate for today, but also have the ability to be modified when things change, where offices go to a new building, or we make an addition or something like that. So I know that he's been working on that. And so we'll keep you posted as we go forward there. My guess is it's probably going to be something for next year's budget. But it's something that we've been working on. So I don't know if you want to comment on that, Commissioner?

Chad Cooke

So we've taken the new seal that we did this year, the gold and blue, so we're trying to use that as sort of the theme for all the signage, the blue and the gold/yellow, I'm not sure what we refer to that as. So there'll be signage plaques, where we can remove, as you mentioned, you can slide names in and out as departments move. Since I've been here, I think we've had four or five offices move, in addition to what's going on to the Public Safety Building. So having that ability to do that, I think is smart for the future. So yeah, so we'll include those details, some of the things we want to do in the 2022 budget requests.

Matt Veitch

Alright, thanks. And so, leading to that, one of the things that we did here in this building is we started working with that new kind of County seal that came out. We put it in our Board room here, we've put it into some of the other areas, we're kind of using that kind of as a new look for Saratoga County. And not just in our directional signage, but just really overall throughout the County. We're kind of looking at the signs on the buildings that we have. Out here in front, I noticed that the one we have Building 1 was overgrown and you couldn't read the sign. So we took the bushes out, and you can now see the Saratoga County Office Building sign, I believe we've lit it as well, I don't know if we've done that yet. But the other idea was at night, there was no light on it. So if you drove by the building, it just looked like a building. So some of the ideas of kind of setting up this kind of look all around the County, each

building outside that we have, the signs that are there, to kind of light them, maybe put the seal on them, do some things to try to kind of make a consistent look throughout Saratoga County's buildings. Because every building we have has a different sign built when it was probably built. And, we did what we did at that time, and haven't really looked at kind of comprehensively doing that. The other thing with that is that at our tour that we had in the Government Review Committee, for the records management. Supervisor Raymond had mentioned the area right by the Supervisors parking lot, where we have the old Courthouse bell, and how that area needs a little bit of help. And so I've been working with the County Historian, as well as Commissioner Cooke to try to see if we can potentially move that out of that area, because it's really not in a good spot for anybody that really view it. And it doesn't make that a little area, it's kind of weird looking, it's got stuff on one side of that grassy strip, the other side is kind of bare. So the idea was to try to see what we could do about the bell, maybe move it in a better area, maybe put some landscaping around it and have it be a focal point at the County on some other area than where it is right now. Right next to that is a stone that's on the ground. And it looks like there was a plaque on it that seems to be gone. So we were doing some research on that, we found that that is actually a time capsule from the County's 200th anniversary, which was back in 1991. And they had a Commission schedule, they put a time capsule in there, and they put a plaque on top of the time capsule, and the plaque deteriorated severely and is currently located in our vault here at the Board of Supervisors with a whole section of it kind of missing. So we're looking at recreating that plaque and actually moving the time capsule to another area because it's right out there on the street. We have a 9/11 time capsule behind us over here in the in the Boardrooms and potentially putting that one next to the 9/11 time capsule. So we can have those all in one place with also some signage on it. So a time capsule will no sign on it means that nobody's opening the time capsule when the date comes. Because they don't know what it is. So at the end of the day, we should probably have that taken care of. So as well as potentially restoring the bell itself, which has been out in the elements now probably since 1970, when they put it there. So we're looking at some ideas with that. And again, I thank Lauren Roberts for helping out. She's done a good job of researching everything, she's finding all the names, the names are missing off the plaque. So she's trying to find all the names to put back on the plaque, and actually probably commission a new one to be constructed, and then move everything. So that's another thing we've been working on here at Buildings and Grounds. And if anybody has any ideas about anything else that they see, please let me know. Because if we can get it all together, maybe we can put into a comprehensive funding package for next year. Because it all costs money. We got to make sure we fund all that stuff. But at the end of the day, I think it's good for our public who come here to have a good attractive County and see what they see when they get here. And it's all kind of consistent. So I guess I'll open up the floor, if anybody has any questions or comments. Otherwise, we can we can go on. So any comments? All right, hearing none, I'll ask for any other business. Is there any other business to come before the committee? Administrator Bulger?

Steve Bulger

Yes, Chairman. Thank you. I actually meant to do this at the last meeting of Public Safety. I just wanted to formally welcome to his first committee meetings, our new Deputy Administrator, Ridge Harris, many of you know Ridge. This is these are the first of what I would consider many, many committee meetings he will be attending. So I just wanted to formally let everybody know that today is first day, and welcome Ridge.

Sandra Winney

Welcome Ridge.

Matt Veitch

Okay, so with no other business, and welcome Ridge, good to see you. I don't know if this is trial by fire. But welcome to your first Committee meeting. It's an easy one. Any other business come for the Committee today? All right, hearing none, I will say we are adjourned and see you next month. Motion to adjourn. I guess I need a motion.

Darren O'Connor

So moved.

John Lant

Second.

Matt Veitch

Supervisor O'Connor. Second Supervisor Lant and we're adjourned. Thank you