

Review of the

Proposed Capital Program 2016-2018

Capital Budget 2016

Suffolk County Legislature

Budget Review Office

May 15, 2015

Revised



SUFFOLK COUNTY LEGISLATURE



Robert Lipp
Director

BUDGET REVIEW OFFICE

May 15, 2015

DuWayne Gregory, Presiding Officer
and Members of the Suffolk County Legislature

Dear Legislators:

Accompanying this letter is the Budget Review Office *Review of the 2016-2018 Proposed Capital Program and 2016 Capital Budget*.

Highlights of this report can be found in the *Introduction* immediately following the *Table of Contents*. The focus of this year's proposed capital program is on two big ideas – nitrogen reduction and economic development. These initiatives are likely to take years to complete, and as is often the case, may increase in scope and cost. Meanwhile, the County has many other capital needs and resources are limited. With that in mind, we offer several recommendations to advance funding for projects that in our view should not be deferred. The details are found in our individual capital project write-ups. Given the limited time we had to put together this report, as always, a compilation of all Budget Review recommendations will not be available for a few days.

On a personal note, I would like to thank the entire staff of the Budget Review Office for their hard work and long hours in preparation of this report. I am confident you will find the quality of this report up to Budget Review Office standards. The credit for our work effort goes to each and every member of the Budget Review Office.

My staff and I remain ready to provide whatever assistance the Legislature may require during the capital program and budget evaluation and amending process.

Sincerely,

Robert Lipp, Director

SUFFOLK COUNTY LEGISLATURE



DuWayne Gregory, Presiding Officer
Jay H. Schneiderman, Deputy Presiding Officer

District

1	Al Krupski
2	Jay H. Schneiderman
3	Kate M. Browning
4	Thomas Muratore
5	Kara Hahn
6	Sarah S. Anker
7	Robert Calarco
8	William J. Lindsay, III
9	Monica R. Martinez
10	Thomas Cilmi
11	Thomas F. Barraga
12	Leslie Kennedy
13	Robert Trotta
14	Kevin J. McCaffrey
15	DuWayne Gregory
16	Steven H. Stern
17	Lou D'Amaro
18	William Spencer

Clerk of the Legislature
Counsel to the Legislature

Tim Laube
George Nolan

SUFFOLK COUNTY LEGISLATURE



The Budget Review Office

Robert Lipp, Ph.D.	Director
Rosalind Gazes	Deputy Director
Joseph Schroeder	Energy Specialist
Michael Crowell	Senior Economist
Craig Freas	Senior Legislative Analyst
Jill Moss	Senior Legislative Analyst
John Ortiz	Senior Legislative Analyst
Robert Doering	Legislative Analyst
Benny Pernice	Legislative Analyst
Cary Flack	Office Systems Analyst IV
Laura Halloran	Assistant Legislative Analyst
Joseph Muncey	Assistant Legislative Analyst
Anthony Oliveto	Office Systems Analyst II
Massiel Fuentes	Research Technician
Janice Lawlor	Office Systems Technician
Andrew Tarantowicz	Legislative Technician
Sharen Wagner	Principal Clerk

Assistance from the Clerk's Office

Laura Provenzano	Web and Social Media Administrator
-------------------------	---

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
Introduction	I-II
Funding Sources and Major Initiatives	I
Analysis of the Proposed Capital Program	8
The Economy	15
Suffolk County Land Acquisition Programs and Policies	22
New Health Center Projects	29
Capital Projects Included in the Proposed Capital Program and Budget As Previously Adopted and Requested by Departments	33
Select Project Status Updates	36
Debt Service Impact	39
Index of Capital Projects	40
Individual Capital Project Reviews	51
2016-2018 Proposed Capital Program Schedule	531

Introduction

“First, have a definite, clear practical ideal; a goal, an objective.

*Second, have the necessary means to achieve your ends;
wisdom, money, materials, and methods.*

Third, adjust all your means to that end.”

Aristotle

The focus of the Proposed 2016-2018 Capital Program is on two big initiatives – nitrogen reduction and economic development. There are five nitrogen reduction projects proposed at a combined cost of \$352.9 million, all in 2016, plus \$22.1 million in planning and design that is anticipated to be authorized this year. All five are funded by “Other Aid and Local Match” (O) and expect to receive some combination of grant funds and low interest loans from the Environmental Facilities Corporation (EFC). As for economic development, there are at least 18 projects that meet the description, three of which are new. The emphasis here is on infrastructure improvements to roads and sewers, with an emphasis on downtowns. Proposed spending totals almost \$33 million in 2016 and \$242.7 million over five years. Funding is for the most part a mixture of sewer bonds, non-sewer bonds and federal aid.

These are significant undertakings whose costs may be substantially higher as the details are worked out over time. Their success is also contingent upon being able to secure large sums of state and federal aid, and then come up with local sources of revenue to pay the debt service on County bonds. The challenge is made more difficult in the short run due to our assessment of the economy that is included in this report. Sales tax continues to lag, with year to date growth barely positive. As a result, 4.62% growth would be needed for the remainder of the year in order to attain the 3.5% growth rate implicit in our latest budget model forecast, which was presented at the April 22, 2015 meeting of the Budget and Finance Committee.

Analyzing the proposed capital program this year is made more difficult because of all the proposed changes in funding sources – there are two new sources, “Referendum Bonds” (R) and “Southwest Fund 405” (SW); one that is eliminated, FEMA (FE); and one that includes a significant increase and expanded definition, Other Aid and Local Match (O).

In terms of local spending, serial bonds (B) and referendum bonds (R) combined are approximately the same as the previous year, down \$174,637 from the 2015 adopted level. Over five years (2016-2018, SY) proposed borrowing is down \$82,892,944. The decrease can be attributed to approval by the NYS Commission on Correction to postpone construction of Phase II of the jail (CP 3008). Last year, the Adopted 2015-2017 Capital Program included \$2 million in 2015, \$55 million in each of 2016 and 2017, and \$2 million in SY for this project.

From the perspective of the impact on future operating budgets, there is some good news.

- Proposed serial bond debt for mostly General Fund purposes is less than last year’s adopted capital program.
- General Fund pipeline debt is \$16.2 million less than last year (\$223.8 million now compared to \$240 million last year).

- Adopted resolutions to appropriate funding for capital projects, excluding sewers, has trended down over the past six years. In 2009, \$227.3 million was appropriated and in 2014 the amount was \$98.9 million, a decrease of \$128.4 million.

The challenge facing the County is to come up with the means to pay for these ambitious initiatives. The challenge is made all the more difficult by having to address an operating budget deficit that in April was projected at \$176 million through the end of 2016.

Introduction RL16

Funding Sources and Major Initiatives

The proposed capital program includes two new funding sources, “Referendum Bonds” (R) and “Southwest Fund 405” (SW), and eliminates “FEMA” as a separate category (FE). The proposed capital program also includes a significant increase and expanded definition for “Other Aid and Local Match” (O). The focus in this section of our report will be to better understand these funding source changes and to categorize them as either local spending or State and Federal aid. In addition, there are two major initiatives that need clarification to better understand what is being proposed. Our emphasis here will be on capital projects designated as (1) Nitrogen Reduction and (2) Economic Development.

Proposed Funding Sources (Table 1)

The Proposed 2016 Capital Budget totals \$536,099,803. The 2016 amount is what matters most, since that is the only year in the proposed capital program that the Legislature can act on as it appropriates funding for capital projects next year. As a planning document, the proposed capital program plans to spend \$1,005,757,263 over three years (2016-2018) and \$1,308,157,521 over the next five years (2016-SY).

In terms of local spending, serial bonds (B) and referendum bonds (R) represent debt that for the most part is an obligation of the General Fund. These two funding sources combined total \$118,855,691 in 2016, \$363,458,601 for the proposed three year program and \$536,758,730 over the proposed five year program.

Funding Source		2015 Modified	2016	2017	2018	SY	3-Year Program (2016-2018)	5-Year Program (2016-SY)
Assessment Stabilization Fund	A	\$1,600,000	\$1,700,000	\$1,350,000	\$1,750,000	\$0	\$4,800,000	\$4,800,000
Serial Bonds	B	\$119,029,486	\$89,455,691	\$141,598,934	\$103,003,976	\$173,300,129	\$334,058,601	\$507,358,730
Federal Aid	F	\$15,635,343	\$28,897,383	\$46,741,300	\$37,192,500	\$104,690,129	\$112,831,183	\$217,521,312
FEMA	FE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Fund	G	\$96,000	\$0	\$0	\$0	\$0	\$0	\$0
Other Aid and Local Match	O	\$2,500,000	\$352,900,000	\$1,050,000	\$500,000	\$19,500,000	\$354,450,000	\$373,950,000
Referendum Bonds	R	\$0	\$29,400,000	\$0	\$0	\$0	\$29,400,000	\$29,400,000
State Aid	S	\$44,264,261	\$8,246,729	\$3,879,500	\$3,841,250	\$1,410,000	\$15,967,479	\$17,377,479
Southwest Fund 405	SW	\$2,000,000	\$5,600,000	\$20,000,000	\$45,000,000	\$0	\$70,600,000	\$70,600,000
Interfund Transfers Other Than Funds 001, 401, 404, 405 & 477	T	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000	\$4,000,000
Suffolk County Water Protection Fund 477	W	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$50,000
Sewer District Bonds	X	\$245,000,000	\$18,850,000	\$44,250,000	\$17,500,000	\$2,500,000	\$80,600,000	\$83,100,000
Total Funding		\$431,125,090	\$536,099,803	\$259,869,734	\$209,787,726	\$302,400,258	\$1,005,757,263	\$1,308,157,521
Total Number of Capital Projects		146	136	153	109	100	202	220

Serial Bonds and Referendum Bonds	B + R	\$119,029,486	\$118,855,691	\$141,598,934	\$103,003,976	\$173,300,129	\$363,458,601	\$536,758,730
-----------------------------------	-------	---------------	---------------	---------------	---------------	---------------	---------------	---------------

Proposed Changes in Funding Sources (Table 2)

Next, we compare the proposed capital program to the previously adopted capital program. The previously mentioned changes in funding sources present a problem when making comparisons between these two capital programs. A further complication is that the “Other Aid and Local

Match” (O) category is a work in progress, with the amount of funding and breakdown by project yet to be finalized.

At the bottom of Table 2, we aggregate funding sources into three categories: (1) bonds, (2) state & federal aid, and (3) pay-as-you-go. Based on this breakdown, we observe that proposed spending for bonds is up. The proposed 2016 funding for bonds is \$192,682,163 more than was adopted in 2015. The funding for bonds in the second and third years of the proposed program is down, but overall the three year capital program (2016-2018) is up \$149,018,756. The reason for the increase in bonds is largely due to breaking out “Other Aid and Local Match” (O) into bonds and state & federal aid categories. The bonds category includes EFC low interest loans that would be made by the State on our behalf, but are obligations of the County in the same way that issuing our own debt would be.

In terms of local spending, serial bonds (B) and referendum Bonds (R) are for the most part obligations of the General Fund and therefore should be combined when explaining funding sources. Table 2 indicates that the proposed funding in 2016 for these two sources of revenue combined is approximately the same as the previous year, down just \$174,637 from the 2015 adopted level. For the proposed three year program, these two funding sources are down a combined \$71,838,044, and over five years they are down \$82,892,944. It should be noted that last year’s Adopted 2015-2017 Capital Program included significant funding for CP 3008-New Replacement Correctional Facility At Yaphank (Phase II), which was adopted at \$2 million in 2015 (1st year), \$55 million in each of 2016 and 2017 (2nd & 3rd years), and \$2 million in SY. The proposed capital program includes no funding for this project. Other things being equal, each of the first two years of the proposed capital program (2016 and 2017) would be \$55 million less; however this is not the case.

Funding Source		Modified Year	First Year	Second Year	Third Year	SY Years 4-5	3-Year Program	5-Year Program
Assessment								
Stabilization Fund	A	(\$1,650,000)	\$100,000	\$1,100,000	\$1,500,000	\$0	\$2,700,000	\$2,700,000
Serial Bonds	B	\$25,190,274	(\$29,574,637)	(\$39,159,685)	(\$32,503,722)	(\$11,054,900)	(\$101,238,044)	(\$112,292,944)
Federal Aid	F	(\$16,034,395)	\$1,251,671	\$28,646,300	\$18,452,400	\$10,720,000	\$48,350,371	\$59,070,371
FEMA	FE	\$0	(\$16,050,000)	\$0	(\$5,000,000)	(\$25,712,500)	(\$21,050,000)	(\$46,762,500)
General Fund	G	\$96,000	(\$96,000)	\$0	\$0	\$0	(\$96,000)	(\$96,000)
Other Aid and Local Match	O	\$2,500,000	\$350,400,000	(\$1,500,000)	\$500,000	\$2,000,000	\$349,400,000	\$351,400,000
Referendum Bonds	R	\$0	\$29,400,000	\$0	\$0	\$0	\$29,400,000	\$29,400,000
State Aid	S	\$32,663,038	(\$6,229,342)	(\$11,033,000)	\$174,000	\$165,000	(\$17,088,342)	(\$16,923,342)
Southwest Fund 405	SW	\$2,000,000	\$5,600,000	\$20,000,000	\$45,000,000	\$0	\$70,600,000	\$70,600,000
Interfund Transfers	T	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Suffolk County Water Protection Fund 477	W	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$50,000
Sewer District Bonds	X	\$241,515,000	(\$232,150,000)	\$35,250,000	(\$6,250,000)	(\$44,975,000)	(\$203,150,000)	(\$248,125,000)
Total		\$286,279,917	\$102,701,692	\$33,303,615	\$21,872,678	(\$68,857,400)	\$157,877,985	\$89,020,585

Serial Bonds and Referendum Bonds	B + R	\$25,190,274	(\$174,637)	(\$39,159,685)	(\$32,503,722)	(\$11,054,900)	(\$71,838,044)	(\$82,892,944)
-----------------------------------	-------	--------------	-------------	----------------	----------------	----------------	----------------	----------------

Bonds	(B) + (R) + (X) + Applicable (O)	\$269,205,274	\$192,682,163	(\$5,409,685)	(\$38,253,722)	(\$54,029,900)	\$149,018,756	\$94,988,856
State & Federal Aid	(F) + (FE) + (S) + Applicable (O)	\$16,628,643	(\$95,634,471)	\$17,613,300	\$13,626,400	(\$14,827,500)	(\$64,394,771)	(\$79,222,271)
Pay-As-You-Go	(G) + (T) + (W) + (SW) + (A)	\$446,000	\$5,654,000	\$21,100,000	\$46,500,000	\$0	\$73,254,000	\$73,254,000
Total		\$286,279,917	\$102,701,692	\$33,303,615	\$21,872,678	(\$68,857,400)	\$157,877,985	\$89,020,585

Referendum Bonds (R) (Table 3)

The proposed capital program includes \$29.4 million with the new funding designation of Referendum Bonds (R) for three capital projects that are considered as “Voter Referendum Water Quality Projects”. This funding is consistent with the parameters set forth in Resolution No. 579-2014. In 2014, the voters of Suffolk County approved Proposition #5, which allowed for the utilization of sales tax revenue from the Assessment Stabilization Reserve Fund 404 (ASRF) to balance the County’s operating budget through 2017 along with the requirement that the County dedicate \$29.4 million to land preservation and water quality protection efforts. The Proposed 2016-2018 Capital Program includes the required \$29.4 million for the three capital projects as detailed in Table 3.

Table 3							
Referendum Bond Revenue Designated as R Funding							
Included in the Proposed 2016-2018 Capital Program By Capital Project and Year							
CP #	CP Title	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed	Total	% of Total R Funding
8732	Water Quality Protection - 2014 Referendum - Land Purchases	\$20,000,000	\$0	\$0	\$0	\$20,000,000	68.0%
8733	Water Quality Protection - 2014 Referendum - Water Quality Projects	\$4,700,000	\$0	\$0	\$0	\$4,700,000	16.0%
8734	Water Quality Protection - 2014 Referendum - Sewer Improvement Projects	\$4,700,000	\$0	\$0	\$0	\$4,700,000	16.0%
	Total	\$29,400,000	\$0	\$0	\$0	\$29,400,000	100.0%

Sewer Serial Bonds (X)

Another source of local funds to finance capital projects is sewer serial bonds (X). As a rule, we typically do not combine this funding source with non-sewer serial bonds (B) because their tax base and finances are not the same. However, we include X-Money in our Bonds category in this report because of difficulties in breaking up the components of “Other Aid and Local Match” (O), to be discussed below.

As seen back in Table 2, this funding source is down more than \$200 million. The decrease is attributed to CP 8108-Outfall at Sewer District #3 – Southwest. Funding was adopted at \$207 million in 2015 and proposed at zero for 2016. Therefore, other things being equal, the first year of the proposed capital program (2016) would be \$207 million less.

Other Aid and Local Match (O) (Table 4)

The proposed capital program includes an expanded definition for “Other Aid and Local Match” (O). Last year, the Adopted 2015 Capital Budget included only \$2.5 million in O-money for CP 8153- Sewer Expansion for the Smithtown and Kings Park, Main Street Commercial Area, which represented other local funds. This year, the proposed capital program adds to this funding source State grants and low interest loans. Funding sources included in O-money are the State Revolving Fund (SRF), Empire State Development Corp (ESDC), Community Development Block Grant (CDBG), and Hazard Mitigation Grant Program (HMGP). The SRF is expected to provide the County with Environmental Facilities Corporation (EFC) low interest loans. The remaining sources are state aid and possibly state pass through of federal aid. It is our understanding that \$83 million in EFC low interest loans (0%, 2% and possibly somewhat higher) are anticipated. Since this source is a loan, it should be categorized as serial bond financing (B-money) and/or sewer serial bonds (X). Table 4 lists capital projects that are expected to receive O-money. It is not clear at this time what

combination of funding sources will go to the various related capital projects. Depending upon the project, repayment of low interest loans may be an obligation of existing County sewer districts, otherwise they would be General Fund obligations.

Another difficulty in comparing funding sources is the sheer size of funding proposed for “Other Aid and Local Match” (O) – proposed 2016 funding is \$352.9 million and represents an increase of \$350.4 million from last year (see Table 2).

CP #	CP Title	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed	Total	% of Subtotal O Funding	% of Grand Total O Funding
5538	Improvements to CR 13, Clinton Avenue/Fifth Avenue/Crooked Hill Road	\$0	\$0	\$0	\$2,000,000	\$2,000,000	0.5%	0.5%
7050	Improvements to Peconic Dunes County Park	\$0	\$50,000	\$0	\$0	\$50,000	0.0%	0.0%
8121	Improvements to SCSD #21 - SUNY at Stony Brook	\$0	\$1,000,000	\$500,000	\$15,000,000	\$16,500,000	4.4%	4.2%
8134*	Forge River Nitrogen Reduction Project	\$181,100,000	\$0	\$0	\$0	\$181,100,000	48.4%	45.9%
8139*	Carlls River Nitrogen Reduction Project	\$126,100,000	\$0	\$0	\$0	\$126,100,000	33.7%	31.9%
8153	Sewer Expansion for the Smithtown, and Kings Park, Main Street Commercial Area	\$0	\$0	\$0	\$2,500,000	\$2,500,000	0.7%	0.6%
8157*	Connetquot River Nitrogen Reduction Project	\$29,100,000	\$0	\$0	\$0	\$29,100,000	7.8%	7.4%
8196*	Patchogue River Nitrogen Reduction Project	\$16,600,000	\$0	\$0	\$0	\$16,600,000	4.4%	4.2%
	Subtotal	\$352,900,000	\$1,050,000	\$500,000	\$19,500,000	\$373,950,000	100.0%	94.7%
	% of Subtotal Funding	94.4%	0.3%	0.1%	5.2%	100.0%	N/A	N/A
8183	Expansion of Suffolk County Sewer District No. 3 - Southwest	\$500,000	\$5,500,000	\$15,000,000	\$0	\$21,000,000	N/A	5.3%
	Grand Total	\$353,400,000	\$6,550,000	\$15,500,000	\$19,500,000	\$394,950,000	N/A	5.3%
	% of Grand Total Funding	89.5%	1.7%	3.9%	4.9%	100.0%	N/A	100.0%

Note:
 *These four capital projects are discussed in the Nitrogen Reduction section.
 ** CP 8183 is included in this table because although the proposed capital program schedules this capital project with sewer serial bonds (X) the proposed capital budget indicates that the capital project costs are anticipated to be financed through the New York State Environmental Facilities Corporation (EFC). Therefore, this project would be financed with low or no interest loans.

State and Federal Aid

In order to compare this year’s proposed capital program to what was adopted last year, under the category of state and federal aid we include FEMA funding, since that it is a form of federal aid.

Federal Emergency Management Agency (FEMA) funding source code (FE).

The proposed capital program includes no funding designated as FE, which is a significant change in comparison to the last two adopted capital programs. The Adopted 2014-2016 Capital Program included \$272,370,258 in FE funding for nineteen capital projects and the Adopted 2015-2017 Capital Program included \$46,762,500 for thirteen capital projects. FE was first introduced in the Proposed 2014-2016 Capital Program to identify storm-related and mitigation capital projects submitted for funding through the Federal Emergency Management Agency (FEMA) or other Federal Disaster Recovery funding programs related to three major storms, which damaged or weakened the County’s infrastructure (Super Storm Sandy in October 2012, Nor’easter in November 2012 and Blizzard Nemo in February 2013).

Pay-As-You-Go

There are several funding sources that could be considered pay-as-you-go. They pay for capital projects with cash from the operating budget, as opposed to borrowing (bonds) or receiving aid. Included in this category are:

- General Fund (G) represents General Fund operating budget expenditures. This category is usually considered by itself as pay-as-you-go. The Proposed 2016-2018 Capital Program does not include any G-money.
- Interfund Transfers (T) is a source of funds for only one proposed capital project, CP 8164- Sewer Facility Maintenance Equipment Purchase For Various Suffolk County Sewer Districts. This funding represents operating budget expenditures in the form of interfund transfers from the various sewer districts that the Sewer Maintenance and Operation Fund (261) services.
- Assessment Stabilization Reserve Fund 404 (A) is operating budget transfers from this dedicated sales tax supported reserve fund to finance sewer projects.
- Southwest Assessment Stabilization Reserve Fund 405 (SW) is operating budget transfers from this dedicated reserve fund to finance sewer projects in the Southwest Sewer District.

Southwest Fund 405 (SW) (Table 5)

The proposed capital program includes \$70.6 million with the new funding designation of Southwest Fund 405 (SW). As seen in Table 5, there are three capital projects that utilize this funding source. The Adopted 2015 Operating Budget for Fund 405 included a beginning fund balance surplus of \$77,443,446 and a year-ending fund balance of \$116,979,783. Although only \$5.6 million is proposed to be spent in 2016, it should be noted that over the past few years the County has relied on reserve funds as a source for interfund borrowing for cash flow purposes. Additionally, Suffolk County has a pending lawsuit, which seeks a refund of the entire \$117 million surplus to the district’s ratepayers. Depending on the outcome of this lawsuit, these funds may not be available.

Table 5							
Southwest Fund 405 Revenue Designated as SW Funding							
Included in the Proposed 2016-2018 Capital Program By Capital Project and Year							
CP #	CP Title	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed	Total	% of Total SW Funding
8170	Improvements to Sewage Treatment Facilities - SCSD #3 - Southwest	\$2,000,000	\$17,000,000	\$20,000,000	\$0	\$39,000,000	55.2%
8180	Sewer District No. 3 - Southwest Sludge Treatment and Disposal Project	\$1,600,000	\$1,000,000	\$25,000,000	\$0	\$27,600,000	39.1%
8181	Inflow/Infiltration Study/Rehabilitation & Interceptor Monitoring at Sewer District No. 3 - Southwest	\$2,000,000	\$2,000,000	\$0	\$0	\$4,000,000	5.7%
	Total	\$5,600,000	\$20,000,000	\$45,000,000	\$0	\$70,600,000	100.0%
	% of Total Funding	7.9%	28.3%	63.7%	0.0%	100.0%	

Next, we consider the two main initiatives in the proposed capital program that relate to several capital projects: (1) Nitrogen Reduction and (2) Economic Development.

Nitrogen Reduction (Table 6)

Nitrogen reduction is a major initiative in the proposed capital program. As seen in Table 6, there are five projects totaling \$352.9 million in 2016 that are designated as nitrogen reduction. All five are funded by “Other Aid and Local Match” (O) and will receive some combination of grant funds and low interest loans from the Environmental Facilities Corporation (EFC).

Table 6 Capital Projects Designated "Nitrogen Reduction" Included in the Proposed 2016-2018 Capital Program									
CP #	CP Title	2015 Adopted	2015 Proposed Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY	Total 2016- SY	% of Total Funding
8134	Forge River Nitrogen Reduction Project	\$8,100,000	\$0	\$181,100,000	\$0	\$0	\$0	\$181,100,000	51.3%
8139	Carlls River Nitrogen Reduction Project	\$2,000,000	\$0	\$126,100,000	\$0	\$0	\$0	\$126,100,000	35.7%
8157	Connetquot River Nitrogen Reduction Project	\$0	\$0	\$29,100,000	\$0	\$0	\$0	\$29,100,000	8.2%
8196	Patchogue River Nitrogen Reduction Project	\$0	\$0	\$16,600,000	\$0	\$0	\$0	\$16,600,000	4.7%
8197	Planning and Design for Nitrogen Reduction Projects	\$0	\$22,100,000	\$0	\$0	\$0	\$0	\$0	0.0%
Total		\$10,100,000	\$22,100,000	\$352,900,000	\$0	\$0	\$0	\$352,900,000	100.0%

Economic Development Related Capital Projects (Table 7)

Table 7 is a select but not comprehensive list of 18 capital projects included in the proposed capital program that are related to economic development. As is made apparent by the project names in the table, the focus is on infrastructure improvements to roads and sewers, with an emphasis on downtowns. The Proposed 2016 Capital Budget totals \$32,975,000 for these projects. The breakdown by funding source is \$27,775,000 in General Fund serial bonds, \$2 million in sewer district bonds and \$3.2 million in federal aid. If the entire \$27,775,000 in General Fund serial bonds were borrowed at once, the estimated average annual impact on the operating budget for debt service payments would be \$2,044,701. Over the life of a 20-year bond this totals \$40,894,024. Similarly, the operating budget impact of \$2,000,000 in sewer districts bonds is estimated to be \$147,233 per year and a total of \$2,944,664 over 20-years.

Over the course of the next five years (2016-2018 and SY), the proposed capital program plans to spend a total of \$242,745,000 for these 18 economic development projects. The local cost would be \$87,575,000 in General Fund serial bonds and \$42,500,000 in sewer district bonds, which would leverage \$110,670,000 in federal aid. If the entire \$87,575,000 in General Fund serial bonds were borrowed at once, the estimated average annual debt service impact on the operating budget would be \$6,446,974. Over the life of a 20-year bond this totals \$128,939,483. Similarly, the operating budget impact of \$42,500,000 in sewer district bonds is estimated to be \$3,128,706 in annual debt service payments and a total of \$62,574,114 over 20-years.

Economic development has the potential to yield significant benefits to the local economy. This in turn could translate into an increase in the tax base and relief to municipal operating budgets. Depending upon the project, it may or may not be worth the cost. The concern we have is that the benefits of economic development take many years to realize and the debt service costs alone, as noted above, are significant. With a projected County deficit that was most recently estimated at \$176 million through 2016, it will be difficult for future budgets to pay the debt service associated with the proposed borrowing for these projects.

Table 7								
Select Economic Development Related Capital Projects Included in the Proposed Capital Program								
	CP #	CP Title	Funding Source	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed	Total
1	3313	Complete Streets Fund	B	\$250,000	\$250,000	\$250,000	\$0	\$750,000
2	5502	Countywide Highway Capacity Study	B	\$75,000	\$75,000	\$75,000	\$150,000	\$375,000
3	5538	Improvements to CR 13, Clinton Avenue/Fifth Avenue/Crooked Hill Road	B	\$8,000,000	\$1,000,000	\$0	\$2,500,000	\$11,500,000
			O	\$0	\$0	\$0	\$2,000,000	\$2,000,000
4	5565	Sagtikos Corridor	B	\$100,000	\$0	\$0	\$1,500,000	\$1,600,000
5	5584	Highway Improvements to CR 4, Commack Road, in the Vicinity of the Long Island Expressway	F	\$0	\$0	\$0	\$17,000,000	\$17,000,000
6	5597	Connect Long Island--Nicolls Road	B	\$800,000	\$3,000,000	\$2,000,000	\$18,000,000	\$23,800,000
			F	\$3,200,000	\$0	\$10,000,000	\$72,000,000	\$85,200,000
7	5903	Construction of the Port Jefferson - Wading River Rails to Trails Pedestrian and Bicycle Path	B	\$0	\$500,000	\$0	\$0	\$500,000
			F	\$0	\$8,470,000	\$0	\$0	\$8,470,000
8	6411	Infrastructure Improvements for Workforce Housing/Connect	B	\$5,000,000	\$5,000,000	\$2,500,000	\$0	\$12,500,000
9	6412	Suffolk County Downtown Revitalization Program	B	\$750,000	\$750,000	\$750,000	\$0	\$2,250,000
10	6424	Jumpstart Suffolk/Connect Long Island	B	\$5,000,000	\$2,500,000	\$2,500,000	\$0	\$10,000,000
11	6427	Start-Up NY/Suffolk County	B	\$5,000,000	\$5,000,000	\$0	\$0	\$10,000,000
12	7191	Connect Trails - Suffolk County	B	\$100,000	\$1,000,000	\$1,000,000	\$0	\$2,100,000
13	8154	Expansion of Sewer District #1 - Port Jefferson	X	\$500,000	\$0	\$0	\$0	\$500,000
14	8183	Expansion of Suffolk County Sewer District No. 3 - Southwest	X	\$500,000	\$5,500,000	\$15,000,000	\$0	\$21,000,000
15	8193	Riverside Revitalization	B	\$0	\$0	\$0	\$2,000,000	\$2,000,000
16	8195	Huntington Station Hub	X	\$1,000,000	\$20,000,000	\$0	\$0	\$21,000,000
17	8198	Sewer Feasibility Study for Downtown Central Islip	B	\$200,000	\$0	\$0	\$0	\$200,000
18	8704	Acquisition of Land for Workforce Housing	B	\$2,500,000	\$5,000,000	\$2,500,000	\$0	\$10,000,000
		Serial Bonds	B	\$27,775,000	\$24,075,000	\$11,575,000	\$24,150,000	\$87,575,000
		Sewer District Bonds	X	\$2,000,000	\$25,500,000	\$15,000,000	\$0	\$42,500,000
		Federal Aid	F	\$3,200,000	\$8,470,000	\$10,000,000	\$89,000,000	\$110,670,000
		Other Aid and Local Match	O	\$0	\$0	\$0	\$2,000,000	\$2,000,000
		Total		\$32,975,000	\$58,045,000	\$36,575,000	\$115,150,000	\$242,745,000

Analysis of the Proposed Capital Program

Overview

The focus of this section of our report is serial bond debt for countywide mostly General Fund purposes.

- The Proposed 2016-2018 Capital Program introduces a new funding source, Referendum Bonds or R-money. These are \$29.4 million in serial bonds for open space, water quality and sewer projects approved by voter referendum last November. While the referendum imposes certain conditions on these bonds, the entire \$29.4 million must be adopted in 2015, appropriated in 2016 and issued and expended by the end of 2020; the bonds to be issued are in other respects no different from other County serial bond debt. Consequently, in the analysis that follows we make no distinction between Referendum Bonds and other County serial bonds (B-money).
- The proposed three-year capital program calls for borrowing \$358.5 million for countywide, mostly General Fund purposes: \$114.2 million in 2016, \$141.4 million in 2017 and \$102.9 million in 2018. The first year of the Proposed 2016-2018 Capital Program, 2016, is the most important in the sense that it is the only year in the program that can be acted on by resolution in 2016.

From the perspective of the impact on future operating budgets, the good news is:

- The Proposed 2016-2018 Capital Program includes serial bond borrowing for capital projects for countywide purposes that are \$76.2 million less than last year's adopted three-year program. Each year of the program sees a proposed decline, but the decreases are not evenly distributed over the three years; the decline in 2016 is \$4.5 million, while the decreases in years two and three are much larger: \$39.2 million in 2017, \$32.4 million in 2018. These declines are due in part to the State Commission of Corrections, suspending, for now, Phase II of the jail (CP 3008). In last year's adopted capital program this project called for borrowing \$55 million in both 2016 and 2017.
- General Fund pipeline debt in 2015 is \$223.8 million. This is \$16.2 million less than last year, when pipeline debt was \$240 million.
- One area of control that the Legislature has over the capital program is when it adopts resolutions to appropriate funding for capital projects. Excluding sewers, the amount of funding appropriated for serial bonds has trended down over the past six years. In 2009, \$227.3 million was appropriated and in 2014 the amount was \$98.9 million, a decrease of \$128.4 million.
- Projected General Fund debt service costs on serial bonds in 2015 are \$900,000 less than the 2014 Actual and \$600,000 less than the 2015 Adopted amount. However, compared to the 2015 Adopted level we anticipate that 2016 debt service will be \$926,000 higher. Debt service costs are then projected to decline somewhat in 2017, 2018 and 2019, but will remain well above the pre-tobacco settlement high for debt service of \$86.9 million in 2007.
- Between 2008 and 2013, Suffolk received a total of \$242.9 million in bond proceeds in exchange for its rights to the proceeds from the Tobacco Master Settlement Agreement of 1998. The proceeds were used to pay debt service. As a result, budgeted debt service was artificially low for six years (2008 to 2013). Starting in 2014, the County resumed paying the full freight, with General Fund serial bond debt service exceeding \$120 million per year.

The not so good news is that we are faced with elevated levels of General Fund debt service that exceeds \$120 million. Given the size of the County's structural deficit, there is a need to reduce that level of spending.

Authorized and Proposed Levels of Serial Bond Debt (Table I)

- “2015 Pipeline Debt” represents authorizations for the County Comptroller to issue serial bonds for capital projects that have already been approved by the Legislature. In reviewing the Proposed 2016-2018 Capital Program, we have revised our methodology for calculating pipeline debt. In past years, our source for pipeline debt was unissued serial bond debt that is reported in the Statement of Debt section of the proposed capital program. We have since found that this data source includes State and Federal aid, because the County may have to first-instance fund the aid. However, since such first-instance funding is a rarity, we now net out the State and Federal aid in calculating pipeline debt.
- Under the new methodology, as of March 1, 2015, \$416.2 million in bond authorizations have been adopted for projects that, for the most part, are underway or are expected to be undertaken within the required five-year time limit set by Local Law 15-2002. Approximately 54% of these debt authorizations (\$223.8 million) are for countywide, mostly General Fund purposes, with the remainder largely related to sewer projects. Pipeline debt for countywide, mostly General Fund purposes has decreased by \$16.2 million (6.7%) from last year.
- The current “2015 Adopted/Modified Capital Budget” includes \$364.0 million in serial bonds for projects that are contained in the Executive’s modified version of the Adopted 2015 Capital Budget, \$114.1 million of this amount – 31.3% - is for countywide, mostly General Fund purposes. The largest share of 2015 serial bonds, 67.3% or \$245 million is for sewer bonds (X-money), with \$207 million (84.5%) for a single project, CP 8108 - Outfall at Sewer District #3 - Southwest.
- The Proposed 2016-2018 Capital Program calls for borrowing for all funds of \$137.7 million in 2016, \$185.8 million in 2017 and \$120.5 million in 2018. These represent recommended additions to 2015 adopted capital authorizations.

TABLE 1
Authorized and Proposed Levels of Serial Bond Debt
2015 Pipeline Debt, 2015 Modified, and 2016-2018 Proposed Capital Program

	2015 Pipeline Debt (Authorized Unissued as of 03/01/15)	2015 Adopted/Modified Capital Budget	2016 Proposed	2017 Proposed	2018 Proposed
Countywide mostly General Fund	\$223,797,794	\$114,078,066	\$114,230,691	\$141,398,934	\$102,878,976
Police District	\$876,784	\$4,951,420	\$4,625,000	\$200,000	\$125,000
Sewer Districts	\$191,513,811	\$245,000,000	\$18,850,000	\$44,250,000	\$17,500,000
Total	\$416,188,389	\$364,029,486	\$137,705,691	\$185,848,934	\$120,503,976

"Countywide mostly General Fund" includes funds 001, 007, 016, 038, 039, 102, 105, 136, 625, 632, and 818, plus Trust & Agency bonds; also includes \$29,400,000 in "Referendum Bonds" for three projects (\$20,000,000 for CP 8732, Water Quality Protection - 2014 Referendum - Land Purchases, \$4,700,000 for CP 8733, Water Quality Protection - 2014 Referendum - Water Quality and \$4,700,000 for CP 8734, Water Quality Protection - 2014 Referendum - Improvement Projects) that would probably otherwise be funded by B money.

"Police District" includes Capital Projects 3135, 3153, 3198 and 3512.

Sewer Districts debt includes a proposed \$207 million in a single year (2015) for a single project (CP 8108-Outfall at Sewer District #3 - Southwest), as well as approximately \$80.6 million over the three years of the program for all other sewer projects. "Sewer Districts" debt excludes A-money. Also excluded from the above table are escrow funds from sewer district connectees and other aid.

"2015 Authorized Unissued Pipeline Debt" is based on previous resolutions passed by the County Legislature giving the County Comptroller authority to issue serial bonds for capital projects. As the term "unissued" suggests, borrowing in the form of serial bonds has yet to take place for the corresponding capital projects, although it is anticipated they will eventually be undertaken. In reviewing the Proposed 2016-2018 Capital Program we have revised our methodology for calculating pipeline debt to net out authorizations for bond anticipation notes routinely issued as placeholders for Federal and State aid.

This is the 14th capital program that includes "A-money", which represents cash transfers from the Assessment Stabilization Reserve Fund 404. Proposed transfers total \$1,600,000 for the 2015 adopted/modified capital budget, \$1,700,000 for the 2016 proposed capital budget, \$1,350,000 for 2017, and \$1,750,000 for 2018. These figures are not reflected in the above table.

2015 Adopted/Modified and 2016 to 2018 Proposed figures were taken from page S8 of the Proposed 2016-2018 Capital Program.

Comparison of the Proposed Capital Program to Last Year's Adopted Program (Table 2)

Focusing our analysis on capital projects for countywide purposes that are financed by issuing debt, we find that:

- The Proposed 2016-2018 Capital Program calls for \$76.2 million less in borrowing than last year's adopted three-year program. Each year of the program sees a proposed decline, but the decreases are not evenly distributed over the three years of the program:
 - ✓ a \$4.5 million decrease in 2016, 5.9% of the total,
 - ✓ a \$39.2 million decline in 2017, 51.5% of the total, and
 - ✓ a \$32.4 million reduction in 2018, or 42.6% of the total proposed decrease in borrowing.
- Pipeline debt as of March 1, 2015 decreased by \$16.2 million from the same time last year. This partially offset the increase in 2015 adopted/modified borrowing of \$20.7 million.

TABLE 2
Comparison of Serial Bond Debt in this Year's Proposed 2016-2018 Capital Program ²
to Last Year's Adopted 2015-2017 Capital Program

	2016-2018 Proposed Capital Program		2015-2017 Adopted Capital Program		Change	Cumulative Change
Countywide General Fund ¹						
1st Year of Program	2016	\$114,230,691	2015	\$118,755,328	-\$4,524,637	-\$4,524,637
2nd Year of Program	2017	\$141,398,934	2016	\$180,633,619	-\$39,234,685	-\$43,759,322
3rd Year of Program	2018	\$102,878,976	2017	\$135,307,698	-\$32,428,722	-\$76,188,044
Current Year Pipeline Debt (Authorized Unissued) ³	2015	\$223,797,794	2014	\$239,988,532	-\$16,190,738	-\$92,378,782
Current Year Adopted/Modified Capital Budget	2015	\$114,078,066	2014	\$93,350,638	\$20,727,428	-\$71,651,354

1. Countywide General Fund includes Funds 001, 007, 016, 038, 039, 136, 625, 632, and 818, plus Pension and Trust & Agency bonds. Police District capital projects (3017, 3111, 3117, 3135, 3184, and 3503) and sewer district projects are not included above. Data in this table are limited to funding using serial bond debt or B-money.

2. In addition to serial bonds the above also includes \$29,400,000 in "Referendum Bonds" for three projects (\$20,000,000 for CP 8732, Water Quality Protection - 2014 Referendum - Land Purchases, \$4,700,000 for CP 8733, Water Quality Protection - 2014 Referendum - Water Quality and \$4,700,000 for CP 8734, Water Quality Protection - 2014 Referendum - Improvement Projects) that would probably otherwise be funded by B-money.

3. The figures presented here for Pipeline Debt reflect a new methodology that nets out authorizations for BANs made in anticipation of Federal and State aid. The corresponding Pipeline Debt figure for 2014 has been restated using the same methodology.

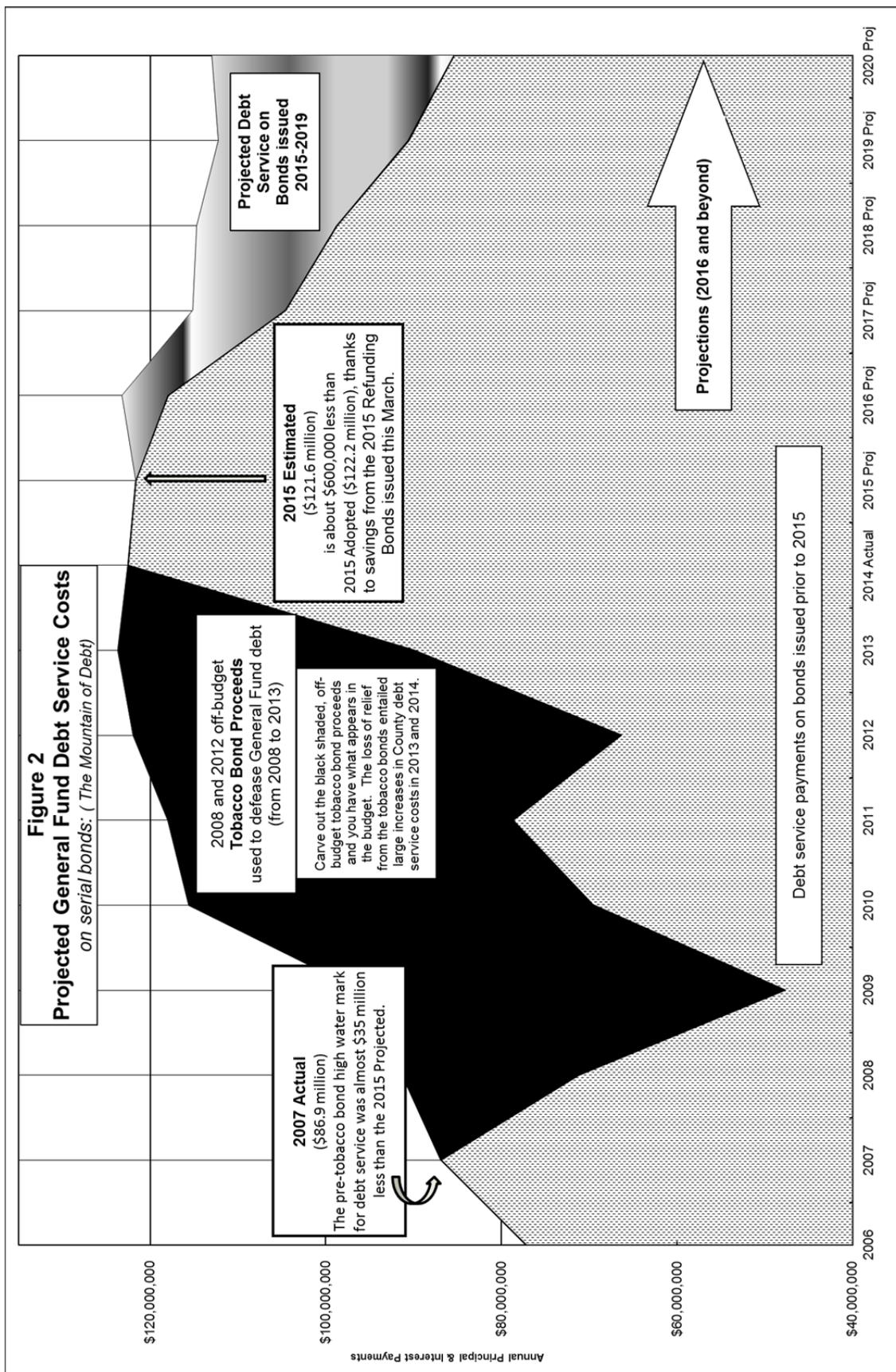
Projected General Fund Debt Service Costs on Serial Bonds – The Mountain of Debt (Figure 2)

Between 2008 and 2013, Suffolk received a total of \$242.9 million in bond proceeds in exchange for its rights to the proceeds from the Tobacco Master Settlement Agreement of 1998. Figure 2 graphically depicts (in black) the reduction in General Fund debt service resulting from using these (off-budget) tobacco bonds to defease existing County debt.

Prior to tobacco securitization, General Fund debt service was \$86.9 million in 2007, \$35 million less than the 2015 adopted figure for debt service of \$122.2 million. And, while debt service costs are projected to decline by approximately \$8.1 million in 2017 and remain near this level through 2020, they will remain more than \$25 million above the 2007 previous high water mark.

In order to provide some perspective, we project how much could be borrowed consistent with General Fund debt service remaining at the 2015 adopted level. At that level, serial bond debt service would not contribute to an increase in the County's deficit, nor would it help to reduce the deficit.

General Fund serial bond issues consistent with debt service at the 2015 Adopted level are \$65.8 million in 2015, \$130.1 million in 2016, \$55.6 million in 2017, \$68.6 million in 2018 and \$61.1 million in 2019. In comparison, projected debt issues implicit in our graphs are \$80 million in 2015 and \$70 million in each of 2016 through 2019. While this seems like good news, the problem here is that we are faced with elevated levels of debt service. Given the size of the County's structural deficit, we should strive to lower debt service costs.

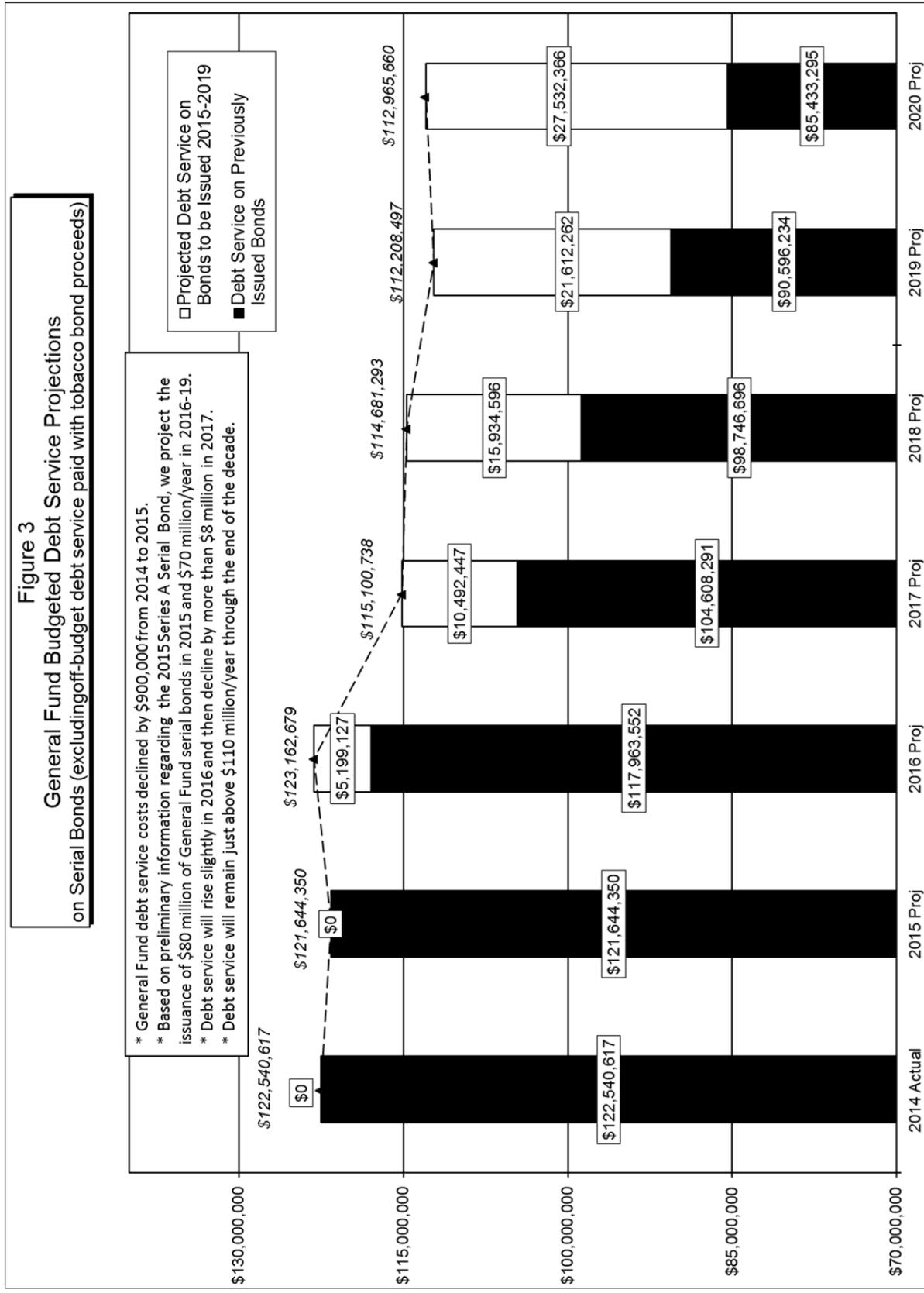


General Fund Budgeted Debt Service Projections (Figure 3)

Figure 3 provides projections, based on past experience, of debt service for future bond issues. Based on preliminary information regarding the 2015 Series A Serial Bond, due to be issued in late May or early June, we project that the General Fund portion of serial bonds to be issued this year will be \$80 million. For 2016 and beyond, we assume General Fund bond issues will be \$70 million per year.

Based on these levels of borrowing:

- Projected 2015 General Fund debt service (\$121.6 million) would be \$900,000 less than 2014 Actual (\$122.5 million) and \$600,000 less than 2015 Adopted (\$122.2 million). The projected \$600,000 savings in 2015 is due to the 2015 Refunding Serial Bonds issued this March.
- In 2016, General Fund serial bond debt service costs are projected to increase by \$926,000 compared to 2015 Adopted (and by \$1.5 million from 2015 Projected). Debt service expense is forecast to decline by \$8.1 million in 2017 and by an additional \$419,000 in 2018. The drop off in 2017 is mainly due to a decrease in principal and interest payments on previously issued bonds.
- Looking beyond the three years, 2016-2018, addressed in this capital program, General Fund debt service continues to moderate. We expect it to fall by an additional \$2.5 million in 2019 and to rise by just \$757,000 in 2020.



The Economy

Introduction

Nearly six years after the official end of the Great Recession, and according to many positive economic indicators, both the national and the local economy appear, at least on the surface, to have completely recovered. While many national economic statistics – notably consumption, income and jobs, not to mention corporate profits – have reached and surpassed their pre-recession levels, certain others – most notably wages – continue to give cause for concern and leave the economic picture somewhat murky. Among other issues, slowly rising – or declining – wages pose some downside risk to sales tax collections.

Recent Trends in the National Economy

The Great Recession officially ended in June of 2009. Since then, 1) national Gross Domestic Product (GDP) has grown by 23.5%, a compound annual rate of 3.7%; 2) national personal consumption is up 24.0%, a 3.8% compound annual rate; 3) national payroll employment has grown by 8.0%, a 1.3% compound annual rate since the second quarter of 2009, and 4) the Dow Jones Industrial Average, one of the most robust measures of corporate profits, is up 113%. Yet, a solid recovery remains elusive. The Federal Funds Rate remains below 25 basis points – a quarter of one percent - where it has been for six and a half years, and the Fed remains reluctant to raise the rate.

The main concern on the Fed's part appears to be that there is almost no upward pressure on inflation from wages. (In fact with the recent decline in petroleum prices, due largely to increasing US production, headline inflation has been negative. "Core" inflation, which excludes volatile energy and food prices, shows no sign of rising.) Normally, as the job market heats up during a post-recession recovery, and more and more of the unemployed find jobs, workers begin to bid up wages, which in turn pushes up inflation. The Fed then resorts to monetary policy to cool the economy down. However, wages still appear stagnant, leaving us to wonder how strong the economy is moving forward.

Recent Trends in the Local Economy

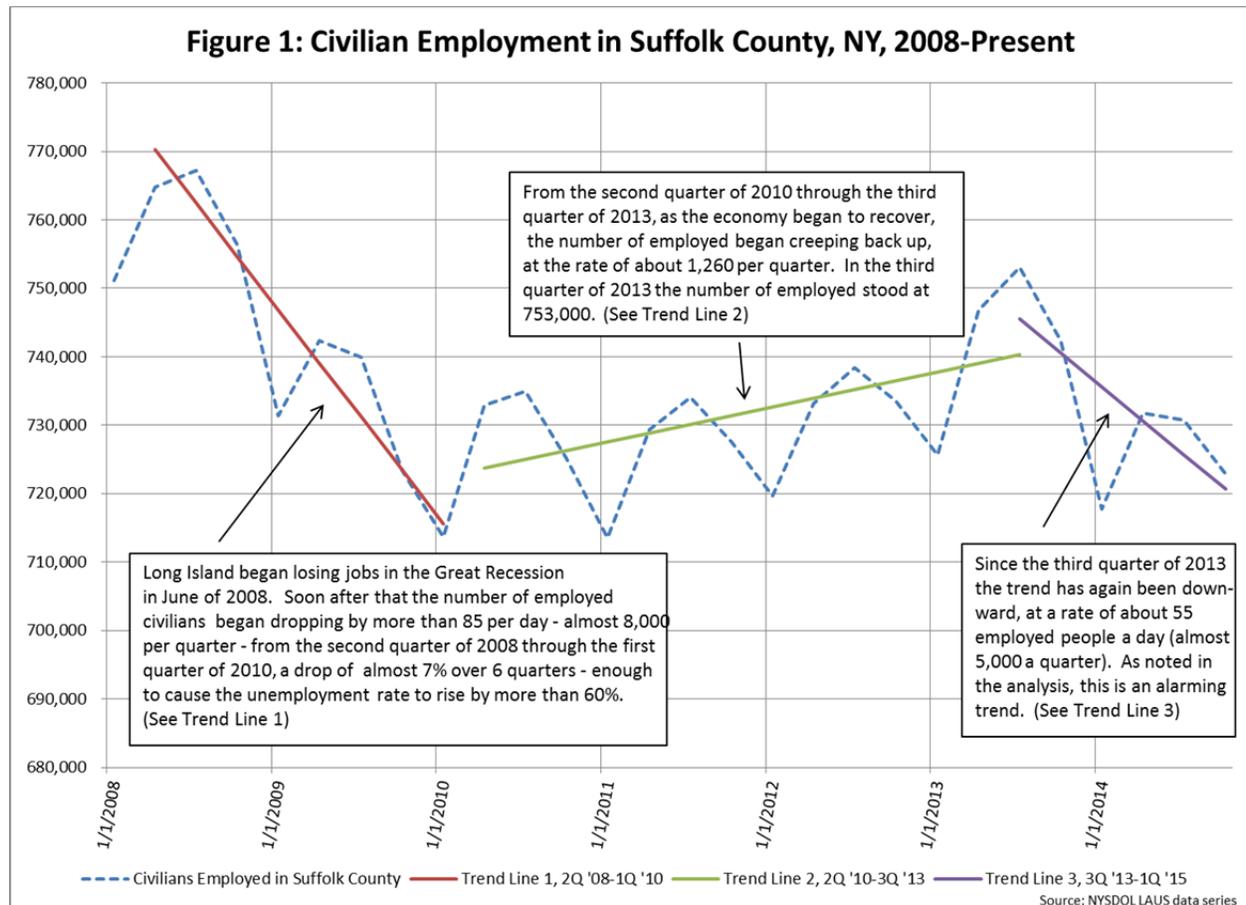
The local downturn started later and lasted longer than the national recession, at least according to local payroll figures, but even measuring from March 2010, the month five years ago when Long Island stopped losing non-farm jobs in the wake of the recession, our region has added nearly 74,000 jobs (73,900), a compound annual growth rate of 1.2%.

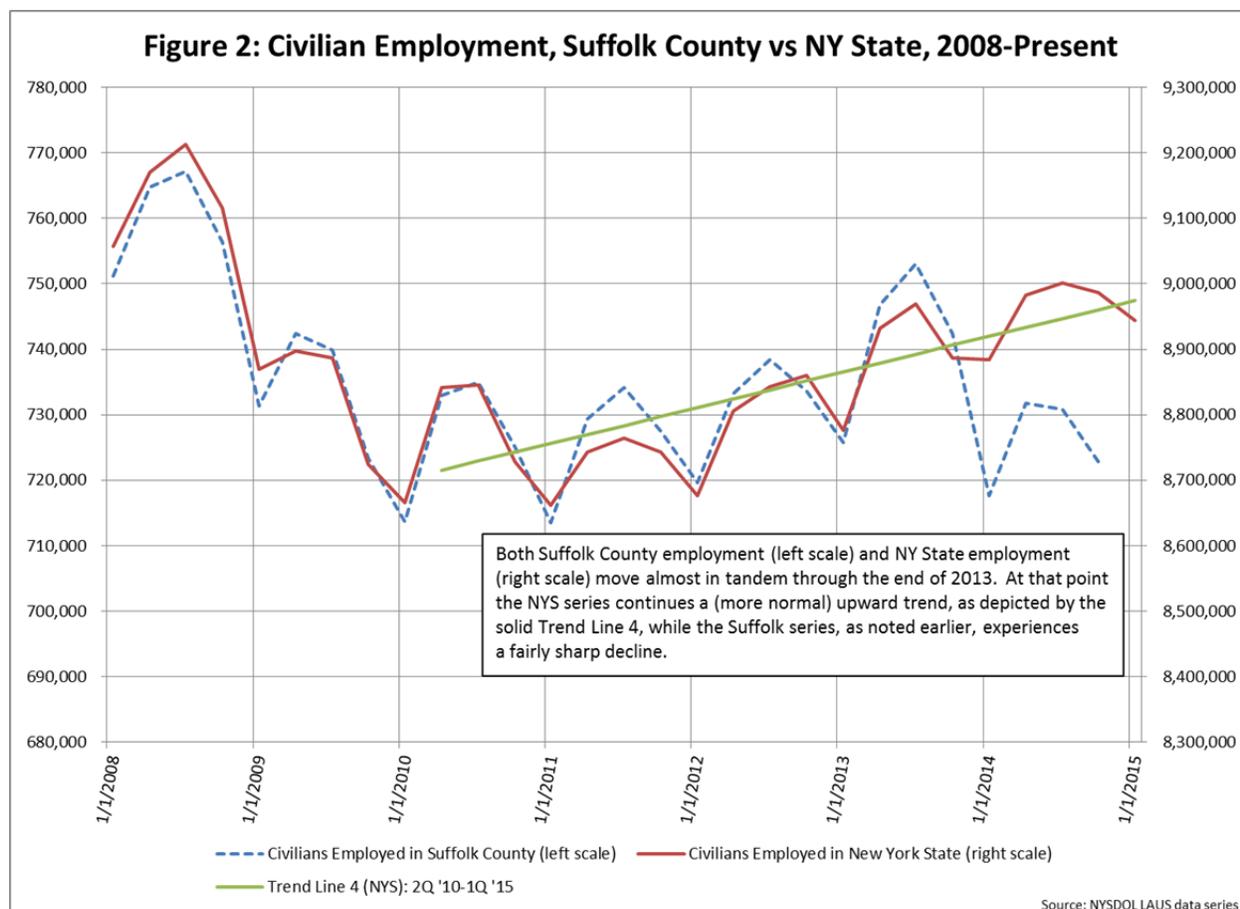
The other local headline data series, the local unemployment rate, has seen a sharp improvement. Suffolk County's unemployment rate has declined by more than one third, from 8.4% in the first quarter of 2010 to just 5.4% in the first quarter of this year. However, this large decline in the unemployment rate, which normally would be considered good news in the wake of a recession, is in this case accompanied by some disconcerting news: the local labor force is shrinking.

The two main data series available to us at the local level, the Establishment Survey (also known as Current Employment Statistics, or CES), which gives an estimate of jobs by locality, and the Household Survey (known variously as the Current Population Survey – CPS – or Local Area Unemployment Statistics – LAUS), which estimates unemployment, have been moving in opposite directions. CES jobs are increasing, while the number employed according to LAUS is in decline. Needless to say, this dichotomy makes the job of interpreting these statistics a bit difficult.

Normally, as businesses resume hiring in the wake of a recession, the unemployment rate declines as more people are employed and fewer unemployed. The pattern observed in Suffolk County over

the past 18 months or so, on the other hand, has consisted of a decreasing number of unemployed in tandem with a decreasing (rather than increasing) number of employed. The unemployment rate is going down, but at the same time the labor force as a whole is also contracting. (See Figure 1 and 2)





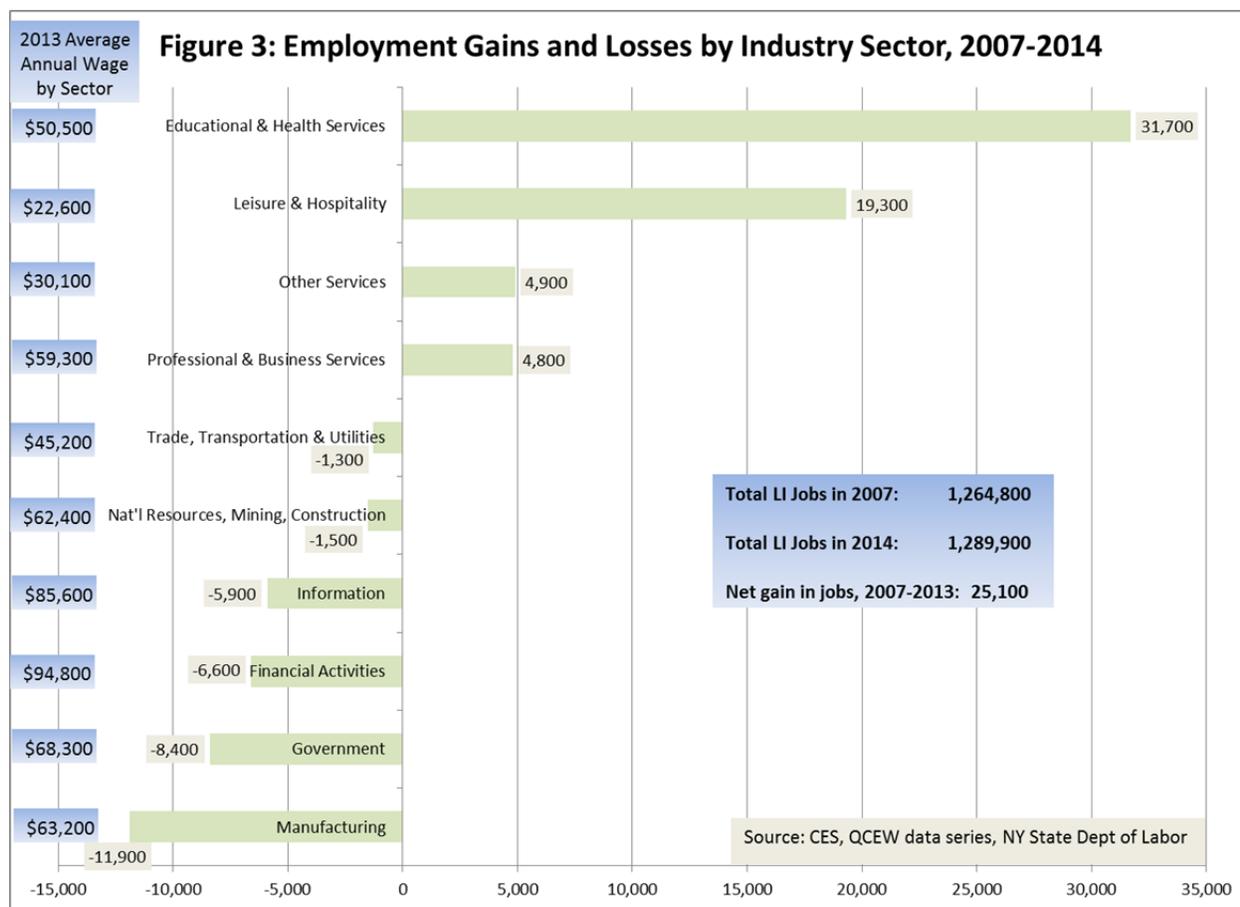
What could account for this decline in the number of people employed, even as the economy continues to expand? The most popular explanation in the immediate aftermath of the Great Recession (and even before it was apparent the recession was over), was that things were not actually improving, but getting worse. The unemployment rate, so the story went, was declining not because more people were becoming employed –the numbers clearly said they were not – but because people previously counted as unemployed were becoming discouraged, giving up their work search and thus being dropped from the labor force.

Another explanation for the simultaneously declining numbers of employed and unemployed - is the retirement of Baby Boomers. A person born in 1949 turned 65 last year and may well have retired. The Baby Boom generation is much larger than Generations Y and Z, their replacements in the labor force. This generational shift could certainly account for at least some of the observed decline in the labor force. Another possible explanation is the out-migration of workers from Long Island, quite possibly including well educated young people who have found it difficult to make ends meet given our region's high cost of living but nonetheless have the skills and credentials to find good jobs off-island.

Both of these explanations are plausible, and both fit well with another unusual pattern observed in the wake of the Great Recession here on Long Island: declining wages.

A Closer Look at Long Island Wages

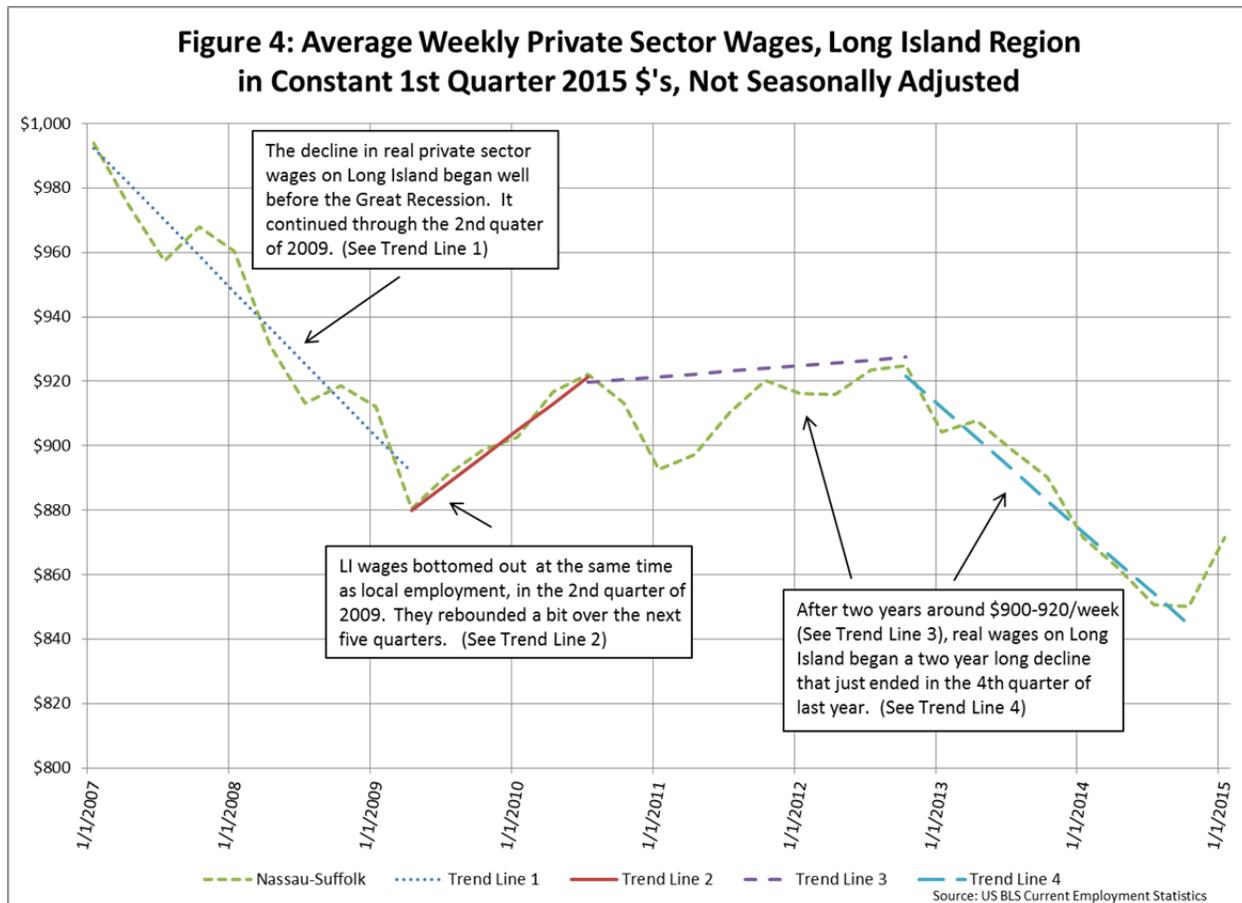
Figure 3 examines job and wage gains and losses by industry sector. This graph shows a pronounced decline in local wages.



The good news is that Long Island non-farm employment in the most recently completed year set a new record. In 2014, our region had more non-farm jobs than it ever did, the 2014 figure, 1,289,900, surpassing the 2013 figure, 1,276,600 jobs, by 13,300. However, job growth has been very uneven.

Of the ten industry sectors tracked by the State and Federal Labor Departments, again just four added jobs on Long Island over the seven years since before the Great Recession. The other six sectors lost jobs. Furthermore, as was the case in last year's report, of the sectors gaining jobs, just two, Educational & Health Services, and Leisure & Hospitality, accounted for the lion's share (almost 83%) of all jobs gained. The sectors gaining jobs tended, on average, to pay lower wages than did those that lost jobs. In the case of sector average wages, the disparity between wages in sectors gaining and those losing jobs was even more pronounced than it was last year. The weighted average annual wage of the jobs gained remained almost unchanged, averaging \$40,600 last year and \$40,700 this year. Meanwhile, the weighted average wage of the jobs lost increased by \$4,000, from \$69,300 to \$73,300.

Another source of local economic data that points to declining local wages comes from the Current Establishment Survey. Figure 4 shows the average weekly private sector wage in the two-county region, adjusted for inflation, from the first quarter of 2007 to the first quarter of 2015.



As the preceding graph shows, real private sector wages actually began declining even before the Great Recession. (As a point of reference, the Great Recession at the National level lasted from December 2007 to June 2009. The Long Island economy lost private sector jobs from June 2008 to April 2010.) The decline in real wages continued through the second quarter of 2009, and the series then saw five straight quarters of growth, through the third quarter of 2010. Real local weekly wages stayed more or less at this level – with a small detour below the \$900/week level in the first two quarters of 2011 – through the end of 2012, at which point they went on a seven-quarter-long downward plunge through the third quarter of 2014. At this point they leveled off and in the most recent quarter, actually rebounded somewhat.

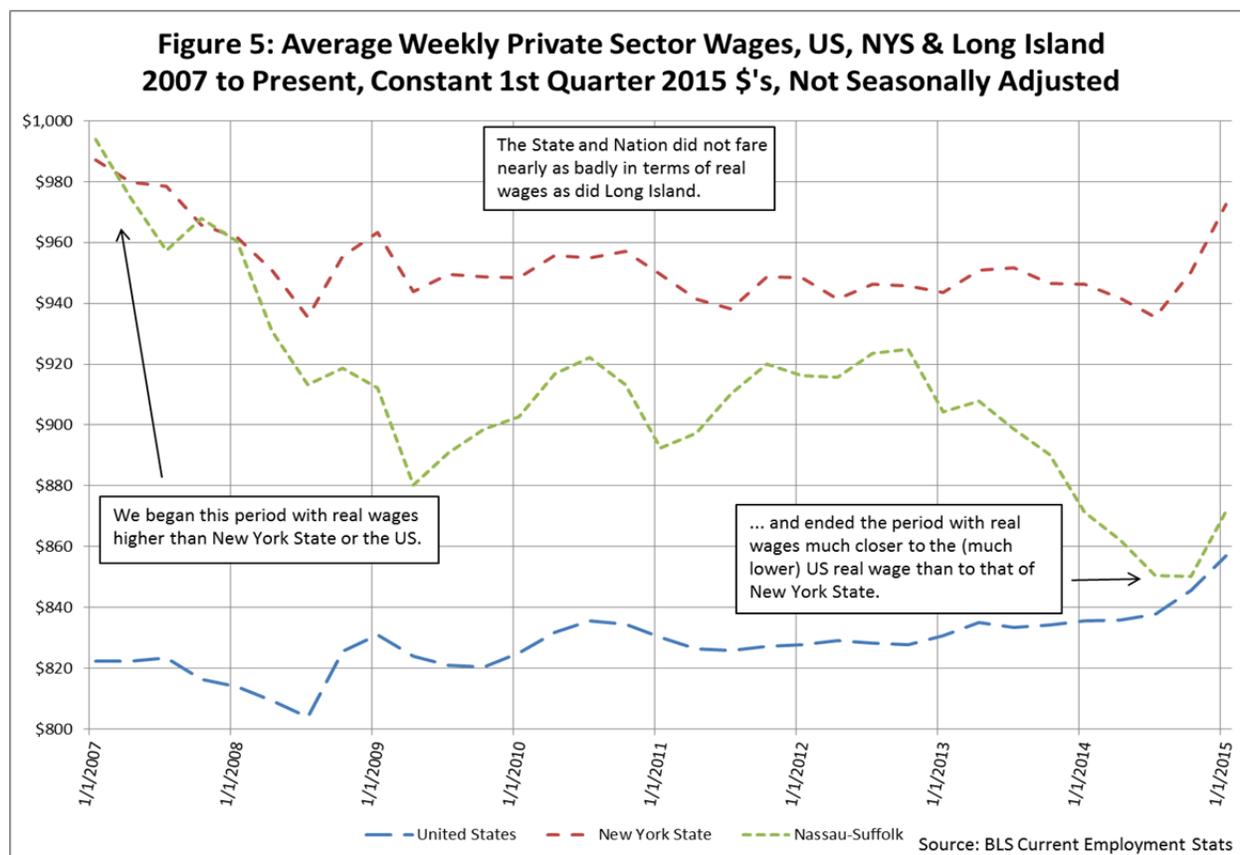


Figure 5 adds New York State and US average weekly private sector real wages to the Suffolk data shown in Figure 4. As the figure shows, in the first quarter of 2007 real wages on Long Island were actually higher than both New York State and US wages. Very rapidly, however, Long Island wages fell below those of the State, and by late in 2014 had fallen to the – initially much lower – level of National wages.

The Budget

Last year proved to be a fairly disappointing one for sales tax revenue, which was up by just 1.4% from the prior year. Sales tax collections in the first quarter of 2015 were likewise disheartening, virtually unchanged (down 0.08%) from the first quarter of 2014. Harsh weather appears to have been a factor at the beginning of 2015. The sales tax projection included in the joint budget model presentation to the Legislature’s Budget and Finance Committee on April 21, 2015, gave cause for considerable optimism about sales tax collections going forward. The two checks received since that meeting, have brought year-to-date growth in sales tax over the same period last year to just 0.33%. This means that in order to attain the 3.5% growth mentioned in the budget model forecast, sales tax collections for the rest of the year would have to come in 4.62% higher than the same period in 2014. In light of the foregoing discussion, particularly as it relates both to less than expected wage growth at the national level and actual declines in wages at the local level, it would appear at this point that the downside risks to the April 21 sales tax projection outweigh those on the upside.

Although this analysis of the economy is written to coincide with the capital program, serious fiscal problems associated with the operating budget dwarf any discussion of capital. Our projections show that debt service costs over the life of the Proposed 2016-2018 Capital Program remain well

above the high water mark seen prior to the County's securitization of its revenue from the tobacco settlement. These projections, implicit in our April 21, 2015 budget model forecast, are explained in greater detail in a separate section of this report entitled "Analysis of the Proposed Capital Program".

On the other hand, interest rates have a larger impact on the expense side of the budget than on the revenue side. In that context the current low interest rate environment continues to be net positive for the budget.

EconomyMCI6

Suffolk County Land Acquisition Programs and Policies

County land acquisition programs are capital projects, but most of them are not included in the proposed capital program. Exceptions include: CP 8704, Acquisition of Land for Workforce Housing; new CP 8732, Water Quality Protection - 2014 Referendum - Land Purchases; and new CP 8735, Suffolk County Supplemental Environmental Project for Land Acquisition. These exceptions are included briefly as part of this overview, but are more fully reviewed under their respective project numbers. This report will summarize the status of major County land acquisition programs and available funding, and provide an overview of several programmatic issues.

Drinking Water Protection Program (DWPP) (Local Law No. 24-2007, sales tax funded)

The primary current source of funding for land acquisition is the latest version of the Drinking Water Protection Program (LL No. 24-2007). This program began December 1, 2007, and runs through November 30, 2030. It is funded by a dedicated 31.1% portion of the Suffolk County quarter cent sales tax. It has the flexibility to be used for a wide variety of acquisitions, including acquisition of farmland development rights, open space, and parkland. Per Resolution No. 684-2014, a referendum is required in order to change or repeal the Drinking Water Protection Program (DWPP).

Bonding was allowed in the first four years of the program (2008-2011, under CP 8712), to maximize preservation before properties were lost to development, but the time for bonding has ended. The \$209 million in allowable bonding has been all but spent. Once title issues have been resolved and remaining in-contract acquisitions of \$136,555 have closed, only \$3,950 will remain.

Acquisitions are now funded on a pay-as-you-go basis (CP 8714), using the portion of sales tax revenue that remains, after paying ongoing annual debt service on previous bonding. This “pay-go” program has been preferred in recent years because its use does not directly affect the General Fund.

In addition to the \$209 million in bonding, pay-as-you-go funding totaling \$66,768,545 has been appropriated by resolution for this program since its inception. After deducting \$3.95 million in recent 2015 closings, the remaining appropriation balance was nearly \$21.4 million, as of March 31st. Not yet accounted for in this number are approximately \$14.8 million in potential pipeline purchases, in varying stages of consideration, per Division of Real Property Acquisition and Management records. If all pipeline projects were to close at once, approximately \$6.6 million would remain for future purchases. Not all of these pipeline projects tracked by the Department will close, and they may take some time to close; however, new pipeline purchases will continue to be added to the list of properties tracked as potential future expenses.

Status 3/31/15	"Pay-Go" DWPP (LL No. 24-2007) CP 8714
Closed 2015	\$3,950,000
Account Balance	\$21,361,309
In Contract	\$4,940,323
Accepted Offers	\$9,045,781
In Negotiation	\$767,461
Total Pipeline Acquisitions	\$14,753,565
Balance if all Pipeline Close	\$6,607,744

The Department typically does not appropriate funding until the actual year-end balance of the prior year has been finalized. Based on the 2015 Adopted Operating Budget, approximately \$6.8 million in net new revenue should be available by the end of 2014, but this does not reflect an estimated 2014 sales tax shortfall to the program of nearly \$0.5 million. These numbers will be finalized when 2014 actual revenues and expenditures are known, later this year. The budget also projected that another \$8.1 million in net new revenue would be available by the end of 2015, which again, would be subject to actual revenue and expenditures.

The current "pay-go" DWPP (LL No. 24-2007) is accounted for in Fund 477, along with a predecessor DWPP (LL No. 35-1999). The predecessor DWPP included separate pay-as-you-go farmland and open space components. This older DWPP is expired and does not receive new sales tax funding (see status below), while the newest DWPP will continue to receive new sales tax funding until November 30, 2030.

DWPP (LL No. 35-1999), Farmland and Open Space Components

The open space component has a \$1,706,300 fund balance, which would be fully expended if a pipeline acquisition, currently in contract, goes to closing. The farmland component was almost fully expended by a 2015 closing of over \$1.9 million, leaving only \$84,870 available.

Enhanced Suffolk County Water Quality Protection Program (\$20 million in General Fund serial bonds)

Resolution No. 579-2014 added a new Article XIIA to the Suffolk County Charter to establish an "Enhanced Suffolk County Water Quality Protection Program". This program provides \$20 million in serial bond funding (denoted as "R" in the proposed capital program) to acquire by fee, lease or easement, interests in land to protect and/or enhance groundwater. These funds must be fully appropriated in 2016 and issued and expended no later than December 31, 2020. This is not meant to be a recurring program. See new CP 8732.

Suffolk County Supplemental Environmental Project- for Land Acquisition (\$2 million in General Fund serial bonds)

Resolution No. 1183-2013 authorized the execution of a Consent Judgement, concerning County underground storage tank maintenance violations, which included a requirement for the County to pay \$1.5 million for land acquisition, for groundwater protection purposes, as well as any related acquisition costs. The proposed capital program includes the funding in 2015, to allow time to

complete the project in the necessary timeframe. This is not a recurring project. See new CP 8735.

Environmental Legacy Fund and Multifaceted Land Preservation Program (General Fund serial bond financing)

Other major land preservation programs include the Environmental Legacy Fund (CP 8731) and the Multifaceted Land Preservation Program (CP 7177). These two programs both rely on borrowing, with principal and interest to be paid from the General Fund. Due to the resultant impact on the General Fund, the County has self-imposed a restriction on their use, in recent years, and the Division of Real Property Acquisition and Management had no pipeline projects for either program, as of March 31, 2015. Due to the structural deficit in the County's operating budget, the Budget Review Office has supported the policy of utilizing the sales tax funded DWPP only. This opinion does not extend to the new CPs 8732 and 8735, which are necessary to satisfy legal requirements.

Fifteen million dollars in authorized, but unissued, pipeline debt in the Environmental Legacy Fund (Capital Project No. 8731.212) was closed out by Resolution No. 1070-2014. That still leaves \$5,341,526 available in this program, of which approximately \$423,803 is remaining, already-borrowed funds, and \$4,917,723 is authorized, but unissued, pipeline debt. Lands to be purchased under this program include environmentally significant open space, farmland (development rights), active parklands, and historic properties. This program requires County funding to be matched by partnering governmental entities and/or private, not-for-profit organizations.

The Multifaceted Land Preservation Program has a remaining, uncommitted balance of \$9,037,492 of which approximately \$8,823,000 has yet to be borrowed. This project is a Legislative initiative that was originally included in the Adopted 2002-2004 Capital Program. It was established to provide flexibility and funding for several land acquisition programs, including the Land Preservation Partnership, Open Space, Active Parklands, Farmland Development Rights, and Affordable Housing. More recently, funding for land acquisition related to affordable housing is programmed directly into CP 8704, Acquisition of Land for Workforce Housing.

Other Land Acquisition Programs

A number of older land acquisition programs still have unexpended balances, including the 12-5(D) and 12-5(E) components of an early DWPP, originally created in 1987. According to the Division of Real Property Acquisition and Management's March 31, 2015 fund summary:

- The 12-5(D) Town Revenue Sharing land acquisition component had a balance of \$2,382,841. This balance is restricted to specific remaining amounts by town of \$238,738 in Brookhaven, \$14,353 in East Hampton, \$613,474 in Riverhead, \$275,052 in Southampton, and \$1,241,224 in Southold. This program component is for County acquisition of land on behalf of the towns and must be used to acquire town-approved parcels. Although there are currently no pipeline projects, Resolution No. 248-2015, adopted April 28, 2015, approved a list of environmentally sensitive lands to be acquired under this program, and gave the Director of Real Estate the authority to take the necessary actions to acquire these properties. The resolution noted that because these potential acquisitions were necessarily based on Town recommendations, the use of the new "Triple A" acquisition procedure was precluded.
- The 12-5(E) Residuary (non-pine barrens towns) component had a balance of \$2,445,082. This balance is restricted to specific remaining amounts by town of \$2,065,588 in Babylon, \$131,330

in Huntington, \$182,385 in Islip, and \$65,779 in Shelter Island. There is no remaining funding in Smithtown. There are pipeline projects totaling \$98,889 in the Town of Babylon, and no pipeline projects in the remaining towns.

- South Setauket Woods had a fund balance of \$1,222,530. There are currently no pipeline projects. This is a litigation settlement in a Trust and Agency Account with limiting restrictions on its use. It is not a capital project.

Land Acquisition Policies

Over the past few years, in light of dwindling land acquisition funding, several steps were taken to prioritize the properties the County wishes to purchase with available funding. A new “Triple A” land acquisition procedure was established (see Resolution No. 265-2013) to provide additional cost information and to allow for a comparison of a group of parcels being considered. In addition, in 2012, the Planning Division updated several “Master Lists” of potential desirable acquisitions, by removing properties no longer viable to be purchased, and creating and applying an advisory priority ranking system to remaining properties; thereby creating a new, “comprehensive” Master List of properties the County wishes to acquire. The advisory threshold rating for open space and park purchases is 25 out of 100. Farmland is rated by the Farmland Committee, with a threshold rating of 10 out of a possible 25. The County purchases the development rights for farmland, which are then extinguished; the County does not purchase the land outright.

Town Community Preservation Funds

The five East End towns continue to receive significant revenue for open space preservation from a NYS authorized transfer tax of two percent of the purchase price of property, above certain thresholds. The tax went into effect April of 1999. These Community Preservation Fund collections were at an all-time high in 2014, totaling more than \$98 million. This represents a 17% increase from 2013, and a 3% increase from the last peak, in 2007. Revenue had dropped precipitously in the years after the last peak, due to poor economic conditions and the resultant slow-down of the real estate market.

The Towns of Southampton and East Hampton have consistently collected the bulk of the revenue, together representing approximately 89% of collections in 2014. The amount collected is considerably larger than the net annual dedicated sales tax revenue that the County receives for land acquisition purposes, and the Community Preservation Funds will continue to be a major consideration in land acquisition through their sunset date of December 31, 2030. The following table utilizes information provided by the County Clerk to show the significant revenue generated by this program over the years, and the impact of recent economic trends.

Community Preservation Fund Revenue Collected							
Year*	East Hampton	Riverhead	Shelter Island	Southampton	Southold	Dual Town	Total
1999	\$3,092,940	\$421,383	\$335,010	\$8,282,117	\$1,025,621	\$0	\$13,157,071
2000	\$9,935,509	\$1,258,811	\$700,504	\$19,920,004	\$2,291,543	\$0	\$34,106,371
2001	\$7,844,319	\$2,410,355	\$534,239	\$15,345,427	\$2,765,762	\$0	\$28,900,102
2002	\$10,926,139	\$2,693,518	\$908,813	\$22,299,221	\$3,499,812	\$0	\$40,327,503
2003	\$11,245,881	\$3,707,333	\$1,030,646	\$26,257,545	\$4,352,692	\$0	\$46,594,098
2004	\$19,736,640	\$4,153,513	\$1,663,060	\$42,265,802	\$5,793,880	\$0	\$73,612,895
2005	\$25,445,355	\$5,537,874	\$2,014,368	\$50,619,156	\$6,928,467	\$0	\$90,545,220
2006	\$19,422,143	\$6,070,360	\$2,161,867	\$49,635,380	\$5,638,504	\$86,819	\$83,015,073
2007	\$29,933,154	\$4,298,119	\$2,234,347	\$53,310,752	\$5,841,578	\$30,000	\$95,647,950
2008	\$14,477,685	\$2,763,545	\$1,237,489	\$32,737,452	\$5,134,269	\$0	\$56,350,440
2009	\$10,128,100	\$1,620,698	\$838,250	\$24,768,073	\$2,881,477	\$0	\$40,236,599
2010	\$17,700,099	\$2,284,907	\$1,349,001	\$33,763,820	\$3,617,777	\$0	\$58,715,604
2011	\$13,698,232	\$1,925,301	\$820,790	\$38,428,621	\$3,291,305	\$0	\$58,164,248
2012	\$20,943,231	\$2,170,315	\$1,215,848	\$35,279,920	\$3,548,684	\$0	\$63,157,998
2013	\$23,794,792	\$2,384,072	\$2,018,447	\$51,058,238	\$4,664,770	\$0	\$83,920,319
2014	\$28,385,389	\$3,138,223	\$1,889,943	\$59,346,673	\$5,615,433	\$0	\$98,375,660
Totals	\$266,709,608	\$46,838,326	\$20,952,623	\$563,318,201	\$66,891,574	\$116,819	\$964,827,151

* PARTIAL YEAR in 1999, TAX WENT INTO EFFECT 04/99

County Purchases in 2014

Price per acre can vary significantly depending on the type of acquisition and location. The East End of Long Island has some of the last remaining large tracts of open space and farmland, but real estate values can be very high. Buildable Southampton properties can be among the highest priced purchases. The cost of the Southampton purchases, included in the following table, may seem low for this generally high priced area, but they were in the Pine Barrens Core. These properties are valued by both acreage and the number of Pine Barrens credits and were valued at \$5,000 per acre, and \$75,000-\$80,000 per assigned Pine Barrens Credit.

Only the development rights to farmland are purchased by the County; the property still belongs to the owner. Farmland development rights are valued at the full fee minus the price of agricultural land. The Division indicates that ecologically sensitive wetlands are relatively inexpensive to buy, if not associated with buildable land.

In addition to the costs shown in the following table, ancillary costs related to the acquisitions are also paid out of the relevant land acquisition program. Ancillary costs (for appraisals, surveys, notices, titles, environmental assessments and taxes) were almost \$215,000 in 2014, of which approximately 38% was for taxes. Once properties are held in public use, they then become tax exempt.

2014 County Acquisitions by Town				
Town and Type	Acres	County Cost	Partner Cost	Total Average Per-Acre Cost
Brookhaven Open Space/ Park	61	\$4,043,092	\$1,210,615	\$86,126
Brookhaven Farm Dev. Rights	21	\$948,711	N/A	\$45,177
Riverhead Farm Dev. Rights	64	\$3,750,020	N/A	\$58,594
Southampton Open Space/ Park	2	\$45,400	N/A	\$22,700
TOTAL	148	\$8,787,223	\$1,210,615	\$67,553

Farmland

The purchase of farmland development rights is an effort to keep a traditional way of life affordable for current and future generations of farmers. Developable land has become so valuable that purchase of land to farm and a nearby place to live may be prohibitively expensive, and the cost of estate taxes is also an issue. Farms provide local food production and scenic views for County residents, and agritourism has become an important economic factor, in particular for the East End of the County.

Only lands able to sustain an economically viable commercial agricultural enterprise, as determined by the Farmland Committee, are considered for inclusion in the Purchase of Development Rights Program. Eligible land may include that which is used in agricultural production, in support of a commercial horse boarding operation, or in support of a commercial equine operation. The original farm use may change to another eligible use after County purchase. Agricultural tourism activities accessory to the primary purpose of agricultural production may also be allowed. It is our understanding that the Acquisition Unit inspects farmland for program compliance, but it takes 18-24 months to get through an approximate 400 farms.

Chapter Eight of the Suffolk County Code, Development Rights of Agricultural Lands, provides the guidelines for the purchase of farmland development rights program. The guidelines attempt to prevent abuses of the program, while keeping farming economically feasible. A key provision is that land is prohibited from laying fallow (abandonment of agricultural production) for more than two consecutive years. This may help address the issue of non-farmers purchasing protected land as an amenity to adjacent development. It is our understanding that only approximately one third of existing farms are required to conform to Chapter Eight revisions, by a clause included in their deed.

Looking to the Future

The state of the County's current and future water quality has been identified as a primary challenge that needs to be addressed, and it should be a consideration in the types of properties the County chooses to purchase. Preservation of open spaces, including Pine Barrens and wetlands, can protect both surface waters and our underground drinking water by reducing development in these sensitive areas. Declining water quality not only affects our drinking water, but also affects the bays, lakes, oceans, and streams that our County is known for, as well as the plant and animal inhabitants of these ecosystems. The beauty and recreational opportunities offered by our waters bring tourist dollars and economic opportunities for County residents.

County land acquisition alone is not enough to address the downward trajectory in groundwater quality, as identified in the 2015 update to the Suffolk County Comprehensive Water Resources Management Plan. A critical finding of the report is that Nitrogen contamination from unsewered housing and fertilizer is a major threat to our drinking water. It is important to address the approximately 74% of our population which are currently unsewered. Stricter environmental and water use regulations, public education regarding the use of pesticides, herbicides, and other chemicals, and fees for excess water usage are other tools that may contribute to the desired result.

The soon-to-be released update to the Suffolk County Comprehensive Master Plan may provide guidance on an overall approach to land use and development patterns, for both the County and other municipalities to utilize. Municipalities should update their own comprehensive plans to ensure appropriate development in their community. All municipalities and residents need to work together to preserve County resources and to maintain the quality of life we expect.

SuffolkLandAcqProgLH16

New Health Center Projects CP 4087 and CP 4088

The Proposed 2016-2018 Capital Program contains two projects for health center construction, CP 4087, New Patchogue Health Center, and CP 4088, New Wyandanch Health Center. Planning and construction funding are scheduled in the 2015 Adopted/Modified Capital Budget. Equipment funding for these new facilities is scheduled in 2017. The proposed cost for the two projects combined is \$16,775,001, to be financed with Suffolk County Serial Bonds. If the entire \$16,775,001 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,312,041; this would likely be in addition to any rent for the new facilities. Over the life of an 18-year bond this totals \$23,616,743. These two capital projects provide one to one matching funds for two anticipated grant awards to Hudson River Healthcare (HRHCare) totaling \$16,775,000, from the New York State Department of Health Capital Restructuring Financing Program (CRFP), which is part of the Governor's Delivery System Reform Incentive Payment Program (DSRIP).

NEW Health Center Capital Project Costs			
Cost Element	CP 4087 Patchogue	CP 4088 Wyandanch	Total County Cost
Planning	\$482,833	\$380,500	\$863,333
Land Acquisition	\$0	\$0	\$0
Construction	\$7,063,334	\$6,449,500	\$13,512,834
Site Improvements	\$0	\$0	\$0
Equipment (in 2017)	\$1,228,834	\$1,170,000	\$2,398,834
Total	\$8,775,001	\$8,000,000	\$16,775,001
<i>Except for Equipment, all funding is proposed in 2015</i>			

Delivery System Reform Incentive Payment Program (DSRIP)

DSRIP is the primary method that New York State (NYS) will use to implement the Governor's Medicaid Redesign Team waiver amendment. The waiver amendment is an agreement between NYS and the Federal government that allows NYS to retain \$8 billion of the \$17.1 billion in savings generated by the Medicaid Redesign Team, and use these funds to lower costs, improve quality and access to care, and to develop a sustainable healthcare delivery system in NYS. According to the NYS Department of Health, DSRIP's overall goal is to reduce avoidable hospital use by 25%, over five years, by transforming the State's health care system into a financially viable system that will preserve essential safety net providers and increase access to high-quality healthcare.

The intention of the program is to change the base of the State's healthcare system from its historic hospital base to integrated primary, specialty and behavioral health care in the community setting, with hospitals used primarily for emergent and tertiary levels of services. The Capital Restructuring Financing Program portion of the program is intended to assist providers and provider systems in this effort.

Capital Restructuring Financing Program (CRFP)

Section 2825 of the NYS Public Health Law (PHL) and Section 1680-r of the Public Authorities Law established a new \$1.2 billion Capital Restructuring Financing Program (“CRFP”) to provide applicants with capital grants to support eligible capital projects that promote the DSRIP goal. Funding for the project would come from the Dormitory Authority of the State of New York (DASNY). It is anticipated that all CRFP grants will be funded solely from proceeds of bonds that constitute “state supported debt” for purposes of State Finance Law, which limits funding eligibility.

Eligible applicants include Diagnostic and Treatment Centers; both HRHCare and the Suffolk County Department of Health Services are eligible applicants. Public Health Departments do not appear to be eligible applicants except to the extent they possess licenses for Diagnostic and Treatment Centers, Mental Health Clinics, or other healthcare provider operating certificates issued by New York State. HRHCare is the applicant for two grants, one for a new Patchogue Health Center and the other for a new Wyandanch Health Center.

The Request for Applications for this round of CRFP funding includes a preferred eligibility criterion for applicants committing matching funds to the project. As HRHCare’s partner in providing access to integrated community-based healthcare in Suffolk County, the two capital projects included in the proposed capital program demonstrate a commitment to provide matching funds. Based on review of the two applications, HRHCare’s project proposals appears fully eligible for funding if selected, and appears to meet one of the other preferred eligibility criteria well, as projects supporting the transformational change in the New York State healthcare system.

The application period for this grant closed on May 6, 2015. The original grant period was reopened and extended to that date to add the matching fund preferred eligibility criterion.

Patchogue Health Center (CP 4087)

CP 4087 provides for a new health center in Patchogue, to replace the current location at 365 East Main Street. According to the grant application, ideally HRHCare would renovate an existing structure located in the Patchogue Zip Code (11772), with the goal of a 33% increase in the size of the facility to as compared to the current health center, and the establishment of a site fully compliant with applicable State and Federal regulations. Urgent care services, dental services, and extended service hours would enhance current operations.

Property acquisition, either by purchase or lease, would be a County responsibility. The Suffolk County Space Management Steering Committee authorized a search for a new location for this health center in March of 2015. Negotiations with the landlord to continue occupancy of the current site until the health center can be relocated were also authorized.

The RFP process for design, engineering, general contracting, and construction management would be the responsibility of HRHCare, as would construction itself. HRHCare’s grant budget assumes the availability of the matching funds from the County, and assumes a 50/50 split for all costs. The grant application envisions completion of the new facility no later than mid-2017.

Wyandanch Health Center (CP 4088)

CP 4088 is for a new health center in Wyandanch to replace the current location of the MLK Health Center on 1556 Straight Path. According to the grant application, ideally the new health center would be located near the current site in a new built-to-suit facility within the Wyandanch Zip Code (11798). The new site would replace the current site, which will probably be acquired and condemned to make space for the Wyandanch Rising project. This new site would share size characteristics with the new Patchogue Center—about 30 exam rooms, with the additional space

providing opportunity for new services such as dedicated urgent care, dental services, and behavioral and mental health services. The grant application describes this site with two floors.

Property acquisition, either by purchase or lease, would be a County responsibility. The Suffolk County Space Management Steering Committee has not yet authorized a search for a new location for this health center. However, negotiations with the landlord to continue occupancy of the current site until the health center can be relocated were authorized at the March 2015 meeting of the Space Management Steering Committee.

The RFP process for design, engineering, general contracting, and construction management would be the responsibility of HRHCare, as would construction itself. HRHCare's grant budget assumes the availability of the matching funds from the County, and assumes a 50/50 split for all costs. The grant application envisions completion of the new facility no later than spring 2017.

Issues for Consideration

With the exception of the Southampton Health Center, Suffolk County owns or leases all of the health center sites that have transitioned to HRHCare control since 2012. These agreements are County costs in addition to the direct payments of Community Benefit Grants (CBG) to HRHCare for the first five years of each individual health center contract, and, unlike the CBG, do not seem to have a contemplated end date. HRHCare sublets each site for no rent, contingent on maintaining their Federally Qualified Health Center and NYSPHL Article 28 Diagnostic and Treatment Center statuses. Suffolk County has also agreed, by contract, to contribute to payment for certain improvements and alterations needed to bring the various sites to current Article 28 facility standards, required as part of the change in licensee from the County to HRHCare.

The current Wyandanch and Patchogue sites share certain common characteristics. Lease agreements at both sites are ending as the transition to HRHCare control occurred. Both communities are amenable to relocation of the health centers. The expansion or reconfiguration of either health center at their current location is impractical and undesirable, given available footprints and community sentiment, especially in Patchogue. Successful CRFP applications, along with the anticipated County support, would allow the County to continue to guarantee access to primary healthcare through HRHCare.

As previously mentioned, Suffolk County's 50% share of the cost for each of these projects is proposed as modification to the 2015 Adopted/Modified Capital Budget, with additional funding scheduled in 2017. According to the Executive Budget Office, the appropriations will be offset by decreasing funds in other projects; the offset projects will be specified in the appropriating resolutions if the grant application is successful. Arguably, the projects could be considered without offset if the grant funding was considered as 50% aid; offsets would not then be required. As currently proposed, the project titles should be changed to "County Share of New Patchogue Health Center" and "County Share of New Wyandanch Health Center"

Despite the evident need for new sites for these health centers, there are many unanswered questions regarding these two capital projects.

- The grant assigns property acquisition responsibility to Suffolk County. No land acquisition funds are currently included in either project. Given the amount of funding included, and the structure of the grant application work plan, build to suit leasing is the implied method of property acquisition. Will Suffolk County be able to execute its normal space management process, or is there an expectation of an expedited process, using sites preselected by

HRHCare? How would oversight of the selection of such a site, where the County would spend \$16.8 million in serial bonds, occur?

- If County procurement procedures are followed, is the grant work plan timetable (16.5 months to operations at Patchogue, and 13.5 months to operations at Wyandanch) realistic? Is the work plan realistic even without using County procurement procedures?
- Although the grant work plan assigns only property acquisition to the County, the project budgets have cost elements of planning, construction, and equipment funding. Assuming that County funds are used for the cost elements as envisioned by the project budget, but with the project managed by HRHCare, how will County rules regarding project labor agreements, prevailing wage, procurement, and other provisions apply?
- In the previous contracts with HRHCare, the County declared health center equipment as surplus and transferred the existing equipment to HRHCare. Who will own the equipment in the health centers purchased with County funds?
- After a new site has been selected, but before the new site is ready for occupation, how will the County's interest in the new site be secured?
- The project is funded entirely with either DASNY serial bonds or Suffolk County serial bonds. What is HRHCare's risk in the partnership between itself and Suffolk County?
- The County must have an interest in the building to use serial bonds in the manner envisioned by the grant application and these two capital projects.

Given the absence of project requests and the lack of detail on the use of Suffolk County funding of the project, we recommend deliberate progression of the projects and the highest level of oversight available. The proposed capital program includes \$16,775,001 in serial bond financing for this project (2016-2018 and SY). If the entire \$16,775,001 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,312,041. Over the life of an 18-year bond this totals \$23,616,743.

HealthCentersCF16

Capital Projects Included in the Proposed Capital Program and Budget as Previously Adopted and Requested by Departments

The Proposed 2016-2018 Capital Program includes 40 projects with funding and scope that are identical to the Adopted 2015-2017 Capital Program and are consistent with departmental requests for the 2016-2018 Capital Program. The following table lists the 40 capital projects that meet these criteria. A brief description of scope and status is included for those projects that we did not review in this report.

Capital Projects Proposed as Previously Adopted and as Requested by Departments (Page 1 of 3)							
NO.	TITLE	2015 Adopted	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed	Comment
1603	BUILDING SAFETY IMPROVEMENTS	\$100,000	\$100,000	\$100,000	\$0	\$0	This project provides funding for ongoing improvements at various County facilities to comply with building codes and regulations, and to correct safety hazards.
1820	VIDEO EQUIPMENT FOR LEGISLATIVE AUDITORIUMS	\$96,000	\$0	\$0	\$0	\$0	See <i>Select Project Status Updates</i> in this report.
2114	RENOVATION OF KREILING HALL AMMERMAN CAMPUS	\$0	\$3,180,000	\$0	\$0	\$0	Planning funds were appropriated in 2011. Funding in 2016 will renovate the building exterior, replace/upgrade infrastructure, and convert old science labs to general classrooms.
2141	RENEWABLE ENERGY AND STEM CENTER - GRANT CAMPUS	\$18,600,000	\$0	\$0	\$0	\$0	See <i>Select Project Status Updates</i> in this report.
2144	PLANT OPERATIONS BUILDING - GRANT CAMPUS	\$0	\$3,400,000	\$0	\$0	\$0	Planning funds were appropriated in 2014. Construction funding in 2016 is to demolish two obsolete facilities and construct a brand new Plant Operations facility.
2145	WAREHOUSE BUILDING - EASTERN CAMPUS	\$0	\$630,000	\$0	\$0	\$0	Planning funds were appropriated in 2013. Funding in 2016 will be used to construct a warehouse on the Eastern Campus, where no such structure currently exists.
2186	MASTER PLAN UPDATE FOR SUFFOLK COUNTY COMMUNITY COLLEGE	\$500,000	\$0	\$0	\$0	\$0	The Adopted 2015 Capital Budget includes funding to update the College's Master Plan. No funds have been appropriated to date.
3063	RENOVATIONS AND ALTERATIONS TO PROBATION BUILDINGS	\$250,000	\$0	\$0	\$0	\$0	Resolution No. 43-2015 appropriated funding to upgrade public restrooms and construct a drug testing and processing center.
3111	FIREARMS SHOOTING RANGE, SAFETY IMPROVEMENTS	\$100,000	\$0	\$0	\$0	\$0	IR No. 1350-2015 would appropriate funds to replace the roof and add sound buffers at the shooting range in Westhampton.
3198	PURCHASE OF MARINE BUREAU DIESEL ENGINES	\$0	\$0	\$0	\$0	\$150,000	All engines are currently under warranty through 2017. Funding in SY is to purchase new engines when those in need of replacement are no longer covered.
3243	COMMUNICATION SYSTEM MICROWAVE SPUR UPGRADE	\$225,000	\$0	\$0	\$0	\$0	Resolution No. 280-2015 appropriated funding to replace microwave radios in Northport, Rocky Point, Middle Island, and Hauppauge.

Capital Projects Proposed as Previously Adopted and as Requested by Departments (Page 2 of 3)							
NO.	TITLE	2015 Adopted	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed	Comment
3244	700/800 MHZ TRUNKED RADIO COMMUNICATION SYSTEM UPGRADE	\$11,917,000	\$10,000,000	\$0	\$0	\$0	Resolution No. 40-2015 appropriated funds for Phase I of the radio upgrades from analog to digital. Funding in 2016 is for Phase II.
3515	FRES VEHICLE REPLACEMENT PROGRAM	\$525,000	\$0	\$0	\$0	\$0	Resolution No. 288-2015 appropriated funds to replace the Mobile Command Unit vehicle.
3516	EQUIPMENT FOR POLICE INVESTIGATIONS	\$132,000	\$0	\$234,850	\$0	\$0	Resolution No. 282-2015 appropriated funding to outfit four vans with laser measuring equipment. Funding in 2017 is for digital photography equipment.
4081	ENVIRONMENTAL QUALITY GEOGRAPHIC INFORMATION AND DATABASE MANAGEMENT	\$900,000	\$200,000	\$0	\$0	\$0	The Adopted 2015 Capital Budget includes funds for the purchase of a new management system for the Division of Environmental Quality. Funding in 2016 will integrate the system with other divisions in Health Services.
5194	RENOVATIONS TO PUBLIC WORKS BUILDING, YAPHANK	\$150,000	\$150,000	\$200,000	\$0	\$0	This project funds ongoing improvements to the DPW building in Yaphank. Work includes weatherproofing, masonry repointing, security upgrades, and parking lot improvements.
5195	IMPROVEMENTS TO CR 14, INDIAN HEAD ROAD	\$600,000	\$0	\$0	\$0	\$0	Resolution No. 130-2015 appropriated construction funding for safety improvements to a curved section of the road.
5361	COUNTY SHARE FOR THE WEST OF SHINNECOCK INLET INTERIM STORM DAMAGE PROTECTION PROJECT	\$0	\$0	\$0	\$0	\$0	See individual project write-up in this report.
5515	RECONSTRUCTION OF CR 46, WILLIAM FLOYD PARKWAY	\$0	\$0	\$0	\$0	\$3,000,000	Funds are included in SY for improvements to the intersection of CR 46 and Moriches Middle Island Road.
5520	IMPROVEMENTS TO VECTOR CONTROL BUILDING - YAPHANK	\$250,000	\$250,000	\$0	\$0	\$0	Construction funds are included in 2015 and 2016 to make structural repairs and to reprogram space to optimize operations.
5535	IMPROVEMENT TO CR 93, LAKELAND AVENUE/OCEAN AVENUE/ROSEVALE AVENUE	\$1,500,000	\$0	\$0	\$0	\$0	Construction funds are scheduled in 2015 to modify a sharp curve within the existing right-of-way.
5539	CR 7, WICKS ROAD CORRIDOR STUDY AND IMPROVEMENTS	\$2,500,000	\$0	\$0	\$0	\$0	This project includes 80% federal aid for a preliminary study of the scope of work needed in the corridor.
5569	INTERSECTION IMPROVEMENTS ON CR 80, MONTAUK HIGHWAY AT CR 31, OLD RIVERHEAD ROAD	\$450,000	\$0	\$0	\$0	\$0	The Adopted 2015 Capital Budget includes funding for improvements to the turning radii, lane markings, and traffic signals. However, the land acquisition phase is not complete.
5648	EQUIPMENT FOR PUBLIC TRANSIT VEHICLES	\$700,000	\$0	\$0	\$0	\$0	The Adopted 2015 Capital Budget includes 80% federal aid and 10% State aid to outfit County buses with GPS and updated fare collection systems.
5709	TOWER REPLACEMENT AT FRANCIS GABRESKI AIRPORT	\$0	\$0	\$0	\$0	\$5,120,258	Federal approval is pending. This project is 50% aided by the FAA and would replace the Air Traffic Control Tower in SY.
5734	AVIATION UTILITY INFRASTRUCTURE	\$0	\$0	\$0	\$0	\$350,000	This project provides for various infrastructure improvements at the Airport. Funding was deferred in the previous capital program due to the existence of a sizable appropriation balance.

Capital Projects Proposed as Previously Adopted and as Requested by Departments (Page 3 of 3)							
NO.	TITLE	2015 Adopted	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed	Comment
5738	MASTER PLAN FOR AVIATION AND ECONOMIC DEVELOPMENT AT FRANCIS S. GABRESKI AIRPORT	\$100,000	\$0	\$0	\$0	\$0	The Adopted 2015 Capital Budget includes funds to update the master plan in compliance with FAA regulations.
5806	MOVEABLE BRIDGE NEEDS ASSESSMENT AND REHABILITATION	\$2,500,000	\$0	\$0	\$0	\$2,050,000	Resolution No. 134-2015 appropriated construction funds for the rehabilitation of the Beach Lane Bridge and West Bay Bridge.
7143	CONSTRUCTION OF A RECHARGE BASIN AT NORTH FORK PRESERVE, TOWN OF RIVERHEAD	\$900,000	\$0	\$0	\$0	\$0	Design is complete. The Adopted 2015 Capital Budget includes funds to replace three drainage pipes between the North Fork Preserve and Long Island Sound.
7176	IMPROVEMENTS TO OLD FIELD HORSE FARM	\$50,000	\$50,000	\$0	\$0	\$0	This project funds various repairs and improvements to the structures at Old Field Horse Farm.
8108	OUTFALL AT SEWER DISTRICT #3 SOUTHWEST	\$207,000,000	\$0	\$0	\$0	\$0	See individual project write-up in this report.
8123	IMPROVEMENTS TO SCSD #13 - WINDWATCH	\$1,500,000	\$0	\$0	\$0	\$0	The Adopted 2015 Capital Budget includes sewer serial bonds to rehabilitate existing infrastructure and expand the district.
8138	IMPROVEMENTS TO SCSD #15 - NOB HILL	\$250,000	\$0	\$0	\$0	\$0	The Adopted 2015 Capital Budget includes sewer serial bonds to rehabilitate the pump station to prevent backups and overflows.
8149	IMPROVEMENTS TO SCSD #23 COVENTRY MANOR	\$4,500,000	\$0	\$0	\$0	\$0	The Adopted 2015 Capital Budget includes sewer serial bonds to replace the sewage treatment plant.
8154	EXPANSION OF SEWER DISTRICT #1 - PORT JEFFERSON	\$0	\$500,000	\$0	\$0	\$0	Sewer serial bonds were added to the previously adopted capital program for a sewer expansion study.
8156	RONKONKOMA HUB	\$25,000,000	\$0	\$0	\$0	\$0	See individual project write-up in this report.
8158	IMPROVEMENT TO YAPHANK COUNTY CENTER SEWAGE TREATMENT PLANT	\$250,000	\$250,000	\$250,000	\$0	\$0	This project provides for ongoing repairs including the rehabilitation of the collection system.
8166	DIVISION OF SANITATION LABORATORY INSTRUMENTATION	\$300,000	\$0	\$0	\$0	\$0	The Adopted 2015 Capital Budget includes Assessment Stabilization Reserve funds to purchase an incubator, ICP, mercury analyzer, balancers, and a nutrient analyzer.
8169	IMPROVEMENTS TO SCSD #1 - PORT JEFFERSON	\$1,000,000	\$0	\$0	\$0	\$0	The Adopted 2015 Capital Budget includes sewer serial bonds to improve influent screening and replace air diffusers.
8241	STORMWATER REMEDIATION TO THE YAPHANK LAKES AND CARMENS RIVER AT CR 21, MAIN STREET/YAPHANK-MIDDLE ISLAND ROAD	\$750,000	\$0	\$0	\$0	\$0	The Adopted 2015 Capital Budget includes funding for construction for stormwater remediation.

CapitalProjectsIncludedasPreviouslyAdopted BPI6

Select Project Status Updates

General Government Support: Shared Services (1600, 1700, and 1800)

- ❖ **CP 1740**, Upgrade Payroll System Database: provides funding for a feasibility study to migrate the Suffolk County payroll system off its current platform and on to an upgraded or new payroll/personnel system. The Proposed 2016-2018 Capital Program, transfers the scope and funding of this project from the Department of Information Technology (DoIT) to Audit and Control. In November of 2011, under DoIT's guidance, a report was prepared and presented to the County which provided a blueprint on how to proceed with payroll-specific technology planning and procurement. The County Comptroller anticipates using funding scheduled in 2016 to revise and update the consultant's report.
- ❖ **CP 1820**, Video Equipment for Legislative Auditoriums: provides for the procurement and installation of cameras and supplementary video equipment to produce broadcast quality streaming capabilities of Legislative meetings in the Hauppauge and Riverhead auditoriums. Earlier in the year, the Legislature's information technology staff met with three separate video production companies and is awaiting final quotes from these firms. It is anticipated this project will be completed in the fall of 2015. The funding source for this project is pay-as-you-go and is included in the Adopted 2015 Operating Budget. In the Proposed 2016-2018 Capital Program, this project is appropriately listed under the Adopted/Modified 2015 Capital Budget and represents the only instance of pay-as-you-go funding (G-money) in the program.

Education (2100, 2200, and 2300)

- ❖ **CP 2141**, Renewable Energy and STEM Center – Grant Campus: was included in the Adopted 2015-2017 Capital Program with \$18.6 million for construction and equipment (\$9.3 million in serial bonds and \$9.3 million in State aid). State aid for the project was not included in New York State's FY 2014-2015 budget, but funding is included in the FY 2015-2016 budget. As of 4/1/15, there have been no expenditures of the \$900,000 in planning funds that were appropriated by Resolution No. 356-2014. Construction and equipment funds scheduled in 2015 have not been appropriated.
- ❖ **College Debt Service**: excluding the mandated College property tax of \$845,252, is a cost to the County's General Fund of \$5.2 million in 2014 and is projected to be \$7 million in 2015. Based on existing pipeline debt and funds included in the adopted and proposed capital programs, the General Fund impact from debt service for College capital projects is projected to be \$10.9 million by 2019. Contributing to the projected growth is approximately \$21.5 million in serial bond financing for the recently completed Montaukett Learning Resource Center on the Eastern Campus (CP 2189) and the William J. Lindsay Life Sciences Building on the Ammerman Campus (CP 2174), as well as \$33.5 million for the following projects that are underway or scheduled to begin in the near future: Learning Resource Center on the Grant Campus (CP 2159), Health and Fitness Center on the Eastern Campus (CP 2120), and the STEM Center on the Grant Campus (CP 2141). These projects are fully appropriated with the exception of CP 2141.

Public Safety: Law Enforcement (3100)

- ❖ **CP 3117**, Purchase of Additional Helicopters: the \$1.3 million included in the Adopted 2015 Capital Budget, for the purchase of a second EC-145 twin engine medevac helicopter for the Police Department will not be required as the Department was able to purchase the new helicopter with existing funds plus the trade-in value of the aging helicopter. The new helicopter has not yet been delivered.

Public Safety: Communication (3200)

- ❖ **CP 3246**, Communication System Site Rehabilitation: This project funds the renovation and upgrade of the County's 19 infrastructure sites for the County communications system, which was a new project in the Adopted 2015-2017 Capital Program. It includes \$250,000 for planning in 2016, \$400,000 in 2017 for construction and equipment, and \$700,000 in 2018 for construction and equipment that had previously been scheduled in SY.

Transportation: Highways (5000, 5100, and 5500)

- ❖ **CP 5510**, County Share for Reconstruction of CR 3, Pinelawn Road: Additional funding was necessary for updating the project design to fall within the guidelines of the FHWA and NYSDOT. This will allow the County to receive an 80% reimbursement of construction costs. The 2015 Capital Budget was amended by Resolution No. 213-2015 to provide the additional \$230,000.
- ❖ **CP 5558**, Improvements to CR 10, Elwood Road: is modified in the 2015 Capital Budget to include \$70,000 for planning, in addition to the previously scheduled \$4.5 million for construction. These funds were appropriated pursuant to Resolution No. 211-2015. The project's focus is pedestrian safety improvements along CR 10 from NYS Route 25 to NYS Route 25A. Construction completion is expected by December 2016.
- ❖ **CP 5575**, Improvements to CR 12, Oak Street/Hoffman Avenue/Railroad Avenue: The funding source for \$7.5 million for construction scheduled in 2015 has changed from serial bonds to State aid to reflect State funding through the local government support program. The application for this aid is in the final stages of approval.

Home and Community Services: Sanitation (8100)

- ❖ **CP 8194**, Improvements to SD #7- Woodside/Farber Expansion: funding is included as previously adopted; \$250,000 in sewer serial bonds for planning in 2015 and \$1.75 million in sewer serial bonds in 2016 for construction of sewers in Bellport to connect to the Woodside treatment plant. The Department's request omitted the planning funds scheduled in 2015.

Home and Community Services: Water Supply (8200)

- ❖ **CP 8223**, Brownfields Program: was modified in the 2015 Capital Budget to account for a grant from the New York State Department of Environmental Conservation (NYSDEC). The County portion of 2015 funding is reduced by \$505,000. The County will now be responsible for only 10% of the remediation costs associated with the Ronkonkoma Wallpaper site. According to the Department of Health Services, Division of Environmental Quality, this grant will reduce County costs for the site by \$800,000. A portion of this project's funding has already been used as an offset in 2015, pursuant to Resolution No. 272-2015. Remaining 2015 funding will be used at the Canine Kennel site at Gabreski Airport, and at the Blue Point Laundry site.

Debt Service Impact

The individual capital project write-ups in this report each include an estimate of debt service costs. These costs represent principal and interest payments on funds borrowed in the form of serial bonds. For the sake of simplicity, we have calculated debt service costs based on the total amount of serial bond financing proposed over the entire period (2016-2018 and SY) covered by the capital program. Assumptions implicit in our estimates are:

1. Principal repayment is based on a level debt service schedule.
2. Debt service costs are also based on a bond with a term of 18 years. This represents the average term for County debt over the past ten years (2005-2014).

Interest rates are based on the April 2, 2015 Municipal Market Data (MMD) yield curve for "A" rated bonds plus 125 basis points to account for projected higher future rates. These rates represent the net yield after premium revenue is accounted for. Debt service costs and premium revenue are booked separately in the budget. As such, the calculations made here represent the net expense to the budget. Coupon rates used in issuing bonds are higher, since they do not account for premium revenue. The resulting effective yield over the 18-year period covered is 4.131%.

Debt Service Impact MC16

INDEX OF CAPITAL PROJECTS

CP NO.	TITLE	PAGE
1109	FORENSIC SCIENCES MEDICAL AND LEGAL INVESTIGATIVE CONSOLIDATED LABORATORY	52
1124	ALTERATIONS TO CRIMINAL COURTS BUILDING, SOUTHAMPTON	54
1125	RENOVATIONS/IMPROVEMENTS TO COHALAN COURT COMPLEX	55
1130	CIVIL COURT RENOVATIONS AND ADDITION - COURTROOMS, RIVERHEAD	57
1132	EQUIPMENT FOR MED-LEGAL INVESTIGATIONS AND FORENSIC SCIENCES	58
1133	RENOVATIONS TO SURROGATE'S COURT	60
1136	DISTRICT ATTORNEY CASE MANAGEMENT SYSTEM	62
1138	VEHICLES FOR MED-LEGAL INVESTIGATIONS AND FORENSIC SCIENCES	63
1459	IMPROVEMENTS TO BOARD OF ELECTIONS	67
1616	FUEL MANAGEMENT/PREVENTIVE MAINTENANCE AND PARTS INVENTORY CONTROL SYSTEM	71
1623	ROOF REPLACEMENT ON VARIOUS COUNTY BUILDINGS	72
1643	IMPROVEMENTS TO COUNTY CENTER C-001, RIVERHEAD	74
1647	EMERGENCY GENERATORS COUNTYWIDE	75
1659	ENERGY CONSERVATION & SAFETY IMPROVEMENTS TO THE H. LEE DENNSION BUILDING	77
1664	ENERGY CONSERVATION AT VARIOUS COUNTY FACILITIES	78
1665	DECOMMISSIONING AND DEMOLITION OF COUNTY FACILITIES	82
1678	REHABILITATION OF PARKING LOTS, SIDEWALKS, DRIVES AND CURBS AT VARIOUS COUNTY FACILITIES	83
1681	UPGRADING COURT MINUTES APPLICATION	85
1706	REPLACEMENT/CLEAN UP OF FOSSIL FUEL, TOXIC & HAZARDOUS MATERIAL STORAGE TANKS	87
1710	INSTALLATION OF FIRE, SECURITY AND EMERGENCY SYSTEMS AT COUNTY FACILITIES	88
1715	RIVERHEAD COUNTY CENTER POWER PLANT UPGRADE	90

CP NO.	TITLE	PAGE
1724	IMPROVEMENTS TO WATER SUPPLY SYSTEMS	93
1726	FIBER CABLING NETWORK AND WAN TECHNOLOGY UPGRADES	94
1729	SUFFOLK COUNTY DISASTER RECOVERY	97
1732	REMOVAL OF TOXIC AND HAZARDOUS BUILDING MATERIALS AND COMPONENTS AT VARIOUS COUNTY FACILITIES	100
1737	REPLACEMENT OF MAJOR BUILDINGS OPERATIONS EQUIPMENT AT VARIOUS COUNTY FACILITIES	102
1738	MODIFICATIONS FOR COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT	104
1749	PURCHASE AND REPLACEMENT OF NUTRITION VEHICLES FOR THE OFFICE OF THE AGING	106
1751	OPTICAL DISK IMAGING SYSTEM	109
1758	REAL PROPERTY INTEGRATED LAND INFORMATION SYSTEM	110
1760	ELEVATOR CONTROLS AND SAFETY UPGRADING AT VARIOUS COUNTY FACILITIES	112
1762	WEATHERPROOFING COUNTY BUILDINGS	114
1765	RENOVATIONS TO BUILDING 50, NORTH COUNTY COMPLEX, HAUPPAUGE	115
1766	BUILDING FOR WILDLIFE RESCUE AND EDUCATION, MARINE SCIENCE CENTER	117
1769	PUBLIC WORKS FLEET MAINTENANCE EQUIPMENT REPLACEMENT	118
1782	SUFFOLK COUNTY FINANCIAL MANAGEMENT SYSTEM	120
1796	IMPROVEMENTS TO THE SUFFOLK COUNTY FARM	123
1806	PUBLIC WORKS BUILDINGS OPERATION AND MAINTENANCE EQUIPMENT	126
1807	GLOBALLY MANAGED NETWORK PROTECTION AND SECURITY	127
1811	COUNTY ATTORNEY CASE MANAGEMENT SYSTEM	130
1813	REPLACEMENT OF WEIGHTS AND MEASURES INSPECTION VEHICLES	132
1814	SUFFOLK COUNTY TELEPHONY STRUCTURAL IMPROVEMENTS	133
1816	COUNTYWIDE REPLACEMENT OF COMPUTER EQUIPMENT/INFRASTRUCTURE	136

INDEX OF CAPITAL PROJECTS

CP NO.	TITLE	PAGE
1819	COUNTYWIDE LICENSING PROGRAM	138
1821	PURCHASE OF VEHICLES FOR THE DEPARTMENT OF SOCIAL SERVICES	140
1822	AUDIT MANAGEMENT SYSTEM ENHANCEMENTS	142
2118	RENOVATION TO SAGTIKOS BUILDING - GRANT CAMPUS	145
2149	INFRASTRUCTURE - COLLEGE WIDE	146
3008	NEW REPLACEMENT CORRECTIONAL FACILITY AT YAPHANK	150
3009	RENOVATIONS AT THE YAPHANK CORRECTIONAL FACILITY	152
3014	IMPROVEMENTS TO THE COUNTY CORRECTIONAL FACILITY C-141 - RIVERHEAD	154
3019	IMPROVEMENTS TO VARIOUS SHERIFF'S OFFICE FACILITIES	157
3047	REPLACEMENT OF HEAVY DUTY EQUIPMENT FOR SHERIFF'S OFFICE	159
3060	PURCHASE OF COMMUNICATION EQUIPMENT	160
3065	REPLACEMENT OF THE JAIL TIME AND ACCRUAL SYSTEM	162
3135	PURCHASE OF HEAVY DUTY VEHICLES FOR THE POLICE DEPARTMENT	166
3153	PURCHASE OF CUSTOM FITTED BALLISTIC SOFT BODY ARMOR VESTS	167
3238	UPGRADE AND REINFORCEMENT OF HAUPPAUGE TOWER	170
3239	REPAIR OF YAPHANK TOWER	172
3301	SAFETY IMPROVEMENTS AT VARIOUS INTERSECTIONS	175
3308	COUNTYWIDE INTELLIGENT TRANSPORTATION SYSTEM (ITS)	177
3309	COUNTY SHARE FOR CLOSED LOOP TRAFFIC SIGNAL SYSTEM	179
3313	COMPLETE STREETS FUND	181
3405	IMPROVEMENTS TO SUFFOLK COUNTY FIRE TRAINING CENTER	184
3416	FIRE RESCUE C.A.D. SYSTEM	186
3418	FIRE RESCUE MAIN BUILDING RENOVATIONS AND IMPROVEMENTS	187
3512	PUBLIC SAFETY VEHICLES	191
3514	BUILDING EXTENSION FOR PROPERTY BUREAU	193
3519	REPLACEMENT OF MARINE BUREAU PATROL BOAT	194
3520	RANGE BERM RECONSTRUCTION AT THE FIREARMS RANGE	196

CP NO.	TITLE	PAGE
3521	POLICE HEADQUARTERS LOBBY SECURITY UPGRADE	198
POL01	RENOVATION TO FIREARMS FACILITY'S AMMUNITION BUNKER	199
4079	ENVIRONMENTAL HEALTH LABORATORY EQUIPMENT	202
4084	STORAGE AND DEPLOYMENT SPACE FOR EMERGENCY RESPONSE AND DISASTER PREPAREDNESS	203
4089	PURCHASE OF REPLACEMENT AUTOMATED EXTERNAL DEFIBRILLATORS	205
5001	MEDIAN IMPROVEMENTS ON VARIOUS COUNTY ROADS	208
5014	STRENGTHENING AND IMPROVING COUNTY ROADS	210
5024	RECONSTRUCTION OF DRAINAGE SYSTEMS ON VARIOUS COUNTY ROADS	213
5037	APPLICATION AND REMOVAL OF LANE MARKINGS	215
5039	IMPROVEMENTS TO CR 76, TOWNLINE ROAD	216
5047	PUBLIC WORKS HIGHWAY MAINTENANCE EQUIPMENT	218
5048	CONSTRUCTION AND REHABILITATION OF HIGHWAY MAINTENANCE FACILITIES	220
5054	TRAFFIC SIGNAL IMPROVEMENTS	223
5060	ASSESSMENT OF INFORMATION SYSTEM AND EQUIPMENT FOR PUBLIC WORKS	225
5072	IMPROVEMENTS TO COUNTY ENVIRONMENTAL RECHARGE BASINS	227
5090	RECONSTRUCTION OF CR 86, BROADWAY-GREENLAWN ROAD - TOWN OF HUNTINGTON	229
5116	SAFETY AND DRAINAGE IMPROVEMENTS TO THE CENTER MEDIANS ON VARIOUS COUNTY ROADS	230
5138	IMPROVEMENTS TO CR 21, FROM NYS ROUTE 25 TO YAPHANK AVENUE AT L.I.E., NORTH SERVICE ROAD	231
5141	EQUIPMENT FOR PUBLIC WORKS MATERIAL TESTING LABORATORY	233
5168	RECONSTRUCTION OF PORTIONS OF CR 11, PULASKI ROAD - TOWN OF HUNTINGTON	235
5172	RECONSTRUCTION OF CR 67, MOTOR PARKWAY FROM NORTH SERVICE ROAD OF THE L.I.E. (EXIT 55) TO VETERANS MEMORIAL HIGHWAY (NYS ROUTE 454)	236

INDEX OF CAPITAL PROJECTS

CP NO.	TITLE	PAGE
5175	IMPROVEMENTS TO CR 99, WOODSIDE AVE.	238
5180	INSTALLATION OF GUIDE RAIL AND SAFETY UPGRADES AT VARIOUS LOCATIONS	239
5190	DRAINAGE IMPROVEMENTS ON CR 52, SANDY HOLLOW ROAD	241
5196	COUNTYWIDE HIGHWAY SIGN MANAGEMENT PROGRAM	242
5197	ALTERATIONS TO PUBLIC WORKS MATERIALS TESTING LAB, YAPHANK	243
5200	DREDGING OF COUNTY WATERS	247
5201	REPLACEMENT OF DREDGE SUPPORT EQUIPMENT	249
5343	RECONSTRUCTION OF SHINNECOCK CANAL LOCKS, TOWN OF SOUTHAMPTON	252
5347	COUNTY SHARE FOR RECONSTRUCTION AND DREDGING AT SHINNECOCK INLET	254
5348	RECONSTRUCTION OF SHINNECOCK CANAL JETTIES AND BULKHEADS	255
5361	COUNTY SHARE FOR THE WEST OF SHINNECOCK INLET INTERIM STORM DAMAGE PROTECTION PROJECT	257
5370	COUNTY SHARE FOR MORICHES INLET NAVIGATION STUDY	259
5371	RECONSTRUCTION OF CULVERTS	260
5374	COUNTY SHARE FOR THE WESTHAMPTON INTERIM STORM DAMAGE PROTECTION PROJECT	262
5375	BULKHEADING AT VARIOUS LOCATIONS	263
5377	RECONSTRUCTION OF BULKHEAD AT TIMBER POINT MARINA	265
5497	CONSTRUCTION OF SIDEWALKS ON VARIOUS COUNTY ROADS	268
5502	COUNTYWIDE HIGHWAY CAPACITY STUDY	271
5505	IMPROVEMENTS TO CR 38, NORTH SEA ROAD	272
5511	IMPROVEMENTS TO CR 16, HORSEBLOCK ROAD/PORION ROAD/SMITHTOWN BOULEVARD/TERRY ROAD	274
5512	RECONSTRUCTION OF CR 97, NICOLLS ROAD	276
5519	IMPROVEMENTS TO CR 35, PARK AVENUE	277

CP NO.	TITLE	PAGE
5526	RECONSTRUCTION OF CR 48, MIDDLE ROAD FROM HORTON AVENUE TO MAIN STREET	279
5528	IMPROVEMENTS TO CR 39, NORTH ROAD/OLD NORTH ROAD/FLYING POINT ROAD	280
5534	IMPROVEMENTS TO CR 80, MONTAUK HIGHWAY, BETWEEN NYS 112 AND CR 101, PATCHOGUE/YAPHANK RD./SILLS RD., BROOKHAVEN	282
5538	IMPROVEMENTS TO CR 13, CLINTON AVENUE/FIFTH AVENUE/CROOKED HILL ROAD	283
5541	IMPROVEMENTS TO CR 36, SOUTH COUNTRY ROAD	286
5542	IMPROVEMENTS TO CR 40, THREE MILE HARBOR ROAD	287
5548	IMPROVEMENTS TO CR 83, NORTH OCEAN AVENUE - PATCHOGUE-MT. SINAI ROAD, TOWN OF BROOKHAVEN	288
5554	CR 85, MONTAUK HIGHWAY FROM CR 97, NICOLLS ROAD TO WEST AVENUE, TOWN OF BROOKHAVEN	290
5557	INTERSECTION IMPROVEMENTS ON CR 94, NUGENT DRIVE AT CR 51 AND CR 63/CR 104/SR 24	291
5560	CR 4, COMMACK ROAD FROM THE VICINITY OF NICOLLS ROAD TO JULIA CIRCLE, TOWNS OF HUNTINGTON AND BABYLON	293
5565	SAGTIKOS CORRIDOR	294
5581	IMPROVEMENTS TO CR 1, COUNTY LINE ROAD	296
5582	IMPROVEMENTS TO CR 41, SPRINGS/FIREPLACE ROAD	297
5583	IMPROVEMENTS TO CR 79, BRIDGEHAMPTON-SAG HARBOR TURNPIKE	299
5584	IMPROVEMENTS TO CR 4, COMMACK ROAD IN THE HAMLETS OF DEER PARK, BRENTWOOD, COMMACK AND DIX HILLS	300
5597	CONNECT LONG ISLAND - NICOLLS ROAD	302
DPW6	SUFFOLK COUNTY SYSTEM ROAD NEEDS ASSESSMENT	304
5601	PURCHASE OF HYBRID ELECTRIC VEHICLES	310
5602	CLEAN CITIES - ALTERNATIVE FUEL INFRASTRUCTURE AND COMPRESSED NATURAL GAS (CNG) VEHICLES	312
5603	CONSTRUCTION OF COMPRESSED NATURAL GAS (CNG) FUELING FACILITIES	315
5651	PURCHASE OF SIGNS AND STREET FURNITURE	319

INDEX OF CAPITAL PROJECTS

CP NO.	TITLE	PAGE
5658	PURCHASE OF PUBLIC TRANSIT VEHICLES	320
5702	RENOVATION & CONSTRUCTION OF FACILITIES AT FRANCIS S. GABRESKI AIRPORT	324
5726	REHABILITATION OF RUNWAY LIGHTING SYSTEMS AT FRANCIS S. GABRESKI AIRPORT	326
5731	AIRPORT OBSTRUCTION REMEDIATION PROGRAM AT FRANCIS S. GABRESKI AIRPORT	327
5737	AIRPORT SNOW REMOVAL EQUIPMENT AT FRANCIS S. GABRESKI AIRPORT	329
5739	PAVEMENT MANAGEMENT REHABILITATION AT FRANCIS S. GABRESKI AIRPORT	331
5813	REPLACEMENT OF SMITH POINT BRIDGE, TOWN OF BROOKHAVEN	334
5815	PAINTING OF COUNTY BRIDGES	337
5850	REHABILITATION OF VARIOUS BRIDGES & EMBANKMENTS	339
5855	HORSEBLOCK ROAD/LIRR TRACKS ROAD DECK REPLACEMENT, CR 16, TOWN OF BROOKHAVEN	343
DPW3	SAFETY IMPROVEMENTS TO BRIDGES AND STRUCTURES	344
5903	CONSTRUCTION OF THE PORT JEFFERSON-WADING RIVER RAILS TO TRAILS PEDESTRIAN AND BICYCLE PATH	349
6411	INFRASTRUCTURE IMPROVEMENTS FOR WORKFORCE HOUSING/CONNECT LONG ISLAND	351
6412	SUFFOLK COUNTY DOWNTOWN REVITALIZATION PROGRAM	354
6424	JUMPSTART SUFFOLK/CONNECT LONG ISLAND	357
6425	IMPROVEMENTS TO SUFFOLK COUNTY BALLPARK	359
6427	START-UP NY/SUFFOLK COUNTY	362
7007	FENCING AND SURVEYING VARIOUS COUNTY PARKS	366
7009	IMPROVEMENTS TO CAMPGROUNDS	368
7011	HEAVY DUTY AND OTHER EQUIPMENT FOR COUNTY PARKS	370
7050	IMPROVEMENTS TO PECONIC DUNES COUNTY PARK	372
7079	IMPROVEMENTS AND LIGHTING TO COUNTY PARKS	374
7080	IMPROVEMENTS AT CUPSOGUE COUNTY PARK	377

CP NO.	TITLE	PAGE
7096	RESTORATION OF WEST NECK FARM (AKA COINDRE HALL), HUNTINGTON	379
7099	RECONSTRUCTION OF SPILLWAYS IN COUNTY PARKS	382
7109	IMPROVEMENTS TO COUNTY MARINAS	384
7162	RESTORATION OF SMITH POINT COUNTY PARK	386
7163	BEACH REPLENISHMENT AT MESCHUTT COUNTY PARK	388
7164	IMPROVEMENTS TO GARDINER COUNTY PARK/SAGTIKOS MANOR	390
7166	IMPROVEMENTS TO COUNTY GOLF COURSES	393
7169	COMPUTERIZED RESERVATION SYSTEM (POS) IN COUNTY PARKS	395
7173	CONSTRUCTION OF MAINTENANCE AND OPERATIONS FACILITIES	397
7185	REMOVAL OF TOXIC AND HAZARDOUS MATERIALS IN COUNTY PARKS	398
7189	IMPROVEMENTS TO NORTH FORK COUNTY PRESERVE	400
7190	IMPROVEMENTS TO SHINNECOCK WEST PARKING LOT	402
7191	CONNECT TRAILS - SUFFOLK COUNTY	404
7192	CONSTRUCTION OF SEA WALL AT INDIAN ISLAND COUNTY PARK BLUFF	405
7428	RESTORATION AND STABILIZATION OF HISTORIC SEAPLANE HANGER AT SUFFOLK COUNTY VANDERBILT MUSEUM	409
7430	IMPROVEMENTS TO NORMANDY MANOR AT SUFFOLK COUNTY VANDERBILT MUSEUM	411
7433	RESTORATION OF DRIVEWAYS, GUTTERS AND CATCH BASINS AT SUFFOLK COUNTY VANDERBILT MUSEUM	413
7437	IMPROVEMENTS TO VANDERBILT MUSEUM PLANETARIUM	415
7438	RESTORATION OF THE BOATHOUSE AT THE SUFFOLK COUNTY VANDERBILT MUSEUM	417
7439	WATERPROOFING, ROOF AND DRAINAGE AT THE SUFFOLK COUNTY VANDERBILT MUSEUM	419
7441	RESTORATION OF FACADES AT SUFFOLK COUNTY VANDERBILT MUSEUM	422

INDEX OF CAPITAL PROJECTS

CP NO.	TITLE	PAGE
7445	REWIRING OF HISTORIC BUILDINGS AT SUFFOLK COUNTY VANDERBILT MUSEUM	424
7450	MODIFICATIONS FOR COMPLIANCE WITH ADA AT SUFFOLK COUNTY VANDERBILT MUSEUM	425
7453	RECONSTRUCTION OF VANDERBILT SEAWALL	427
7454	SAFETY IMPROVEMENTS AT VANDERBILT MUSEUM	429
VAN02	INTERIOR RESTORATION AND IMPROVEMENTS TO THE HISTORIC MANSION	431
7507	RENOVATIONS AT HISTORIC BLYDENBURGH PARK	434
7510	HISTORIC RESTORATION AND PRESERVATION FUND	436
8103	SEWER DISTRICTS SAFETY AND SECURITY PROGRAM	440
8108	OUTFALL AT SEWER DISTRICT #3 - SOUTHWEST	441
8110	FLOW AUGMENTATION NEEDS STUDY AT SCSD #3 - SOUTHWEST	444
8115	SEWER DISTRICT NO. 5 - STRATHMORE HUNTINGTON - SEWER SYSTEM IMPROVEMENTS	446
8117	SUFFOLK COUNTY SEWER DISTRICT NO. 11 - SELDEN SEWERAGE SYSTEM IMPROVEMENTS	447
8118	IMPROVEMENTS TO SCSD #14 - PARKLAND	449
8119	IMPROVEMENTS TO SCSD #7 - MEDFORD	450
8121	IMPROVEMENTS TO SCSD #21 - SUNY AT STONY BROOK	452
8122	IMPROVEMENTS TO SEWER COLLECTION SYSTEMS SCSD #1 - PORT JEFFERSON	454
8126	IMPROVEMENTS TO SCSD #18 - HAUPPAUGE INDUSTRIAL	455
8134	FORGE RIVER NITROGEN REDUCTION PROJECT	457
8139	CARLLS RIVER NITROGEN REDUCTION PROJECT	459
8142	IMPROVEMENTS TO RIVERHEAD COUNTY CENTER SEWAGE PUMP STATION	461
8144	IMPROVEMENTS TO SCSD #6 - KINGS PARK	462
8147	IMPROVEMENTS TO SCSD #20 - WILLIAM FLOYD (RIDGEHAVEN)	464
8148	IMPROVEMENTS TO SCSD #20 - WILLIAM FLOYD (LEISURE)	466

CP NO.	TITLE	PAGE
8150	SUFFOLK COUNTY SEWER DISTRICT NO. 7 - MEDFORD - SEWER SYSTEM IMPROVEMENTS	467
8151	SUFFOLK COUNTY SEWER DISTRICT NO. 14 - PARKLAND - SEWER SYSTEM IMPROVEMENTS	469
8153	SEWER EXPANSION FOR THE SMITHTOWN, AND KINGS PARK, MAIN STREET COMMERCIAL AREA	470
8155	SD #3 CONSTRUCTION MANAGEMENT	472
8156	RONKONKOMA HUB	473
8157	CONNETQUOT RIVER NITROGEN REDUCTION PROJECT	475
8164	SEWER FACILITY MAINTENANCE EQUIPMENT PURCHASE FOR VARIOUS SUFFOLK COUNTY SEWER DISTRICTS	477
8165	SURVEILLANCE, CONTROL AND DATA ACQUISITION SYSTEM FOR SUFFOLK COUNTY SEWER DISTRICTS	478
8170	IMPROVEMENTS TO SEWAGE TREATMENT FACILITIES - SCSD #3 - SOUTHWEST	480
8171	IMPROVEMENTS TO SCSD #22 - HAUPPAUGE MUNICIPAL	482
8175	PUMPING STATIONS AND SEWER IMPROVEMENTS AT SCSD #10 - STONY BROOK	483
8178	CHEMICAL BULK STORAGE FACILITIES FOR SUFFOLK COUNTY SEWER DISTRICTS	485
8180	SEWER DISTRICT NO. 3 - SOUTHWEST SLUDGE TREATMENT AND DISPOSAL PROJECT	486
8181	INFLOW/INFILTRATION STUDY/REHABILITATION & INTERCEPTOR MONITORING AT SEWER DISTRICT NO. 3 - SOUTHWEST	488
8183	EXPANSION OF SUFFOLK COUNTY SEWER DISTRICT NO. 3 - SOUTHWEST	491
8193	RIVERSIDE REVITALIZATION	493
8195	HUNTINGTON STATION HUB	494
8196	PATCHOGUE RIVER NITROGEN REDUCTION PROJECT	495
8197	PLANNING AND DESIGN FOR NITROGEN REDUCTION PROJECTS	497
8198	SEWER FEASABILITY STUDY FOR DOWNTOWN CENTRAL ISLIP	499

INDEX OF CAPITAL PROJECTS

CP NO.	TITLE	PAGE
8220	UNDERGROUND INJECTION CONTROL (UIC) MANAGEMENT PROGRAM	502
8224	PUBLIC HEALTH RELATED HARMFUL ALGAL BLOOMS	504
8226	PURCHASE OF EQUIPMENT FOR GROUNDWATER MONITORING AND WELL DRILLING	505
8229	PURCHASE OF SEWAGE PUMP OUT VESSELS	507
8235	PECONIC BAY ESTUARY PROGRAM	509
8237	WATER RESOURCE MANAGEMENT	511
8244	DEVELOPMENT OF BLUEPOINT LAUNDRY SITE	514
8704	ACQUISITION OF LAND FOR WORKFORCE HOUSING	517
8710	WATER QUALITY PROTECTION AND RESTORATION PROGRAM NISSEQUOGUE TRIBUTARY HEADWATERS	519
8715	RESTORATION OF CANAAN LAKE	521
8716	REHABILITATION OF GUGGENHEIM LAKE (DEER LAKE) TOWNS OF BABYLON AND ISLIP	522
8732	WATER QUALITY PROTECTION - 2014 REFERENDUM - LAND PURCHASES	524
8733	WATER QUALITY PROTECTION - 2014 REFERENDUM - WATER QUALITY PROJECTS	526
8734	WATER QUALITY PROTECTION - 2014 REFERENDUM - SEWER IMPROVEMENT PROJECTS	527
8735	SUFFOLK COUNTY SUPPLEMENTAL ENVIRONMENTAL PROJECT-FOR LAND ACQUISITION	529

***General Government Support: Judicial
(1100)***

EXISTING					
Project Number:	1109	Executive Ranking:	59	BRO Ranking:	59
Project Name:	FORENSIC SCIENCES MEDICAL AND LEGAL INVESTIGATIVE CONSOLIDATED LABORATORY				
Location:	County Building C487, Hauppauge	Legislative District:	12		

Description

This project provides for improvements to the Office of the Medical Examiner and to the Public Health Environmental Laboratory (PEHL). Included within the scope of the project is the periodic, ongoing replacement of corroded ductwork and fume hood mechanisms to improve the operation of the laboratory ventilation systems, and safety and sanitary improvements to both the Medical Legal Investigative and the Public Health Laboratories.

This project was reconstituted during the 2012-2014 Capital Program Cycle because of the need for renovations to County Building C487 and the lack of final disposition for the comprehensive laboratory project, CP 4003, Construction and/or Renovation of Suffolk County Laboratory Facilities.

Justification

The renovations and improvements within the scope of the project increase safety, assure compliance with current accreditations, and maintain a 26-year-old building that processes toxic, flammable, and highly volatile chemicals through its original ventilation system, and various types of biological waste through its original drainage systems.

Status

The proposed capital program funds this program as requested and increases funding by \$1.15 million compared to the previously adopted capital program. The additional funding includes \$250,000 for planning of HVAC system and building envelope improvements, \$1 million for construction to implement the upgrades and modifications, less \$100,000 for construction previously scheduled in 2015. The current appropriation balance will be used to progress the intended work scheduled for 2015, most notably the installation of a large uninterruptible power supply (UPS) atop the Public Environmental Health Lab portion of the building. The UPS itself will be purchased through CP 4079, Environmental Health Lab Equipment.

Installation of the UPS has been delayed despite being funded in 2013/2014 because the new UPS cannot be installed in the exact location as the current unit; the building will require some preparation and reinforcement. Despite this, Health Services believes at this time that the new equipment will be installed by the end of 2015. Fume hood replacement is also ongoing with previously appropriated funds.

Total Appropriated:	\$785,000	Appropriation Balance:	\$339,330
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$1,400,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,400,000 were borrowed at once, the estimated average annual fiscal

impact to the operating budget for debt service payments is \$109,500. Over the life of an 18-year bond this totals \$1,970,995.

The substantial renovations envisioned in the current program in SY may have a positive impact on the operating budget as the new HVAC systems that replace the building's original systems should be more efficient.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$100,000	\$0	\$100,000	\$0	\$0
2016	\$100,000		\$100,000	\$100,000	\$100,000
2017	\$50,000		\$300,000	\$300,000	\$300,000
2018	\$0		\$500,000	\$500,000	\$500,000
SY	\$0		\$500,000	\$500,000	\$500,000
Total	\$250,000		\$1,500,000	\$1,400,000	\$1,400,000

Issues for Consideration

The increased funding in the project is based on the need to address the continuing deterioration of building components caused by the nature of the work of the laboratories contained within. Specific work included within the project includes:

- conversion of a chemical storage bunker into a storage room
- dismantling and removal of an incinerator, and repurposing of incinerator area
- ongoing fume hood replacement
- building envelope improvements to include replacement of exterior stairs to the building
- repair of water infiltration at the walls and roof
- enclosure of pipe chases to prevent freezing of waste lines
- systematic upgrade of the building's HVAC systems

Budget Review Office Recommendations

We concur with the project as proposed.

1109CF16

EXISTING					
Project Number:	1124	Executive Ranking:	59	BRO Ranking:	59
Project Name:	ALTERATIONS TO CRIMINAL COURTS BUILDING, SOUTHAMPTON				
Location:	Southampton	Legislative District:	2		

Description

This project provides alterations to the Criminal Courts Building in Southampton. The project has three phases:

Phase I: The construction of approximately 100 additional parking spaces north of the power plant that will eventually be covered with solar panels. This phase is complete.

Phase IIA: Various improvements including window upgrades, south plaza safety improvements, security improvements, exterior lighting, and interior corridor wall covering at public halls.

Phase IIB: Relocation of Family Court from current rental space in Riverhead by altering courtrooms and offices for new hearing rooms and associated functions such as office space, a childcare room and judge's chambers at the Criminal Court building. This will permit some Criminal Court judges to move to the Old Supreme Court Building, which is being renovated under CP 1130 and move the employees from the leased space to the renovated Criminal Court building.

Phase III: Security Improvements and interior corridor wallcovering at public halls and courtrooms.

Justification

This project is required to extend the life of the building, provide site improvements, address building security, alleviate parking issues, utilize space more efficiently and reduce lease payments.

Status

Phases I and II are complete. The scope of Phase III has been expanded to include interior corridor wainscoting/paneling at public halls and courtrooms at a cost of \$150,000, which is included in 2018 as requested. DPW requested the security improvements in 2016, but the Proposed 2016-2018 Capital Program defers the funding to 2017.

Total Appropriated:	\$4,872,000	Appropriation Balance:	\$57,392
----------------------------	--------------------	-------------------------------	-----------------

Impact on Operating Budget

Moving the Family Court from a leased building to County owned space is expected to save \$300,000 annually in lease payments plus \$70,000 in utility and maintenance costs.

The Proposed Capital Program includes \$350,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$350,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$27,375. Over the life of an 18-year bond this totals \$492,749.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$200,000		\$200,000	\$0	\$0
2017	\$0		\$0	\$200,000	\$200,000
2018	\$0		\$150,000	\$150,000	\$150,000
SY	\$0		\$0	\$0	\$0
Total	\$200,000		\$350,000	\$350,000	\$350,000

Issues for Consideration

This is an ongoing project to extend the life of the building, improve public safety, and alleviate parking issues. This project is synchronized with CP 1130 so the shift of personnel from rental space to the Criminal Courts, Family Court to the Criminal Court building and some Criminal Court personnel to the Supreme Court building can be accomplished efficiently and in a realistic timeframe.

While not requested by the Department of Public Works, this building is in need of further renovations. Specifically the replacement of older windows and insulation and air sealing issues to reduce infiltration and heat transfer. These renovations will improve the comfort of the employees, as well as provide modest energy savings. These renovations will be included in CP 1664 – Energy Conservation at Various County Facilities, when funding is available. DPW should monitor the need for window replacements and insulation for future capital programs if funding under CP 1664 does not become available.

Budget Review Office Recommendations

The Budget Review Office agrees with this project's funding as scheduled in the Proposed 2016-2018 Capital Program.

1124|016

EXISTING					
Project Number:	1125	Executive Ranking:	45	BRO Ranking:	49
Project Name:	RENOVATIONS/IMPROVEMENTS TO COHALAN COURT COMPLEX				
Location:	Central Islip	Legislative District:	9		

Description

This project provides for renovations and improvements to the Cohalan Court Complex that are anticipated to configure this building to meet the current requirements of the courts, enhance building safety, and reduce building energy costs.

Phase V will address the capping of the cracked copings at parapet walls throughout the complex, leaks in the façade around windows and other miscellaneous improvements.

Justification

Improvements are needed to enhance building safety and meet court requirements.

Status

Phase V was scheduled to begin in 2016 in the Adopted 2015-2016 Capital Program, but the Proposed 2016-2018 Capital Program defers the funding to 2017. DPW requested an additional \$500,000 in both 2018 and SY to correct the chronic leak problems at exterior walls. The Proposed 2016-2018 Capital Program includes \$1 million in SY.

The existing appropriation balance of \$595,194 will supplement the anticipated cost on this phase.

Total Appropriated:	\$2,270,000	Appropriation Balance:	\$595,194
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$1,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$117,321. Over the life of an 18-year bond this totals \$2,111,780.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$250,000		\$250,000	\$0	\$0
2017	\$250,000		\$250,000	\$500,000	\$500,000
2018	\$0		\$500,000	\$0	\$500,000
SY	\$0		\$500,000	\$1,000,000	\$500,000
Total	\$500,000		\$1,500,000	\$1,500,000	\$1,500,000

Issues for Consideration

The exterior walls (copings) and roof extensions (parapets) are deteriorating. If they are not repaired, pieces of the building could break off and fall from up to seven stories to the ground where there is significant public foot traffic. Recently, an employee attempted to open a window and the entire window crashed to the ground. If the building continues to deteriorate, the liability issues could overtake the cost of this project.

Budget Review Office Recommendations

The Budget Review Office recommends that this project progress annually with \$500,000 included in each year from 2017 through SY. The existing fund balance will be used in 2015 and 2016. We recommend advancing \$500,000 for construction from SY to 2018.

EXISTING					
Project Number:	1130	Executive Ranking:	47	BRO Ranking:	51
Project Name:	CIVIL COURT RENOVATIONS AND ADDITION - COURTROOMS, RIVERHEAD				
Location:	Griffing Avenue, Riverhead	Legislative District:	1		

Description

This project provides for alterations, additions and exterior restoration to the Supreme Court Complex in Riverhead.

Proposed restoration includes: exterior door refurbishing, entryway access controls for security, and courtyard landscaping in 2017; and linking the unified key system, and hardware upgrades to meet ADA requirements in 2018.

Justification

The project provides additional courtrooms necessary to reduce backlog in court cases, address compliance with ADA requirements and provide for renovations that prolong the life of court buildings. Energy use is also expected to be reduced.

Status

The slate roof replacement and masonry restoration on building C0003 of the Supreme Court Complex began on January 5, 2015 and is nearing completion. The scaffolding necessary to commence the restoration of the slate roof and masonry on building C0004 of the Supreme Court Complex is anticipated to be installed in the 2nd quarter of 2015.

The Proposed 2016-2018 Capital Program adds construction funding of \$200,000 in 2017 and \$100,000 in 2018. The Department requested a funding schedule one year earlier, \$200,000 in 2016 and \$100,000 in 2017.

Total Appropriated:	\$49,945,000	Appropriation Balance:	\$199,654
----------------------------	---------------------	-------------------------------	------------------

Impact on Operating Budget

Energy savings are anticipated within the renovated sections of the Supreme Court Complex due to mechanical/electrical upgrades, and an improved building envelope.

The proposed capital program includes \$300,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$300,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$23,464. Over the life of an 18-year bond this totals \$422,356.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$200,000	\$0	\$0
2017	\$0		\$100,000	\$200,000	\$200,000
2018	\$0		\$0	\$100,000	\$100,000
SY	\$0		\$0	\$0	\$0
Total	\$0		\$300,000	\$300,000	\$300,000

Issues for Consideration

Modernization of interior space and restorations to the exterior of the Supreme Court Complex in Riverhead has a positive influence in extending this complex's usefulness.

There are unencumbered funds available to commence the restoration of the slate roof and masonry on building C0004 of the Supreme Court Complex in the 2nd quarter of 2015, and the Proposed 2016-2018 Capital Program includes the additional \$300,000 for construction requested by the Department to address miscellaneous improvements not afforded in the initial restoration efforts of the Supreme Court Complex. The one year delay in addressing miscellaneous improvements is not anticipated to negatively impact the overall restoration of the Supreme Court Complex.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

1130MUN16

EXISTING					
Project Number:	1132	Executive Ranking:	56	BRO Ranking:	56
Project Name:	EQUIPMENT FOR MED-LEGAL INVESTIGATIONS AND FORENSIC SCIENCES				
Location:	Building C487, Hauppauge		Legislative District:	12	

Description

This is an ongoing project to fund the upgrade and replacement of equipment in the Office of the Medical Examiner. Purchases typically include items such as scientific equipment used by pathologists and forensic scientists and information technology equipment specifically used to support the functions of the Office of the Medical Examiner. This project previously included vehicles; however, they will now be purchased through the new CP 1138, Vehicles for Med-Legal and Forensic Sciences.

Justification

New and replacement equipment is required to support investigations, maintain accreditation, comply with regulations, and stay current with technological advances in pathology and forensic sciences.

Status

The proposed capital program includes funding as requested by the Medical Examiner, which, in the aggregate, is \$175,000 less than the previously adopted capital program.

Total Appropriated:	\$1,220,500	Appropriation Balance:	\$15,397
----------------------------	--------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$1,568,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,568,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$122,640. Over the life of an 18-year bond this totals \$2,207,514.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$335,000	\$435,000	\$335,000	\$435,000	\$435,000
2016	\$350,000		\$427,000	\$427,000	\$427,000
2017	\$362,000		\$443,000	\$443,000	\$443,000
2018	\$0		\$213,000	\$213,000	\$213,000
SY	\$696,000		\$485,000	\$485,000	\$485,000
Total	\$1,743,000		\$1,903,000	\$2,003,000	\$2,003,000

Issues for Consideration

Almost all the items intended for purchase through this project are replacements for equipment at the end of its useful life; the one exception is a new digital microscope camera for the crime laboratory with greater magnification and resolution not previously available on conventional microscopes. This item is scheduled for purchase in 2018. The average age of all equipment to be replaced through this project is 14 years. According to the Federal Office of Management and Budget, most of this equipment has a useful life of 8 to 10 years. Because the County uses and retains equipment well past its useful life, the equipment is typically no longer supported by the manufacturer, and its software becomes unsupported as well, which increases operating costs, decreases residual value, and leads to increases in delays in sampling and investigations when equipment is inoperable.

The proposed program allows the Medical Examiner to replace equipment before it becomes problematic. Additionally, the upgrades to Liquid Chromatograph Mass Spectrometry from Gas Chromatograph Mass Spectrometry proposed in 2016 and in 2017 provide additional drug detection capability at lower detection thresholds using a safer testing methodology.

The additional \$100,000 scheduled in the 2015 Modified Capital Budget will facilitate replacement of a 14 year old Liquid Chromatograph Mass Spectrometer (LC/MS), with a Liquid Chromatograph Mass Tandem Spectrometer (LC/MS/MS). This instrument can analyze post-mortem cases; a single LC/MS cannot.

Budget Review Office Recommendations

The Budget Review Office concurs with the funding for this project as proposed.

1132CF16

EXISTING					
Project Number:	1133	Executive Ranking:	59	BRO Ranking:	61
Project Name:	RENOVATIONS TO SURROGATE'S COURT				
Location:	Riverhead County Center, Southampton	Legislative District:	2		

Description

Phase II - Renovations of Surrogate's Court include replacing the central HVAC system, electrical upgrades, fire suppression sprinkler system, energy efficient lighting, replacing ceiling tiles and bathroom renovations to comply with ADA regulations.

Justification

This project continues the renovations of the Riverhead County Center into the Surrogate's Court wing of this public building. The intended renovations are essential to modernize the security station, comply with fire codes, bring the lavatory accommodations in line with ADA regulations, improve lighting, and decrease annual heating, ventilation and air conditioning expenditures.

Status

Phase II planning and design commenced in January 2013 and is anticipated to be complete by the end of December 2016. There is an appropriation balance of \$39,576 for unforeseen planning and design cost overruns.

The next stage of Phase II will be construction. Based on the funding schedule in the Adopted 2015-2017 Capital Program it is anticipated to commence in April 2017, and be completed by the end of June 2018. According to DPW, although funding is available in 2015, Phase II construction cannot commence until the total estimated cost of \$2.2 million is appropriated.

Delays in construction funding have impeded the advancement of Phase II.

The proposed capital program defers previously adopted construction funding of \$700,000 from 2016 to 2017. The Department requested the advancement of construction funding of \$800,000 from 2017 to 2016.

Total Appropriated:	\$200,000	Appropriation Balance:	\$39,576
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

Energy savings are anticipated in the Surrogate's Court wing as a result of mechanical/electrical renovations.

The proposed capital program includes \$1,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$117,321. Over the life of an 18-year bond this totals \$2,111,780.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000
2016	\$700,000		\$1,500,000	\$0	\$1,500,000
2017	\$800,000		\$0	\$1,500,000	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$2,200,000		\$2,200,000	\$2,200,000	\$2,200,000

Issues for Consideration

DPW indicated in 2013 that delaying construction beyond the start of 2014 would increase construction costs for renovating this wing of the building. As a result of delays, the project cost was increased by \$200,000 in the Adopted 2015-2017 Capital Program. Continuing to delay this project will likely result in additional cost escalation.

Based on site visits and discussions with DPW, the majority of the \$2.2 million in construction funding is necessary for replacing the failing 60+ year old HVAC system and required electrical upgrades. If the HVAC system fails in this section of the Riverhead County Center, the Surrogate's Court hearing room, office space, public areas, and the Public Administrator's Office would no longer have heating, ventilation, and air conditioning.

Budget Review Office Recommendations

To avert potential court building closure, avoid possible cost overruns and realize savings in energy bills, we recommend advancing \$1.5 million for construction from 2017 to 2016, as requested by DPW.

EXISTING					
Project Number:	1136	Executive Ranking:	59	BRO Ranking:	51
Project Name:	DISTRICT ATTORNEY CASE MANAGEMENT SYSTEM				
Location:	Countywide	Legislative District:	All		

Description

This project provides for a case management system named JUSTWARE to track defendants prosecuted from the time of arrest to sentencing. The system will collect data on co-defendants, court events, the disposition of charges, and sentencing information. Phase II of the project will provide for additional supporting equipment, document management, imaging and archiving.

Justification

The system will streamline current operations and improve communication with the courts and the Police Department while addressing storage issues by imaging and archiving records.

Status

The responsibility for the implementation of this project, as well as keeping the current system working, was shifted to the Department of Information Technology (DoIT) in 2011 for additional oversight and technical management. The District Attorney's IT unit is handling the day-to-day installation of the system with the consultant.

Phase I, which was for the consultant to configure the system with data conversion, "went live" in December of 2012. The system is currently functioning effectively and the DA would like to proceed with Phase II, which would require additional funding to be appropriated.

Funding for Phase II, includes the scanning/imaging, routing, archiving of records, the purchase of equipment, refreshing the server and training. While they are delineated as two separate phases, Phase II is a continuation of Phase I that will add new features. The District Attorney's Office requested \$100,000, which is a decrease of \$50,000 from the Adopted 2015-2017 Capital Program, in 2016 and \$275,000 in 2017 to supplement Phase II. The Proposed 2016-2018 Capital Program eliminates all funding from 2016 through 2018 and schedules \$275,000 in SY.

This funding was removed because there is an appropriation balance of \$908,887 for this project. The DA has agreed to utilize this funding in lieu of the previously adopted funds scheduled in 2015, 2016 and 2017.

Total Appropriated:	\$2,350,000	Appropriation Balance:	\$908,887
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

Maintenance and licensing fees for the JUSTWARE system will be \$172,000 annually and an additional \$28,500 in annual maintenance and licensing fees will be required for the Application Program Interface (API) that will provide support and upgrades. If the system is functional, these costs should be offset by an increase in productivity.

The proposed capital program includes \$275,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$275,000 were borrowed at once, the estimated average annual fiscal impact

to the operating budget for debt service payments is \$21,509. Over the life of an 18-year bond this totals \$387,160.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$150,000	\$0	\$100,000	\$0	\$0
2016	\$150,000		\$100,000	\$0	\$0
2017	\$275,000		\$275,000	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$275,000	\$0
Total	\$575,000		\$475,000	\$275,000	\$0

Issues for Consideration

A reliable defendant/case tracking system has been considered for the DA for many years dating back to CJIS. Moving forward, the State will begin requiring that electronic records be maintained to expedite cases through communications that are more efficient, improving case tracking and record keeping.

Budget Review Office Recommendations

- The Budget Review Office believes that the appropriation balance of \$908,887 should be sufficient to complete this project and therefore the \$275,000 in SY can be removed. If the DA requires additional funding for CP 1136 it can be requested at a later date.
- If the entire \$275,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$21,509. Over the life of an 18-year bond this totals \$387,160.

1136|016

NEW			
Project Number:	1138	Executive Ranking:	56
		BRO Ranking:	51
Project Name:	VEHICLES FOR MED-LEGAL INVESTIGATIONS AND FORENSIC SCIENCES		
Location:	Building C487, Hauppauge	Legislative District:	12

Description

This new project will fund the ongoing replacement of vehicles for the Office of the Medical Examiner.

Justification

These vehicles are used to respond to crime scenes, DWI blood draw requests, and death pronouncements. Morgue vehicles purchased within this project are used to transport human remains.

Status

This is a new project in the Proposed 2016-2018 Capital Program. Vehicles for the Office of the Medical Examiner were previously purchased in CP 1132, Equipment for Med-Legal Investigations and Forensic Sciences. The previously adopted capital program includes \$90,000 in 2015 for two vehicles within CP 1132. Funding of \$85,000, for two vehicles, was appropriated in CP 1132 in 2014.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$455,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$455,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$35,587. Over the life of an 18-year bond this totals \$640,573.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$125,000	\$125,000	\$45,000
2017	\$0		\$50,000	\$50,000	\$130,000
2018	\$0		\$225,000	\$225,000	\$175,000
SY	\$0		\$55,000	\$55,000	\$105,000
Total	\$0		\$455,000	\$455,000	\$455,000

Issues for Consideration

There are a total of eight vehicles requested for replacement in the proposed capital program. The table below describes the vehicles.

Office of the Medical Examiner Proposed Vehicle Replacements				
Replacement for:	Use	Current (2015)	Proposed Year of Replacement	Expected Mileage at Replacement
1999 Ford E250 Cargo Van	Crime Scene Investigations	111,700	2016	136,700
2007 Ford Escape	Forensic Investigations	104,000	2016	119,000
2006 Honda Accord Hybrid	Chief Medical Examiner's Vehicle	106,000	2016	121,000
2008 Chevrolet Suburban	Mortuary Vehicle	88,000	2017	128,000
2007 Chevrolet CC500 Utility Van	Crime Scene Investigations	19,290	2018	<i>Replacement Based on Engine Hours</i>
2012 Ford Escape	Forensic Investigations	50,000	2018	110,000
2010 Chevrolet 2500LS	Mortuary Vehicle	68,000	2018	125,000
2011 Chevrolet Suburban	Mortuary Vehicle	74,315	SY	130,000

As shown above three vehicles are scheduled for replacement before they are likely to reach 125,000 miles. Replacement of these vehicles could be deferred from the proposed replacement schedule by one year. Note that that replacement of the 2007 Utility Van in 2018 is based on the vehicle's engine hours and not mileage; it is used to support nighttime crime scenes and typically supports lighting and tool use with its engine constantly running. The Office also noted that the backup to that vehicle, the 1999 Ford Van scheduled for replacement in 2016, is in poor condition.

Budget Review Office Recommendations

- Defer \$80,000 in serial bond funding for equipment from 2016 to 2017 to assure maximum useful mileage from the Forensic Investigations vehicle and the Chief Medical Examiner's vehicle scheduled for purchase in 2016 in the proposed capital program.
- Defer \$50,000 in serial bond funding for equipment from 2018 to SY to assure maximum useful mileage from the Forensic Investigations vehicle scheduled for purchase in 2018 in the proposed capital program.

***General Government Support: Elections
(1400)***

EXISTING					
Project Number:	1459	Executive Ranking:	42	BRO Ranking:	42
Project Name:	IMPROVEMENTS TO BOARD OF ELECTIONS				
Location:	Yaphank	Legislative District:	3		

Description

This project provides for the construction of a 6,500 square foot extension for new office space at the Board of Elections (BOE) building in Yaphank as well as extensive renovations to existing office space. Improvements include, but are not limited to: new doors, windows, mechanical systems, lighting, fire alarm and sprinkler systems, and electrical upgrades.

Justification

Electrical and mechanical systems at the Board of Elections are nearing, or are at, the end of their useful lives. Improvements and alterations are needed to extend the life of the building while providing a safe professional atmosphere for Board of Elections employees. The building extension will alleviate crowding and increase storage and staging spaces.

Status

The Adopted 2015-2017 Capital Program included \$4.5 million in SY; \$3.3 million for the construction of a 6,500 square foot extension to the front of the building to provide additional office space and \$1.2 million for the construction of a 7,500 square foot warehouse extension to store privacy booths. The Board of Elections is no longer requesting the warehouse extension, but requested that the \$3.3 million for the construction of the office extension be advanced to 2017. BOE requested an additional \$330,000 for planning in 2016 because previously appropriated funding was closed out by Resolution No. 1070-2014, which was sponsored by the Capital Budget Debt Reduction Committee. The Proposed 2016-2018 Capital Program includes the planning and construction funds, but in SY.

Total Appropriated:	\$1,750,000	Appropriation Balance:	\$533,565
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$3,630,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,630,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$283,917. Over the life of an 18-year bond this totals \$5,110,508.

The addition of 6,500 square feet of space to the Board of Elections building would increase utility expenses, but these costs may be offset by upgrading older mechanical and electrical systems with more energy efficient replacements.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$330,000	\$0	\$330,000
2017	\$0		\$3,300,000	\$0	\$3,300,000
2018	\$0		\$0	\$0	\$0
SY	\$4,500,000		\$0	\$3,630,000	\$0
Total	\$4,500,000		\$3,630,000	\$3,630,000	\$3,630,000

Issues for Consideration

According to the Board of Elections, a 6,500 sq. ft. extension is necessary to accommodate its 123 employees. The existing deficiency in office space has forced BOE staff into warehouse space, which does not provide employees with appropriate workstations. The problem is compounded because the building is also lacking in storage and space to stage and prepare election equipment. Space management issues have been exacerbated since the County replaced its mechanical lever machines with the mandated HAVA compliant machines. The new machines not only have a larger foot print than the old machines, but they require separate privacy booths. The 6,500 square foot warehouse extension completed at the end of 2008 has allowed BOE to store the voting machines onsite; however, the privacy booths are stored in rented space. This arrangement complicates logistics and results in storage costs to the County as well as additional transportation expenses associated with shipping privacy booths from the storage facility to the Board of Elections before they can be transported with the voting machines to the polling places. The Board of Elections is working with DPW to reprogram existing space after the office extension is complete in an attempt to store as many privacy booths as possible at the Board of Elections building in Yaphank, reducing or eliminating approximately \$60,000 in annual storage costs.

The office extension phase of this project has been included in the previous seven capital programs, but has been delayed several times. The following chart shows the scheduling of the extension construction since the Adopted 2009-2011 Capital Program.

Board of Elections Office Extension	
Capital Program	Construction Phase Scheduled
Adopted 2009-2011	SY
Adopted 2010-2012	2012
Adopted 2011-2013	2012
Adopted 2012-2014	2013
Adopted 2013-2015	2015
Adopted 2014-2016	2015
Adopted 2015-2017	SY
Proposed 2016-2018	SY

Postponement of the office extension phase has also delayed much needed improvements to the existing building because DPW has advised that it would be more cost effective and less disruptive to coordinate these improvements with the construction of the extension. If the Legislature is committed to the building extension, we recommend advancing funding as requested, allowing

construction to move forward concurrently with the replacement of failing windows, electrical wiring, and mechanical systems. Otherwise, remove the funding from the capital program and the Board of Elections will limit improvements to existing office space with previously appropriated funds. The condition of the existing building will continue to worsen and costs for repairs will increase the longer the work is deferred.

Budget Review Office Recommendations

If the Legislature is committed to the proposed office extension, we recommend advancing \$330,000 for planning from SY to 2016 and \$3.3 million for construction from SY to 2017, as requested by BOE, to coordinate the construction with critical improvements to the existing structure.

I459BP16

***General Government Support:
Shared Services (1600, 1700, 1800)***

EXISTING					
Project Number:	1616	Executive Ranking:	60	BRO Ranking:	62
Project Name:	FUEL MANAGEMENT/PREVENTIVE MAINTENANCE AND PARTS INVENTORY CONTROL SYSTEM				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the purchase and installation of fuel management and inventory control systems for the County's fleet garages, fuel sites, underground storage tanks and fleet inventory. Advancement of this project is to comply with the Suffolk County Department of Health Services, New York State Department of Environmental Conservation and Environmental Protection Agency regulations.

Justification

Proper maintenance and required upgrades to the County's fuel systems ensure that the County meets SCDHS, DEC, EPA, and Article 6 standards. Maintaining these safety standards is critical to cost avoidance from fines and emergency repairs.

Status

This is an ongoing project that includes installing new fuel management systems, piping, fuel dispensers, manholes, islands, canopies, fire suppression materials, and alarm systems. The completion of the upgrading of the Commack Fueling Facility is anticipated in 2015. DPW's funding request reflects their schedule for upgrading the fueling facility at West Sayville Golf Course in 2016, and the Centereach Highway Yard in SY.

DPW requested \$250,000 for construction in 2016 and SY, as previously adopted. The Proposed 2016-2018 Capital Program defers \$250,000 from 2016 to 2017.

Total Appropriated:	\$4,025,000	Appropriation Balance:	\$2,012,426
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The Proposed Capital Program includes \$500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$39,107. Over the life of an 18-year bond this totals \$703,927.

Upgrading these systems to comply with federal, State and local codes will prevent the imposition of fines and guard against the need for costly remediation resulting from system failures.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$250,000		\$250,000	\$0	\$0
2017	\$0		\$0	\$250,000	\$250,000
2018	\$0		\$0	\$0	\$0
SY	\$250,000		\$250,000	\$250,000	\$250,000
Total	\$500,000		\$500,000	\$500,000	\$500,000

Issues for Consideration

Safeguarding the environment should be a priority when scheduling funds for capital projects such as this. These upgrades must be accomplished in a judicious manner to prevent the County from being fined by federal, State and local regulatory agencies for non-compliance with current regulations. Additionally, the expenses associated with the planned improvements could be negligible compared to remediation costs the County might incur if repairs are not made.

The substantial uncommitted appropriation balance for this project is anticipated to be adequate to address existing sites previously identified and to address unplanned requirements as they are discovered.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

1616Mun16

EXISTING					
Project Number:	1623	Executive Ranking:	56	BRO Ranking:	56
Project Name:	ROOF REPLACEMENT ON VARIOUS COUNTY BUILDINGS				
Location:	Countywide	Legislative District:	All		

Description

This project provides ongoing funding to repair and replace roofing on various County buildings as the existing roofs reach the end of their useful lives.

Justification

This project should reduce costs associated with emergency roof repairs. Where feasible, additional insulation and roof vents are integrated into a roof repair and/or replacement to assist in lowering energy consumption.

Status

The following roofs were addressed in 2014: Health building in Farmingville at \$272,750; DA's building in Hauppauge (repair) at \$101,571; Health modular building in Hauppauge at \$84,500; Cornell Cooperative 4H building in Yaphank at \$53,428; Shinnecock Locktender building at \$25,461; County Farm Main Barn in Yaphank at \$24,175; and Children's Shelter in Hauppauge (repair) at \$5,485.

In 2015, DPW has programmed roof work at the Hauppauge Legislature Building at \$300,000 and miscellaneous facilities Countywide as required at \$300,000.

DPW requested construction funding as previously adopted in 2016 at \$500,000; 2017 at \$500,000; and SY at \$750,000; and an additional \$500,000 in 2018. The Proposed 2016-2018 Capital Program includes funding as requested.

DPW's projected roof repair/replacement schedule with requested construction funding amounts are as follows: H. Lee Dennison at \$500,000 in 2016, H. Lee Dennison at \$500,000 in 2017, the Old Infirmary building at \$500,000 in 2018, and the Old Infirmary building at \$500,000 in 2019. DPW has indicated that 2016 to SY funding will also address miscellaneous County facilities as required.

Total Appropriated:	\$2,025,000	Appropriation Balance:	\$404,835
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$2,250,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$175,982. Over the life of an 18-year bond this totals \$3,167,670.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
2016	\$500,000		\$500,000	\$500,000	\$500,000
2017	\$500,000		\$500,000	\$500,000	\$500,000
2018	\$0		\$500,000	\$500,000	\$500,000
SY	\$750,000		\$750,000	\$750,000	\$750,000
Total	\$2,350,000		\$2,850,000	\$2,850,000	\$2,850,000

Issues for Consideration

The County is responsible for maintaining over 200 roofs encompassing over 930,000 square feet in the aggregate.

DPW's annual updated roofing schedule addresses roofing requirements in greatest need first. A complete roof replacement is required for the H. Lee Dennison building and for the Old Infirmary building. The proposed capital program schedules \$750,000 for construction in SY to address miscellaneous County roofing requirements as necessary.

DPW's 2014 estimated cost to replace the Old Infirmary's roof was \$2.5 million. The Proposed 2016-2018 Capital Program does not reflect the additional \$1.5 million that will be necessary in 2020 and 2021 to complete the replacement of the Old Infirmary's roof. As subsequent capital programs are advanced, this funding will be requested.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

1623Mun16

EXISTING					
Project Number:	1643	Executive Ranking:	59	BRO Ranking:	61
Project Name:	IMPROVEMENTS TO COUNTY CENTER C-001, RIVERHEAD				
Location:	Riverhead County Center, Southampton	Legislative District:	2		

Description

Improvements to the Riverhead County Center are further advanced through Phase III, which includes upgrades to the building's mechanical and electrical systems not addressed under Phase I and II. Phase III includes, but is not limited to, replacement of the south wing main HVAC air handling unit, replacement of the health clinic's two rooftop HVAC units, ductwork, electrical upgrades, and extension of the DC building control system to the south wing.

Justification

The Riverhead County Center is 60 years old and the building's south wing mechanical and electrical systems are past their projected serviceable lifecycles. If the south wing HVAC air handling unit were to fail, the County's health clinic and other offices at this site would be without suitable heating, ventilation, and air conditioning for a prolonged time. Replacement of these mechanical and electrical systems is anticipated to reduce heating and cooling operating expenditures similar to Phase II. The useful life of this public building will be extended.

Status

Phase III planning was scheduled in 2014 in the Adopted 2013-2015 Capital Program, but was deferred to 2015 in the Adopted 2014-2016 Capital Program. The Adopted 2015-2017 Capital Program retained \$250,000 in planning funds in 2015 and scheduled \$2.5 million for construction in 2016. DPW requested funding for the upcoming capital program as previously adopted, for Phase III. If funded as requested, DPW expects to complete construction by the end of 2017. The proposed capital program defers \$2.5 million for construction from 2016 to 2017.

Total Appropriated:	\$34,520,000	Appropriation Balance:	\$321,402
----------------------------	---------------------	-------------------------------	------------------

Impact on Operating Budget

DPW reported Phase II renovations decreased the heating and cooling loads by approximately 33% due to new facades, upgraded insulation, and new HVAC air handling units and controls. Phase III improvements to the south wing are anticipated to further reduce annual heating and cooling expenditures.

The proposed capital program includes \$2,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$195,535. Over the life of an 18-year bond this totals \$3,519,634.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
2016	\$2,500,000		\$2,500,000	\$0	\$2,500,000
2017	\$0		\$0	\$2,500,000	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$2,750,000		\$2,750,000	\$2,750,000	\$2,750,000

Issues for Consideration

To date, the County has appropriated more than \$34.5 million under Phases I and II to renovate the Riverhead County Center. Not including CP 1133, Renovations to Surrogate's Court, Phase III is the final major renovation phase of the Riverhead County Center. The current building systems to be replaced under Phase III are past their expected useful life cycles. Delaying this project delays expected savings from energy cost avoidance and increases the probability of cost overruns.

Budget Review Office Recommendations

In order to maintain environmentally appropriate interior space conditions for medical service delivery and assist in further reducing the heating and cooling operating expenditures of this major public building, the Budget Review Office recommends advancing \$2.5 million for construction from 2017 to 2016 as previously adopted.

1643Mun16

EXISTING					
Project Number:	1647	Executive Ranking:	Discontinued	BRO Ranking:	64
Project Name:	EMERGENCY GENERATORS COUNTYWIDE				
Location:	To be determined	Legislative District:	To be determined		

Description

This project funds the purchase and installation of emergency backup generators and switchgear for various departments. The project combined the old Capital Project 4008, which provided for generators at two of the County's Family Health Centers, with 2014 requests by Social Services and Civil Service.

Justification

The severe weather events of autumn 2012 and the severe winters of 2013-2014 and 2014-2015 reinforced the need for backup power at certain critical County facilities. Power outages during and after these various storms compromised the County's ability to treat patients at healthcare facilities; to process applications for emergency assistance; and to continue typical day to day business immediately after power outages. Computer equipment is often damaged as a result of these outages; automatic switchover to backup generators prevents much of that damage.

Status

The Adopted 2015-2017 Capital Program included \$5 million in SY for this project with FEMA aid as the funding source. No request was received for this project, and no department submitted a request for additional emergency power within the scope of this project. The project was discontinued in the proposed capital program with the notion that funding for generators will now come out of CP 1737, Major Building Systems Equipment. However, no funding for emergency generators or for switchgear appears to have been added to that project.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

This program was discontinued in the proposed capital program.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$5,000,000		\$0	\$0	\$0
Total	\$5,000,000		\$0	\$0	\$0

Issues for Consideration

The need for easily available back-up at critical locations has been demonstrated more than once in the last three years. An earlier emergency generator project, CP 4008, for the County's health centers, was discontinued because of the intention to transition the health centers from County control. Although that transition will likely be completed by the end of 2015, Suffolk County has retained ownership or leasehold on all of its former health center sites, and continues to pay for utilities at these sites as well; CP 4008 was incorporated into CP 1647, along with requests for generators needed to continue operations at other non-public safety departments, such as Social Services and Civil Service. Permanent generators located at any Social Services location may be problematic; all of our Social Services locations are in leased facilities, which may complicate bonding.

BRO has in the past recommended the purchase of large portable generators to reduce the total cost of backup generator purchasing. However, this alternative would still require installation of switchgear at buildings to be supported.

Budget Review Office Recommendations

We concur with the discontinuation of this project in the proposed capital program until the County conducts a more deliberate assessment of emergency power generation needs for non-public safety and non-emergency management functions.

I647CF16

EXISTING					
Project Number:	1659	Executive Ranking:	44	BRO Ranking:	43
Project Name:	ENERGY CONSERVATION & SAFETY IMPROVEMENTS TO THE H. LEE DENNSION BUILDING				
Location:	Hauppauge	Legislative District:	12		

Description

This project continues the modernization of the H. Lee Dennison Building. Phase IV includes the replacement of the building's emergency generator, re-circuitry feeders in the main switchboard to better balance the electrical loads and other miscellaneous improvements. Phase V is to address the concrete degradation of the building's plaza.

Justification

Various County departments stationed within the H. Lee Dennison Building are integral to the County's disaster preparedness and recovery. The building's emergency generator has failed. In April of 2013 the building experienced a power loss on three lower floors. The Long Island Power Authority was called in to restore power. This impacted the operations of various County departments including the Suffolk County Traffic and Parking Violations Agency. Several outside public areas around the H. Lee Dennison Building, such as the main plaza, retaining walls and walkways are experiencing concrete degradation, which if not corrected, will create an unsafe pedestrian passage for County workers and the public.

Status

Phase IV construction commenced in May of 2013 and is estimated to be completed by the end of 2015.

Phase V construction (concrete work) was scheduled to commence in 2016 but was advanced to 2014, and began under CP 1678 Rehabilitation of Parking Lots, Sidewalks, Drives and Curbs at Various County Facilities and is estimated to be completed by the end of 2015 under this project.

The Proposed 2016-2018 Capital Program removes \$100,000 for construction in 2016 and 2017 for phase V as requested by DPW.

Total Appropriated:	\$3,065,000	Appropriation Balance:	\$2,284,059
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The Proposed 2016-2018 Capital Program does not include any additional funding for this project (2016-2018 and SY).

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
2016	\$100,000		\$0	\$0	\$0
2017	\$100,000		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$300,000		\$100,000	\$100,000	\$100,000

Issues for Consideration

The H. Lee Dennison Building is now considered an integral part of the County's disaster preparedness and recovery strategy. Phase IV includes the installation of a backup generator and electrical infrastructure capable of supplying power to operate the H. Lee Dennison Building off the grid for an extended period of time. The \$100,000 scheduled in 2015 will be used to complete Phase V. The \$100,000 previously scheduled for this effort in 2016 and 2017 for Phase V is no longer required. The proposed capital program removes \$100,000 for construction in 2016 and 2017 as requested by DPW

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

I659Mun16

EXISTING					
Project Number:	1664	Executive Ranking:	70	BRO Ranking:	70
Project Name:	ENERGY CONSERVATION AT VARIOUS COUNTY FACILITIES				
Location:	Countywide	Legislative District:	All		

Description

This program is intended to reduce energy consumption in Suffolk County facilities by incorporating energy saving features into new designs, major renovations, and other related upgrades. This program is implemented independent of other resources, but leverages financial and equipment incentives offered by LIPA, National Grid, NYSERDA, NYPA, and others.

Justification

Energy prices remain volatile and subject to influences beyond the County's ability to control. In addition to funding unplanned energy efficiency upgrades, this project facilitates proactive investment in energy efficiency at County facilities. This self-directed County initiative provides for carefully planned projects that can be priority ranked based on a Return on Investment (ROI) – as well as other considerations – and is the most cost effective way for the County to mitigate annual expenditures for energy used at County buildings.

Status

This project funds the implementation of energy efficiency upgrades at various County facilities and also funds the installation of renewable energy and related technologies.

The proposed capital program includes a total of \$8.1 million scheduled as zero funding in 2016, \$2,025,000 in 2017 and in 2018, and \$4,050,000 in SY (all for construction). Funding of \$2.96 million previously scheduled in 2016 is deferred to later years. Overall, the proposed funding is \$805,000 less than the Adopted 2015-2017 Capital Program, but equal to the total funding requested by the Department. Most of the changes defer spending with decreases of \$4,025,000 in the first year of the program (2016 proposed minus 2015 adopted) and \$935,000 in the second year, which are offset by increases of \$105,000 in the third year and \$4,050,000 in SY.

In context to recurring annual increases in LIPA/PSEG LI electric rates (2014 through 2018) actual expenditures for Light, Power and Water (4020) across all funds were approximately \$28.1 million in 2013, \$1.9 million below the County's peak recorded expenditures for energy of approximately \$30.1 million in 2008. Payments for electricity (approximately 80%) and natural gas (approximately 10%) represent nearly all expenditures from Light, Power and Water.

Aggressive funding for this project by the Legislature has facilitated measured and verified reductions in energy use that yield recurring annual savings in operating expenditures for energy, net of debt service for the project costs. In fact, 2013 expenditures for energy were mitigated by approximately \$5 million in avoided costs secured by implementing energy efficiency upgrades through this capital project. For selected Suffolk County large volume energy consuming facilities, the cumulative savings in expenditures for electricity and natural gas since 2008 is approximately \$19.6 million.

Supplementing direct energy savings are recurring annual maintenance cost savings of approximately \$1 million and avoided costs secured through the energy efficiency upgrades that resulted in fuel switching from fuel oil to natural gas. Including the discounted cost of natural gas compared to fuel oil, the cumulative savings/avoided costs for energy in 2013 were approximately \$11.5 million.

The cumulative result of the County's ongoing energy efficiency initiative has been the reduction of energy use by greater than 30% in targeted buildings and recurring annual savings/avoided direct energy and maintenance costs of approximately \$6 million. Sample projects include, but are not limited to the installation of high efficiency condensing gas boilers at the W.H. Rogers, H. Lee Dennison, and other stand-alone buildings. Projects at the County's landmark facilities include high efficiency boilers and lighting upgrades at the Cohalan Court Complex and a satellite boiler project at the Riverhead County Complex. The demonstrated success of those projects has influenced similar investments (and savings) at the Bergen Point Wastewater Treatment facility.

To reduce expenditures for electricity this project has facilitated the installation of non-electric cooling, and combined heat and power (CHP) projects (aka co-generation) that will produce electricity and reduce hot water load on boilers. An existing example of the anticipated CHP

benefits is a successful project completed at the Medical Examiner's Building in 2006 that consistently provides a modest supply of electricity and sufficient waste heat that the boilers are not run during the summer months.

In addition to physical plant improvements, an expanding number of County facilities are currently involved in a measurement and verification (M&V) initiative that includes real-time monitoring of electric and natural gas meters, and web-based remote monitoring of Building Management Systems (BMS) across the County. Measurement of actual system performance verifies that anticipated savings are actually realized. The M&V effort better manages energy use and also help the County to better manage cash flow related to persistent utility billing issues, including but not limited to erroneous overcharges and/or billing cycles of many months at a time that are difficult or impossible to unwind.

Despite the documented success of energy efficiency improvements completed at various County facilities, in our view, recommended capital budgets have not adequately supported building on that success. In fact, this project has been targeted as an offset for other capital projects and appropriation of project funds have not always been early enough in the year to facilitate timely completion of projects (i.e. purchasing equipment for air conditioning projects in the fall for installation during the winter/spring months, that won't secure savings until the following summer). While appropriation of funds has improved since 2013, the 2016 proposed capital budget reverses that trend and defers spending from 2016 to later years.

Projects that would be initiated in 2015 and completed if previously adopted 2016 funding was available, are projected to realize recurring annual savings (that would be scheduled with requested funding for 2016-2018) of approximately \$1.4 million, net of debt service, with a simple payback of approximately four years and a combined return on investment of 25%.

Aggressive funding of this project in recent years has been principally provided through the Legislature. That support has facilitated a wide variety of efficiency improvements that have resulted in measurable and verifiable recurring annual savings, typically in excess of the first year annual debt service for the bonded investment. In addition to funding provided in the capital program, the County's investment in energy efficiency has been augmented with significant utility rebates. Utility rebates secured thus far from both LIPA and National Grid total more than \$4.3 million.

Total Appropriated:	\$25,101,091	Appropriation Balance:	\$1,831,589
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$8,100,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$8,100,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$633,534. Over the life of an 18-year bond this totals \$11,403,613.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$4,025,000	\$4,025,000	\$4,025,000	\$4,025,000	\$4,025,000
2016	\$2,960,000		\$4,350,000	\$0	\$4,572,272
2017	\$1,920,000		\$1,850,000	\$2,025,000	\$1,743,816
2018	\$0		\$750,000	\$2,025,000	\$1,225,000
SY	\$0		\$1,150,000	\$4,050,000	\$1,108,816
Total	\$8,905,000		\$12,125,000	\$12,125,000	\$12,674,904

Issues for Consideration

Energy commodity prices have tumbled since last summer but markets remain volatile and subject to many influences beyond the County's ability to control that could lead to higher prices. In addition, proposed increases in the price of electricity necessitate that the County continue to reduce its use of power. As such, we advise against deferring funding for energy efficiency initiatives that deliver significant recurring annual savings in operating expenditures for energy.

In context to the ongoing electric utility issues faced across the region, and especially due to the County's ongoing fiscal difficulties, a more aggressive pursuit of energy efficiency improvements would better serve the County's need to secure operating cost reductions in the near-term than was conceived in the proposed capital program.

Reducing electric demand at individual facilities is the best strategy for consumers to mitigate those same costs. Consistent with that objective, Budget Review has worked collaboratively with the Department of Public Works to identify savings opportunities. Suffolk County facilities are typical in many ways of all commercial buildings, in that they represent a target rich environment for those looking to make energy efficiency improvements. Funding for this project has made it possible to implement an aggressive energy efficiency plan that has already delivered significant reductions in electric demand, but significant opportunities for savings still abound.

Self-directed measures to improve the energy use profile of Suffolk County facilities, and facilities where the County is engaged in long-term leases, is the best way to achieve recurring savings related to expenditures for energy. The value to Suffolk County taxpayers is evident in the significant return on investment (net of debt service) already secured and documented, and in the projected return on investment of the projects that could be completed if funding were provided.

The significant reductions in expenditures for energy that have resulted from investment in energy efficiency improvements funded through this project in recent years are a great credit to Suffolk County, and, in fact, lauded by many in both the municipal and private sectors.

The following recommendations will help to ensure continued near-term gains to secure avoided operating costs. In context to the proposed project list and other issues noted above, the Budget Review Office recommends that the Legislature adopt the proposed changes to the capital program noted below.

Budget Review Office Recommendations

- The Budget Review Office recommends a net increase of \$549,904 to the proposed capital program by adding \$4,572,272 in 2016, reducing funding by \$281,184 in 2017, reducing funding by \$800,000 in 2018, and reducing funding by \$2,941,184 in SY, all funds for construction, which also front loads much of the funding to take advantage of energy savings.

- If the entire \$549,904 in serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$43,010. Over the life of an 18-year bond this totals \$774,184.

1664JS16

EXISTING					
Project Number:	1665	Executive Ranking:	55	BRO Ranking:	56
Project Name:	DECOMMISSIONING AND DEMOLITION OF COUNTY FACILITIES				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding for demolition and removal of hazardous, obsolete and severely damaged County buildings and structures.

Justification

The County has various buildings and structures that have been identified as unrepairable, unsafe or in hazardous condition. This is partially a result of the County acquiring property with structures in place that have been neglected, sustained fire damage, or experienced some other catastrophic event. Additionally, the County has various structures that have fallen into disrepair, due to age and lack of preventive maintenance. It is essential that the County remove these buildings and structures to protect public health and the environment.

Status

The Bavarian Inn in Ronkonkoma and the Kramer House in Mastic were addressed in 2014. The removal of these buildings improved the aesthetics of these local communities and protected the groundwater, the Lake Ronkonkoma ecosystem, and the wetlands of Sheep Pen Creek.

Several other structures have been identified for demolition/removal, including the old radio towers in the Hauppauge North Complex and the Yaphank Complex (2015), the Consumer Affairs building in the Hauppauge North Complex (2016) and the DWI modular building at the Yaphank jail site (2017).

The Proposed 2016-2018 Capital Program adds \$100,000 in 2018 for construction, as requested by the Department. This funding is consistent with previous requests.

Total Appropriated:	\$155,000	Appropriation Balance:	\$94,842
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$400,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$400,000 were borrowed at once, the estimated average annual fiscal impact

to the operating budget for debt service payments is \$31,286. Over the life of an 18-year bond this totals \$563,141.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
2016	\$100,000		\$100,000	\$100,000	\$100,000
2017	\$100,000		\$100,000	\$100,000	\$100,000
2018	\$0		\$100,000	\$100,000	\$100,000
SY	\$100,000		\$100,000	\$100,000	\$100,000
Total	\$400,000		\$500,000	\$500,000	\$500,000

Issues for Consideration

Counties in New York State that have comparable programs, where buildings have fallen into disrepair and have been taken due to unpaid real property taxes, include in the County investment both the outstanding real property tax due and the site's total remediation expenditures. When these real property sites are sold, the revenue from the land sale is used to reimburse the municipality for outlays of real property taxes and expenditures associated with site remediation. This capital project is broader in scope, as it includes County buildings where there are no outstanding real property taxes due and the site remediation expenditures will not be reimbursed from land sales.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

I665Mun16

EXISTING					
Project Number:	1678	Executive Ranking:	46	BRO Ranking:	59
Project Name:	REHABILITATION OF PARKING LOTS, SIDEWALKS, DRIVES AND CURBS AT VARIOUS COUNTY FACILITIES				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the rehabilitation of parking lots, sidewalks, drives, curbs and basins at various County facilities.

Justification

Proper maintenance and repairs reduce further deterioration that would require costly reconstruction. This project will eliminate hazardous conditions and reduce the risk of injuries and the County's liability exposure.

Status

This is an ongoing infrastructure maintenance program. Annual proposed locations are subject to change as infrastructure in greatest need of restoration is advanced forward. Sites are advanced as funding permits. Resolution No. 1007-2014 appropriated \$1 million for this project. Funding would be used at a number of locations. Due to the wide-ranging scope of rehabilitation efforts associated with this project from curbing to paving, and varied site locations and size, and the level of work to be completed, it may require multiple years to complete a site. A portion of funding included in the Adopted 2015 Capital Budget may be used as an offset for a different capital project, requiring DPW to prioritize its rehabilitation schedule.

The Department of Public Works has identified the following sites for rehabilitation efforts:

2015: 1st and 3rd Police Precincts, Yaphank County Complex, Commack/Southold/Hampton Bays Highway Facilities, and Ronkonkoma Train Station

2016: 5th Police Precinct, Cohalan Court Complex, Ronkonkoma and Deer Park Train Stations, North County Complex, and Cornell Cooperative Extension

2017: H. Lee Dennison Building, North County Complex, and Various County Facilities

2018: Ronkonkoma Train Station, and Various County Facilities

The Proposed 2016-2018 Capital Program decreases construction funding by \$500,000 in 2016 and 2017 and advances \$1 million from SY to 2018. DPW requested increased funding of \$2 million for construction in 2016 and 2017, an additional \$500,000 for planning in 2016, an additional \$7.5 million for construction in 2018, and an increases of \$3 million in SY.

Total Appropriated:	\$4,750,000	Appropriation Balance:	\$1,389,594
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$5,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$5,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$391,070. Over the life of an 18-year bond this totals \$7,039,267.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$1,500,000	\$1,000,000	\$1,500,000	\$1,000,000	\$1,000,000
2016	\$1,500,000		\$4,000,000	\$1,000,000	\$1,000,000
2017	\$1,500,000		\$3,500,000	\$1,000,000	\$1,000,000
2018	\$0		\$7,500,000	\$1,000,000	\$1,000,000
SY	\$3,000,000		\$6,000,000	\$2,000,000	\$2,000,000
Total	\$7,500,000		\$22,500,000	\$6,000,000	\$6,000,000

Issues for Consideration

The majority of the County's parking lots, sidewalks, drives and curbs are original from the 1970s and have had only minor repairs since constructed, over 40 years ago. Many of these parking lots, due to their age, deferred renovation, and severe weather conditions, are currently in need of restoration. DPW has reported that due to delayed action, the necessity to renovate these sites has increased along with the estimated cost. DPW's requested cost increases are associated with evaluating and designing the Ronkonkoma Train Station, resurfacing parking lots with solar panels, materials, and infrastructure failures.

The Budget Review Office recognizes the funding allocation constraints the County is presently encountering and the pressure to reduce previously adopted funding for capital projects. Based on discussions with Department of Public Works, the proposed funding will require DPW to prioritize infrastructure restoration in greatest need first.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

1678Mun16

EXISTING					
Project Number:	1681	Executive Ranking:	32	BRO Ranking:	58
Project Name:	UPGRADING COURT MINUTES APPLICATION				
Location:	Countywide	Legislative District:	All		

Description

This project entails the upgrading of the existing court minutes application, by consolidating and web-enabling all court databases to comply with mandatory electronic filing requirements set forth by the New York State Office of Court Administration. The following databases are to be included in this update: indexes of oaths, requisitions, resolutions, requests for judicial interventions, Suffolk County Assessments Review Petition System (SCARPS), notes of issue, jury demands, stipulations, court and trust fund transfers, notice of appeals, subpoenas, stipulation of settlements, motion and cross motions, pulled files, and military and fire personnel exemptions. As this project is advanced the application will be developed further, enabling the interface and exchange of data between New York State and Suffolk County. The higher ranking given by BRO (58) than the Executive (32) is attributed to this project being mandated.

Justification

The public, title industry, and legal community will be better served as the project will allow viewing the data in real time from a single point of access. The County Clerk's operating cost for document

supplies and storage are anticipated to be reduced as this project is phased in and sustained improvements to workflow are anticipated.

Status

Due to New York State mandates related to proposed e-filing requirements, the County Clerk first requested this project in 2011 Resolution No. 315-2015 appropriated \$75,000 for planning in connection with this project.

The County Clerk's Office has reported as of January 2015 that 41% of all court documents submitted to the Office are now transmitted electronically resulting in an improved workflow process and reducing the requirement for additional storage space for official documents. The Clerk anticipates that by the end of 2015 the electronic submittal rate for all court documents will reach 50%. The Office's \$75,000 request for 2016 is to proceed with expanding the types of court documents that can be submitted to the County Clerk's Office electronically. The Proposed 2016-2018 Capital Program includes this funding as requested.

Total Appropriated:	\$150,000	Appropriation Balance:	\$44,483
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$75,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$75,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$5,866. Over the life of an 18-year bond this totals \$105,589.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
2016	\$0		\$75,000	\$75,000	\$75,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$75,000		\$150,000	\$150,000	\$150,000

Issues for Consideration

This upgrade of the court minutes application system will allow the general public to view the indexed data in real time from a single point of access and will allow for data consolidation to reduce duplicated data. The completion of the upgrade will fulfill the New York State requirement for the County to accept court records electronically. This project is integrated with CP 1751, Optical Disk Imaging System and CP 1758, Real Property Integrated Land Information System. It is important that these three projects are advanced in synchronization to assure compliance with mandatory electronic filing requirements and to advance operating efficiencies.

BRO recommends that if additional funding is necessary for fundamental system software development for this project beyond 2017, it should be addressed through the operating budget.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

1681Mun16

EXISTING					
Project Number:	1706	Executive Ranking:	68	BRO Ranking:	65
Project Name:	REPLACEMENT/CLEAN UP OF FOSSIL FUEL, TOXIC & HAZARDOUS MATERIAL STORAGE TANKS				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the removal, replacement, up-grade and cleanup associated with the County's storage tanks containing fossil fuels and other toxic and hazardous materials.

Justification

The majority of replacement and/or cleanup work is mandated by Article 12 of the Suffolk County Sanitary Code; Title 6, Parts 230, 613, and 614 of the NYS Code of Rules and Regulations; and Title 40 of the Code of Federal Regulations. The County is responsible for the cleanup costs of storage tank leaks on County-owned property.

Status

DPW reports that, with minor exceptions, the removal and/or replacement of storage tanks associated with this project have been completed. The focus of this project will now be the removal of obsolete tanks as detected that were not originally reported to DPW, the cleanup of sites where spills / leaks have been discovered and the development of a central monitoring system to monitor County fueling facilities and remote sites to be in compliance with federal, State and local regulations.

Resolution No. 47-2015 appropriated \$100,000 for construction. Sites identified are the former Bavarian Inn and the Hauppauge Fueling Facility. The Proposed 2016-2018 Capital Program adds \$250,000 for construction in 2018 as requested by DPW and \$250,000 in SY, which is \$100,000 less than requested.

Total Appropriated:	\$1,420,000	Appropriation Balance:	\$152,014
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$1,050,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,050,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$82,125. Over the life of an 18-year bond this totals \$1,478,246.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
2016	\$200,000		\$200,000	\$200,000	\$200,000
2017	\$100,000		\$100,000	\$100,000	\$100,000
2018	\$0		\$250,000	\$250,000	\$250,000
SY	\$250,000		\$600,000	\$500,000	\$500,000
Total	\$650,000		\$1,250,000	\$1,150,000	\$1,150,000

Issues for Consideration

The County has addressed the majority of the identified storage tanks requiring remediation. Requested 2016 to 2018 funding will address emerging tank remediation and SY funding of \$600,000 is for a central monitoring system. The Proposed 2016-2018 Capital Program provides 2016 to 2018 funding as requested, and includes \$500,000 of the \$600,000 for the central monitoring system to monitor all major County storage tanks that contain fuel, toxic and/or hazardous material.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

1706Mun16

EXISTING					
Project Number:	1710	Executive Ranking:	51	BRO Ranking:	51
Project Name:	INSTALLATION OF FIRE, SECURITY AND EMERGENCY SYSTEMS AT COUNTY FACILITIES				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the installation and/or replacement of fire alarm/detection, carbon monoxide detection, fire sprinklers and security systems at various County facilities. The project addresses existing building systems that do not satisfy current fire alarm/detection codes and safety requirements. This project also covers upgrading and replacing uninterrupted power supply systems and components in various County buildings.

Justification

This project is necessary to comply with fire safety codes and protect the health and safety of the general public, County employees, and County assets.

Status

In 2014 DPW replaced a generator at the Suffolk County Police Marine Bureau in Great River and installed parking lot security cameras at the Arthur M. Cromarty Court Complex in Southampton.

Resolution No. 295-2014, known as the Steve Nelson Safety Act, required the installation of carbon monoxide detectors at County facilities in three phases. The first phase is for buildings 100,000 square feet or more, the second phase is for buildings with square footage less than 100,000 square feet but more than 20,000 square feet, and the third phase is for buildings with less than 20,000 square feet.

Resolution Number No. 49-2015 appropriated \$450,000 for the installation of fire, security and emergency systems at various County facilities and for Phase I of carbon monoxide detector installation.

DPW requested \$1.1 million for construction in 2016; \$700,000 for Phase II carbon monoxide detector installation and \$400,000 for various County buildings requiring safety equipment upgrades. DPW requested \$1.05 million for construction in 2017; \$605,722 for Phase III carbon monoxide detector installation and \$444,278 for various County buildings requiring safety equipment upgrades. The \$470,000 for construction requested by DPW in 2018 is for miscellaneous safety equipment upgrades countywide. SY funding is for fire alarm and UPS installations at the Medical Examiner building in Hauppauge.

The proposed capital program includes \$750,000 for construction in each year from 2016 to 2018 and \$500,000 for construction in SY, which is significantly more than previously adopted, but \$370,000 less than requested by DPW.

Total Appropriated:	\$2,389,273	Appropriation Balance:	\$554,138
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$2,750,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,750,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$215,089. Over the life of an 18-year bond this totals \$3,871,597.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000
2016	\$500,000		\$1,100,000	\$750,000	\$750,000
2017	\$400,000		\$1,050,000	\$750,000	\$750,000
2018	\$0		\$470,000	\$750,000	\$750,000
SY	\$571,400		\$500,000	\$500,000	\$500,000
Total	\$1,921,400		\$3,570,000	\$3,200,000	\$3,200,000

Issues for Consideration

This project addresses various building safety deficiencies for the protection of human life and County assets. The primary safety objective of this project in 2016 and 2017 is compliance with the regulation time table set forth in the Steve Nelson Safety Act. The Proposed 2016-2018 Capital Program provides sufficient funds to install carbon monoxide detectors as required, but the proposed funding schedule will require DPW to reprioritize other fire and security system upgrades based on need and the availability of funds.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

1710Mun16

EXISTING					
Project Number:	1715	Executive Ranking:	70	BRO Ranking:	70
Project Name:	RIVERHEAD COUNTY CENTER POWER PLANT UPGRADE				
Location:	Riverhead County Center	Legislative District:	2		

Description

The Riverhead County Center Power Plant provides (backup) power and chilled water for cooling of the occupied space in the County Center Building, Criminal Courts, and the Correctional Facility. It has been in continuous service since 1960 (with a major upgrade in 1975). This project funds ongoing maintenance and improvements at the Riverhead County Center Power Plant.

Justification

The Riverhead Power Plant is approximately 54 years old and requires continuous maintenance to ensure efficient operation of complex energy systems.

Status

Projects at the site have focused primarily on improvements relating to the electrical systems and the central cooling facilities, including construction of a new cooling tower, new water pumps, and a new chiller. Previous improvements have contributed to greatly enhanced control of energy systems, providing additional savings and significantly improved occupancy comfort. The annual savings attributable to these upgrades are approximately 680,133 therms and \$1.3 million (57%).

The Riverhead County Center Power Plant remains the central distribution point for air conditioning and electric service to the entire complex. As part of the electric service, the plant also houses three standby generators and associated switchgear necessary for emergency power for the entire complex. The Proposed 2016-2018 Capital Program includes \$250,000 for construction

in SY as requested by the Department of Public Works, to continue the installation of electric and water service sub-meters for individual buildings.

The Department of Public Works and the Budget Review Office have worked collaboratively for several years to formulate a long-term plan designed to achieve immediate energy savings and better ensure long-term efficacy of energy systems at the entire Riverhead complex. The next phase of that plan includes the installation of electric and water service sub-meters for the individual buildings, which will enable the County to monitor and regulate consumption. Individual Reduced Pressure Zone valves have been installed on segregated distribution pipes. DPW expects to complete installation of electric and water sub-meters (Phase I) during 2016 for an estimated cost of \$325,000. Assuming only a ten percent annual savings, DPW estimates related annual energy savings of approximately \$217,317, for a simple payback of 1.5 years and a return on investment of approximately 67%. Subsequent sub-meter projects are intended to include significant downstream electric loads within each building on the complex and will facilitate measurement and verification of major systems performance and related costs.

Total Appropriated:	\$4,850,000	Appropriation Balance:	\$1,158,353
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$250,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$19,554. Over the life of an 18-year bond this totals \$351,963.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$250,000	\$250,000	\$250,000
Total	\$2,000,000		\$2,250,000	\$2,250,000	\$2,250,000

Issues for Consideration

Suffolk County purchases power from LIPA for the Riverhead County Center campus and distributes it through two banks of switchgear to an electrical power loop that serves the County Center, Criminal Courts, the Jail and the Power House. The Power House itself, which contains campus air conditioning, is only currently capable of being powered from one (the older) bank of switchgear. If this switchgear were to fail, the campus buildings could be served but would have no summertime air conditioning. The switchgear in question was manufactured in 1956 and has exceeded its expected useful life. Although it is still operational, its serviceability is questionable, and DPW has recommended replacement for several years.

There are three standby generators located in the Riverhead County Center Power Plant that would provide electricity to the complex if utility service was lost. Two and sometimes three generators are needed to provide emergency power for the Riverhead campus. These generators need to share the combined building load, and this requires that the electrical current produced from the three generators be synchronized – or the generators and associated components could

experience a catastrophic failure. The special electronic switchgear that does this is 27 years old and no longer supported by its manufacturer. Without its proper operation, only one emergency generator can operate. A single generator could potentially provide power to the Jail, but not the County Center or Criminal Courts.

The generator synchronizing gear is the higher priority since full service to the Jail is not certain and the complex will lose nearly all operations capability at both the Criminal Courts Building and Riverhead County Center in the event of a utility power failure. This equipment is quite complex and has two main failure points relating to both ability to bring the generators into phase for common output to the property, and the ability of system components to communicate between the Power House and the campus facilities. A malfunction in either of these two critical operations should be expected to result in overall failure of the system to function as needed, and many of the system components are no longer readily available.

All design work is completed for these two switchgear projects and sufficient funding is in place. The Department expects the combined replacement to be bid-out this summer and, owing largely to extended lead-time on equipment, project completion is anticipated by summer 2016.

Electric service to the Riverhead Complex remains a significant contributor to annual expenditures for energy from Light, Power & Water (4020). As part of the ongoing collaboration between Budget Review and the Department of Public Works, the Department is evaluating several alternatives that would reduce peak electric “demand” charges at the site. Those alternatives include but are not limited to: modifications to the central cooling plant in the Power House that could result in decentralization of the chillers (similar to the satellite boiler project), thermal storage for air conditioning (to make ice or cold water during overnight hours to reduce peak period demand charges), and/or battery storage that would also be charged during overnight hours and/or with renewable electric generation.

Budget Review anticipates that the estimated costs and related benefits of the alternatives noted above could be known before the end of 2015, and suggests that potential projects be considered as part of the next capital budget cycle.

Budget Review Office Recommendations

The Budget Review Office agrees with the recommended funding for this project.

1715JS16

EXISTING					
Project Number:	1724	Executive Ranking:	62	BRO Ranking:	41
Project Name:	IMPROVEMENTS TO WATER SUPPLY SYSTEMS				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding for the upgrade of water systems throughout County facilities to ensure a safe source of potable water. The project includes the replacement of wells with public water supply as required. The project also installs reduced pressure zone valves (RPZ).

Justification

The installation of RPZ valves is a mandated requirement of the New York State Department of Health and the Suffolk County Water Authority (SCWA) in order to protect the public water supply from contamination.

Status

In 2015 DPW will install reduced pressure zone valve equipment at the BOMARC site in Westhampton at an estimated cost of \$70,000. DPW will also begin the upgrading of fire hydrants at the North Hauppauge Complex, and other sites, to SCWA specifications, at an estimated cost of \$40,000. When upgrades are complete, the County plans to transfer ownership of the water supply infrastructure to the SCWA.

DPW's 2016 to SY plan is to address aging water supply infrastructure where necessary countywide and to continue upgrading the fire hydrants in the North Hauppauge Complex. DPW requested, and the proposed capital program includes, an additional \$200,000 for construction in 2018 for these efforts.

Total Appropriated:	\$930,000	Appropriation Balance:	\$231,809
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$39,107. Over the life of an 18-year bond this totals \$703,927.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000
2016	\$100,000		\$100,000	\$100,000	\$100,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$200,000	\$200,000	\$200,000
SY	\$200,000		\$200,000	\$200,000	\$200,000
Total	\$460,000		\$660,000	\$660,000	\$660,000

Issues for Consideration

The requested funding is primarily to upgrade various County-owned water supply infrastructure to SCWA standards to enable the County to transfer ownership of the improved water supply infrastructure to SCWA. DPW's expectation is the transfer of ownership would reduce the County's liability, if the water supply infrastructure (hydrant) were to malfunction during an emergency, such as a fire. Although no local legislation has been adopted or introduced for the transfer of ownership, planned improvements are anticipated to strengthen the safety of the County's potable water supply.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed capital program presentation for this project.

1724Mun16

EXISTING					
Project Number:	1726	Executive Ranking:	44	BRO Ranking:	44
Project Name:	FIBER CABLING NETWORK AND WAN TECHNOLOGY UPGRADES				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding to refresh and upgrade Suffolk County's Wide Area Network (WAN)/Local Area Network (LAN) infrastructure. There are a significant number of County network switches and routers which have already reached their end-of-life (EOL), and over the next four years, all network hardware in the County will either be at the end of its lease or EOL. The majority of the equipment is located in the Hauppauge, Riverhead and Yaphank datacenters; however, network devices in every County site will need to be replaced. To ensure the integrity of the WAN, a phased approach to equipment replacement with current technology will offer the County a managed approach to growth and improve existing County services.

Justification

The entire County WAN is nearing the end of its useful life and the Department of Information Technology (DoIT) asserts that existing projects and new hardware and software requirements demand increased data transfer performance, additional functionality, higher capacity and improved technology. The Department believes it is more cost effective to own network switches and routers rather than lease them, and due to the existing equipment's age and condition, it is more useful to replace the EOL devices with new switches and routers rather than purchase the leased equipment the County has in operation now. This project enhances the WAN to provide increased performance for the Department's current plans of Disaster Recovery (CP 1729), Globally Managed Network Protection and Security (CP 1807), Police surveillance upgrades, Legislative meeting video broadcasts and the implementation of wireless access points in several

County locations. All equipment purchased will provide higher speeds to staff desktops and will have the capability to process Voice over Internet Protocol (VoIP) telecommunications.

Moreover, DoIT stresses that the network's core switches in the Hauppauge, Riverhead and Yaphank datacenters require a redesign and equipment refresh, as they too are at the end of their useful life and it is difficult to upgrade components in these devices to handle the network's need for increased bandwidth. New core switches will provide redundant connectivity across the entire WAN that ensures proper expansion and integration of network applications into the County's infrastructure, as well as the ability to automatically reroute a failed or terminated connection. Currently the Department must manually redirect network traffic if a stoppage occurs. The County's current network core switches have been identified by DoIT as a limiting factor to growth as other necessary WAN improvements, upgrades and expansion advance. The Department emphasizes that a refresh of the core switches in each of the three datacenters is required for the expansion of the network's virtual machine (VM) environment and aid in the successful implementation of a stable Virtual Desktop Infrastructure (VDI). A virtual desktop is the practice of hosting a desktop operating system within a VM running on a centralized server.

Status

The Proposed 2016-2018 Capital Program includes \$ 2,382,000 for this project, which is \$718,000 less than the Department's request. In addition, the Department indicated that an additional \$750,000 is needed in 2015. The Adopted/Modified column in the proposed capital program shows the County Executive's intent to amend the 2015 Adopted Capital Budget to provide an additional \$322,000. The remaining \$428,000 would need to come from additional capital offsets or from the Department's operating budget. DoIT emphasizes that ample financing for this project is not only essential in maintaining a stable and viable Countywide network for its personnel, but it is a necessity for the growth and development of multifaceted applications and projects that rely on an expanding, up-to-date WAN. Without sufficient funding, further purchases would need to pass through the Department's operating budget rather than postponing vital compulsory network infrastructure upgrades.

To date, appropriated funds from previous years have been spent on replacing the most essential WAN switches and routers that have reached their EOL and are no longer covered under a CISCO SMARTnet support agreement. Over the next four years there will be a need to replace over one hundred and forty currently leased switches and routers as they too reach their end of useful life and will not be covered under the CISCO agreement. Work is also continuing with the replacement and upgrade to the County's existing Dark Fiber Triangle, the principal cable connections that traverse between and throughout the Hauppauge, Riverhead and Yaphank campuses. Furthermore, the Department has commenced implementation of the wireless access point (AP) aspect of this project in FRES, Probation, H. Lee Dennison and Legislature buildings, with proposed future AP deployment in the public locations of the County Clerk and Treasurer in the Riverhead County Center.

Under a phased approach starting in 2014, DoIT began replacing datacenter fiber cabling and redesigning the network's core switch infrastructure, starting with the County's main datacenter at Building 50 in Hauppauge. This current core switch is over-taxed by ongoing WAN/LAN upgrades; a new design will provide redundancy for the other two County core switches and make available a more sustainable foundation for future network growth. In the years 2015-2017, DoIT expects to complete the Riverhead and Yaphank core switch redesign facet of this capital project, which will make all three compatible with, and elevated to, the same standard as each other. The Riverhead core switch redesign is significant because the County's Disaster Recovery program exists in that

location, and the Yaphank core switch redesign is important because public safety resides in that environment.

Total Appropriated:	\$2,478,000	Appropriation Balance:	\$569,234
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$2,382,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,382,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$186,306. Over the life of an 18-year bond this totals \$3,353,507.

The Proposed 2016-2018 Capital Program states that this project will have a positive operating budget impact by reducing repair costs to the old system and enabling the addition of sites and users in an organized manner.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$250,000	\$572,000	\$1,000,000	\$572,000	\$1,000,000
2016	\$500,000		\$1,250,000	\$720,000	\$1,250,000
2017	\$500,000		\$1,000,000	\$812,000	\$1,000,000
2018	\$0		\$850,000	\$850,000	\$850,000
SY	\$0		\$0	\$0	\$0
Total	\$1,250,000		\$4,100,000	\$2,954,000	\$4,100,000

Issues for Consideration

The County currently contracts with Presidio, in Hauppauge, as its Internet Service Provider (ISP), but this company does more than just provide a connection to the internet. Through the Network Operations Center (NOC), Presidio aids County DoIT personnel in the monitoring, managing and upgrading of the WAN infrastructure at a cost of \$389,000 annually; with the current three year contract expiring in May of 2016. The NOC is responsible for providing a viable, stable network and maintains its up-time. This arm of the company is heavily involved in the network core switch redesign and upgrade that falls under the scope of this project.

Another branch of Presidio utilizes its Security Operations Center (SOC) to provide network security solutions to the County at a monthly rate of \$8,704; with the five year term of this current contract set to expire in September of 2015. DoIT intends to employ the SOC for a penetration assessment study under the scope of CP 1807, Globally Managed Network Protection and Security.

Budget Review Office Recommendations

- In light of the importance and necessity for improving and modernizing all WAN/LAN sites which process and move County workload data, as well as a network core switch infrastructure that support key projects, such as, Disaster Recovery (CP 1729) and Globally Managed Network Protection and Security (CP 1807), BRO recommends funding this project as requested by the Department. Add \$530,000 for equipment in 2016 and \$188,000 for equipment in 2017.

- If the entire \$718,000 in serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$56,158. Over the life of an 18-year bond this totals \$1,010,839.

1726CAF16

EXISTING					
Project Number:	1729	Executive Ranking:	31	BRO Ranking:	28
Project Name:	SUFFOLK COUNTY DISASTER RECOVERY				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding for the purchase of hardware and software necessary to protect critical departmental applications currently operating in the Department of Information Technology (DoIT) data centers, in an environment that supports disaster recovery (DR). The architecture consists of server consolidation and virtualization to efficiently use system resources, Storage Area Network (SAN) expansion to accommodate real time data replication to a remote location, hardware support to access remote systems and consolidated management and monitoring of all systems. The design provides for restoration of critical application services and data for all involved County departments in the event of an emergency.

Justification

A major catastrophe, countywide disaster, or an extended business interruption would adversely affect critical County services and have a negative financial impact on the County. The ability to restore and resuscitate critical services from an off-site disaster recovery location is a fundamental requirement and a necessary functionality of any efficient datacenter or IT facility. This project seeks to implement the needed infrastructure, equipment, tools, and DR plan to support the transfer and relocation of critical data, applications and services between the Hauppauge and the Riverhead datacenters. This project will ensure that the County's data and applications are safeguarded and viable after a major emergency.

Implementation of this project is occurring in two phases:

Phase I - The procurement and installation of necessary hardware and software that will furnish the Hauppauge and Riverhead datacenters with a viable and stable DR environment to protect critical applications running in the DoIT building 50 location. Server consolidation and virtualization, along with SAN expansion, is important at this stage to manage the inclusion of data and applications from other County departments.

Phase II - Continue the purchase and installation of equipment associated with required upgrades to the County's Wide Area Network (WAN) DR infrastructure due to increased power demands,

bandwidth needs and security concerns. This phase continues with hardware and software acquisitions for both datacenters to provide resources for the inclusion of additional data and applications as more County departments join the DR environment.

Although implementation does not provide for live, on-demand cut-over business continuity of data and application services, DoIT has indicated that next-business day recovery will be achieved for most County departments, which still provides for a significant and solid backup redundancy. However, the DR program does include an automatic failover business continuity portion that encompasses e-mail, financial management (IFMS), payroll and internet connectivity only so as to maintain service and consistency of these daily activities without stoppage.

Status

The Proposed 2016-2018 Capital Program provides \$1,055,800 less than the Department requested. DoIT has utilized previously appropriated funds to implement a large part of Phase I and emphasizes the need to move forward with Phase II purchases. The Department stresses that the project would progress, albeit at a slower pace, if financing is reduced as proposed by the Executive. DoIT maintains that purchases would need to pass through its operating budget rather than postponing critical infrastructure upgrades necessary to the success of the DR environment.

County departments currently incorporated in the DR program that have migrated their critical applications and data to the Hauppauge datacenter include Civil Service, Consumer Affairs, Economic Development and Planning, Executive, Health Services, Information Technology, Labor, Licensing and Consumer Affairs, Law, Parks, Public Works and Real Property Tax Service Agency; while the Medical Examiner and Social Services will join shortly. The Police Department intends to slowly integrate only its virtualized desktop infrastructure (VDI) into the DR program and DoIT has utilized approximately \$368,000 of this project's appropriated funds for the County Clerk to maintain its own DR environment in the Riverhead datacenter. VDI is the practice of hosting a desktop operating system within a virtual machine (VM) running on a centralized server. Audit and Control is in the planning phase with the Department for inclusion in to the project. The District Attorney, FRES, Legislature, Police (except VDI), Probation and Sheriff have implemented their own DR plan.

Additionally, the Department expresses an interest in exploring the prospect of entering into a Memorandum of Understanding (MOU) with several Suffolk County towns, as well as Suffolk County Community College (SCCC), to join this project by connecting fiber cable to the County WAN from town and college locations. This link would be of great benefit to the County during times of emergency; County personnel will be able to access critical systems and data from an increased number of remote Suffolk County sites. The Department states it is in the planning phase with the Town of Brookhaven and has begun discussions with SCCC regarding this matter.

Total Appropriated:	\$3,000,000	Appropriation Balance:	\$53,485
----------------------------	--------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$1,160,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,160,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$90,728. Over the life of an 18-year bond this totals \$1,633,110.

The proposed capital program maintains that the impact on the Operating Budget will be positive in that monetary savings will be realized as a result of the coordination of systems moving from individual departments to a centralized location within DoIT, thus, eliminating duplicative services.

However, the Budget Review Office (BRO) foresees some of the attained savings in operating expenses offset by increased expenditures for hardware and software licensing and support agreements as these systems must also be maintained in the remote location.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$250,000	\$492,000	\$1,470,000	\$492,000	\$492,000
2016	\$500,000		\$770,400	\$680,000	\$770,400
2017	\$500,000		\$915,400	\$240,000	\$915,400
2018	\$0		\$530,000	\$240,000	\$530,000
SY	\$0		\$0	\$0	\$0
Total	\$1,250,000		\$3,685,800	\$1,652,000	\$2,707,800

Issues for Consideration

The Department affirms that replication of data and applications between Hauppauge and Riverhead nodes have been tested and are viable. Still, for the DR plan to be ultimately successful, replication across the WAN must routinely occur without major impediments and service interruptions. In addition, the WAN must have sufficient bandwidth and latency times within an acceptable range. Thus, the availability of the WAN must be assured as an essential requisite of the replication process; and phase II of the project accomplishes this.

The Department affirms it is proceeding with the second phase as planned as funding becomes available. This stage of the project calls for upgrades to the Hauppauge and Riverhead DR power rooms, increased processing and storage capacity in both datacenters, additional software licensing, uninterruptible power supply (UPS) upgrades and additional electrical power components for the WAN and other County departments. This project will also require the Department to carry out an assortment of network improvements to support the increased network traffic, such as, redesigning WAN switches for proper traffic routing, the purchase of load balancing hardware and security appliances, running redundant dark fiber cables and implementation of Exagrid and Veeam backup and storage solutions to manage and control data traffic moving into the County's datacenter DR sites.

Another important aspect as part of an ongoing expansion and modernization of the server and storage DR infrastructure is the Department's strategy to purchase blade servers capable of operating at a 40 Gigabyte (GB) local area network (LAN) speed. Many of the County's existing blade servers are incapable of functioning at this higher speed and are approaching their end-of-life stage. These new blades will be more powerful and contain more memory to support additional application deployments being requested by County departments as they integrate into this project. The Department also intends to upgrade the DR storage disks to a Compellent SAN environment which provides the system with an ability to encrypt data while at rest on the disk. Currently, data encryption only occurs as it moves through the network.

In the years ahead, DoIT intends to move toward the deployment of equipment necessary to support countywide desktop virtualization. This environment will allow for server centralized management of the user desktop experience where scaled-down computers could serve as terminals to the virtual desktop system, thus saving money on the procurement of more powerful desktops and workstations. To accommodate this change to network environments across all County departments, DoIT emphasizes a need to be prepared with a robust and stable DR infrastructure.

In light of the importance and necessity for restoration of critical application services and data in the event of an emergency and with the inclusion of additional departments and applications, as well as, Brookhaven and SCCC, the Budget Review Office recommends that funding for this capital project be maintained in 2015 as the Executive recommends but be increased to the funding level requested by the Department for 2016-2018.

Budget Review Office Recommendations

- The Budget Review Office recommends adding \$90,400 in 2016, \$675,400 in 2017 and \$290,000 in 2018, all for equipment.
- If the entire \$1,055,800 in serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$82,578. Over the life of an 18-year bond this totals \$1,486,412.

1729CAF16

EXISTING			
Project Number:	1732	Executive Ranking:	67
		BRO Ranking:	67
Project Name:	REMOVAL OF TOXIC AND HAZARDOUS BUILDING MATERIALS AND COMPONENTS AT VARIOUS COUNTY FACILITIES		
Location:	Countywide	Legislative District:	All

Description

This project provides for the removal of toxic and hazardous materials from County buildings. Materials to be removed include chlorofluorocarbons (CFCs) used in air-conditioning and refrigeration units, halomethane (Halon) used in fire suppressant systems, polychlorinated biphenyl (PCBs), asbestos, and lead paint. This project includes the replacement of the materials removed with non-hazardous materials.

Justification

This work is required under the Clean Air Act to safeguard the health and safety of County employees, the public, and the environment.

Status

DPW reports major CFC, Halon and asbestos work has been completed; the necessity for additional removal and disposal of toxic and hazardous materials is anticipated, as the County advances construction projects.

Resolution No. 51-2015 appropriated \$100,000 for construction. Main sites identified are the Children's Shelter wing of Building 16 in the Hauppauge North County Complex and the Hog House located at the Suffolk County Farm in Yaphank, for asbestos abatement.

The following tables reflect DPW's completed work and requested funding:

Bldg.#	2014 Sites	DPW Estimated Cost
	Training	\$23,000
C0180	Vanderbilt Mansion	\$12,950
C0508	Yaphank Farm Recycling Building	\$23,320
	Air/Bulk Sampling (Various Locations)	\$9,900
Total		\$69,170

Bldg.#	2016-2018 Sites	DPW Estimated Cost
	Training	\$30,000
C0011	Board of Elections	\$280,000
	Air/Bulk Sampling (Various Locations)	\$20,000
	Misc. Bldgs.	\$100,000
Total		\$430,000

Bldg.#	2015 Sites	DPW Estimated Cost
C0859	Yaphank Hog House	\$30,000
C0016	Children's Shelter	\$50,000
	Air/Bulk Sampling (Various Locations)	\$20,000
Total		\$100,000

Bldg.#	SY Sites	DPW Estimated Cost
	Training	\$30,000
Total		\$30,000

The Proposed 2016-2018 Capital Program includes additional construction funding of \$100,000 in 2016, \$50,000 in 2017 and \$100,000 in 2018 and deletes \$30,000 in SY for planning. DPW requested increased construction funding of \$200,000 in 2016 and \$50,000 in 2018, and \$30,000 for planning in 2017.

Total Appropriated:	\$3,190,000	Appropriation Balance:	\$180,825
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$400,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$400,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$31,286. Over the life of an 18-year bond this totals \$563,141.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
2016	\$100,000		\$300,000	\$200,000	\$200,000
2017	\$50,000		\$80,000	\$100,000	\$100,000
2018	\$0		\$50,000	\$100,000	\$100,000
SY	\$30,000		\$30,000	\$0	\$0
Total	\$280,000		\$560,000	\$500,000	\$500,000

Issues for Consideration

Planning funds of \$30,000 requested, but not included, in 2017, and \$30,000 for planning deleted in SY was for County employees to be trained and certified by New York State in the removal of toxic and hazardous building materials. As this funding is primarily for selected personnel in the Department of Public Works to maintain their license status, it is more appropriate to be funded through the operating budget.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation for this project.

1732Mun16

EXISTING					
Project Number:	1737	Executive Ranking:	45	BRO Ranking:	54
Project Name:	REPLACEMENT OF MAJOR BUILDINGS OPERATIONS EQUIPMENT AT VARIOUS COUNTY FACILITIES				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the planned cyclical replacement of mechanical equipment and building systems that have reached the end of their useful life cycle, as well as emergency replacement of mechanical equipment, which cannot be anticipated, including HVAC, electrical, and plumbing systems.

Justification

Funding is required for replacement of building equipment that has reached the end of its useful life cycle. Modern, more efficient equipment will provide energy savings. Not replacing major building equipment that has reached its end of life cycle exposes County services to delivery disruptions.

Status

The following tables reflect DPW's completed and requested funding for equipment requirements:

Locations	2014 Projects	Amount
Shinnecock Lockhouse	Generator	\$167,000
2 nd Precinct	ATS Switch	\$71,000
DPW Headquarters	Damper Replacement	\$34,000
Custodial Warehouse	Boiler Replacement	\$34,000
Firematics	Air Conditioning	\$18,000
Total		\$324,000

Locations	2015 Projects	Amount
FRES Building	Emergency Generator Replacement	\$400,000

Location	2016 Project	Amount
2 nd Precinct	Replacement Chillers	\$225,000
3 rd Precinct	Replacement Chillers	\$225,000
Total		\$450,000

Location	2017 Project	Amount
Police Headquarters	Electric Service Upgrade	\$500,000

Location	2018 Project	Amount
Police Headquarters	Replacement Chillers	\$500,000

Location	SY Project	Amount
Cohalan Complex	Cooling Tower Replacement	\$300,000
Police Headquarters	Replacement Chillers	\$200,000
DPW Headquarters	Replacement HVAC	\$200,000
Total		\$700,000

The Proposed 2016-2018 Capital Program includes an additional \$250,000 in 2017 and \$500,000 in 2018 for construction, as requested by the Department. This funding is consistent with previous requests to address the replacement of major building operations equipment, and DPW's projected equipment replacement needs.

Total Appropriated:	\$750,000	Appropriation Balance:	\$218,902
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$2,150,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,150,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$168,160. Over the life of an 18-year bond this totals \$3,026,885.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
2016	\$450,000		\$450,000	\$450,000	\$450,000
2017	\$250,000		\$500,000	\$500,000	\$500,000
2018	\$0		\$500,000	\$500,000	\$500,000
SY	\$700,000		\$700,000	\$700,000	\$700,000
Total	\$1,800,000		\$2,550,000	\$2,550,000	\$2,550,000

Issues for Consideration

The \$218,902 appropriation balance in this project is necessary to address unanticipated Countywide emergency replacements of mechanical equipment, which can include major HVAC, electrical, and plumbing systems, and unforeseen cost overruns.

If appropriately sized, the energy cost reductions from newer more efficient building operating equipment is estimated to partially offset increases in debt service over the life of the equipment. There could be further expenditure avoidance if the rate per kilowatt and/or decatherm used by this equipment increases over the life of the equipment.

Based on DPW cost estimates and equipment replacement schedule, requested funding plus an estimated appropriation balance of \$218,902 should be sufficient to replace identified mechanical equipment in 2016, 2017, 2018 and SY. Although the list of discontinued projects in the proposed capital program indicates that funding for generators (previously CP 1647) would come out of this project, no additional funding is included for that purpose for the period 2016-SY.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

1737Mun16

EXISTING					
Project Number:	1738	Executive Ranking:	54	BRO Ranking:	56
Project Name:	MODIFICATIONS FOR COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT				
Location:	Countywide	Legislative District:	All		

Description

This project provides for building modifications to County facilities to allow easy access for people with disabilities. The project will provide parking, accessible doors, offices, toilet facilities, elevators and other modifications to accommodate the special needs of handicapped individuals.

Justification

The Americans with Disability Act of 1990 Title II developed design standards and programs for accessibility for individuals with disabilities related to government owned and managed buildings, sites and transportation. In 1991 the first set of ADA design standards were published. In 2010 an updated revised set of ADA design standards were issued to address new construction, applicable after March 15, 2012. This capital project funds compulsory capital improvements for ADA compliance.

Status

DPW has scheduled the following ADA modifications in 2015 with existing appropriations:

- \$50,000 for the reconstruction of building entrances and \$100,000 for renovated public restrooms at the Suffolk County Department of Labor building in the North County Complex in Hauppauge

- \$15,000 for curb ramps, parking signage, and striping at the DoIT Building in the North County Complex in Hauppauge
- \$30,000 for curb ramps, parking signage, and striping at the Riverhead County Center

The Proposed 2016-2018 Capital Program includes this project as requested by DPW, at an \$850,000 increase compared to the previously adopted capital program. The proposed capital program includes \$350,000 for planning to update the ADA Compliance Reports in 2016 and \$200,000 in 2017, 2018, and SY for construction to make modifications identified by the report.

Total Appropriated:	\$675,000	Appropriation Balance:	\$217,904
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$950,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$950,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$74,303. Over the life of an 18-year bond this totals \$1,337,461.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
2016	\$50,000		\$350,000	\$350,000	\$350,000
2017	\$0		\$200,000	\$200,000	\$200,000
2018	\$0		\$200,000	\$200,000	\$200,000
SY	\$0		\$200,000	\$200,000	\$200,000
Total	\$100,000		\$1,000,000	\$1,000,000	\$1,000,000

Issues for Consideration

According to DPW, an extensive ADA Compliance Survey was conducted in 1995 by consultants to identify ADA deficiencies. The resulting report included a checklist of accessibility standards for County owned and occupied buildings including the Suffolk County Community College's three campuses, County health centers, County court buildings, the Vanderbilt Estate, County parks, and rental facilities. As a result, DPW was able to develop an action plan to address ADA deficiencies.

Over the years CP 1738 has provided the funding to correct capital ADA deficiencies, when identified. DPW has indicated that most of the County's public access buildings and sites are generally in fair compliance with ADA standards.

In 2016 DPW plans to update the 1995 ADA Compliance Reports, as 20 years have passed and various facilities have been altered from their original use and new space has been added. A consultant will re-inspect public access buildings and sites, review and update the 1995 compliance checklist, and make recommendations with cost estimates for ADA improvements under a priority listing basis.

The County Executive's Office for People with Disabilities has the responsibility for advancing compliance with the Americans with Disabilities Act. The Budget Review Office recommends that DPW work cooperatively with the Office for People with Disabilities to confirm modifications are in compliance ADA regulations.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

1738Mun16

EXISTING			
Project Number:	1749	Executive Ranking:	49
		BRO Ranking:	45
Project Name:	PURCHASE AND REPLACEMENT OF NUTRITION VEHICLES FOR THE OFFICE OF THE AGING		
Location:	Countywide	Legislative District:	All

Description

This project provides for the purchase of vehicles that are leased to not-for-profit agencies and Towns sponsoring nutrition programs administered and contracted by Suffolk County's Office for the Aging. Suffolk County retains title and ownership of all leased vehicles. However, participating entities are responsible for operation, maintenance and repair costs.

Justification

Nutrition vehicles are used to deliver hot meals to frail home-bound residents over the age of 60 and for transporting seniors with special needs to congregate meal sites. In the current year, the Office for the Aging expects to serve 600,000 meals to 2,308 seniors Countywide.

Status

According to a current vehicle inventory list provided by the Office for the Aging, there are 50 County owned vehicles being leased to 15 entities. The vehicles' ages range from one to 17 years old. Mileage ranges from less than 10,000 to 171,381 miles, with the average mileage being 69,960.

The Adopted 2015-2017 Capital Program included serial bond funding for \$112,058 in 2015, \$140,119 in 2016, and \$87,398 in 2017.

The proposed capital program includes the same funding as requested by the Office for the Aging. The following table lists the vehicles for replacement:

2016				
Nutrition Site	Old Vehicle	Projected Mileage in Replacement Year	New Vehicle	Cost
Moriches	Dodge Caravan (2003)	114,433 Condition: Fair	Ford Escape or Similar SUV	\$25,000
Babylon	15 Passenger Van (2003)	114,527 Condition: Fair	14 Passenger Transit Bus	\$56,384
Faith Baptist	14 Passenger Bus (2006)	106,390 Condition: Poor	14 Passenger Transit Bus	\$56,384
Total				\$137,768
2017				
Nutrition Site	Old Vehicle	Projected Mileage in Replacement Year	New Vehicle	Cost
Brookhaven	Chrysler Voyager (2003)	120,601 Condition: Fair	Ford Escape or Similar SUV	\$26,250
Huntington	14 Passenger Bus (2006)	284,945 Condition: Fair	Ford Escape or Similar SUV	\$26,250
Catholic Charities	Chrysler Town and Country (2005)	67,101 Condition: Fair	Ford Escape or Similar SUV	\$26,250
Total				\$78,750
2018				
Nutrition Site	Old Vehicle	Projected Mileage in Replacement Year	New Vehicle	Cost
Southold	14 Passenger Bus (2005)	129,721 Condition: Fair	14 Passenger Transit Bus	\$62,163
Riverhead	Chrysler Town & Country (2005)	81,084 Condition: Fair	Ford Escape or Similar SUV	\$27,563
Total				\$89,726

Total Appropriated:	\$198,959	Appropriation Balance:	\$96,874
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$306,244 in serial bond financing for this project (2016-2018 and SY). If the entire \$306,244 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$23,953. Over the life of an 18-year bond this totals \$431,147.

The County requires vehicles be returned at the end of their useful life for decommissioning. The Department of Public Works is charged with decommissioning the vehicles and making a final disposal determination. If the vehicles are sold at public auction or junked, the County nets a negligible revenue amount for the sale or scrap value.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$112,058	\$112,058	\$112,058	\$112,058	\$112,058
2016	\$140,119		\$137,768	\$137,768	\$137,768
2017	\$87,398		\$78,750	\$78,750	\$78,750
2018	\$0		\$89,726	\$89,726	\$89,726
SY	\$0		\$0	\$0	\$0
Total	\$339,575		\$418,302	\$418,302	\$418,302

Issues for Consideration

On average, Aging replaces three to four vehicles per year. The vehicles' age, mileage and overall condition are taken into consideration when making a determination. A review of the data indicates ten of the 50 nutrition vehicles have mileage in excess of 100,000. There are fourteen vehicles in the inventory that are considered to be in fair condition. Four other vehicles are classified as being in poor condition.

Fluctuating factors determine which vehicles are replaced in any given year and Aging makes changes to the replacement schedule depending on circumstances. Instead of purchasing a 14 passenger bus to transport seniors, as was included in the Adopted 2015-2017 Capital Program in 2017, the Department will now buy an SUV for home delivered meals, saving \$35,521.

Budget Review Office Recommendations

Based on service provision criteria, the Budget Review Office agrees with the proposed capital program presentation for this project.

1749AT16

EXISTING					
Project Number:	1751	Executive Ranking:	47	BRO Ranking:	46
Project Name:	OPTICAL DISK IMAGING SYSTEM				
Location:	Riverhead County Center	Legislative District:	2		

Description

The Land Records Optical Imaging System is the backbone of the County Clerk's operation. This system incorporates the bookkeeping, recording and imaging functions into one unified system providing for real time retrieval of land documents. Additional funding is requested to further incorporate the electronic management of documents into this system and to integrate systems utilized by the County Clerk and the Real Property Tax Service Agency.

Justification

This project effectuates the transition from paper formats to electronic formats. At the completion of this project, the County Clerk will have achieved improved workflow efficiencies through electronic filing, recording and retrieval as well as have a state-of-the-art system, which is interfaced with the State of New York to allow for the seamless transfer of data from New York State into the Clerk's system. This project involves the building of an interface between the New York State Electronic Filing (NYSEF) portal and the Clerk's Court Minutes system as well as an interface that will facilitate the flow of data from the Electronic Recording Component of the Clerk's system to third parties, such as towns, banks, attorneys, title companies and the Clerk's paid subscribers. In addition, the latter interface will now allow users to electronically submit images of mortgages and deeds in lieu of paper forms.

Status

Resolution No. 317-2015 appropriated \$75,000 for planning in connection with this project. The Proposed 2016-2018 Capital Program adds \$75,000 in 2016 for planning, as requested by the Department.

Total Appropriated:	\$2,400,000	Appropriation Balance:	\$187,038
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The Proposed Capital Program includes \$75,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$75,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$5,866. Over the life of an 18-year bond this totals \$105,589.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
2016	\$0		\$75,000	\$75,000	\$75,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$75,000		\$150,000	\$150,000	\$150,000

Issues for Consideration

Software improvement to the interface between the County Clerk's Office and the State's NYSEF portal increases the seamless flow of information from the NYSEF portal directly into the County Clerk's system. As a result, certain fields in the County Clerk's Court Minutes database are automatically populated without the need for re-keying. Further electronic recording components of the County Clerk's system will also be technologically advanced under this project. This project is integrated with CP 1681, Updating Court Minutes Application and CP 1758, Real Property Integrated Land Information System. The development of these applications and systems is anticipated to modernize County processes that are now dependent on antiquated manual systems. The computerized systems, when fully operational, are anticipated to reduce the need for additional traditional labor requirements in the County Clerk's Office and the Real Property Tax Service Agency. It is important that these three projects are advanced in synchronization to assure compliance with mandatory electronic filing requirements and to advance operational efficiencies.

If additional funding is required for fundamental system software development necessary for daily operations, it should be addressed in the operating budget.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

1751Mun16

EXISTING					
Project Number:	1758	Executive Ranking:	61	BRO Ranking:	60
Project Name:	REAL PROPERTY INTEGRATED LAND INFORMATION SYSTEM				
Location:	Riverhead County Center, Southampton	Legislative District:	2		

Description

This project develops and enhances the Real Property Integrated Land Information System. The system envisioned integrates key data streams of the Real Property Tax Service Agency (RPTSA)

and the County Clerk's Office, and is integrated with CP 1751, Optical Disk Imaging System, and CP 1681, Updating Court Minutes Application. System improvements will include the ability to electronically verify and record key documents over County systems and the internet. The system is projected to improve workflow between the County Clerk's Office and the Real Property Tax Service Agency and improve mapping conversions.

Justification

The parcel fabric system, once developed and in place, is projected to reduce County operating costs, increase County revenues, and provide improved operational efficiencies.

Status

This project was previously scheduled to commence in 2014 and be completed by the end of 2016. Resolution No. 282-2014, amended the 2014 Capital Budget and appropriated \$270,000 for planning and \$10,000 for equipment.

RPTSA requested an additional \$20,000 for planning in 2015 to conclude development and fully launch the system. The Legislature added this funding in the Adopted 2015-2017 Capital Program. Based on discussions with RPTSA and the Executive's Budget Office, this funding will not be appropriated in 2015. RPTSA reported that there were problems related to the RFP, vender selection, revised software development requirements, and revised cost estimates. RPTSA requested \$120,000 in 2016 for planning. The Proposed 2016-2018 Capital Program includes this funding in 2017.

Total Appropriated:	\$1,997,210	Appropriation Balance:	\$280,000
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$120,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$120,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$9,386. Over the life of an 18-year bond this totals \$168,942.

The Real Property Tax Service Agency anticipates the potential for future revenue streams from E-verification fees and staff productivity gains after the system is fully developed and implemented. The adoption of local legislation will be required to establish and set the E-verification fees.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$20,000	\$0	\$0	\$0	\$0
2016	\$0		\$120,000	\$0	\$120,000
2017	\$0		\$0	\$120,000	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$20,000		\$120,000	\$120,000	\$120,000

Issues for Consideration

Based on discussions with the RPTSA, prior system upgrades have resulted in an additional \$1 million annually in printing fees that the County Clerk collects. The RPTSA anticipates annual operating cost reductions and revenue enhancements as this project is advanced. Based on information provided by RPTSA, an estimated \$95,000 in additional revenue will be realized after

this project is completed. BRO recommends that the E-verification fees be set at modest levels to foster their acceptance and use by the general public and business community.

There are three software programs that are being developed to comply with State regulations and to improve workflow between RPTSA and the County Clerk’s Office. The Real Property Integrated Land Information System is one of the three programs. The delay of this project from 2016 to 2017 stymies its integration with CP 1681, Upgrading Court Minutes Application and CP 1751, Optical Disk Imaging System. There has been an enduring backlog of verifications of tax map numbers resulting in delayed revenue collection and increased overtime. The integration of these three software programs is anticipated to correct these two operating deficiencies, and comply with State regulations.

If additional funding after 2016 is required for this project’s system software development necessary for daily operations, funding should be provided through the operating budget.

Budget Review Office Recommendations

The Budget Review Office recommends advancing \$120,000 for planning from 2017 to 2016, as requested by RPTSA. Not only will advancing funding allow for integrating this with the two related projects (CP 1681 and CP 1751), but the annual debt service, which is estimated at \$9,386 for this project and \$21,118 for all three related projects, is less than the \$95,000 in annual revenue that the RPTSA expects to realize once the project is completed.

1758Mun16

EXISTING			
Project Number:	1760	Executive Ranking:	54
		BRO Ranking:	58
Project Name:	ELEVATOR CONTROLS AND SAFETY UPGRADING AT VARIOUS COUNTY FACILITIES		
Location:	Countywide	Legislative District:	All

Description

Suffolk County operates and maintains 72 elevators. Many of these are over 20 years old. Due to their age and constant operation, controls, operating equipment, doors, cab interiors and other miscellaneous items have to be replaced. Also, this project would bring elevators into compliance with current codes, ensuring safety in times of emergency, and accommodating people with disabilities.

Justification

This project addresses required operational and safety improvements to County elevators and reduces energy and emergency repair costs.

Status

DPW plans to upgrade four elevator cars per year (2016-SY) at the Cohalan Court Complex.

The Proposed 2016-2018 Capital Program includes an additional \$250,000 in 2016 and 2017, and adds \$500,000 in 2018 for construction. DPW requested additional funding of \$350,000 in 2016 and 2017, adding \$600,000 in 2018, and increasing SY by \$100,000 for construction. DPW's 2016 to SY elevator service schedule for Cohalan Court Complex addresses rehabilitation/safety upgrades in groups of four cars at a time, at an estimated cost of \$450,000 per group.

Total Appropriated:	\$1,075,000	Appropriation Balance:	\$75,737
----------------------------	--------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$2,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$156,428. Over the life of an 18-year bond this totals \$2,815,707.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
2016	\$250,000		\$600,000	\$500,000	\$500,000
2017	\$250,000		\$600,000	\$500,000	\$500,000
2018	\$0		\$600,000	\$500,000	\$500,000
SY	\$500,000		\$600,000	\$500,000	\$500,000
Total	\$1,250,000		\$2,650,000	\$2,250,000	\$2,250,000

Issues for Consideration

This project addresses the maintenance, refurbishment and replacement of the County's elevator equipment. The project also includes, but is not limited to re-cabling, car-refurbishment, safety updates, and replacement of motors and pulleys.

DPW's elevator refurbishment plan is to address four cars per year at the Cohalan Court Complex from 2016 to SY. Based on discussions with DPW, the 23 year-old elevators at the Cohalan Court Complex are paired (two cars per shaft), and refurbishment should be completed in groups of four cars to reduce cost per car from an estimate of \$150,000 per car to \$112,500 per car, a savings of \$37,500 or 33% per car.

With 72 active elevators Countywide, it is not uncommon for an elevator to fail, requiring immediate refurbishment due to its age and lack of service parts. If an elevator failure does occur during this capital program time frame, DPW can identify a funding offset within the capital program to address the repair if sufficient funding is not available within this project.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation for this project.

EXISTING					
Project Number:	1762	Executive Ranking:	48	BRO Ranking:	52
Project Name:	WEATHERPROOFING COUNTY BUILDINGS				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the weatherproofing of County buildings to prevent wind and water damage. Building maintenance and repairs include: re-caulk, repair, and repaint of exterior walls, re-caulk around windows, doors and ventilators, reseal glazing windows, and re-point masonry, stone and pre-cast panels.

Justification

Repairs are required to maintain County buildings and prevent deterioration. Weatherproofing will also provide a reduction in energy consumption.

Status

In 2014, DPW addressed weatherproofing issues with the courthouse and grand jury buildings in Riverhead and the Department of Public Works building and highway maintenance truck garage in Yaphank. The Adopted 2015 Capital Budget includes \$100,000 for improvements at the William H. Rogers Building in Hauppauge and \$100,000 for the Shinnecock Lockhouse in Southampton.

Except for the addition of \$200,000 for construction in 2018, DPW requested the same level of funding as previously adopted; however, the Department requested SY funding be changed from FEMA aid to serial bonds. The Proposed 2016-2018 Capital Program includes an additional \$50,000 for construction in SY, but does not include any funding in 2016. All funds are included as serial bonds.

If funded as requested, DPW will spend \$100,000 for weatherproofing at the H. Lee Dennison Building in Hauppauge and \$100,000 for Department of Public Works building in Yaphank in 2016. The \$200,000 requested in 2017 will be used for the Old Infirmary in Yaphank and the \$200,000 requested in 2018 will be used for the Medical Examiner building in Hauppauge. SY funding is for the Suffolk County Police Marine Bureau Headquarters in Great River, the Labor Department building in Hauppauge, and the daycare center at the H. Lee Dennison Building.

Total Appropriated:	\$1,525,000	Appropriation Balance:	\$158,579
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$800,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$800,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$62,571. Over the life of an 18-year bond this totals \$1,126,283.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
2016	\$200,000		\$200,000	\$0	\$200,000
2017	\$200,000		\$200,000	\$200,000	\$200,000
2018	\$0		\$200,000	\$200,000	\$200,000
SY	\$350,000		\$350,000	\$400,000	\$350,000
Total	\$950,000		\$1,150,000	\$1,000,000	\$1,150,000

Issues for Consideration

The proposed capital program includes construction funding in 2016 and 2017 for CP 5194, Renovation to Public Works Building, Yaphank, for the refurbishment of bathrooms, stairwells, corridors, etc. According to DPW, none of this funding will be used for exterior weatherproofing.

DPW reports that several County buildings have experienced water intrusion problems in the last year. Delay in correcting water intrusion can lead to extensive damage to structural components.

Budget Review Office Recommendations

- The Budget Review Office recommends adding \$200,000 for construction in 2016 and decreasing funding for construction in SY by \$50,000, as requested by DPW, to provide for timely weatherproofing improvements.
- If the entire \$150,000 in serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$11,732. Over the life of an 18-year bond this totals \$211,178.

1762Mun16

EXISTING					
Project Number:	1765	Executive Ranking:	Not Included	BRO Ranking:	32
Project Name:	RENOVATIONS TO BUILDING 50, NORTH COUNTY COMPLEX, HAUPPAUGE				
Location:	County Building 50, Hauppauge	Legislative District:	12		

Description

This project provides for renovations to Building 50. Phase III would provide for electrical upgrades not previously addressed.

Justification

Building 50 is the center of operations for the Department of Information Technology (DoIT), and the main facility for the County's Wide Area Network (WAN) system. Phase III electrical upgrades will provide the electrical infrastructure necessary to carry the increased current associated with adding backup equipment.

Status

Phases I and II addressed major renovations to Building 50, which included window replacements, HVAC upgrades, installation of insulation and the reconstruction of the loading dock. The majority of Phases I and II were completed between 2010 and 2013. As per DPW, a purchase order for window replacements not addressed previously has been issued and work is scheduled to commence in April of 2015. Phase III renovations, as requested, include updating the building's electrical system and other building improvements necessary to maintain reliable operations. The Department of Information Technology requested \$25,000 for construction in 2016. The proposed capital program does not include this project.

Total Appropriated:	\$400,000	Appropriation Balance:	\$0
----------------------------	------------------	-------------------------------	------------

Impact on Operating Budget

The Department requested \$25,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$25,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,955. Over the life of an 18-year bond this totals \$35,196.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$60,000	\$0	\$0
2016	\$0		\$25,000	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$85,000	\$0	\$0

Issues for Consideration

Phase III of this project has merit, as its purpose is to update the building's electrical system in order to protect and preserve the County's data systems. BRO requested additional information from DoIT associated with these electrical upgrades, but as of this writing has not received the requested information. Based on discussions with DPW, the Department was not aware of this request. BRO recommends the Department of Information Technology coordinate with DPW concerning their electrical equipment load requirements for Building 50.

Budget Review Office Recommendations

Without supporting documentation from DoIT and DPW's participation in this phase of CP 1765, we agree with the exclusion of this project from the proposed capital program at this time.

EXISTING					
Project Number:	1766	Executive Ranking:	35	BRO Ranking:	29
Project Name:	BUILDING FOR WILDLIFE RESCUE AND EDUCATION, MARINE SCIENCE CENTER				
Location:	Southold	Legislative District:	1		

Description

A freestanding (3,450 square foot) building was constructed at the Suffolk County Marine Environmental Learning Center in Southold in 2006. The original purpose of the building was to create an emergency response center to treat birds rescued from a potential oil spill. Cornell Cooperative Extension now intends to use the building for staff offices and classrooms.

Justification

The building lacks heat and plumbing and is currently used as a storage facility. Cornell plans to use the structure for classrooms, offices, and logistical support for environmental programs. The building is unable to serve these purposes in its current state.

Status

The shell of the building was completed in 2006 and a permanent electrical hookup was installed in 2010; however, the building still lacks basic infrastructure and is currently relegated to storage use. Resolution No. 1213-2012 appropriated \$25,000 for planning and design of additional improvements, but as of April 1, 2015, these funds have not been spent.

After being left out of the Adopted 2013-2015 and 2014-2016 Capital Programs, \$150,000 for construction was included in 2016 in the Adopted 2015-2017 Capital Program. Cornell requested funding as previously adopted. The proposed capital program defers funding to 2017.

Total Appropriated:	\$25,000	Appropriation Balance:	\$25,000
----------------------------	-----------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$150,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$150,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$11,732. Over the life of an 18-year bond this totals \$211,178.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$150,000		\$150,000	\$0	\$0
2017	\$0		\$0	\$150,000	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$150,000		\$150,000	\$150,000	\$0

Issues for Consideration

The Suffolk County Marine Environmental Learning Center currently has office and classroom space in addition to dedicated educational space with exhibits and touch tanks in its main building. According to Cornell, this facility does not provide enough office space for its staff or enough instructional space to run marine programs simultaneously. According to Cornell, lack of available space will become even more of a challenge because its contract to run the Sea Explorer's Marine Day Camp at Cedar Beach in Babylon has expired and the program will be based at the Marine Environmental Learning Center until another location in Western Suffolk can be identified. The six week program is designed to serve 44 children.

The requested improvements to the outbuilding would provide Cornell with improved office space, as well as additional space to expand the programs that it offers. This project has considerable merit; however, due to the fiscal challenges facing the County, we do not recommend allocating additional resources at this time.

Budget Review Office Recommendations

- We recommend deleting \$150,000 in serial bonds for construction in 2017.
- If the entire \$150,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$11,732. Over the life of an 18-year bond this totals \$211,178.

1766BP16

EXISTING					
Project Number:	1769	Executive Ranking:	39	BRO Ranking:	44
Project Name:	PUBLIC WORKS FLEET MAINTENANCE EQUIPMENT REPLACEMENT				
Location:	Countywide	Legislative District:	All		

Description

This project funds the replacement of equipment for fleet maintenance facilities. Examples of items to be purchased under this project include: tire changing machines, emission/inspection machines, forklifts, vehicle lifts and diagnostic computers.

Justification

Replacing outdated, malfunctioning and faulty equipment that is used to maintain the County's fleet enables the County to operate and maintain its vehicle service centers and its fleet of trucks and automobiles within Public Employee Safety & Health (PESH) and Occupational Safety and Health Administration (OSHA) guidelines.

Status

The proposed capital program adds \$100,000 in 2017 and in 2018 for vehicle service equipment, as requested by DPW.

Total Appropriated:	\$400,000	Appropriation Balance:	\$201,567
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$400,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$400,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$31,286. Over the life of an 18-year bond this totals \$563,141.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$100,000		\$100,000	\$100,000	\$100,000
2017	\$0		\$100,000	\$100,000	\$100,000
2018	\$0		\$100,000	\$100,000	\$100,000
SY	\$100,000		\$100,000	\$100,000	\$100,000
Total	\$200,000		\$400,000	\$400,000	\$400,000

Issues for Consideration

Properly maintaining service equipment and replacing service equipment when necessary, that is used to repair and maintain the County's fleet of vehicles, enables the County to operate and maintain its vehicles safely and cost effectively, and reduces the need to contract out vehicle maintenance to outside vendors. The Department oversees the operation of three truck, two car, and six police maintenance garages. DPW has indicated that delays in replacing antiquated and or failed service equipment has resulted in longer turnaround times for repairing vehicles, and an increased expense over in-house costs to the County for outside vehicle repair shop services. Based on site visits and meetings with the Department of Public Works, the scheduling of \$100,000 per year for this project is reasonable, as various equipment can cost \$10,000 or more, per unit.

As of April 2015 there is an appropriation balance of \$201,567. Based on discussions with DPW, due to a shortage of County mechanics in the past, not all shops were fully staffed. As a result, DPW restricted the acquisition of new equipment; when equipment failed and was beyond repair in an active shop, DPW transferred existing used equipment from the less active shops to the more active shops. DPW's assessment is that this practice cannot be sustained beyond 2015 and the existing appropriation balance will be used within 2015. There is not a formal list of equipment to be replaced at this time, but DPW anticipates the replacement of various shop vehicle lifts throughout the County maintenance garages and the acquisition of new equipment to replenish the equipment that has failed.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

EXISTING			
Project Number:	1782	Executive Ranking:	57
		BRO Ranking:	51
Project Name:	SUFFOLK COUNTY FINANCIAL MANAGEMENT SYSTEM		
Location:	Countywide	Legislative District:	All

Description

This project was initially requested by the Department of Information Technology Services under the title "IFMS Release 3" to make incremental improvements to the County's Integrated Financial Management System (IFMS). The proposed capital program shifts responsibility for this project to the Department of Audit and Control and includes funding to overhaul or replace IFMS to improve financial tracking and reporting, and to provide additional functionality including the ability to make electronic payments.

Justification

The County financial system is outdated, unintuitive, and lacking in desired functionality. The version of software is several releases behind and receives only basic maintenance support from the vendor. No new features, functionalities, or performance enhancements are supported. To make improvements to the system, the County must first either upgrade to the latest version of IFMS or switch to an entirely new platform.

The system is slow and difficult to use. Inputting data is time consuming and the unfriendly user interface makes finding, tracking, and recalling information a challenge. Loading the reporting database is a lengthy process during which, users have no access to the system. Even when the process is run overnight, the system is often inaccessible for hours the next work day.

According to Audit and Control, the planned upgrades to IFMS will address these issues and provide additional functionality including:

- Electronic transfer of funds and automated recurring payments, eliminating the cost to print and mail paper checks and significantly reducing the amount of time it takes to process transactions, which could result in the County receiving prompt payment discounts.
- A Vendor Self Service (VSS) module, which would allow vendors to electronically generate, send, and track invoices, eliminating a significant amount of data entry for the County.
- Improved grant tracking that will facilitate cost allocation and provide additional tools to tie aid to claimable expenditures, enabling the County to maximize reimbursement.
- Better accounting of capital projects, pipeline debt, and cash balances.

Remedying existing deficiencies and adding new functionality will reduce the amount of staff hours required to maintain and use the financial management system. This will diminish the amount of overtime required and free up time for County employees to be more productive during the standard workday. Other benefits include tighter financial controls, improved flow of information, and a reduction in the use of paper.

Status

The Adopted 2015-2017 Capital Program included \$200,000 in 2015 for IFMS upgrades; however, Information Technology Services estimates that the cost to bring IFMS up to release 3.10 from version 3.5 with an integrated grants management module is \$1,068,000. This project has an unencumbered appropriation balance of \$380,000 and another \$188,000 of encumbered operating funds (G) that the Department believes may be liquidated. The Adopted 2014 Capital Budget included \$90,000, but that funding was never appropriated. Information Technology Services requested that the Adopted 2015 Budget be amended to include an additional \$210,000 in order to provide the balance of the required funding, but because the 2014 funds were not appropriated, the Department would actually need \$300,000 to move forward with the project in 2015, not \$210,000.

The \$350,000 requested by Information Technology Services in 2016 is based on an estimated cost for the purchase of a VSS module; however, the most recent quote from the vendor for this software is \$520,000.

Based on input from Audit and Control, the County Executive included additional funding to make comprehensive changes to the financial management system that were not requested by the Department of Information Technology Services. The Proposed 2016-2018 Capital Program includes \$750,000 in 2016 and \$750,000 in 2017 to overhaul or replace the financial management system.

Total Appropriated:	\$680,000	Appropriation Balance:	\$380,000
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$1,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$117,321. Over the life of an 18-year bond this totals \$2,111,780.

According to the Department of Information Technology Services, the 2015 operating budget cost for IFMS vendor maintenance and support is \$346,844. Depending on the vendor and products selected to upgrade/replace the financial management system, annual costs could be higher or lower.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$200,000	\$400,000	\$410,000	\$400,000	\$0
2016	\$0		\$350,000	\$750,000	\$1,500,000
2017	\$0		\$0	\$750,000	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$200,000		\$760,000	\$1,900,000	\$1,500,000

Issues for Consideration

CGI, the vendor for the County's current financial management system, met with Audit and Control and the Department of Information Technology Services to discuss system enhancements that would address the Comptroller's concerns about the performance and functionality of the

software. CGI submitted a proposal that addressed some, but not all, of the identified issues at an estimated cost of \$2.5 million.

The Comptroller is planning to issue a Request for Expressions of Interest (RFEI) to obtain a list of potential vendors. Once funding is appropriated, the County will issue a Request for Proposals (RFP). Although CGI will have an opportunity to respond to the RFP, the Comptroller believes that implementing a new system that is simpler, but more in line with the County's needs, could be a significantly more cost effective option than modifying the existing platform.

According to Audit and Control, the proposed schedule of funding is problematic. Typically, a project has to have the necessary appropriations before sending out an RFP. Dividing the cost between 2016 and 2017 essentially postpones the start date of the project. In addition, once a vendor is chosen, Audit and Control expects the project implementation to take less than one year. Consequently, it makes sense to include the total project cost in one year.

Regardless of the funding level agreed upon by the County's policymakers, it makes sense to make Audit and Control the lead agency on this project. As the Chief Fiscal Officer of the County, the Comptroller has the ultimate authority to track and verify all financial transactions. However, it is extremely important that the Comptroller work collaboratively with Information Technology Services, the County Executive's Budget Office, the Office of Legislative Budget Review, and financial personnel from the various departments to ensure that the financial management system is an effective, relevant, and efficient tool for end users across the County.

Audit and Control should work closely with the Department of Information Technology Services to ensure that any chosen software solution fits into the County's broader technological environment, minimizing the need to convert hardware or software that is in place and functioning well. Consideration should also be given to the cost of platform maintenance. There may be savings associated with licenses and maintenance fees if the chosen system can be substantially serviced in-house.

Lastly, the County's financial system should be able to interface with the County's payroll system, which is scheduled for an upgrade in 2016 under CP 1740. Currently, the two systems are completely separate and distinct, which makes budget preparation and monitoring payroll expenses a challenge. Ideally, planning for the two systems should be coordinated.

Budget Review Office Recommendations

- The Adopted/Modified column in the proposed capital program shows intent to amend the Adopted 2015 Capital Budget to provide an additional \$200,000 via offset in 2015. We recommend not appropriating any funds until a policy decision on how to proceed with this project is made.
- In order to allow Audit and Control to move forward with this project, we recommend advancing \$750,000 for furniture and equipment from 2017 to 2016.

EXISTING					
Project Number:	1796	Executive Ranking:	51	BRO Ranking:	53
Project Name:	IMPROVEMENTS TO THE SUFFOLK COUNTY FARM				
Location:	Yaphank	Legislative District:	3		

Description

The Suffolk County Farm and Education Center is a century old, working farm run by Cornell Cooperative Extension (CCE) that provides educational programs for Suffolk County residents. This project provides for the ongoing maintenance and improvement of existing structures, construction of new offices and visitors center, and the purchase of heavy farm equipment.

Justification

Several buildings, structures, and pieces of equipment at the Suffolk County Farm are in disrepair and are approaching or have reached the end of their expected useful lives. Improvements or replacements are necessary for the health and safety of the animals, employees, and visitors.

Status

This is an ongoing project that encompasses a wide range of improvements to various facilities at the Suffolk County Farm. Resolution No. 607-2013 appropriated \$100,000 for siding, roofing, and other construction work and \$50,000 for fencing, gates, drainage, and other site improvements. Resolution No. 1213-2014 authorized \$100,000 for additional rehabilitation projects, but that funding is unavailable because the accompanying bond resolution failed.

Resolution No. 1211-2012 appropriated \$85,000 for planning the replacement of the farm offices and visitors center. As of 4/1/15, these funds have not been spent. The Adopted 2015-2017 Capital Program included an additional \$30,000 for planning in 2016 and \$1.3 million for construction in 2017 for the new offices and visitors center. An additional \$250,000 was also included in SY for site improvements to demolish the current offices and visitors center and repurpose the area. The adopted capital program also included \$50,000 for farm equipment in SY.

The Proposed 2016-2018 Capital Program includes this project as requested by Cornell and increases construction by \$100,000 and equipment by \$35,000 in 2016, advances site improvements and equipment funding from SY to 2017, adds \$100,000 for construction in 2018, and adds \$100,000 for construction and \$50,000 for equipment in SY. The total increase in funding from 2016 to SY is \$385,000.

Total Appropriated:	\$688,500	Appropriation Balance:	\$239,449
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$2,015,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,015,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$157,601. Over the life of an 18-year bond this totals \$2,836,825.

Upgrading facilities with newer technology and better weatherization may lead to efficiencies that reduce Cornell's operating costs.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
2016	\$30,000		\$165,000	\$165,000	\$165,000
2017	\$1,300,000		\$1,600,000	\$1,600,000	\$1,600,000
2018	\$0		\$100,000	\$100,000	\$100,000
SY	\$300,000		\$150,000	\$150,000	\$150,000
Total	\$1,730,000		\$2,115,000	\$2,115,000	\$2,115,000

Issues for Consideration

The visitors' center and employee offices are currently located in modular buildings that were constructed in the 1960s. These structures are in extremely poor condition and are in need of replacement. The proposed capital program includes \$1.6 million to demolish the modular facilities, landscape the cleared land, and construct a brand new permanent structure to house Cornell staff and a visitors' center. Cornell envisions a "net zero" building with a green roof that produces enough solar, wind, and geothermal energy to heat, cool, and light the building. In addition to a visitors welcome center and staff offices, the planned facility would have public restrooms, classrooms, and exhibit space to promote farming and agritourism. Cornell would like to use basement space for STEM education and robotics for its 4-H programs.

The need for replacement facilities is undeniable, but DPW has indicated that \$1.3 million is not nearly sufficient to construct a new facility as envisioned by Cornell. If the Legislature is committed to a "net zero" facility with an expanded educational scope, additional appropriations would be required. However, we recommend using the proposed funding to construct a more modest facility.

Another consideration is that Cornell is scheduled to meet with State representatives to discuss a coordinated effort with the governor's "Taste of New York" initiative. New York State has identified land adjacent to the farm on the Long Island Expressway to possibly construct a regional tourism building. If the State moves ahead with the project, there may be a possibility to include Cornell offices in the State financed facility. However, it is unclear how likely this scenario is. Consequently, it makes sense to include construction funding in 2017 as proposed. Based on the outcome of discussions with the State, the issue can be revisited in the next capital program.

The proposed capital program includes \$35,000 for equipment in 2016, \$50,000 in 2017, and \$50,000 in SY. Major equipment purchases include a slurry buggy, tractors, and a public announcement system. The proposed capital program also provides \$100,000 for construction in 2016, 2018 and SY for the maintenance and rehabilitation of farm buildings and infrastructure to ensure the safety of staff, visitors, and animals. Cornell plans the following major repairs from 2015 to SY using a combination of budgeted and previously appropriated funds.

Roofing	
Meat Processing Plant	\$67,000
Classroom Building	\$60,000
Main Barn	\$135,000
Well Pump	\$3,000
Total	\$265,000
Siding	
Recycling Museum	\$30,000
Tin Barn, Hog House, and Beef Lot	\$30,000
Total	\$60,000
Other	
Hog House Improvements	\$85,000
Farrowing House Sanitation Lines	\$2,000
Electrical Upgrades in Offices	\$3,000
Total	\$90,000

It should be noted that the Sheriff no longer buys meat that is processed by Cornell. Activities at the meat processing plant are limited to educational purposes. According to Cornell, the County should continue to invest in the maintenance of the facility for its educational value as the only USDA approved slaughterhouse in the region. We recommend that the Legislature make a policy determination as to whether to continue the operation of the meat processing plant before approving capital improvements to the facility. According to Cornell's capital budget request, roofing work at the facility is scheduled for 2015. The Legislature will have an opportunity to debate the merits of proceeding with the improvements to the meat processing plant when an appropriating resolution is submitted.

Budget Review Office Recommendations

We agree with the proposed capital program.

1796BP16

EXISTING					
Project Number:	1806	Executive Ranking:	48	BRO Ranking:	53
Project Name:	PUBLIC WORKS BUILDINGS OPERATION AND MAINTENANCE EQUIPMENT				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding for the purchase of snow removal equipment, emergency snow vehicles, vans, forklifts, portable generators, platform lifts, water purifiers, and other necessary buildings and grounds maintenance equipment.

Justification

This equipment is necessary to respond to weather events, emergencies, and to maintain safe County buildings and grounds for use by the general public as well as County employees.

Status

No operation and maintenance equipment was purchased in 2014 under this project. As of April 1, 2015 there is an appropriation balance of \$149,486, which is the same as last year at this time.

The following tables reflect DPW's 2015 to SY scheduled equipment replacement requirements.

2015 Request	Amount
Snow Removal Equipment	\$50,000
Emergency Responder SUV	\$50,000

2016 Request	Amount
Emergency Snow Removal Vehicles	\$100,000

2017 Request	Amount
Emergency Responder Vehicles	\$100,000

2018 Request	Amount
Snow Removal Equipment	\$100,000

SY Request	Amount
Mobile Water Purifier with Backup Power and Heating	\$150,000

The Proposed 2016-2018 Capital Program adds \$100,000 in 2017, and \$250,000 in SY for equipment. DPW requested adding \$100,000 in 2017 and 2018 and \$150,000 in SY for equipment.

Total Appropriated:	\$353,000	Appropriation Balance:	\$149,486
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$450,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$450,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$35,196. Over the life of an 18-year bond this totals \$633,534.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
2016	\$100,000		\$100,000	\$100,000	\$100,000
2017	\$0		\$100,000	\$100,000	\$100,000
2018	\$0		\$100,000	\$0	\$0
SY	\$0		\$150,000	\$250,000	\$250,000
Total	\$200,000		\$550,000	\$550,000	\$550,000

Issues for Consideration

The Proposed 2016-2018 Capital Program provides DPW with adequate funding for this project. Based on the items requested, the focus of the project is now mainly for emergency and snow removal vehicles and related equipment. The appropriation balance is available to address the need for other purchases due to equipment failures.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

1806Mun16

EXISTING					
Project Number:	1807	Executive Ranking:	32	BRO Ranking:	30
Project Name:	GLOBALLY MANAGED NETWORK PROTECTION AND SECURITY				
Location:	Countywide	Legislative District:	All		

Description

This Department of Information Technology (DoIT) project finances the assessment, planning and implementation of a countywide layered security architecture that seeks to protect network hardware, software and data from hacking intrusions and malicious malware by monitoring internal network traffic movements and securing perimeter access points at all three County internet ingress/egress locations. Funding is also provided for electronic security access control devices

positioned at all network hardware locations countywide to support physical protection of the Local Area Network (LAN)/Wide Area Network (WAN) equipment infrastructure.

Under this project, the Department intends to integrate an Intrusion Detection/Prevention System (IDPS) which will:

- Support the collection of raw data from assorted network appliances enabling staff to more efficiently and effectively monitor traffic flow and behavior patterns.
- Protect the network and user community from damaging malware, malicious code and any unauthorized operating system modifications while alerting DoIT personnel as to when intrusions occur and which were averted;
- Ensure that every device connecting to the network, whether remotely or internally, is running an updated virus protection application prior to being granted access;
- Impede and block attempted hacking intrusions.

Justification

This project provides for an automated pro-active defense system to prevent hackers from penetrating the WAN and guard against damaging viruses and other assorted malware attacks by neutralizing intrusions before an outbreak takes hold and spreads; it will save technical personnel valuable time and resources and prevent potential loss of data, lost productivity and costly downtime of the user community. Moreover, this system will be capable of scrutinizing internal and remote users, while compelling them to be up-to-date with their virus protection and system patches.

There are approximately 200 County WAN/LAN locations which contain vital network operational equipment, such as switches, routers, firewalls and servers, with many left unsafeguarded and at risk of being damaged, tampered with or vandalized. An essential component to this project calls on the Department to implement a magnetic card or key fob security access control system at each of these unprotected sites, controlled and maintained by DoIT and departmental IT personnel. Surveillance cameras may also be needed to monitor sensitive areas in County locales, such as leased cellular tower sites.

Status

The Proposed 2016-2018 Capital Program finances this project with \$96,000 in 2016 and \$70,000 for 2017; which is \$1,624,000 less than requested by the Department. Moreover, this project has \$210,000 for 2015 from the Adopted 2015-2017 Program and the Executive recommends increasing this amount to \$330,000; and will need an offset for an additional \$110,000. Initially, DoIT was looking to fund some WAN equipment through this project because of the security aspects to them; however, it has since decided to procure those devices through CPI726 (Fiber Cabling Network and WAN Technology Upgrades). The Department now concurs with the financing schedule of the project as proposed by the Executive.

The principal objective of this project is to achieve a secure and safeguarded countywide WAN, free from harmful data breaches and physical damage. To aid in reaching this goal, the Department intends to utilize the County's Internet Service Provider (ISP), Presidio, to conduct a penetration assessment study from their Security Operations Center (SOC) for the evaluation of network gaps, weaknesses and vulnerabilities. Then, under the scope of this project, DoIT can address and resolve any issues that were found in the study. To further help in securing the WAN, the Department will upgrade or newly implement physical access security controls at unsecured

County sites where LAN and WAN equipment reside. This action will begin this year by building out the security system at the H. Lee Dennison building with swipe card access to all floors, working areas and operational network equipment rooms. Security cameras will also be added to the elevator landing area of each floor in the building. In subsequent years, as funding becomes available, magnetic card or key fob access control systems will be implemented to protect LAN and WAN equipment rooms and closets in unsecured County locations.

Total Appropriated:	\$500,000	Appropriation Balance:	\$259,051
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$166,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$166,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$12,984. Over the life of an 18-year bond this totals \$233,704.

The Department of Information Technology states that operating costs will increase minimally due to requisite maintenance and support for any network security controls and appliances acquired.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$210,000	\$330,000	\$210,000	\$330,000	\$330,000
2016	\$170,000		\$690,000	\$96,000	\$96,000
2017	\$0		\$420,000	\$70,000	\$70,000
2018	\$0		\$680,000	\$0	\$0
SY	\$170,000		\$0	\$0	\$0
Total	\$550,000		\$2,000,000	\$496,000	\$496,000

Issues for Consideration

The Department has utilized previous years' operating funds to acquire two FireEye devices that can prevent and stop malware intrusions through the County's WAN, as well as assist IT personnel with the identification, isolation and eradication of infections that do penetrate the network. A FireEye device is a self-contained hardware appliance which contains sophisticated software, based on a new, proactive model of security that supports network protection against the latest types of cyber-attacks. While FireEye devices analyze traffic flowing into the WAN from external internet locales through the three ISP connections, DoIT now plans to procure an appliance that will scrutinize internal network traffic for the same malware signatures to prevent a wide spread infection between County staff which can occur when malicious code is introduced into the network through means other than the internet, such as attaching external flash or hard drives to a computer's USB port.

Furthermore, the Department intends to purchase a Security Information and Event Manager (SIEM). This is an appliance with a suite of tools for proactive intrusion protection which includes interception and remediation of anomalous, malicious network behavior over the entire range of network devices. The SIEM is designed for the collection and logging of raw network data from various types of WAN devices and appliances, such as firewalls, web and e-mail gateways, VPN appliances, domain controllers, netscalers and core switches. This appliance has the ability to monitor and utilize data from across the entire WAN, employing its automated built-in intelligence

to identify and guard against suspicious activity and protect against viruses and similar threats, even if inadvertently introduced internally by staff who had bypassed the firewall by logging on inside the network.

Budget Review Office Recommendations

The Budget Review Office agrees with this project's funding as scheduled in the Proposed 2016-2018 Capital Program.

1807CAF16

EXISTING					
Project Number:	1811	Executive Ranking:	Discontinued	BRO Ranking:	37
Project Name:	COUNTY ATTORNEY CASE MANAGEMENT SYSTEM				
Location:	Hauppauge	Legislative District:	12		

Description

This project provides for the acquisition and installation of an online database to track and process legal cases in the County Attorney's Office to facilitate collaboration between lawyers, paralegals, and administrative staff.

Justification

The Law Department has an antiquated case filing system. Computerized files are not searchable by common field criteria, while older files do not exist in electronic format. Implementing a case management database will streamline communications and operations, enabling faster and more effective research and processing of cases. The database will also enhance information portability, securely backup important documents, and serve as an effective management tool. Another benefit will be the elimination of additional storage space of physical case files.

Status

Implementation of the system in the different bureaus of the Law Department has been completed at most of the locations:

- Torts Bureau is live.
- The General Litigation Bureau is live.
- The Municipal Law Bureau live.
- The Family Court Bureau still needs further customization of the system.

The Adopted 2015-2017 Capital Program included \$25,000 for planning and \$25,000 for equipment in 2015 and in 2016. Funding has yet to be appropriated in 2015. The Department of Law

requested all \$50,000 for planning for future software customizations in 2016. The proposed capital program discontinues this project.

Total Appropriated:	\$600,000	Appropriation Balance:	\$142,131
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The Department requested \$50,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$50,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$3,911. Over the life of an 18-year bond this totals \$70,393.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$50,000	\$0	\$50,000	\$0	\$0
2016	\$50,000		\$50,000	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$100,000		\$100,000	\$0	\$0

Issues for Consideration

At the only Bureau where the system is not yet fully deployed, Family Court, the software is being customized. As the Department works more with Court Alert, the vendor for the system, it will know if more customization is needed. Customizing the system will include interfacing with the Suffolk County Intranet. The County Attorney's Office has just received a temporary employee from the Office Assistance Unit at Civil Service to upload data onto the Court Alert system in order to go live. The Department is waiting for the delivery of tablets so that attorneys can work on Court Alert when they are in the courtroom.

Since the system is in the end stages of customization, additional funding may not be necessary. If additional funding is deemed necessary to finish the project, the Department may request it in the operating budget.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

EXISTING					
Project Number:	1813	Executive Ranking:	49	BRO Ranking:	59
Project Name:	REPLACEMENT OF WEIGHTS AND MEASURES INSPECTION VEHICLES				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding to purchase Weights and Measures inspection vehicles and equipment for the Division of Consumer Affairs when they need replacement.

Justification

The timely replacement of these vehicles and related equipment reduces costly vehicle repairs, improves field staff productivity, and enhances enforcement of consumer protection laws.

Status

The Adopted 2015-2017 Capital Program included \$109,000 in 2015 for the purchase of three Ford Ranger pickup trucks. Resolution No. 99-2015 appropriated this funding. The Department of Labor, Licensing and Consumer Affairs did not request any additional funding in the 2016-2018 Capital Program; however, the proposed capital program includes \$125,000 in SY.

Total Appropriated:	\$269,000	Appropriation Balance:	\$16,503
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$125,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$125,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$9,777. Over the life of an 18-year bond this totals \$175,982.

Replacing unreliable vehicles reduces maintenance and repair costs and prevents breakdowns, which keep inspectors from performing work that brings revenue into the County. Additionally, replacing older vehicles with newer models often results in better fuel economy.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$109,000	\$109,000	\$109,000	\$109,000	\$109,000
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$125,000	\$125,000
Total	\$109,000		\$109,000	\$234,000	\$234,000

Issues for Consideration

The Division of Consumer Affairs employs Ford Ranger 4X2 Pickup Trucks for use by the staff to inspect more than 20,000 weights and measures devices. This includes, but is not limited to, scales, gas station meters, and LPG meters. The Division's staff also uses these trucks to inspect

merchants for compliance with consumer protection laws. Although Labor, Licensing and Consumer Affairs did not ask for any funding in this capital program, the Department indicated that vehicles will need to be replaced in the next couple of years. We agree with scheduling funding in SY because the proposed capital program is a planning document that should anticipate necessary future expenses. The Department should provide a list of vehicles to be replaced with age, mileage, and estimated replacement cost before funding is approved in a particular budget year.

Budget Review Office Recommendations

We agree with the proposed capital program.

1813BP16

EXISTING					
Project Number:	1814	Executive Ranking:	Not Included	BRO Ranking:	35
Project Name:	SUFFOLK COUNTY TELEPHONY STRUCTURAL IMPROVEMENTS				
Location:	Countywide	Legislative District:	All		

Description

Suffolk County presently relies on Centrex telephone services provided by Verizon through an agreement which expires in May of 2015. This Centrex voice network allows the County to employ features of a Private Branch Exchange (PBX) phone system without the need to purchase the type of hardware necessary for a PBX system.

Justification

The Department of Information Technology (DoIT) states that the primary needs of the County are for dial-tone on a single line and that our existing Centrex system provides adequate voice services, although somewhat dated, in a cost-effective manner with a reasonable level of availability. Nevertheless, Verizon has offered Centrex service for over 40 years and, of true concern, is the prospect of the company either abolishing the service for newer technologies or undertaking divestiture of that business. Verizon Centrex voice services are largely provided by the company itself, since it delivers those services under their proprietary agreement; however, they do permit authorized resellers and agents to sell these services to businesses and organizations. These authorized dealers offer Centrex services at a significantly higher cost than is now enjoyed by Suffolk County in its existing contract. The Department ascertains that a Voice over Internet Protocol (VoIP) system will lessen the County's dependence on Centrex while permitting DoIT to utilize its existing data network infrastructure to manage voice services at a more nominal cost.

Status

Suffolk County currently has 14,312 voice lines under its Verizon Centrex voice services agreement at a monthly pricing structure of \$12.44 per line, excluding taxes and fees. In May of 2012 the

County took advantage of an option in its Verizon services agreement to extend the contract an additional thirty-six months. This shifted the expiration date to the end of May 2015; however, there is an option in this current extended agreement to lengthen it one final year, through May of 2016. If Suffolk County is unwilling to extend the contract beyond the current expiration of May 2015, DoIT would then be compelled to utilize the New York State Office of General Services (OGS) pricing schedule offered by authorized resellers and agents. The County's monthly voice services expense would rise to \$20.00 per line, leading to an increase of \$108,199 per month or \$1,298,388 per annum, excluding taxes and fees.

Moreover, the Department provides and maintains the current inventory of Centrex system parts and operational desk phones. In order to purchase replacement parts and supplies, DoIT has participated in nationwide online auctions where there are still sufficient inventories of surplus equipment for acquisition. Recently, the Department negotiated an Intermunicipal Agreement (IMA) with the Town of Islip to procure its Centrex system parts and supplies since learning the town migrated to VoIP from Centrex in 2012.

For the Proposed 2016-2018 Capital Program, DoIT is requesting \$18,259,600 to move away from the County's reliance on its current Centrex voice services and implement an up-to-date VoIP telecommunications solution. The Department would execute this project in multiple phases.

Phase 1 - Hire a telecommunications specialist through a Request for Proposal (RFP) process to review Suffolk County's voice network and recommend a product or solution that will provide the most cost-effective benefit for its needs.

Phase 2 - The Department's personnel will review the findings and formulate a plan of installation and implementation. This phase will also include the development of an RFP to solicit bids from telecommunication service providers.

Phase 3 - The selected vendor from the bid process will work with Departmental staff to roll out the new voice network design over a three year period. DoIT will determine the implementation schedule based on which departments and services will benefit most from the upgrade.

The Proposed 2016-2018 Capital Program does not include this project. If this project remains excluded from the capital program, it is the intent of the Department to seek the final extension of the current Centrex agreement for 12 months, with the contract ending in May of 2016.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The Department requested \$18,259,600 in serial bond financing for this project (2016-2018 and SY). If the entire \$18,259,600 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,428,158. Over the life of an 18-year bond this totals \$25,706,841.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$3,200,000	\$0	\$0
2017	\$0		\$7,529,800	\$0	\$0
2018	\$0		\$7,529,800	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$18,259,600	\$0	\$0

Issues for Consideration

The acquisition of other voice services through the use of a completely different technology, such as a hosted solution by an outside network provider, known as a Private Branch Exchange (PBX), or implementation of a County controlled VoIP network, would require a large capital investment in initial equipment and services necessary to move to such a technology. Suffolk County could lower its voice services cost through a migration to one of these technologies, but only over a long-term return on investment time period of greater than five years. The capital costs for the equipment alone without installation, configuration and, in some cases, infrastructure upgrades would cost between \$400 to \$800 per line depending on the need for single line, multiple line, call management programming, voice mail and other additional services. The Department asserts that these estimates are based upon pilot programs and projects conducted by the County Clerk, County Treasurer and Police Department. DoIT further maintains the County will always need to retain a minor Centrex or similar technology presence for backup or emergency purposes in the event of an Internet Service Provider failure.

Budget Review Office Recommendations

- The Budget Review Office concurs with the exclusion of this project from the Proposed 2016-2018 Capital Program.
- The Department of Information Technology should pursue the final 12 month extension of the County's current Centrex agreement with Verizon.

1814CAF16

EXISTING					
Project Number:	1816	Executive Ranking:	31	BRO Ranking:	25
Project Name:	COUNTYWIDE REPLACEMENT OF COMPUTER EQUIPMENT/INFRASTRUCTURE				
Location:	Countywide	Legislative District:	All		

Description

This project calls for the replacement of computer equipment/infrastructure that departments deem essential, has been utilized by County personnel for a minimum of five years and has the approval of the Information Processing Committee. This project will afford County departments the opportunity to replace outdated and obsolete equipment.

Justification

In 2005, Suffolk County enacted a policy change whereby computer desktop, laptop and server warranties would be purchased for a five-year term rather than the standard practice three-year duration. This adjustment resulted in significant savings over the years to annual operating budgets with little consequence to the computer lifecycle extension or workflow for the preponderance of the workforce. In 2008, the County enacted a further adjustment regarding the procurement of computers across the majority of departments by authorizing the Department of Information Technology (DoIT) to purchase these office machines through their operating budget (016-ITS-1680-2020). This financing modification allowed the Department to consolidate costs across departments in order to maximize the purchasing power of the County. Lastly, in 2010 the County abolished the five-year procurement strategy and instituted an "as needed" replacement policy for computer office machines among all County departments encompassed within the Information Technology Services (ITS) Operating Budget. The consequences of this final policy change has led to (1) computers remaining in operation long past their practical and effective lifecycle; (2) software that either runs inefficiently on outdated hardware or cannot be upgraded to the latest, and possibly required version; (3) and inefficiencies with staff workflow and downtime. These issues are of concern, particularly in County public safety, health, human services and revenue producing departments.

Status

Resolution No. 1207-2013 appropriated \$1 million in serial bonds for this project using offsets from two other capital projects. The Department of Information Technology prepared a spreadsheet comprised of this project's participating County departments and their computer equipment refresh needs and expenses. The following 16 departments were involved in the procurement plans: Civil Service, Clerk, District Attorney, Economic Development and Planning, Executive, FRES, Health Services, Information Technology, Law, Medical Examiner, Parks, Police, Probation, Public Works, Real Property and Social Services.

The Department requested \$1 million to continue financing this project in 2016, however, the Proposed 2016-2018 Capital Program does not include the additional funding. The Adopted 2015 Capital Budget includes \$1 million.

Total Appropriated:	\$1,000,000	Appropriation Balance:	\$1,819
----------------------------	--------------------	-------------------------------	----------------

Impact on Operating Budget

The Department requested \$1,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$78,214. Over the life of an 18-year bond this totals \$1,407,853.

Since this project is not funded in the proposed capital program, DoIT expects monies for the procurement of replacement computer equipment for the 16 departments to be included in the Information Technology Services operating budget, fund 016-ITS-1680-2020, as it routinely has been prior to this capital project.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
2016	\$0		\$1,000,000	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$1,000,000		\$2,000,000	\$1,000,000	\$1,000,000

Issues for Consideration

In 2015, a procurement schedule for the sixteen participating departments covered expenditures totaling approximately \$1 million, with \$439,587 earmarked for the purchase of 67 Panasonic Toughbook CF31 Mobile Digital Communicator (MDC) Police vehicle replacements. The Police Department originally requested more than 200 of these devices but negotiations with the Department of Information Technology resulted in a substantial reduction to the quantity initially sought. Considering the high cost of replacing MDC devices in County Police vehicles, DoIT's ability to fulfill the needs of other participating departments was greatly diminished; which has still left many County computers remaining in operation long past their practical and effective lifecycle. At the 2014 onset of this capital project, the Department projected a need for funding of \$2.5 million to refresh the outdated computer equipment across the 16 departments involved.

Budget Review Office Recommendations

- The Budget Review Office (BRO) agrees with the funding presentation for this project.
- BRO recommends that Suffolk County return to a five-year computer equipment replacement policy, with the procurement of these technologies occurring through the Information Technology Services operating budget.

EXISTING					
Project Number:	1819	Executive Ranking:	50	BRO Ranking:	42
Project Name:	COUNTYWIDE LICENSING PROGRAM				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding for the purchase of equipment and software necessary to implement a Countywide licensing and permitting software platform.

Justification

The implementation of the software platform is expected to increase efficiency and productivity by reducing the amount of staff hours required to issue licenses, resolve complaints, and provide information to County businesses and residents. The software is also intended to assist Labor, Licensing and Consumer Affairs with tracking and enforcing consumer protection laws passed by the Legislature and will allow the newly established Taxi and Limousine Commission (TLC) to efficiently license and permit the livery industry while effectively coordinating and communicating with other local licensing municipalities and jurisdictions. Based upon the results of the implementation in Consumer Affairs, the platform will be extended Countywide.

Status

This project is expected to have four phases. Phase I will implement the software platform for the Taxi and Limousine Commission. Phase II will implement the platform for other licensing and permitting functions within the Division of Consumer Affairs. Based on an evaluation of the results of Phases I and II, implementation will be extended to additional Labor, Licensing, and Consumer Affairs functions. Phase IV will extend the platform to other County departments and agencies that could benefit from the software.

Resolution No. 534-2014 appropriated \$300,000 for Phase I. Implementation began in February of 2015 and is expected to be completed in May. The Adopted 2015-2017 Capital Program included \$1,035,000 in 2015 for the implementation of Phases II and III and \$1,035,000 in SY for Phase IV. In accordance with the request submitted by Labor, Licensing and Consumer Affairs, the Proposed 2016-2018 Capital Program reduces the total estimated cost for Phases I and II by \$535,000 and advances \$535,000 from SY to 2016, \$250,000 from SY to 2017, and \$250,000 from SY to 2018 for Phases III and IV.

The Department is optimistic that the County will be able to use in-house staff to implement and maintain a greater portion of this project than originally anticipated. As a result of reducing the reliance on services from the vendor, the Department anticipates needing to appropriate only \$500,000 of the \$1,035,000 included in the Adopted 2015 Capital Budget.

The following chart shows the estimated start and completion date of each phase of the project.

Phase	Dept	Division	Estimated Start	Estimated Completion
Phase I	LAB	Consumer Affairs: Taxi & Limousine Commission	2015	2015
Phase 2	LAB	Consumer Affairs: Other	2015	2016
Phase 3	LAB	Department-Wide	2016	2017
Phase 4	Other	Other County Departments	2018	2018
Total Appropriated:		\$300,000	Appropriation Balance:	\$41,038

Impact on Operating Budget

The proposed capital program includes \$1,035,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,035,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$80,952. Over the life of an 18-year bond this totals \$1,457,128.

Labor, Licensing and Consumer Affairs estimates an annual cost of \$75,000 for licenses and maintenance following the completion of Phase II, but the Department expects increases in productivity to result in approximately \$250,000 in revenue from issuing more licenses and enhancing enforcement capabilities.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$1,035,000	\$500,000	\$500,000	\$500,000	\$500,000
2016	\$0		\$535,000	\$535,000	\$505,000
2017	\$0		\$250,000	\$250,000	\$235,000
2018	\$0		\$250,000	\$250,000	\$235,000
SY	\$1,035,000		\$0	\$0	\$0
Total	\$2,070,000		\$1,535,000	\$1,535,000	\$1,475,000

Issues for Consideration

Currently, the licensing software used in Consumer Affairs is outdated, fragmented, and limited in utility. Rather than trying to incorporate the added responsibilities of running a Taxi and Limousine Commission into an obsolete technology environment, the Department worked with the Administration to develop a software solution that improves the existing process while accommodating the introduction of new functionality. The software vendor, Accela, has been working with the Department to develop an improved platform that is versatile, easy to use, and able to be expanded and integrated Countywide.

Following the completion of Phase I, the County will evaluate the results and decide on whether to move forward with Phase II. Once Phase II is complete, the County will decide whether to begin Phase III and then Phase IV. The benefit of this phased approach is that it provides the County with an opportunity to make periodic evaluations before committing to the entire cost of the project. After each phase, the County will have the ability to make adjustments to the scope and timing of subsequent phases.

In addition to software and licensing costs, the proposed capital program includes \$30,000 in 2016, \$15,000 in 2017, and \$15,000 in 2018 to purchase equipment such as computers, servers, mobile devices, barcode readers, and other items. There is a legitimate need to purchase this equipment in order to effectively implement this project; however, these purchases are not capital in nature and should be financed with operating funds instead of serial bonds.

Budget Review Office Recommendations

- We recommend removing furniture and equipment funding of \$30,000 in 2016, \$15,000 in 2017, and \$15,000 in 2018. Labor Licensing and Consumer Affairs should include funds for the requested equipment in its operating budget requests, starting in 2016.
- If the entire \$60,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$4,693. Over the life of an 18-year bond this totals \$84,471. Despite a higher first year cost, the County would save \$24,471 as result of using operating funds instead of serial bond financing.

1819BPI6

NEW					
Project Number:	1821	Executive Ranking:	62	BRO Ranking:	69
Project Name:	PURCHASE OF VEHICLES FOR THE DEPARTMENT OF SOCIAL SERVICES				
Location:	Ronkonkoma	Legislative District:	All		

Description

This project will fund the purchase of vehicles for use by the Department of Social Services (DSS).

Justification

The seven vehicles for DSS will replace existing vehicles that are due to be decommissioned. The seven vehicles being purchased are of the same type (five minivans and two cargo vans) as the seven vehicles that will eventually be decommissioned. If these vehicles were to be decommissioned and not replaced, it would be difficult to provide the necessary service. In this case some use of employees' own vehicles could be considered, but that would be far from an ideal situation. Among other things, there are liability issues and there would also be additional costs for mileage reimbursement that are not likely to qualify for State aid.

Status

The proposed capital program includes this new capital project with \$185,000 in 2015 (\$62,900 or 34% in serial bonds and \$122,100 or 66% in State aid) for equipment. The Department requested \$185,000 in serial bond financing in 2016 for equipment. This capital project can progress in the current year without a budget offset because it has 66% State aid available in 2015. An offset is not

required on amendments which are financed in an amount of at least fifty percent (50%) by Federal and/or State Aid.

The five minivans will be used by Family and Children Services for casework field staff, community service workers and emergency services field staff in the Division's Child Welfare and Adult Protective Bureaus. These vehicles will be available 24 hours a day, seven days a week for child removals, foster care placements, supervised visitations, emergency and non-emergency client transportation, field contacts, and delivery of emergency and non-emergency goods and services. The two cargo vans will be used by the Supportive Services Division for maintenance and other requirements at all eight DSS sites, deliveries between various locations, and the delivery of confidential materials between County departments and DSS. The five minivans are estimated at \$125,000 or \$25,000 each and the two cargo vans are estimated at \$60,000 or \$30,000 each.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The department requested \$185,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$185,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$14,470. Over the life of an 18-year bond this totals \$260,453.

Failure to replace vehicles in a timely manner could lead to costly repairs, as well as additional expenditures for employee mileage reimbursement.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$185,000	\$0	\$185,000	\$185,000
2016	\$0		\$185,000	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$185,000	\$185,000	\$185,000

Issues for Consideration

This new capital project can progress in 2015 without an offset because it is 66% funded with State aid. The County share will be \$62,900 or 34% in serial bond financing.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project, which will provide State aided vehicles for DSS to use for service provision, maintenance, deliveries and other requirements.

NEW					
Project Number:	1822	Executive Ranking:	70	BRO Ranking:	22
Project Name:	AUDIT MANAGEMENT SYSTEM ENHANCEMENTS				
Location:	Hauppauge	Legislative District:	All		

Description

This project provides for the purchase of software and hardware to implement a database driven audit management system. Funding will be used for initial software licenses, provider server hosting, hands on training, computers, tablets, and other related equipment.

Justification

The use of a database driven audit management system is expected to increase productivity by making information more organized and readily accessible from the office or in the field. Efficiencies to the audit process will allow for additional audits, which enhances fiscal oversight and increases the potential for revenue from audit recoveries.

Status

Audit and Control requested \$230,000 for furniture and equipment in 2016. The Proposed 2016-2018 Capital Program includes funding as requested.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The Proposed Capital Program includes \$230,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$230,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$17,989. Over the life of an 18-year bond this totals \$323,806.

Audit and Control anticipates savings through efficiencies in process and a reduction in paperwork, as well as increased revenues from audit recoveries. However, the Department estimates that annual operating expenses will increase by \$71,300 for user licenses, data hosting, and mobile data plans.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$230,000	\$230,000	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$230,000	\$230,000	\$0

Issues for Consideration

The following chart shows a breakdown of the project costs as requested by the Department.

Capital Funding Requested by Audit and Control	
Category	Cost
Audit Management Software Initial License Cost for 50 users	\$145,000
Analytics Software Initial License Cost for 50 users	\$10,000
Annual Cost for Hosting on Vendor Servers	\$30,000
Five Days of Vendor Training and Consulting	\$20,000
10 Dell Laptops	\$10,000
7 Mobile Hotspots	\$1,000
7 Data Plans for Mobile Hotspots	\$6,000
10 Apple iPad Airs	\$7,000
10 iPad Cases	\$1,000
Total	\$230,000

Financing this project through serial bonds in the capital budget allows the County to avoid the upfront cost associated with this project; however, several of the purchases financed by this project would be more appropriately financed through the operating budget; specifically, training, monthly data plans, recurring license and hosting costs, and relatively inexpensive computer equipment. If the Legislature chooses to include this project in the capital budget, we would recommend limiting funding to \$155,000 for the initial software purchase; however, we recommend financing the entire project through the operating budget.

Budget Review Office Recommendations

- Delete \$230,000 in serial bonds for furniture and equipment in 2016. The requested project has merit, but the associated costs are more appropriately funded with operating funds. Audit and Control should request funding for this project in the 2016 Operating Budget.
- If the entire \$230,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$17,989. Over the life of an 18-year bond this totals \$323,806. Despite a higher first year cost, the County would save \$93,806 as result of using operating funds instead of serial bond financing.

Education (2100)

EXISTING					
Project Number:	2118	Executive Ranking:	43	BRO Ranking:	43
Project Name:	RENOVATION TO SAGTIKOS BUILDING - GRANT CAMPUS				
Location:	SCCC- Grant Campus	Legislative District:	9		

Description

This capital project provides for the renovation of 20,346 square feet of space in the Sagtikos Building in anticipation of the transfer of the Library and Learning Resource Center to a new building to be constructed on the Grant Campus (CP 2159). The renovations planned for the Sagtikos Building include the creation of a centralized student service space for transactional offices (registrar, bursar, financial aid) as well as improvements to admissions space to attract prospective students. The renovations will also expand existing space for student support programs such as counseling services, testing, and advisement, as well as improve office space for the Dean of Student Services.

Justification

The renovation of the Sagtikos Building is needed to reprogram space that will be vacated once the library moves into the new Learning Resource Center (CP 2159). According to the College, converting the vacant space into student support space will address an essential need for improved services.

Status

Planning funds were appropriated in 2014. The College requested \$5.7 million in 2016 for construction and equipment, as previously adopted. The Proposed 2016-2018 Capital Program defers construction and equipment funding to 2017.

Total Appropriated:	\$400,000	Appropriation Balance:	\$400,000
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

This project is approved for 50% State aid in the State's five-year aid plan for community colleges. Accordingly, the County would be responsible for \$2.85 million of the remaining cost of \$5.7 million. The proposed capital program includes \$2,850,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,850,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$222,910. Over the life of an 18-year bond this totals \$4,012,382.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$5,700,000		\$5,700,000	\$0	\$0
2017	\$0		\$0	\$5,700,000	\$5,700,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$5,700,000		\$5,700,000	\$5,700,000	\$5,700,000

Issues for Consideration

Built in 1993, the Sagtikos Building presently houses the campus theater, science laboratories, and library. When the library moves to the new facility, the vacated space will be converted into student support space to address an essential need for improved student services.

The Grant Campus of Suffolk County Community College has grown significantly over the last couple of decades. Enrollment increased by 60% (in headcounts after last day of registration) from 6,068 in the fall of 2000 to 9,708 in the fall of 2014. The renovation of the Sagtikos Building is important for the continued growth and development of the Grant Campus, but the construction of the proposed Library and Learning Resource Center (CP 2159) is a necessary prerequisite to the implementation of this capital project (CP 2118). The design work for the Learning Resource Center is complete and the construction contract was awarded in October of 2014. The permitting process has been slow, but the College is optimistic that construction will begin this spring. Based on the estimated completion of the Learning Resource Center toward the end of 2016, it makes sense to schedule the funding for the Sagtikos Building in 2017 as proposed by the Executive.

Budget Review Office Recommendations

We agree with the proposed capital program.

2118BP16

EXISTING					
Project Number:	2149	Executive Ranking:	59	BRO Ranking:	59
Project Name:	INFRASTRUCTURE - COLLEGE WIDE				
Location:	SCCC- College Wide	Legislative District:	2,4,9		

Description

This capital project addresses the repair or replacement of infrastructure throughout the College's three campuses. Items included are mechanical and electrical systems, asphalt paving and drainage,

exterior concrete stairs, walkways and curbs, exterior lighting systems, building roofs and waterproofing, and other general building improvements. These physical assets are reportedly at the end of their useful life and must be repaired or replaced.

Justification

In 2009, the State University of New York (SUNY), in conjunction with the State University Construction Fund (SUCF), commissioned a study to assess the condition of capital facilities in SUNY community colleges and to propose a standard model of annual capital reinvestment to address facility needs. The report assessed the effects of several investment schedules and their impact on facility backlog over a ten-year period from 2010-2019; it concluded that an annual investment of \$10.3 million was required at Suffolk County Community College to maintain the current level of backlog through 2019.

Status

This is an ongoing project designed to provide critical repairs and upgrades to College buildings and infrastructure. The College requested \$10.3 million in 2015 in the last capital program. The Adopted 2015-2017 Capital Program scheduled half of the requested funding in 2016 and half in 2017, which is what the College requested for the 2016-2018 Capital Program. The proposed capital program defers the 2017 funding to 2018.

Total Appropriated:	\$31,200,000	Appropriation Balance:	\$9,373,329
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

This project is eligible for 50% State aid. Accordingly, the County is responsible for \$5.15 million of the proposed \$10.3 million. The proposed capital program includes \$5,150,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$5,150,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$402,803. Over the life of an 18-year bond this totals \$7,250,445.

The replacement of aging mechanical and electrical systems with energy efficient equipment will likely result in reduced operating costs for the College. In addition, timely maintenance prevents the need for costly emergency repairs.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$5,150,000		\$5,150,000	\$5,150,000	\$5,150,000
2017	\$5,150,000		\$5,150,000	\$0	\$0
2018	\$0		\$0	\$5,150,000	\$5,150,000
SY	\$0		\$0	\$0	\$0
Total	\$10,300,000		\$10,300,000	\$10,300,000	\$10,300,000

Issues for Consideration

The SUNY Capital Facilities Assessment and Reinvestment Plan Final Report, which was published in 2009, estimated the total current replacement value of the College's buildings and infrastructure for all three campuses to be approximately \$834 million. Evaluation of the College's buildings and infrastructure by consultant engineers estimated a \$33.3 million backlog of deferred maintenance at Suffolk County Community College in 2009. The report defined "backlog" as capital assets, which

according to industry standards, are beyond their usable life and require immediate repair or replacement. Based on the age and condition of College facilities at the time of inspection, the consultant projected that an average annual investment of \$10.3 million was required to prevent the backlog from growing.

The consultant's hypothetical investment schedule was based on probable useful life cycles of equipment and infrastructure. Actual costs may be higher or lower depending on numerous variables including weather, usage, and other environmental factors. Annual capital appropriations for this project equaled the recommended investment of \$10.3 million in 2011 through 2013, but were \$0 in 2014 and 2015. Nevertheless, the College has been able to address its most critical issues with provided funds.

Based on the schedule of work submitted by the College, the proposed funding is reasonable. Through a combination of appropriation balance and budgeted funds, there are ample funds to cover the estimated cost of currently planned projects. The following chart summarizes the College's planned project spending and available funds based on the proposed capital program.

SCCC Infrastructure Projects			
Year of Scheduled Projects	Cost of Scheduled Projects	Funding Source	Funding Amount
2015	\$8,410,000	Appropriation Balance	\$9,373,329
2016	\$3,400,000	2016 Proposed	\$5,150,000
2017-2018	\$6,800,000	2018 Proposed	\$5,150,000
Total Cost:	\$18,610,000	Available Funds:	\$19,673,329

If the number, scope, timing, or cost of scheduled improvements changes going forward, the need for additional funds may be evaluated in future capital programs. In the near term, the proposed funding appears adequate.

Budget Review Office Recommendations

We agree with the proposed capital program.

Public Safety: Other Protection (3000)

EXISTING					
Project Number:	3008	Executive Ranking:	Discontinued	BRO Ranking:	32
Project Name:	NEW REPLACEMENT CORRECTIONAL FACILITY AT YAPHANK				
Location:	Yaphank	Legislative District:	3		

Description

This project was mandated by the New York State Commission of Correction (COC) to address the immediate and future needs of Suffolk County's correctional system. This project provided for the new (not replacement) correctional facility in Yaphank in two phases based upon the 2004 independent Needs Assessment Study, which outlines the County's current and future incarceration needs including Alternatives to Incarceration (ATI).

Phase I included six new cell pods (60 beds each), one 60-bed women's dormitory, a health services area with 20 sick bay rooms, a new visitation area and a new booking area. In total, Phase I included 440 beds. Phase I was completed in April 2013.

Phase II had provided for the future expansion of jail capacity including an additional 360 beds. The COC has temporarily offered the County mandate relief as this Phase has been put on hold due to a decreasing inmate population and budget constraints.

The Criminal Justice Coordinating Council is assessing alternatives to incarceration for non-violent offenders with the hope that future expansion can be reduced or avoided.

Justification

This project was mandated by the New York State Commission of Correction (COC) to address overcrowding.

Status

This project is discontinued in the Proposed 2016-2018 Capital Program. The discontinuation of the project provides a \$114 million cost avoidance, which is proposed to support other capital projects.

The COC had previously mandated Phase II to expand the facility in the future. Resolution No. 415-2013 appropriated \$8 million for planning which makes up the majority of the current appropriation balance.

Total Appropriated:	\$180,759,931	Appropriation Balance:	\$9,173,709
----------------------------	----------------------	-------------------------------	--------------------

Impact on Operating Budget

The new Yaphank facility employs the "direct supervision" model. This model removes barriers to staff/inmate interaction. Officers spend their entire shift in the housing units among inmates. One correction officer is assigned to each pod of up to 60 inmates. This officer is "backed up" with electronic surveillance and other Correction Officers (COs) in near proximity in case a situation occurs. The direct supervision model is the preference of the Sheriff's Office and the COC is essentially requiring it. While this model should require less overall staffing, the COC has set a personnel standard for the number of correction officers that the County must adhere to in order

to retain any bed variances. To comply with the COC's minimum-staffing requirements, the County hired 39 Correction Officers in July of 2014.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$2,000,000	\$0	\$2,000,000	\$0	\$0
2016	\$55,000,000		\$55,000,000	\$0	\$0
2017	\$55,000,000		\$55,000,000	\$0	\$0
2018	\$0		\$2,000,000	\$0	\$0
SY	\$2,000,000		\$0	\$0	\$0
Total	\$114,000,000		\$114,000,000	\$0	\$0

Issues for Consideration

This project addresses the immediate and future needs of the County's Correctional system and is mandated by the NYS COC. Overcrowding and the deterioration of the dorms have rendered the old Yaphank facility in need of major renovations (CP 3009).

As currently constructed, the functional capacity of the Sheriff's correctional facilities without the 372 variance beds is 1,555 inmates. For the next two years, this figure is even lower, as CP 3009, the renovation of the original portion of the Yaphank facility, has commenced. Currently four dormitories are closed for this renovation project without which the capacity is reduced by another 144 beds.

After a recent meeting with the COC, the likely compromise for lifting the mandate of Phase II will be the removal of up to 372 variance beds. The inmate population continues to decline and is currently at 1,386. Without the variances, the 1,555 bed capacity, less the 144 under renovation, leave 1,411 beds, which is close to the current population. The Sheriff believes that if the inmate population reverses trend the COC would grant the County at least 100 variance beds to avoid substitute jail housing.

Budget Review Office Recommendations

- The Budget Review Office has been addressing mandate relief for the last several years as the national trend of declining inmate population continued. Therefore, we agree with discontinuing Phase II in the Proposed 2016-2018 Capital Program.
- The County should continue to aggressively pursue Alternatives to Incarceration (ATI) programs to reduce dependence on variances from the COC, mitigate the need for expensive substitute housing (especially if variances are revoked), and possibly mitigate the need for additional cells to be constructed under Phase II.

EXISTING					
Project Number:	3009	Executive Ranking:	61	BRO Ranking:	61
Project Name:	RENOVATIONS AT THE YAPHANK CORRECTIONAL FACILITY				
Location:	Yaphank	Legislative District:	3		

Description

This project will provide funding for “Bid Package E”, which includes the maintenance, repair, and upgrade of the 1959, 1982 and 1986 portions of the Yaphank Correctional Facility. It will include renovations and improvements to various structural and mechanical systems to include, but not be limited to: plumbing, HVAC, electrical, and roofing. These repairs and renovations are mandated by the NYS Commission of Correction (COC), and will include major renovations to eight of the oldest existing dormitories as well as to other areas of the facility. This building must continue to house prisoners, even though the new Yaphank Correctional Facility has become operational.

Justification

Renovations and maintenance of the old Yaphank Correctional Facility is required and mandated by the COC, as this building must continue to house prisoners, even though the new Yaphank Correctional Facility has been completed, especially since Phase II of CP 3008 has been temporarily discontinued. This funding will be used to address those renovations, maintenance and space repurposing items as identified in the Ehasz Giacalone Architects (EGA) Comprehensive Analysis completed in 2013. The comprehensive analysis report will serve for the next 5-10 years as the basis for all system maintenance, repair, and renovation work that the Sheriff’s Office, in conjunction with DPW, will perform to maintain the older portions of the Yaphank Complex. This will assure its availability as a viable part of the County’s Correctional System for the foreseeable future. All renovations will incorporate the direct supervision model.

Status

Inmates and staff from the first four dorms were transferred to the new facility in Yaphank in late April 2013. Construction has started on four dorms with a completion date of mid-2016. Current encumbrances will be used to continue the renovation of the F1, F2, South I and North I dorms, the gym bathrooms, corridor lighting and the cargo lift between the kitchen and the basement storage area. When that is completed, the next four dorms will be vacated and renovated.

The Proposed 2016-2018 Capital Program reschedules and increases funding by \$400,000 based upon the revised timeline of Bid Package E and the EGA Comprehensive Analysis and adds \$750,000 in 2018. It includes continued funding in 2016 through SY for on-going renovations and improvements, for example to transform the administrative areas into needed support areas such as a central mail room, canine training area, dry storage, office space and a commissary facility.

Total Appropriated:	\$23,645,000	Appropriation Balance:	\$1,562,419
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

- The renovations to the dorms will allow the old Yaphank facility to continue to house inmates and therefore avoid increased substitute jail housing.

- As dorms are closed, staff will be transferred to the new facility, which will help alleviate staffing shortages and mitigate overtime.
- The Department of Public Works has been pursuing an aggressive energy conservation program in the new design and renovation of our existing facilities. All renovations will incorporate the best available architectural and engineering energy saving measures in the design. Energy saving features incorporated will include increased insulation for the building envelope, high efficiency windows, weather stripping and caulking, building energy management systems, energy efficient lighting and water conservation equipment.
- The proposed capital program includes \$3,100,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,100,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$242,464. Over the life of an 18-year bond this totals \$4,364,346.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
2016	\$700,000		\$850,000	\$850,000	\$850,000
2017	\$500,000		\$750,000	\$750,000	\$750,000
2018	\$0		\$750,000	\$750,000	\$750,000
SY	\$750,000		\$750,000	\$750,000	\$750,000
Total	\$2,350,000		\$3,500,000	\$3,500,000	\$3,500,000

Issues for Consideration

This facility was built in 1959, renovated in the 1980's, and is in need of continuous infrastructure repairs. The eight existing dormitories, with a combined capacity of 384 beds, must continue to be able to legally house prisoners. Their capacity is calculated into the total future capacity of Suffolk County's Correctional System. Consequently, these dormitories, along with their ancillary areas, must continue to be maintained and eventually renovated. If they are not, the New York State Commission of Correction may rescind bed variances resulting in increased substitute jail housing.

The COC is especially concerned with the eight oldest dormitories, which are in various states of disrepair. The County has followed the COC mandate that major renovations must begin as soon as Phase I of the new Yaphank facility is completed (CP 3008), which occurred in April of 2013. The plan is to renovate four of the dorms at a time, by moving the inmates and staff to the new facility.

In 2004, the COC revoked the Maximum Facility Capacity certification of two dorms due to their advanced state of deterioration, reducing the legal inmate capacity by 120 inmates. These dorms were closed and later demolished. They were "temporarily" replaced with a stressed membrane structure, commonly referred to as the "sprung tent". The County cannot afford to have dorms closed again and must continue renovating the existing dorms and ancillary areas.

The project also includes funding for the ongoing maintenance of the entire Yaphank complex into the future and will follow the EGA Comprehensive Analysis report for what projects it will address and when. The repurposing of the currently closed front portion of the old Yaphank facility also remains as a factor in the future of this project. Items such as a central mail room, canine training area, dry storage, office space and a commissary facility will be considered for this space. Other

items at the Yaphank complex will also be addressed such as renovations to the Sprung Tent bathrooms.

In conclusion, the ongoing maintenance, upgrading, and repurposing of space in the County's correctional facilities is required. Even with the construction of a new facility, it must be remembered that the plan for this system has always included the older portions. The County cannot risk losing them as has happened in the past because we have failed to maintain them. The cost of maintaining the 588 beds of the old Yaphank facility would be dwarfed by the cost of having to recreate them via new construction should we lose them because of preventable problems, as happened with the 120 permanent beds we lost in 2004.

Budget Review Office Recommendations

The Budget Review Office agrees with presentation of this project in the Proposed 2016-2018 Capital Program.

3009JO16

EXISTING					
Project Number:	3014	Executive Ranking:	59	BRO Ranking:	59
Project Name:	IMPROVEMENTS TO THE COUNTY CORRECTIONAL FACILITY C-141 - RIVERHEAD				
Location:	Riverhead	Legislative District:	2		

Description

This on-going project provides for the maintenance, repair, and upgrade of the Riverhead Correctional Facility that is 44 years old and includes 769 beds. This facility is occupied 24 hours/seven days a week and therefore experiences wear and tear at a much greater rate than most County buildings. Funding has been appropriated for numerous improvements under this project since 1996.

This project includes, but is not limited to:

- Repair and replacement of all exterior lighting with more efficient LED lighting.
- Construction of an outside dry goods storage facility.
- Construction of a large vehicle storage facility attached to the vehicle maintenance area.
- Maintenance of security and building related mechanical systems.
- Renovation of the public restrooms in the visiting area as well as various officers' restrooms.
- Ongoing infrastructure improvements as required.

Justification

This project ensures that the infrastructure of the Riverhead Correctional Facility is properly maintained. Correctional Facilities are unlike any other County building for the following reasons:

- Accelerated deterioration of the building as a result of 24 hour/seven day a week operation;
- Unusual wear and tear caused by years of overcrowding, vandalism and other conditions related to corrections; and
- As the facility condition deteriorates, the risk and the cost of negative events increases. The Sheriff's Office estimates that the replacement cost would be more than \$200 million.

Status

A consultant was selected in 2012 to develop a master plan to include a complete evaluation of all of Suffolk County's Correctional System. Ehasz Giacalone Architects (EGA) Comprehensive Analysis was completed in 2013. This Comprehensive Analysis document will serve as the basis for identifying and prioritizing various renovation/maintenance projects with regards to the Riverhead Correctional Facility. The Comprehensive Analysis provides a systematic approach to identifying and prioritizing capital needs of the Riverhead Correctional Facility. It will also be used as a justification document for all future funding requests for Capital Project 3014.

The objective is to generate significant cost savings by accelerating projects now, thereby avoiding construction cost escalation due to deterioration caused by deferred maintenance. Ultimately, this will result in reduced maintenance expenses because timely attention to repairs lessens the damage and/or loss of efficiency caused by delay.

The Proposed 2016-2018 Capital Program, as compared to the Adopted 2015-2017 Capital Program, reduces funding in SY by \$100,000 but includes an additional \$1,600,000 in 2018. The Budget Review Office has consistently recommended annual funding for this project because of its on-going nature.

Total Appropriated:	\$14,470,000	Appropriation Balance:	\$3,455,479
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

The New York State Commission of Correction has issued 152 variance beds because the County continues to show a commitment to renovate this facility. Without these variances, it could cost the County approximately \$5 million annually for substitute jail housing.

The proposed capital program includes \$6,400,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$6,400,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$500,570. Over the life of an 18-year bond this totals \$9,010,262.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
2016	\$1,600,000		\$1,600,000	\$1,600,000	\$1,600,000
2017	\$1,600,000		\$1,600,000	\$1,600,000	\$1,600,000
2018	\$0		\$1,600,000	\$1,600,000	\$1,600,000
SY	\$1,700,000		\$1,600,000	\$1,600,000	\$1,600,000
Total	\$6,200,000		\$7,700,000	\$7,700,000	\$7,700,000

Issues for Consideration

The Riverhead Correctional Facility, originally opened in late August 1969, is in desperate need of significant maintenance, repair, and upgrading due to both its age and the fact that the facility has experienced significant overcrowding since the 1980's. The heavy wear and tear resulting from continued overcrowding has taxed the system's infrastructure resulting in plumbing, heating/cooling, electrical, security, and other mechanical systems being overloaded and continuing to break down.

On-site visits have made it obvious that this facility is in need of ongoing improvements. Funds included in the capital program will be prioritized in order to proceed with the completion of as many items as funds will permit. Although there is a plan in place for repairs and upgrades based upon the EGA Comprehensive Analysis, priorities must remain flexible to adapt to constantly changing conditions within the facility.

With current fiscal realities in mind, the Sheriff's Office has again delayed requesting funding for the largest single item identified by the Comprehensive Analysis as being a need; a new kitchen and food storage area. However, in lieu of requesting the \$12 million that this project is currently estimated to require, the Sheriff is requesting a steady stream of furniture and equipment funding as a stop gap approach to keeping the current facilities functional.

Budget Review Office Recommendations

Repair and maintenance of this facility on a continuous basis should be given a high priority to maintain and preserve the Riverhead facility before the included items fail and create a safety hazard. The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

3014JO16

EXISTING					
Project Number:	3019	Executive Ranking:	55	BRO Ranking:	55
Project Name:	IMPROVEMENTS TO VARIOUS SHERIFF'S OFFICE FACILITIES				
Location:	Islip, Yaphank, Riverhead, Westhampton & Brentwood	Legislative District:	2, 3, 9		

Description

This project would establish an umbrella project under which funds could be appropriated for the purpose of addressing issues of major repairs, renovations, space repurposing, and large-scale maintenance in a more timely and systematic way for the Sheriff's Office satellite facilities.

The Sheriff has satellite offices that are not part of the two correctional facilities. They include:

- First District Court detention facilities and the Domestic Violence Unit in Islip.
- Civil Enforcement and Personal Investigation Sections in Yaphank.
- Headquarters and County Court detention facilities in the Criminal Court Building in Riverhead.
- Gabreski Airport security office in Westhampton.
- Sheriff's Academy facilities in Westhampton and Brentwood.

Justification

Consolidating all smaller capital project work for all Sheriff's Office satellite facilities under one funding program assures better coordination of system repairs, renovations and improvements that serve overlapping functions and impact upon one another. It will also allow for more timely action when repairs or improvements are needed.

Status

The Adopted 2015-2017 Capital Program scheduled \$200,000 for construction in 2015 and \$250,000 for construction in 2016. The Proposed 2016-2018 Capital Program includes \$200,000 for construction annually from 2016 through SY. Planning will be done in-house by DPW. This will provide a continuous stream of funding to be established for this project in the same way that it has been done for CP 3009 - for the main Yaphank Campus and CP 3014 – for the Riverhead Correctional Facility.

Resolution No. 276-2015 appropriated \$200,000 for this project.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$800,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$800,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$62,571. Over the life of an 18-year bond this totals \$1,126,283.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
2016	\$250,000		\$200,000	\$200,000	\$200,000
2017	\$0		\$200,000	\$200,000	\$200,000
2018	\$0		\$200,000	\$200,000	\$200,000
SY	\$0		\$200,000	\$200,000	\$200,000
Total	\$450,000		\$1,000,000	\$1,000,000	\$1,000,000

Issues for Consideration

Currently there are two existing capital projects under the Sheriff's Office, which fund all renovations, repairs and maintenance issues at the Yaphank (CP 3009) and Riverhead Correctional Facilities (CP 3014). None of the satellite facilities can be serviced by funds appropriated under CP 3009 or CP 3014. When any of the satellite facilities are in need of renovations, repairs or maintenance that are significant in cost, a new capital project has to be requested to address them. Even if the capital request is approved, it means at least 18 months will elapse before any work can start. Invariably, this means degraded operational efficiencies for many units, as problems go unaddressed and repair and maintenance work is deferred. This capital project establishes an umbrella program to alleviate the need for individual capital projects on a sporadic basis.

Priority projects at this time concern security improvements at three locations; District Court in Central Islip, Civil Court in Yaphank and Headquarters in Riverhead. The installation of cameras and access control systems would be included. Another potential project is Westhampton's property section is in need of an inventory control system which would require wiring the building for this purpose.

Budget Review Office Recommendations

Over the next several years, it will be determined if this project requires a steady stream of funding. Until then, the Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

3019JO16

EXISTING					
Project Number:	3047	Executive Ranking:	64	BRO Ranking:	58
Project Name:	REPLACEMENT OF HEAVY DUTY EQUIPMENT FOR SHERIFF'S OFFICE				
Location:	Yaphank, Riverhead	Legislative District:	2, 3		

Description

This project provides funding for the purchase of one refrigerated box truck for the transport of large amounts of various food and various items of equipment between correctional facilities and other Sheriff Office facilities.

Justification

The replacement vehicle is required to address current workload demands and the condition of existing vehicles.

Status

The Adopted 2013-2015 Capital Program included funding to purchase a box truck to aid in the transport of materials and equipment between Sheriff's Office facilities. Subsequently, the Sheriff was able to fill this need with the acquisition of a box truck through a federal program for surplus equipment and the funding was never appropriated. The Proposed 2016-2018 Capital Program includes \$135,000, as requested, in 2016 for the purchase of one refrigerated box truck.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The current truck is less efficient and in need of constant repair. A newer more efficient and reliable truck should have a positive impact on the operating budget, offsetting a portion of the associated debt service costs.

The proposed capital program includes \$135,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$135,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$10,559. Over the life of an 18-year bond this totals \$190,060.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$135,000	\$135,000	\$135,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$135,000	\$135,000	\$135,000

Issues for Consideration

The Yaphank and Riverhead facilities are 15 miles apart and other satellite facilities are scattered across the County from Westhampton to Central Islip. With inadequate storage space at both jail locations, the need to transport food items from the honor farm, linens, mattresses, paper products, etc. has become a daily routine.

The Sheriff's Office currently uses a refrigerated box truck to transport food between the main kitchen warehouse in Yaphank and the Riverhead Facility. This vehicle is also used to transport dry goods and large equipment back and forth between facilities as well as serving in this role for the transport of materials to other Sheriff's Office facilities scattered throughout the County. The current vehicle used for this purpose has been in service for 15 years and is rapidly approaching the end of its useful life. It is becoming increasingly costly to repair and maintain this vehicle in a serviceable condition.

The funding of this project would enable the Sheriff's Office to replace this aging, inefficient asset with one that would be much cheaper to maintain, would be much more energy efficient in terms of fuel costs and much safer to operate. This would not necessitate an increase to the county fleet as it would be replacing a vehicle that would subsequently be decommissioned.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

3047JO16

EXISTING					
Project Number:	3060	Executive Ranking:	46	BRO Ranking:	46
Project Name:	PURCHASE OF COMMUNICATION EQUIPMENT				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding for the upgrade and replacement of communication equipment for the Sheriff's Office. This project includes the replacement and upgrading of Mobile Data Terminals (MDT's) in marked vehicles to allow for a fully integrated, Computer-Aided Dispatch system (CAD). The Impact Mobile System has been designed to give Officers in the field access to valuable information and the ability to work remotely. The retrofitting of the MDT's to the new model Police Interceptors that have begun entering service is continuing. In addition, funding is requested to begin a program of replacing existing radio equipment that is rapidly reaching the end of its useful life and is in danger of becoming obsolete. Funding in SY is for the replacement of the current generation of MDT's with the next generation of mobile data assets.

Justification

The operation of the Sheriff's Public Safety Communications Center is dependent upon information and the ability to manage it.

Status

The funding scheduled for 2015 will be for the completion of the communication capabilities upgrade program begun in 2012. It included:

- The replacement and upgrading of Mobile Data Terminals (MDT's) in marked vehicles to allow for a fully integrated, Computer-Aided Dispatch system (CAD).
- The Automatic Vehicle Location (AVL) component is used when field units are equipped with Global Positioning System (GPS) locator devices that report back to CAD so their locations and speeds can be identified on the map. This provides dispatch and other mobile users with precise locations, directions and speeds of other vehicles in the area and vehicles with the closest proximity to the dispatch event.
- Additional equipment includes a backup, off-site CAD server along with scheduled equipment replacement and upgrades.
- The Sheriff maintains that funding is necessary over and above that provided under CP 3244 - 700/800MHz Trunked Radio Communication System Upgrade, as this is for equipment retrofitting and replacement that will not be covered under that capital project.
- Resolution No. 122-2015 appropriated \$100,000 that will be used for the completion of the communication upgrades that began in 2012.

The Proposed 2016-2018 Capital Program includes the Sheriff's request of \$100,000 per year from 2016 through SY to begin a program of replacing existing radio equipment, mounting hardware and accessories for the new Interceptors and licensing fees for their Impact software. The previously adopted capital program did not include funding for this project after 2015. The mounting and licensing fees will account for approximately \$50,000 per year, leaving \$50,000 for radios. The Sheriff will still be reliant on CP 3244 to fulfill their complete requirements. This funding had not previously been included in the Adopted 2015-2017 Capital Program as the radios were to be replaced under CP 3244. There are no changes to the funding scheduled in CP 3244.

Total Appropriated:	\$680,000	Appropriation Balance:	\$5,113
----------------------------	------------------	-------------------------------	----------------

Impact on Operating Budget

The proposed capital program includes \$400,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$400,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$31,286. Over the life of an 18-year bond this totals \$563,141.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
2016	\$0		\$100,000	\$100,000	\$100,000
2017	\$0		\$100,000	\$100,000	\$100,000
2018	\$0		\$100,000	\$100,000	\$100,000
SY	\$0		\$100,000	\$100,000	\$100,000
Total	\$100,000		\$500,000	\$500,000	\$500,000

Issues for Consideration

The Sheriff's Office requested funding is independent of CP 3244 - 700/800MHz Trunked Radio Communication System Upgrade. The Department would prefer to replace some of its own radios and equipment without having to completely rely on a Countywide project led by the Police Department. Additional costs, such as prepping the Interceptors and licensing fees were also not included in CP 3244.

The requested funding to begin a program of replacing existing radio equipment that is rapidly reaching the end of its useful life and is in danger of becoming obsolete was previously included in CP 3244 - 700/800MHz Trunked Radio Communication System Upgrade. The Budget Review Office recommends that the Sheriff's Office work closely with the Police Department to ensure that they are purchasing compatible equipment and at the fairest cost.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

3060JO16

NEW			
Project Number:	3065	Executive Ranking:	56
		BRO Ranking:	55
Project Name:	REPLACEMENT OF THE JAIL TIME AND ACCRUAL SYSTEM		
Location:	Yaphank, Riverhead	Legislative District:	2, 3

Description

This project will provide funding for the Sheriff's Office to replace its obsolete Jail Management System (JMS) and Time and Accrual System (TAS). The current system is 25 years old and is difficult to update and maintain.

Justification

The Sheriff's Office will be able to replace an obsolete JMS and TAS with a more modern version that will more easily integrate with the County's more modern IT systems such as the Black Creek security system.

Status

This new project was included as requested with \$20,000 for planning in 2016, \$690,000 for equipment in 2017 and \$280,000 for equipment in 2018.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$990,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$990,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$77,432. Over the life of an 18-year bond this totals \$1,393,775.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$20,000	\$20,000	\$20,000
2017	\$0		\$690,000	\$690,000	\$690,000
2018	\$0		\$280,000	\$280,000	\$280,000
SY	\$0		\$0	\$0	\$0
Total	\$0		\$990,000	\$990,000	\$990,000

Issues for Consideration

The current Jail Management System (JMS) and Time and Accrual System (TAS) that are used by the Sheriff's Office were both custom developed by in-house programming assets. In the case of the JMS, it has been in use and constant development for over 25 years. The application was written in a Unisys developed language called Mapper that is even older. Because of this, the Sheriff's Office faces two very difficult issues that will eventually force them to either redevelop a new JMS and TAS or have them manufactured by a vendor. Because of the age of the programming language, it has become increasingly difficult, as technology moves forward, to integrate the JMS with newer technologies for things like PDAs and Bio Metric Identification techniques. The more important issue the Sheriff is facing is the obsolescence of the programming language as it is becoming very difficult to find personnel with the requisite skill levels and experience that can, or are willing to, come to the Sheriff's Office and work with it. In addition, two of the three programmers that are currently on staff are either at retirement age or are quickly approaching it. This project will establish funding for the acquisition of the next generation JMS and TAS for the Sheriff's Office before the existing systems become outmoded.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

3065JO16

Public Safety: Law Enforcement (3100)

EXISTING					
Project Number:	3135	Executive Ranking:	55	BRO Ranking:	55
Project Name:	PURCHASE OF HEAVY DUTY VEHICLES FOR THE POLICE DEPARTMENT				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the replacement of heavy-duty vehicles, such as flatbed tow trucks, for the Police Department Transportation Section and for Emergency Service Rescue trucks. The Transportation Section is responsible for the towing of evidence impounds for the Police as well as other law enforcement agencies. They also tow disabled and decommissioned vehicles.

Justification

Cyclical replacement of heavy-duty vehicles on a timely basis is required due to excessive mileage and wear.

Status

The Police Department has typically been purchasing one truck per year under this project for more than a decade. An additional \$125,000 is included in 2018 to continue this replacement schedule. In the aggregate, the Proposed 2016-2018 Capital Program includes \$450,000, as requested by the Department.

Planned Replacement: Two Emergency Service Trucks (2015 and 2017) and two Two-Car Carriers (2016 and 2018). Resolution No. 278-2015 appropriated the 2015 funding.

Total Appropriated:	\$440,000	Appropriation Balance:	\$29,925
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$450,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$450,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$35,196. Over the life of an 18-year bond this totals \$633,534.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000
2016	\$125,000		\$125,000	\$125,000	\$125,000
2017	\$200,000		\$200,000	\$200,000	\$200,000
2018	\$0		\$125,000	\$125,000	\$125,000
SY	\$0		\$0	\$0	\$0
Total	\$500,000		\$625,000	\$625,000	\$625,000

Issues for Consideration

The tow operators and emergency services employees perform this function on a 24x7 schedule. These vehicles are used whenever the Police Department needs to maintain the integrity of the

chain of evidence such as when vehicles are used during a crime, DWIs, fatal vehicle crashes and to tow disabled or decommissioned Police vehicles. The Transportation Section tows approximately 3,500 vehicles annually. The Budget Review Office supports the cyclical replacement of these heavy-duty vehicles.

Emergency Service has a fleet of eight trucks (six large patrol trucks and two vans). One of the vehicles being replaced is an Emergency Services truck that has more than 283,057 miles accrued. The current fleet of four two-car carriers includes one vehicle with mileage that exceeds 225,783 miles. Failing to replace one truck each year will put the Transportation Section and Emergency Services Section in danger of not being able to respond to public safety needs.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

3135JO16

EXISTING			
Project Number:	3153	Executive Ranking:	53
		BRO Ranking:	53
Project Name:	PURCHASE OF CUSTOM FITTED BALLISTIC SOFT BODY ARMOR VESTS		
Location:	Police District	Legislative District:	3-18

Description

This project provides funds for replacement of custom fitted ballistic soft body armor vests for Police Officers.

Justification

These vests are critical safety gear needed to protect Police Officers from serious injury and/or death from gunshots. Officers are mandated to wear these vests while on patrol duty. Since these vests lose their protective capability over time, there is a finite life for them as defined by the manufacturer and Police Department policy. As a result, they need to be replaced when they have outlived their useful life.

Status

The vests had previously been purchased through the operating budget. The Police Department received a State grant for vests in 2014. The Department spent \$276,420 for 425 vests in 2014. The grant reimbursed the County for half of the cost or \$138,210. There is approximately \$40,000 available from the grant. Funding of \$421,600 in the Adopted 2015 Capital Budget has not yet been appropriated. The Police Department requested \$221,000 in 2016, \$193,800 in 2017 and \$156,100 in 2018. The Proposed 2016-2018 Capital Program does not include any funding from 2016 through SY.

Total Appropriated:	\$626,420	Appropriation Balance:	\$85
----------------------------	------------------	-------------------------------	-------------

Impact on Operating Budget

Previously, funds have been expended through the operating budget (under appropriation 115-3121-3390-Policeman Supplies).

The Department requested \$570,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$570,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$44,582. Over the life of an 18-year bond this totals \$802,476.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$421,600	\$421,600	\$421,600	\$421,600	\$421,600
2016	\$221,000		\$221,000	\$0	\$0
2017	\$193,800		\$193,800	\$0	\$0
2018	\$0		\$156,100	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$836,400		\$992,500	\$421,600	\$421,600

Issues for Consideration

The Police Department's policy is to replace the vests on a seven-year cycle. Annual costs fluctuate due to when recruit classes are hired, when they are due for seven-year replacements and when officers retire (each vest is custom fitted so when an officer retires the vest is either donated to the military or sold back to the manufacturer). For instance, if a class of new recruits requires vests in the same year that a large class of officers are due their seven-year replacement vests, the cost will increase for that given year. The cost of each vest is \$650.40.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program, as there is available funding in 2015 to purchase approximately 700 vests. If the Police Department needs to purchase additional vests in the future, due to accelerated separations or new recruit classes, it can request funding in future capital programs.

3153JO16

Public Safety: Communication (3200)

EXISTING					
Project Number:	3238	Executive Ranking:	52	BRO Ranking:	52
Project Name:	UPGRADE AND REINFORCEMENT OF HAUPPAUGE TOWER				
Location:	Hauppauge	Legislative District:	12		

Description

This project provides funding for the replacement of the 360-foot existing radio communication tower and replacement of the generator that is over 21 years old at the Hauppauge site used by federal agencies, FAA, Secret Service, US Marshalls, and local public safety, including the police communications and the microwave network system as well as FRES and volunteer fire departments.

Justification

A structural analysis completed in December 2009 by Hirani Engineering had indicated the need for maintenance, repairs and painting. A preliminary inspection report from LIRO Engineers was received in November of 2013 as the tower was climbed and inspected. The report advised that the tower needs significant structural work. These structural repairs may include steel beam replacement and support bracket replacement, as well as replacing missing bolts, all which pose safety concerns. Lead abatement from the paint is also a concern and will lead to increased cost. The report states that the condition of the paint was considered in fair condition, but should be addressed.

Status

The Adopted 2015-2017 Capital Program included \$1,250,000 in SY for painting, maintenance and repairs. Funding needs to be increased to correct the issues outlined in the inspection reports. The Proposed 2016-2018 Capital Program includes \$4,500,000 in SY. The Police Department requested the same amount in 2016. The County is also exploring other funding opportunities such as Federal aid or National Recovery Funds. This project previously was funded with FEMA aid, which is still a possibility but not guaranteed. Funding was requested and proposed as serial bonds. DPW is nearing completion of the design phase. Resolution No. 402-2012 appropriated \$60,000 for the replacement of the generator. To date, these funds have not been spent.

Total Appropriated:	\$410,000	Appropriation Balance:	\$331,480
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$4,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$4,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$351,963. Over the life of an 18-year bond this totals \$6,335,341.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$4,500,000	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$1,250,000		\$0	\$4,500,000	\$4,500,000
Total	\$1,250,000		\$4,500,000	\$4,500,000	\$4,500,000

Issues for Consideration

The tower, located on NY State DOT property next to PC Richards in Hauppauge, failed a structural analysis in 2005. It is approximately 30 years old and it was stated that it could not sustain a "G Standard" hurricane (135 MPH winds such as Katrina). According to the 2005 structural analysis, the tower is over-stressed by as much as 200%. Radio tower companies refuse to climb the tower because of safety concerns and new GPS equipment cannot be installed on the tower.

The analysis completed in 2013 indicated that replacement was not necessary at this time, as the tower is structurally sound, but needs steel beam, support bracket and bolt replacements and eventually a paint job.

Over the years, maintaining the aging tower and addressing issues such as lead abatement have led to considerations of replacing the tower. The process of repainting the tower has become complicated due to the issue of lead paint removal before repainting can occur. This will involve enshrouding certain areas of the tower for sandblasting and/or scrapping. This process is closely monitored for public, employee and environmental health and safety concerns.

In spite of the 2013 analysis, in our view, replacement may not only be less expensive initially, but it offers a more permanent solution and reduces the need to make more costly repairs in the future to a tower which must inevitably be replaced at some point.

Budget Review Office Recommendations

- The condition of the tower must be closely monitored. If replacement is needed sooner than SY, the funding can be advanced in future capital programs.
- We agree with the proposed capital program.

3238JO16

EXISTING					
Project Number:	3239	Executive Ranking:	52	BRO Ranking:	52
Project Name:	REPAIR OF YAPHANK TOWER				
Location:	Yaphank	Legislative District:	3		

Description

This project provides for maintenance of the existing 225-foot tower at the Yaphank site, which is used by federal agencies, FAA, Secret Service, US Marshalls, and local public safety including the police communications and the microwave network system, as well as FRES and individual volunteer fire departments.

Justification

A structural analysis has indicated the need for repairs.

Status

DPW estimates: \$52,000 for planning, \$170,000 for maintenance and repair inspection, and \$350,000 for painting. Resolution No. 1027-2011 appropriated \$52,000 for planning and \$520,000 for construction. The Department requested an additional \$150,000 for lead abatement in 2016, which is included in 2017. The previously adopted appropriation balance will expire this year if it is not expended or extended.

Total Appropriated:	\$572,000	Appropriation Balance:	\$520,000
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$150,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$150,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$11,732. Over the life of an 18-year bond this totals \$211,178.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$150,000	\$0	\$0
2017	\$0		\$0	\$150,000	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$150,000
Total	\$0		\$150,000	\$150,000	\$150,000

Issues for Consideration

The tower failed a structural analysis in 2005 that stated it could not sustain a "G Standard" hurricane (135 MPH winds such as Katrina). A new analysis completed in December 2009 indicated that replacement is not necessary as it is structurally sound but needs steel beam, support bracket and bolt replacements, lead abatement and a paint job at a cost of \$722,000, including planning. A

final inspection report from LiRo Engineers in November of 2013 confirmed the need for minor structural enhancements.

As the years have progressed, maintaining the aging tower and addressing issues such as lead abatement have led to the consideration of replacing the tower. The process of repainting the tower has become complicated due to the issue of lead paint removal before repainting can occur. This will involve enshrouding certain areas of the tower for sandblasting and/or scrapping. This process is closely monitored for public, employee and environmental health and safety concerns.

Budget Review Office Recommendations

The Budget Review Office recommends deferring \$150,000 for construction from 2017 to SY, as a final decision still needs to be made as to whether to maintain or replace the tower. Replacement will require additional funding; however, it offers a more permanent solution and reduces the need to make costly repairs in the future to a tower that inevitably will be replaced at some point. If the previously appropriated funding expires, additional funding will be required in the future.

3239JO16

Public Safety: Traffic (3300)

EXISTING			
Project Number:	3301	Executive Ranking:	51
		BRO Ranking:	51
Project Name:	SAFETY IMPROVEMENTS AT VARIOUS INTERSECTIONS		
Location:	Countywide	Legislative District:	All

Description

This project provides for traffic studies, land acquisition and implementation of traffic engineering improvements to reduce the traffic accident rates at various County road intersections. The improvements include widening of intersections, addition of turn lanes and installation of new actuated traffic signals. Any studies completed that progress to final design, land acquisition or construction phases go forward under a separately created capital project.

Justification

The reduction of traffic accidents at County road intersections is the ultimate goal of this ongoing capital project.

Status

Continuing traffic growth increases the demand for traffic safety studies along County-maintained highways.

The following is a list of locations with status updates for this project.

- Review of the Heartland Town Square Draft Generic Environmental Impact Study
- Study of CR 13, Fifth Avenue, at CR 100, Suffolk Avenue
- Analysis of CR 101, Patchogue-Yaphank Road, between Dunton Avenue and CR 99, Woodside Avenue
- Improvements to the SCDPW traffic study systems, study of a Countywide Bike Route System and on-call traffic studies and associated tasks in response to constituent complaints and high accident locations are ongoing
- Recently issued an RFP for the Ronkonkoma Hub Traffic Impact Study
- Preparing an RFP for the analysis of delineation improvement alternatives to supplement pavement markings along unlit sections of County highways

This capital project has an appropriation balance of \$1,758,666 (\$955,193 for planning and \$803,473 for land acquisition), which DPW intends to utilize for the following:

- Engineering Services for Draft Generic Environmental Impact Statement (DGEIS) Traffic Impact Study Review
- Traffic Impact Assessment for County Roads
- Safety Improvements at CR 48 Middle Road at Cox Neck Road, Southold
- Planning for Safety Improvements on CR 16, Intersection with Sheppard Lane and Gilbert Avenue, Annette Avenue and Mayfair Road

The proposed capital program includes \$1.15 million for planning in serial bonds, with \$350,000 included in 2017 and 2018 and \$450,000 scheduled in SY, which is consistent with the funding level previously adopted but \$1.2 million less than the Department requested. Compared to the previously adopted, the proposed capital program defers the funding previously scheduled in 2016 to 2018 and reprograms \$300,000 in construction into planning. Compared to DPW's request, the proposed capital program does not include \$250,000 requested for construction (\$50,000 in 2016, 2017 and 2018 and \$100,000 in SY) and includes \$950,000 (\$500,000 in 2016, \$100,000 in 2017 and 2018 and \$250,000 in SY) less than requested for planning.

DPW had requested to increase the funding in this project in 2016 in anticipation of final design needs associated with the CR 101, Patchogue-Yaphank Road, between Dunton Avenue and CR 99, Woodside Avenue project, and in 2017 in anticipation of final design needs associated with the Countywide Bike Route System study.

A resolution to appropriate the \$350,000 (\$300,000 in planning and \$50,000 in construction) included in the 2015 Adopted Capital Budget is needed to fund the study of delineation improvement alternatives, improvements to the SCDPW traffic study systems, and on-call traffic studies and associated tasks in response to constituent complaints and high accident locations. The construction funds are unobligated, at this time.

Total Appropriated:	\$4,585,000	Appropriation Balance:	\$1,758,666
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$1,150,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,150,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$89,946. Over the life of an 18-year bond this totals \$1,619,031.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000
2016	\$350,000		\$550,000	\$0	\$0
2017	\$350,000		\$500,000	\$350,000	\$350,000
2018	\$0		\$500,000	\$350,000	\$350,000
SY	\$450,000		\$800,000	\$450,000	\$450,000
Total	\$1,500,000		\$2,700,000	\$1,500,000	\$1,500,000

Issues for Consideration

This capital project has the majority of its funding in planning, which is atypical when compared to most capital projects. This is because any studies that are completed that progress to the final design, land acquisition or construction phase go forward under a separately created capital project. This project does not include funding in 2016; there is a significant appropriation balance of nearly \$1.76 million and annual funding in 2017 through SY for planning. Although it includes all of the funds in planning and not as DPW requested with some funding in construction, funding can be reprogrammed to construction when an appropriating resolution is adopted.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

3301Moss16

EXISTING			
Project Number:	3308	Executive Ranking:	61
		BRO Ranking:	55
Project Name:	COUNTYWIDE INTELLIGENT TRANSPORTATION SYSTEM (ITS)		
Location:	Countywide	Legislative District:	All

Description

This project will study, design and construct an Intelligent Transportation System (ITS) infrastructure for the Suffolk County highway system that will interface with the New York State INFORM System in order to form an integrated ITS system to improve traffic flow and incident management.

Justification

The ITS system will allow for arterial monitoring with performance measures built in to provide a more regional and comprehensive approach to manage traffic congestion and assist in responding to emergency incidents and accidents on the highway system. Improved traffic flow is expected to have a beneficial effect on the local economy, and the environment will benefit from air quality improvements.

Status

The proposed capital budget increases the funding for this project by \$2.95 million (\$590,000 or 20% in serial bonds and \$2.36 million or 80% in Federal Highway Administration (FHWA) funding) for construction in 2016, as requested by DPW, to fully install and implement the ITS. The scope of work increased considerably and the Department identified additional Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds for 2016.

This capital project is in the preliminary engineering phase, the Design Report is approximately 50% complete and the Project System Engineering Analysis will commence shortly. DPW anticipates the submission of final plans to NYSDOT for bid approval in the summer of 2016.

All field equipment will communicate back to the NYSDOT INFORM Traffic Management Center (TMC). "Travel Time" signs will be installed on critical roadways, such as CR 83, CR 97, CR 39 and CR 58. These signs will display to the traveling public an estimated travel time, in minutes, to predetermined destination roadways. As additional funding is available, other critical roadways will be considered as well as additional technology such as Closed Circuit Television (CCTV) cameras and Variable Message Signs (VMS). The County will enter into an agreement with NYSDOT to

operate the devices. There have been discussions between NYSDOT and SCDPW. However, there is no formal agreement in place, at this time.

DPW does not plan to appropriate the \$450,000 adopted in 2015 as the Federal CMAQ funds will be available in 2016.

Total Appropriated:	\$112,500	Appropriation Balance:	\$112,500
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$590,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$590,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$46,146. Over the life of an 18-year bond this totals \$830,634.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000
2016	\$0		\$2,950,000	\$2,950,000	\$2,950,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$450,000		\$3,400,000	\$3,400,000	\$3,400,000

Issues for Consideration

This capital project is meant to enhance the safety of motorists using the County roadways. The implementation of the ITS infrastructure will help move traffic along the County's roadway system smoothly and more efficiently and provide additional information regarding traffic congestion and emergency incidents in real time in order to facilitate appropriate response and traffic management measures. DPW has indicated that this capital project together with CP 3309, County Share for Closed Loop Traffic Signal System, will allow for a limited degree of traffic incident management on County roadways.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

EXISTING					
Project Number:	3309	Executive Ranking:	60	BRO Ranking:	57
Project Name:	COUNTY SHARE FOR CLOSED LOOP TRAFFIC SIGNAL SYSTEM				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the design and installation of a Closed Loop Traffic Signal System that will ultimately incorporate nearly 700 interconnected traffic lights on County roads. This system will centrally monitor traffic signal operations and report any problems or malfunctions back to the main computer in the traffic office. Intersection operations will be observed in real-time on the computer screen by the Department of Public Works (DPW) during regular working hours. If needed, the system will be able to transmit updated timing data to reprogram local controllers. Problems will be reported immediately and repair personnel dispatched to rectify problems.

Since many County roadways cross New York State roadways, the new system will work with and complement the New York State Department of Transportation (NYSDOT) INFORM traffic control system. The NYSDOT control center is manned 24 hours a day, seven days a week. Under a Memorandum of Understanding (MOU) to be established, the NYSDOT will monitor the County's Closed Loop Traffic Signal System during off-hours at no charge to the County.

Justification

Traffic flow and motorist safety will be improved, while traffic congestion and auto emissions will be reduced as a result of the implementation of the system, which will have the ability to actively respond to normal congestion, incident mitigation or emergency situations in a minimal amount of time. The goal is to provide consistent traffic flows and optimal traffic patterns on County roads.

As an added benefit, the County's Closed Loop Traffic Signal System will also enhance NYSDOT's ability to respond to highway issues on State roadways.

Status

There have been discussions between NYSDOT and SCDPW regarding the MOU detailed in the description above. However, there is no formal agreement in place at this time. The signal system has allowed SCDPW to program traffic signals for planned NYSDOT roadway closures during off-hours.

The proposed capital program includes \$4 million (\$800,000 in serial bonds and \$3.2 million in Federal aid) in 2016 for construction, which is \$1 million less than previously adopted but as requested by DPW. As preliminary engineering and final design progressed, the work required was less than originally anticipated.

Work is 95% complete for Phase VII, Towns of Babylon, Brookhaven, Huntington and Riverhead. The design report for Phases VIII and IX was approved by the NYSDOT. Phase VIII final design is complete and the letting is scheduled for 2015, pending the construction phase authorization from NYSDOT. Phase IX final design is underway and a Plans, Specifications, and Estimate (PS&E) submittal to NYSDOT is scheduled for the spring of 2016.

DPW intends to utilize hardware and software that is compatible with that used by NYSDOT, Region 10, which adopted software for use throughout the State. Construction Phases I, through VI have been completed. Construction Phase VII will be completed in early 2015. Construction Phase VIII will be let in early 2015 and completed in 2017. Phase IX construction is expected to be let in 2016 and completed in 2018.

Final Design is approximately 50% complete. DPW anticipates the submission of final plans to NYSDOT for bid approval in the spring of 2016. This capital project will install new traffic signal control cabinets, controllers, timings and communications.

Total Appropriated:	\$15,425,000	Appropriation Balance:	\$6,013,198
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$800,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$800,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$62,571. Over the life of an 18-year bond this totals \$1,126,283.

This project is eligible for 80% federal funding, but the County must first-instance fund the cost of each phase before being reimbursed. Another 15% of the costs can be reimbursable by New York State Marchiselli funds, but only if the State awards funding to the project first. Therefore, the County share for this capital project can range from a low of 5% to a high of 20% depending upon the availability of State funding. Should State Marchiselli funds be awarded, the above-noted impact could be reduced from \$800,000 to \$200,000 plus associated debt service costs.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$5,000,000		\$4,000,000	\$4,000,000	\$4,000,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$5,000,000		\$4,000,000	\$4,000,000	\$4,000,000

Issues for Consideration

There are approximately 700 traffic signals on Suffolk County roads; approximately 80% of these signals are part of a traffic signal system and are candidates for upgrading to closed loop traffic signal system operations. When all construction phases are complete, the system is intended to incorporate 100% of the traffic signals along County highways. Future phases of this project are envisioned to include real-time video, continuous monitoring and ongoing revision of traffic signal timing plans to maintain optimum operations on County roadways.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

3309Moss16

EXISTING					
Project Number:	3313	Executive Ranking:	52	BRO Ranking:	46
Project Name:	COMPLETE STREETS FUND				
Location:	Countywide	Legislative District:	All		

Description

This capital project provides funds for the construction of upgrades consistent with the Complete Streets policy, which considers the needs of all County roadways. The objective is to construct road and infrastructure improvements including, but not limited to: sidewalks, paved shoulders suitable for use by bicyclists, lane striping, bicycle lanes, “share the road” signs, crosswalks, pedestrian control signalization, bus pullouts, curb extensions, and/or other traffic calming measures.

Justification

These projects will improve public safety and the overall operational efficiency of roadways Countywide through rehabilitation and improvement of infrastructure.

Status

The Adopted 2015-2017 Capital Program included \$250,000 for construction in 2016, 2017, and SY. The proposed capital program includes the same funding for 2016 and 2017, and advances \$250,000 from SY to 2018. DPW did not request this project. Therefore, the status of this project remains unclear.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$750,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$750,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$58,661. Over the life of an 18-year bond this totals \$1,055,890.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$250,000		\$0	\$250,000	\$0
2017	\$250,000		\$0	\$250,000	\$250,000
2018	\$0		\$0	\$250,000	\$250,000
SY	\$250,000		\$0	\$0	\$250,000
Total	\$750,000		\$0	\$750,000	\$750,000

Issues for Consideration

This project was established via omnibus Resolution No. 424-2014. In addition, Resolution No. 1076-2012, which was passed in response with NYS S5411-2011 and NYS S5411A-2011, provides information regarding intent of implementation of a Complete Streets Program and directs DPW to “evaluate the feasibility of implementing Complete Streets design features.” As per the aforementioned NYS bills, the County is not required to fund complete street design, only encouraged to adopt these practices for our own Capital Program. However, attention must be shown to complete street designs if so directed by state and federal funding requirements or if NYSDOT is directly overseeing construction.

Smart Growth America released a study in March 2015 called Safer Streets, Stronger Economics. It analyzed the potential economic gains of complete street design projects implemented in 37 locations nationwide. Although stated that more data is needed, this study points to safer streets for vehicles and pedestrians which reduces financial burdens related to accidents as well as economic benefits of increased commercial growth.

Many of the funding elements of this project are included in other capital projects. These subprojects are updated on each roadway as needed. Additionally, a request, scope, and relevant data concerning the funding for this project was unavailable. This information is necessary for a complete evaluation of this project.

Budget Review Office Recommendations

The Budget Review Office recommends deferring \$250,000 for construction from 2016 to SY to allow DPW to develop a plan of work with project specifics.

3313AT16

***Public Safety: Fire Prevention and
Control (3400)***

EXISTING					
Project Number:	3405	Executive Ranking:	55	BRO Ranking:	55
Project Name:	IMPROVEMENTS TO SUFFOLK COUNTY FIRE TRAINING CENTER				
Location:	Yaphank	Legislative District:	3		

Description

This project provides for improvements to the Suffolk County Fire Training Academy in Yaphank, a training center for fire and rescue personnel from fire departments, emergency medical service agencies, hazardous material teams, law enforcement agencies, and various other emergency services organizations in Suffolk County.

The project has been re-scoped in the Proposed 2016-2018 Capital Program with three current phases:

Phase I is now the design and construction of the oil water separation system. Funding for this phase was recently appropriated, and work will take place in 2015.

Phase II is the design and construction of the garden apartment modular building live burn prop and conversion of gas props at the end of their useful life to live burn props, including taxpayer prop to live burn and the tower prop to two-stage liquid petroleum “smart” fire.

Phase III is the design and construction of the remaining field props and the modular warehouse live burn prop.

Justification

The proposed improvements to the field props and site environmental and safety systems will provide a diverse range of benefits to firefighter training, affording greater levels of training relevancy, realism, and safety for firefighting training while increasing energy efficiency with associated cost savings.

Status

The proposed capital program contains the same \$8 million in total funding for this project as the Department's request, but reschedules \$4.1 million of the \$5.1 million for construction from 2016, as previously scheduled, by deferring \$2.2 million to 2017 and \$1.9 million to 2018. An additional \$500,000 for planning is included in 2017, and \$1.2 million for construction is in SY, as requested by the Department.

The \$150,000 scheduled in 2015 is for planning and construction of a new oil-water separator in the training area, which was appropriated by Resolution No. 286-2015. A portion of the current appropriation balance has expired and is not available for use.

Total Appropriated:	\$820,000	Appropriation Balance:	\$59,874
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

Transition from the gas fired training field props to controlled burning of ordinary combustibles will result in more realistic training burns, with lower fuel consumption and reduced operating costs associated with the gas systems maintenance contracts of at least \$50,000.

The proposed capital program includes \$8,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$8,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$625,713. Over the life of an 18-year bond this totals \$11,262,828.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
2016	\$5,100,000		\$5,100,000	\$1,000,000	\$1,000,000
2017	\$0		\$1,700,000	\$3,900,000	\$3,900,000
2018	\$0		\$0	\$1,900,000	\$1,900,000
SY	\$2,400,000		\$1,200,000	\$1,200,000	\$1,200,000
Total	\$7,650,000		\$8,150,000	\$8,150,000	\$8,150,000

Issues for Consideration

The water/oil separation system funding recently appropriated is a necessary first step in the transition of the training props to “live” burns from gas props. The system is needed because kerosene is used as an accelerant for the live burns. Non-combusted kerosene, as well as other substances produced by fires such as creosote, must to be extracted from the water used to put out the fires in accordance with New York State Department of Environmental Conservation (NYSDEC) standards. Additionally, the training area recycles most of the water used for firefighting through its drainage system; there are obvious downsides to attempting to extinguish fires with a mixture of water and accelerant.

Most of the funding requested for 2016 was for the renovations to the tower, the construction of the garden apartment modular prop, and for refreshing of some props, particularly the flashover props, which, as configured, can damage firefighter’s personal protective equipment (PPE), which leads to the provision of PPE by the academy, with subsequent cost.

Installation of the new garden apartment prop first requires the removal of the tanker railway car prop and the capping of its gas line. Funding scheduled in 2016 may be sufficient to allow the railcar to be moved, but the garden apartment prop and tower renovations cannot progress until 2017. Since replacement of the oil water separator and the movement of the railcar are happening later than anticipated in the previously adopted capital program, the proposed schedule is acceptable.

Budget Review Office Recommendations

We concur with the proposed funding presentation for this project.

3405CF16

EXISTING					
Project Number:	3416	Executive Ranking:	54	BRO Ranking:	54
Project Name:	FIRE RESCUE C.A.D. SYSTEM				
Location:	Countywide	Legislative District:	All		

Description

The current phase of the project will transition the Fire Rescue Communications System from low band frequency to UHF (Ultra High Frequency) spectrum simulcast communications equipment capability. This is the frequency spectrum on which most emergency communications are already operating. The transition will assure County compliance with the Federal Communications Commission (FCC) and other interoperability criteria.

Justification

The transition from low band to UHF communications systems will enable the Fire Rescue Communications Center to directly communicate with and automatically dispatch all of the fire and emergency services agencies in the County.

Status

The proposed capital program includes 2016 funding as previously adopted, with \$1.5 million for equipment and advances \$2.5 million for equipment from SY to 2017. The Department requested that 2017 funding be advanced to 2016 and SY funding be advanced to 2017.

Resolution No. 284-2016 appropriated the \$750,000 included in the Adopted 2015 Capital Budget.

The current appropriation balance is for the ongoing purchase and installation of equipment in earlier phases, and for purchases of communications equipment for the FRES communication center. Funding in 2016 would continue the towers simulcast build out from west to east. In 2017, the east sites would be completed and any discovered voids or system weaknesses would be addressed.

Total Appropriated:	\$6,498,870	Appropriation Balance:	\$2,171,996
----------------------------	--------------------	-------------------------------	--------------------

The proposed capital program includes \$6,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$6,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$508,392. Over the life of an 18-year bond this totals \$9,151,048.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
2016	\$1,500,000		\$4,000,000	\$1,500,000	\$1,500,000
2017	\$2,500,000		\$2,500,000	\$5,000,000	\$5,000,000
2018	\$0		\$0	\$0	\$0
SY	\$2,500,000		\$0	\$0	\$0
Total	\$7,250,000		\$7,250,000	\$7,250,000	\$7,250,000

Issues for Consideration

The project was not requested with specific purchases in specific years, although some equipment is intended for purchase earlier than other equipment. To complete the transition to the UHF spectrum, the FRES communication center must be able to: directly page volunteers; communicate with all of the fire and EMS agencies in the County on the UHF band directly, with both voice and data; and be able to communicate on a UHF network on a Countywide basis to manage mutual aid and large incidents. The equipment scheduled for purchase in this project allows the County to execute those communication tasks. Since most of the EMS and fire agencies have already, or will, move to UHF before the low band spectrum becomes unavailable in the next few years, the UHF paging and auto-dispatch capability are requested as priorities. Grant funding is not currently available for this project; however, the Department expects to leverage grant opportunities if and when they become available for this type of equipment. While the expected length of service for the new equipment is ten years, the anticipated contract for purchase will build in “life cycle refresh” provisions to extend the useful life of the equipment to up to 20 years.

Budget Review Office Recommendations

We concur with the proposed funding presentation for this project.

3416CF16

EXISTING					
Project Number:	3418	Executive Ranking:	49	BRO Ranking:	67
Project Name:	FIRE RESCUE MAIN BUILDING RENOVATIONS AND IMPROVEMENTS				
Location:	Building C110, Yaphank		Legislative District:	3	

Description

The project includes renovating, adding onto, or replacement of the Fire Rescue and Emergency Services (FRES) Headquarters Building. This building houses the County Emergency Operations Center (EOC), the FRES Public Safety Answering Point, the Office of Emergency Management, and

FRES staff. According to the proposed capital program, the project will now also include funding for the study phase of discontinued CP 4084, Storage and Deployment Space for Emergency Response and Disaster Preparedness.

Justification

The building is underpowered, lacks useable space for its current purposes, lacks secondary exits from the basement areas (which contain the EOC and the emergency services dispatch area), lacks failsafe power and communication capability, lacks sufficient life support and storage areas, is difficult to appropriately secure and compartmentalize, and is not ADA compliant. It also leaks and has problems associated with original plumbing and electrical systems dating from the 1960s.

Status

The proposed capital program adds \$250,000 in 2016 for planning related to the discontinued CP 4084. The remainder of the funding, which totals \$8.8 million, is scheduled in SY. The Department requested \$700,000 for planning in 2016, \$5 million for construction, \$100,000 for site improvements, and \$1 million for equipment in 2017 and \$2 million for construction in SY. The Adopted 2015-2017 Capital Program included all funding, \$9.6 million in SY.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$9,050,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$9,050,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$707,837. Over the life of an 18-year bond this totals \$12,741,074.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$700,000	\$250,000	\$250,000
2017	\$0		\$6,100,000	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$9,600,000		\$2,000,000	\$8,800,000	\$8,800,000
Total	\$9,600,000		\$8,800,000	\$9,050,000	\$9,050,000

Issues for Consideration

This project was originally included the Adopted 2007-2009 Capital Program, with \$4.4 million combined for planning, construction, and equipment. The project has been included in every adopted capital program since then; however, no funding has ever been appropriated, and estimated costs have grown. Despite the need for a new or reconfigured facility, the requested scheduling of funding is unrealistic. The need for a study executed with the cooperation of FRES that would determine the best course of action among rebuild, addition or new construction is evident. Additionally, given the original 1960s construction of this building, construction costs as proposed and requested are probably understated even for renovation and reconfiguration because of asbestos abatement requirements. Progression of any construction phase is further complicated by the requirement for emergency dispatch and the EOC to provide continuous operations.

As noted in the review of CP 4084, BRO believes that project and this one should progress separately. There are sufficient issues to be addressed in the project without the addition of another element.

Budget Review Office Recommendations

- We concur with the funding presentation for this project as proposed by the County Executive.
- However, if an offset for the \$250,000 in planning proposed in 2016 could be found in the 2015 Adopted Capital Budget, we would support advancement of the study funds for this critical project.

3418CF16

Public Safety: Law Enforcement (3500)

EXISTING										
Project Number:	3512	Executive Ranking:	62	BRO Ranking:	64					
Project Name:	PUBLIC SAFETY VEHICLES									
Location:	Countywide				Legislative District:	All				

Description

This project will provide funding for the purchase of public safety vehicles.

Justification

The Countywide public safety fleet is declining due to age, mileage and the lack of sufficient funding in the operating budget over the past several years to replace decommissioned vehicles. All vehicles scheduled for replacement are anticipated to have over 150,000 miles accrued by the end of 2014 (130,000+ for marked Police sedans). In the past, the purchase of these vehicles was funded out of the Department of Public Works Fleet Division's operating budget.

Status

The Adopted 2015 Capital Budget includes \$5 million for public safety vehicles. The Proposed 2016-2018 Capital Program includes \$5 million in 2016, as requested. This is the fifth consecutive year that vehicles have been purchased through the capital program. The following table illustrates how the funding will be purposed. Resolution No. 124-2015 recently appropriated 2015 funding.

2015										
	Marked Sedan	Marked SUV	Unmarked Impala	Unmarked Interceptor	Undercover	Prisoner Van	Pick Up	Cargo Van	Motorcycle	TOTAL
Police	78	17	24	0	5	2	4	2	0	132
Sheriff	5	6	4	2	0	1	0	0	0	18
Total	83	23	28	2	5	3	4	2	0	150
Police Cost/Per	\$37,157	\$42,600	\$20,043	\$36,407	\$18,000	\$55,000	\$33,000	\$29,115	\$18,000	
Sheriff Cost/Per	\$29,276	\$29,225	\$18,660	\$26,685	\$18,000	\$55,000	\$27,250	\$24,220	\$18,000	
Total Cost	\$3,044,626	\$899,550	\$555,672	\$53,370	\$90,000	\$165,000	\$132,000	\$58,230	\$0	\$4,998,448

2016										
	Marked Sedan	Marked SUV	Unmarked Impala	Unmarked Interceptor	Undercover	Prisoner Van	Pick Up	Cargo Van	Motorcycle	TOTAL
Police	58	20	30	11	30	2	4	2	8	165
Police Cost/Per	\$37,157	\$42,600	\$20,043	\$36,407	\$18,000	\$55,000	\$33,000	\$29,115	\$18,000	
Total Cost	\$2,155,106	\$852,000	\$601,290	\$400,477	\$540,000	\$110,000	\$132,000	\$58,230	\$144,000	\$4,993,103

Total Appropriated:	\$17,250,000	Appropriation Balance:	\$3,391,448
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

Purchasing the vehicles through the capital program will reduce the burden on the operating budget in the short run although it will result in an increase in debt service and long run costs.

The proposed capital program includes \$5,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$5,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$391,070. Over the life of an 18-year bond this totals \$7,039,267.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
2016	\$0		\$5,000,000	\$5,000,000	\$5,000,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$5,000,000		\$10,000,000	\$10,000,000	\$10,000,000

Issues for Consideration

The cost to repair vehicles no longer under warranty is prohibitive. The Adopted 2015 Operating Budget includes \$1,915,000 for vehicle repairs. There are also safety and liability issues to be considered with public safety vehicles that are often driven at high speeds.

The inclusion of \$5 million in 2015 and \$5 million in 2016 is judicious in light of the shortage of public safety vehicles and a backlog in repairs for the aging fleet, a condition that has been worsening over the past several years.

Budget Review Office Recommendations

- The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.
- Furthermore, we recommend that the Comptroller's Office continue the recent decision to borrow for vehicles based upon their five-year probable useful life, rather than bundle this project with all others and then issue bonds at the weighted average maturity (WAM) that has averaged 18-years since 2004.
- In the future as finances improve, consideration should be given to returning to past practice, where vehicle purchases are made in the operating budget.

3512|016

EXISTING					
Project Number:	3514	Executive Ranking:	50	BRO Ranking:	49
Project Name:	BUILDING EXTENSION FOR PROPERTY BUREAU				
Location:	Yaphank	Legislative District:	3		

Description

This project funds a 100 foot extension to the west side of the Police Property Bureau building. This building provides storage and security for all the property that comes into the possession of the Police Department other than motor vehicles. This includes at least one million pieces of evidence as well as millions of dollars in cash, valuables, narcotics and firearms. The Property Bureau Building was built approximately 28 years ago and has exceeded its design limitations for current storage needs.

Justification

This project will allow the Police Property Bureau to have additional secure storage space to house the numerous pieces of property and evidence that come into possession daily.

Status

Although the primary focus of this project is for a building extension, the Adopted 2015-2017 Capital Program included \$140,000 for equipment in 2015; \$60,000 to replace a forklift that is beyond repair and \$80,000 to replace a box truck with over 150,000 miles on it. Introductory Resolution No. 1351-2015 will appropriate this funding if adopted.

The Department requested \$500,000 for planning in 2015 and \$5.5 million for construction in 2017 for the building extension, as previously adopted. The proposed capital program defers each phase by one year.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The Department estimates that annual utility costs will increase by \$30,000 as a result of adding space. However, there would be a cost avoidance of \$13,300 by not having to rent trailers for storage.

The proposed capital program includes \$6,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$6,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$469,284. Over the life of an 18-year bond this totals \$8,447,121.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$140,000	\$140,000	\$140,000	\$140,000	\$140,000
2016	\$500,000		\$500,000	\$0	\$0
2017	\$5,500,000		\$5,500,000	\$500,000	\$500,000
2018	\$0		\$0	\$5,500,000	\$5,500,000
SY	\$0		\$0	\$0	\$0
Total	\$6,140,000		\$6,140,000	\$6,140,000	\$6,140,000

Issues for Consideration

The existing warehouse is 164 feet by 164 feet and is at capacity. Excess items are stored in containers, which sit in the property yard outside the building and its security system. This project provides additional secure storage space to house the numerous pieces of property and evidence. At the present time, the cost to the Department to rent trailers in order to store property is approximately \$13,300 annually.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

3514|016

NEW					
Project Number:	3519	Executive Ranking:	64	BRO Ranking:	64
Project Name:	REPLACEMENT OF MARINE BUREAU PATROL BOAT				
Location:	Police Marine Bureau - Timber Point	Legislative District:	Police District		

Description

This project funds the purchase of a new 31-foot safe boat to replace 'Marine Juliet', a manufactured patrol boat that was acquired in June 1982.

Justification

The Marine Bureau's "Marine Juliet" has far exceeded the anticipated service life and has been decommissioned due to excessive hull corrosion. The acquisition of a new 31-foot safe boat to be used for medical transport would allow the Marine Bureau to continue to complete its assigned mission of protecting lives and property along Suffolk's coastal waters.

Status

This new project was included as requested with \$372,000 for equipment scheduled in 2017.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$372,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$372,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$29,096. Over the life of an 18-year bond this totals \$523,721.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$372,000	\$372,000	\$372,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$372,000	\$372,000	\$372,000



Issues for Consideration

The acquisition of a new 31-foot safe special purpose-emergency medical transport boat would enable the marine bureau to continue to protect persons and property on, and adjacent to Suffolk County waterways, including islands therein, barrier beach, and the enforcement of all laws, regulations and ordinances in these areas. Additionally, this vessel is a certified ambulance and, in many cases, provides the only means of transporting patients from the barrier island to the mainland making it an indispensable tool. Currently there are four boats in service. One of these boats is of limited use and is likely to be decommissioned before long. At that point, there will be a need for a new boat in order to service the four marine patrol sectors – Bravo, Delta, Juliet and Kilo.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

3519J016

NEW					
Project Number:	3520	Executive Ranking:	65	BRO Ranking:	66
Project Name:	RANGE BERM RECONSTRUCTION AT THE FIREARMS RANGE				
Location:	Westhampton	Legislative District:	2		

Description

This project provides funds for both moving and mining the earthen berms at the Suffolk County Police Range. Behind the main target system at the police firearms range is a massive man-made sand berm. The purpose of this berm is to prevent errant firearm rounds from straying into the surrounding community causing potentially catastrophic harm to persons or damage to property.

Justification

The earthen berms on both the rifle and pistol ranges were constructed too far from the shooting positions causing the potential for errant rounds to leave the facility. Moving the berms closer to the targets would allow the range to discontinue use of the wooden baffles, which were constructed to stop or degrade the flight of the projectile. These baffles require frequent maintenance costing thousands of dollars in material and man hours to maintain their integrity. In addition, the berms, since being moved many years ago, have not been mined of lead and copper. The mining of the lead and copper would help offset the cost of moving the berms, as well as reduce the environmental impact those metals would have if left in the ground.

Status

Construction funding of \$400,000 is included as requested in 2018.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

Once the berms are moved, the need for a baffle will be eliminated, thus saving thousands of dollars and numerous man-hours yearly on maintenance. The mined metals will likely yield less than \$3,000.

The proposed capital program includes \$400,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$400,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$31,286. Over the life of an 18-year bond this totals \$563,141.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$400,000	\$400,000	\$400,000
SY	\$0		\$0	\$0	\$0
Total	\$0		\$400,000	\$400,000	\$400,000

Issues for Consideration

Approximately 15 years ago, the safety berms to the rear of the firing positions at the Suffolk County Police Range were moved further from the firing positions to eliminate “splash back” from projectiles hitting the berm. The berms were moved too far from the shooting positions causing the possibility for projectiles fired at the range to leave the facility. These projectiles have the potential to injure people and or damage property. In response to that risk, a wooden baffle was built to degrade the flight of the projectile and mitigate the potential risk to persons and/or property. The solution is to move the earthen berm from its current position to one closer to the shooting positions, which would allow for the removal of the wooden baffle and the inherent problems connected with it, while providing a safer environment for those users of the property surrounding the range.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

3520|O16

NEW					
Project Number:	3521	Executive Ranking:	47	BRO Ranking:	44
Project Name:	POLICE HEADQUARTERS LOBBY SECURITY UPGRADE				
Location:	Yaphank	Legislative District:	3		

Description

This project provides funds to upgrade security measures in the lobby and front entrance by adding access-controlled, bullet resistant doors, panic-closing windows, and reinforced walls, as well as upgrading the central desk area where civilian personnel interact directly with the public.

Justification

A security upgrade of this type in the Suffolk Police headquarters' lobby area would help protect the public, as well as police personnel, from unforeseen and potentially tragic circumstances by using a variety of technologies.

Status

This new project was requested by the Police Department in SY and is included in SY in the Proposed 2016-2018 Capital Program.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$350,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$350,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$27,375. Over the life of an 18-year bond this totals \$492,749.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$350,000	\$350,000	\$350,000
Total	\$0		\$350,000	\$350,000	\$350,000

Issues for Consideration

All outside visitors to Suffolk Police headquarters must enter through the front doors and the lobby, as this is the Police Department's first line of defense. After a thorough examination at this area of headquarters, it was determined that there is much room for improvement in order to make this police facility properly secure and safe.

Budget Review Office Recommendations

As this project is necessary to benefit public safety, the Budget Review Office agrees with this project as presented in the Proposed 2016-2018 Capital Program.

3521JO16

NEW					
Project Number:	POL01	Executive Ranking:	Not Included	BRO Ranking:	54
Project Name:	RENOVATION TO FIREARMS FACILITY'S AMMUNITION BUNKER				
Location:	Westhampton	Legislative District:	2		

Description

This project provides funds for the repair of the roof of the Police Department's Firearms Section ammunition bunker, as well as adding security cameras both inside and outside of the building. Securing and protecting firearms and ammunition is a necessary function of any law enforcement agency along with securing ammunition in an environmentally controlled location, so that weapons do not deteriorate and ammunition does not degrade. It could prove lethal to law enforcement if ammunition does not fire when needed because it was exposed to moisture, humidity, etc.

Justification

The integrity of the 50 plus year old roof has been compromised by the elements, and no longer provides proper storage of the more than \$500,000 worth of weapons, ammunition and supplies currently stored within. The security cameras would add an additional layer of safety and security to the location in which the vast majority of the ammunition for the Police Department is stored.

Status

The Police Department requested \$65,000 for construction in 2017 to make roof repairs to the Police Department's Firearms Section ammunition bunker. This funding was not included in the Proposed 2016-2018 Capital Program.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

If the entire \$65,000 requested by the Department were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$5,084. Over the life of an 18-year bond this totals \$91,510.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$65,000	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$65,000	\$0	\$0

Issues for Consideration

This is the main storage facility for the Police Department's supply of ammunition, weapons and supplies. The building provides a climate controlled environment which is conducive to the storage of weapons, ammunition, and supplies all valued at more than \$500,000. Water infiltration could render these items unusable. There currently exists a portion of the building, which is no longer usable for the storage of ammunition, as water enters through holes in the roof during rain and snow storms. Items in that area must be kept off of the floor and covered to ensure their integrity. Repairing the entire roof will provide the appropriate conditions for the storage of items in this building.

From a "target hardening" approach, security cameras would be beneficial since the vast majority of ammunition for the Police Department is stored in this one building. This building currently includes approximately one million rounds of ammunition including approximately 300,000 rounds of .223 assault rifle ammunition.

Rather than create a new capital project, the Budget Review Office recommends that this project be included in CP 1623 - Roof Replacement on Various County Buildings. Currently, there is an appropriation balance of \$404,835 for that project and \$500,000 is included in the Proposed 2016-2018 Capital Program each year from 2016 through 2018.

Another option would be for the Department to locate an offset for \$65,000 within one of its existing capital projects.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed capital program.

POL01JO16

Health: Public Health (4000)

EXISTING					
Project Number:	4079	Executive Ranking:	60	BRO Ranking:	60
Project Name:	ENVIRONMENTAL HEALTH LABORATORY EQUIPMENT				
Location:	Building C487, Hauppauge	Legislative District:	12		

Description

This project provides for the purchase of equipment for the Public and Environmental Health Laboratory (PEHL). Items purchased in this project include mass spectrometers, liquid and gas chromatographs, solid phase extractors, bacterial identification systems, and information technology used to support the scientific equipment.

Justification

The purchased equipment supports analysis and threat determination of toxins, microbes, and other contaminants found in drinking water, wells, surface water, sewage, and industrial wastes throughout the County.

Status

This project is recommended as requested by the Department of Health Services. Overall, the proposed capital program provides \$275,000 more than previously adopted. A portion of the appropriation balance, \$85,000, was appropriated at the end of 2011 and will expire at the end of 2015; Health Services intends to use this funding to purchase the uninterruptible power supply (UPS) to be installed atop the Public Health Environmental Lab as part of CP 1109, Forensic Sciences and Legal Investigative Consolidated Laboratory.

Total Appropriated:	\$400,000	Appropriation Balance:	\$96,023
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$1,300,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,300,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$101,678. Over the life of an 18-year bond this totals \$1,830,210.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
2016	\$270,000		\$270,000	\$270,000	\$270,000
2017	\$235,000		\$250,000	\$250,000	\$250,000
2018	\$0		\$265,000	\$265,000	\$265,000
SY	\$520,000		\$515,000	\$515,000	\$515,000
Total	\$1,275,000		\$1,550,000	\$1,550,000	\$1,550,000

Issues for Consideration

With the exception of one new item requested in SY, every piece of equipment scheduled for purchase in this project is a replacement item for instruments that are at or near the end of their useful life. Average equipment age for items scheduled for replacement within this project is approximately 16 years; most of this equipment has a useful life expectancy of 10 years. Equipment with longer useful life expectancy has also been kept well past its useful life. This leads to problems when the equipment and its software are no longer supported by the manufacturer, which increases operating costs, decreases residual value, and leads to delays in sampling and investigations when equipment is inoperable.

While the Department schedules certain items in certain years, there is an expectation that the purchases within a given year (or within the program) are flexible. This flexibility may be necessary with respect to the intended purchase of the UPS. For example, while CP 1109 has a sufficient appropriation balance to move forward with the installation of the UPS this year, if the installation is delayed, the appropriation balance will be used for other scheduled equipment purchases.

Budget Review Office Recommendations

We concur with the proposed capital program.

4079CF16

EXISTING			
Project Number:	4084	Executive Ranking:	Discontinued
		BRO Ranking:	43
Project Name:	STORAGE AND DEPLOYMENT SPACE FOR EMERGENCY RESPONSE AND DISASTER PREPAREDNESS		
Location:	To be determined	Legislative District:	To be determined

Description

This project will provide sufficient centralized space for storage and deployment of emergency response equipment and supplies. A suitable storage space of 8,000 square feet will be constructed to permit secure storage and centralized supply and resupply, as well as rapid and efficient deployment of materiel.

Justification

Emergency supplies and equipment are currently stored in various locations across the County. Many of these locations are not climate controlled and are unsuitable for the storage of perishable supplies and sensitive equipment. Centralization of storage will result in better inventory control and more efficient emergency response.

Status

This project was discontinued in the proposed capital program. According to the Proposed 2016-2018 Capital Program, the project's study phase will be moved to CP 3418, Fire Rescue Main Building Renovations and Improvements. The previously adopted capital program scheduled \$180,000 in 2017 for planning and \$2.5 million in SY, which was made up of \$2 million for construction and \$500,000 for site improvements. The Department requested that planning be increased by \$20,000 and all funds be advanced to 2016.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The Department requested \$2,700,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,700,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$211,178. Over the life of an 18-year bond this totals \$3,801,204.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$2,700,000	\$0	\$200,000
2017	\$180,000		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$2,500,000
SY	\$2,500,000		\$0	\$0	\$0
Total	\$2,680,000		\$2,700,000	\$0	\$2,700,000

Issues for Consideration

Storage areas for emergency equipment and supplies are currently scattered in several locations, causing logistical and other issues that make efficient response difficult. The current dispersion of supplies would have the positive attributes of redundancy and strategic pre-positioning, had it been executed by design. However, the current model does not possess these attributes. Instead, the "system" of storage in use was developed by necessity, on a space available basis, and does not lend itself to rapid deployment. Inventory control is problematic, as is tracking and management of perishable items such as certain medical supplies and medications. Furthermore, not all the current storage spaces have appropriate climate control; this can damage or prematurely age supplies and equipment.

A centralized space with appropriate climate control would mitigate many of the problems inherent in the current ad hoc storage system, allowing for rapid mission oriented deployment from the storage site. The site as requested would be 8,000 square feet with separately secured inventories for emergency medical services and public health preparedness and emergency disaster response. A loading dock and cargo doors would facilitate both the receipt and distribution of supplies.

If the planning funds are included as requested, the Department will be able to reach a decision point sooner regarding the actual location of the storage site; to consider alternatives such as reconfiguring the current spaces to a prepositioned and prepackaged system; to further consider whether the requested 8,000 square feet is sufficient; and to determine the optimum configuration of the space. However, despite the obvious need for this project for both Health Services and FRES, we cannot recommend construction funding as requested without adequate planning and

design for the facility. If it is determined that FRES and Health Services should share a single emergency preparedness storage site, we would recommend that Health Services be the proponent agency, because of their more specific requirements for inventory control, controlled climate storage, and supply rotation.

Budget Review Office Recommendations

- Include this project in the capital program and schedule \$200,000 in serial bond financing for planning in 2016, \$2 million in serial bond funding for construction in 2018, and \$500,000 for site improvements in 2018.
- If the entire \$2,700,000 increase in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is \$211,178. Over the life of an 18-year bond this totals \$3,801,204.

4084CF16

NEW			
Project Number:	4089	Executive Ranking:	60
		BRO Ranking:	62
Project Name:	PURCHASE OF REPLACEMENT AUTOMATED EXTERNAL DEFIBRILLATORS		
Location:	Countywide	Legislative District:	All

Description

This project funds the replacement of approximately 145 Automatic External Defibrillators (AEDs) for Suffolk County owned and rented buildings.

Justification

AEDs currently in use will reach the end their useful life in 2018, and the manufacturer will no longer provide maintenance, batteries, or pads for these devices. The program to purchase and equip County owned and rented space with AEDs was established pursuant to Resolution No. 950-2001, To Implement Defibrillator Placement Task Force Recommendations (Building Study). The initial purchase program was funded through CP 3205, Purchase and Installation of Equipment for EMS/ALS.

Status

This is a new project in the proposed capital program with \$240,000 for equipment scheduled in 2017 as requested by the Department of Health Services.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The Proposed Capital Program includes \$240,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$240,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$18,771. Over the life of an 18-year bond this totals \$337,885.

Operating budget expenses include costs for replacement batteries and pads. Battery replacement is required every five years; pads must be replaced every 2.5 years. These costs have been included within appropriation 4618 since the initiation of the project; there is no additional operating budget impact.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$240,000	\$240,000	\$240,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$240,000	\$240,000	\$240,000

Issues for Consideration

Replacement of the 145 AEDs is required to assure that all of them are fully operational when and if they are needed. According to a July 2010 article in *Clinical Cardiology*, community-based studies show increased cardiac-arrest survival when first responders are equipped with AEDs rather than waiting for paramedics to defibrillate. Although the AEDs are utilized in a very small percentage of all out-of-hospital cardiac arrests, wide dissemination of AEDs throughout a community increases survival from cardiac arrest when the AED is used; AEDs are cost effective at sites where there is a high density of both potential victims and resuscitators, such as public buildings.

Budget Review Office Recommendations

The Budget Review Office concurs with the funding for this project as proposed.

4089CF16

***Transportation Highways
(5000, 5100)***

EXISTING					
Project Number:	5001	Executive Ranking:	50	BRO Ranking:	44
Project Name:	MEDIAN IMPROVEMENTS ON VARIOUS COUNTY ROADS				
Location:	Various County Road Intersections	Legislative District:	All		

Description

This project provides a regular schedule of improved corridor safety and operation on various County roads and intersections by adding, modifying and rehabilitating center medians. Lengthening left turn lanes will reduce rear end accidents, upgrading curbed medians will prevent illegal crossings, and modifying slopes and removing hazards will prevent rollovers and reduce fixed object accidents.

Justification

The original medians constructed on many County roads do not meet current standard design practice, and contain unsafe features that need to be updated and upgraded. This project reduces the likelihood of crashes and vehicular rollovers owing to substandard or non-existent curbed medians on County roads. Further, the County's liability and risk of potential legal action is lowered by regularly installing or improving curbed center medians on County roadways.

Status

The proposed capital program progresses this ongoing capital project as requested by DPW with \$2,425,000 for construction in serial bonds. When compared to the previously adopted capital program, the proposed capital program includes an additional \$625,000 in 2018 and \$25,000 in SY and does not include \$525,000 previously adopted in 2015. Introductory Resolution No. 1220-2015 uses the 2015 funding as an offset for CP 5014, Strengthening and Improving County Roads.

The following is a list of locations with status updates and cost estimates for this capital project:

- CR 99, Woodside Avenue in the vicinity of Station Road – Completed - \$90,000
- CR 97, Nicolls Road from CR 85, Montauk Highway to NYS Rte. 25A - Partially completed - \$75,000
- CR 51, East Moriches Riverhead Road – Construction to begin Spring/ summer 2015 - \$130,000
- CR 46, William Floyd Parkway at Smith Point Marina - Construction to begin Spring/ summer 2015 - \$90,000
- CR 105, Cross River Drive, from CR 104, Riverhead Quogue Road to Sound Avenue – Planning - No Estimate
- CR 83, North Ocean Avenue from Granny Road to NYS 25A – Planning - No Estimate
- CR 46, William Floyd Parkway from Smith Point Bridge to NYS Rte 25A – Planning - No Estimate
- CR 101, Sills Road from CR 80, Montauk Highway to the LIE – Planning - No Estimate

Total Appropriated:	\$1,375,000	Appropriation Balance:	\$482,825
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

Maintaining the curbed medians on County road intersections on a regular basis mitigates higher repair and reconstruction operating and capital costs at a later date as well as lowers the County's exposure to potential legal action.

The Proposed Capital Program includes \$2,425,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,425,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$189,669. Over the life of an 18-year bond this totals \$3,414,045.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$525,000	\$0	\$525,000	\$0	\$0
2016	\$550,000		\$550,000	\$550,000	\$550,000
2017	\$600,000		\$600,000	\$600,000	\$600,000
2018	\$0		\$625,000	\$625,000	\$625,000
SY	\$625,000		\$650,000	\$650,000	\$650,000
Total	\$2,300,000		\$2,950,000	\$2,425,000	\$2,425,000

Issues for Consideration

The crucial importance of this project to upgrade the medians on County roads is reinforced by legal actions against the County that have involved accidents on County roads, where median issues were cited as a contributing factor. Settlements associated with legal challenges can cost the County millions of dollars. Providing an annual schedule of sufficient funding for this project will reduce the future liability exposure of the County, while simultaneously providing a greater degree of safety to the public.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

EXISTING					
Project Number:	5014	Executive Ranking:	64	BRO Ranking:	46
Project Name:	STRENGTHENING AND IMPROVING COUNTY ROADS				
Location:	Countywide - Various County Roads	Legislative District:	All		

Description

This program provides annual funding for preventative maintenance of County roads performed by the private sector under contract. Contracts can include but are not limited to the following project elements:

- Pavement patching
- Crack sealing
- Resurfacing preparations and installations
- Pavement markings
- Drainage system, guide rail and right-of-way repairs
- Curb and sidewalk minor construction
- Traffic control

Justification

The repair and resurfacing of County roads to improve both surface and structural conditions, including other related appurtenances within highway limits, increases overall safety in the respective corridors, improves riding surfaces and promotes lane delineation. Costly reconstruction of the County roadway system is avoided or forestalled.

Status

Resolution No. 305-2015 amended the Adopted 2015 Capital Budget and appropriated \$6.525 million (\$525,000 planning, \$6 million construction) in serial bonds for this project. CP 5001, Median Improvements on Various County Roads, was the offset to provide \$525,000 for planning not previously scheduled for CP 5014. The planning funds will be used to procure a consultant to inventory existing curb and sidewalk access to determine handicapped access ramp locations and draft required modifications to ensure that the County is current with ADA compliance. The \$6 million for construction will enable DPW to issue work orders for preventative maintenance and will provide for the resurfacing of roadways and the repair of other related appurtenances (drainage, curb, etc.) within the roadway limits. The 2015 subprojects are detailed in the table that follows.

2015 DPW Subproject List for CP 5014 Strengthening and Improving County Roads					
CR#	Road/Limits	Miles	2015	Town	Leg. Dist.
2	Straight Path/Dixon Ave				
	Wyandanch Rising			Babylon	15
	Vicinity of CR47 to Sunrise Hwy	0.5	\$530,000	Babylon	14,15
3	Pinelawn Road				
	NY495 North Service Road to NYS RT 110	0.6	\$400,000	Huntington	17
CSR4	Bread and Cheese Hollow Road				
	CR 11 TO NY25A	2.2	\$200,000	Huntington/Smithtown	13
11	Pulaski Road				
	Woodbury Court to CR 92	1.2	\$450,000	Huntington	18
	Depot to Frazer - dig out in various locations	2.0	\$100,000	Huntington	18
12	Hoffman Road				
	Garfield Avenue to South Delaware Avenue	1.4	\$1,105,000	Babylon	14,15
13	Fifth Avenue				
	Brook Avenue to Southern State Parkway	0.4	\$275,000	Islip	16,11
16	Smithtown Boulevard/Terry Road				
	Florence Avenue to Southern Avenue	0.8	\$485,000	Smithtown	12
28	New Highway				
	New Horizon Boulevard to NY109	1.0	\$690,000	Babylon	15
31	Old Riverhead Road				
	Shoulders in the Vicinity of NY27		\$100,000	Southampton	2
36	South Country Road				
	Prairie Lane to CR 80	0.7	\$70,000	Brookhaven	3
46	William Floyd Pkwy				
	N/B Coraci Boulevard to Lawrence Road		\$395,000	Brookhaven	3
62	Newtown Road				
	CR 80 to the Breakwater	0.9	\$200,000	Southampton	2
67	Long Island Motor Parkway				
	Parkway Boulevard to CR 93	0.5	\$225,000	Islip	10
80	Montauk Highway				
	CR 36 to Vicinity of Old South Country Road		\$775,000	Brookhaven	3
	Total		\$6,000,000		

Note: It may be necessary to add and/or substitute other roads and/or revise limits of work due to seasonal limitations, changes in priorities, or other requirements as determined by DPW.

The proposed capital program includes \$24 million for this capital project, which is \$7 million less than DPW requested but \$6 million more than the previously adopted capital program. Additionally, the proposed capital program changes the funding source for construction funding that was previously adopted and scheduled in 2016 from \$6 million in serial bonds to \$3.8 million in

serial bonds and \$2 million in Federal aid. Planning funds of \$200,000 remain scheduled as financed with serial bonds. Compared to the Department's request, the proposed capital program includes \$1.2 million less than requested for planning (\$300,000 less than requested in each year 2016 through SY) and \$5.8 million less than requested for construction (\$700,000 less in 2016, \$1.2 million less in 2017, \$1.7 million less in 2018, and \$2.2 million less in SY). If this capital project is included in the capital program as proposed then less roadways will be resurfaced and repaired than requested but more than previously included in the capital program.

Total Appropriated:	\$29,150,000	Appropriation Balance:	\$4,198,822
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

Maintaining the surfaces on County roads on a regular basis mitigates higher operational repair expenses in the short term and costly capital reconstruction projects in the long term.

The proposed capital program includes \$22,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$22,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,720,710. Over the life of an 18-year bond this totals \$30,972,776.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$6,000,000	\$6,525,000	\$6,000,000	\$6,525,000	\$6,525,000
2016	\$6,000,000		\$7,000,000	\$6,000,000	\$6,000,000
2017	\$6,000,000		\$7,500,000	\$6,000,000	\$6,000,000
2018	\$0		\$8,000,000	\$6,000,000	\$6,000,000
SY	\$6,000,000		\$8,500,000	\$6,000,000	\$6,000,000
Total	\$24,000,000		\$37,000,000	\$30,525,000	\$30,525,000

Issues for Consideration

A technical advisory that was issued jointly by the U.S. Department of Justice and U.S. Department of Transportation in July 2013 determined that resurfacing roadways are considered "alterations".

As such, resurfacing projects undertaken with this program must address the need for new, accessible curb ramps, crosswalks and pushbuttons, as well as the adequacy of any existing appurtenances. To facilitate the Department's effort to comply with the USDOT/USDOJ ruling, and to make the most effective use of resources in improving accessibility on transportation rehabilitation projects, the consistent application of standardized evaluation criteria is necessary. Therefore, a complete land survey inventory must be undertaken for full ADA compliance, which includes all cross slopes of all ramps, possible installation or repair of sidewalks and fully accessible pushbuttons for signalized intersections before any roadway resurfacing is performed. The Department requested \$500,000 for planning each year 2016 through SY for this purpose; the proposed capital program includes \$200,000 each year.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

EXISTING					
Project Number:	5024	Executive Ranking:	61	BRO Ranking:	49
Project Name:	RECONSTRUCTION OF DRAINAGE SYSTEMS ON VARIOUS COUNTY ROADS				
Location:	Countywide	Legislative District:	All		

Description

This project provides annual funds to reconstruct drainage basins and culverts on County roadways that have severely deteriorated beyond the capability of Department of Public Works (DPW) in-house personnel to repair. The drainage systems that are in the worst condition are assessed and prioritized in a reconstruction schedule each year that is coordinated with County road resurfacing projects whenever possible. The project will include excavation and repair or replacement of existing deteriorated drainage structures, piping and may include new concrete or asphalt pavement surrounding the system, concrete curb and sidewalk and the installation of thermoplastic pavement markings.

Justification

The primary goal of this project is to prevent roadway failures and drainage system collapses, plus to reduce the possibility of dangerous driving conditions due to flooding or icing via improvements to the infrastructure of aged and deteriorated drainage basins and culverts on County roads. Additionally, regularly improving and maintaining the infrastructure of deteriorated drainage basins and culverts on County roads mitigates capital reconstruction costs in the long term.

Status

At present, there is only \$10,996 in the appropriation balance for construction; however, Resolution No. 307-2015 appropriated \$400,000 in serial bonds for construction included in the Adopted 2015 Capital Budget. The funds will be used for the repair and/or replacement, in-kind, of drainage systems, along with related appurtenances that surround the drainage system, such as curb, sidewalk and pavement markings. The 2015 construction portion of this project will progress according to the schedule matching the list of subprojects for CP 5014, Strengthening and Improving County Roads (see CP 5014 for location details). Due to newly emerging priorities, the list of locations is subject to change by DPW.

The proposed capital program includes \$450,000 more than previously adopted, due to the addition of \$450,000 for construction in 2018, but \$350,000 less than requested. The Department requested additional funding due to the increasing number and severity of deteriorated drainage systems on County roads that are critically in need of repair, plus the higher labor and material costs to do the work that has grown to a magnitude beyond the capability of in-house personnel to repair.

Although the overall funding for this project is \$350,000 less than requested, it provides annual funds to reconstruct drainage basins and culverts on County roadways. The Department will need to adjust its schedule of subprojects accordingly.

Total Appropriated:	\$3,337,500	Appropriation Balance:	\$10,996
----------------------------	--------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$1,950,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,950,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$152,517. Over the life of an 18-year bond this totals \$2,745,314.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
2016	\$450,000		\$500,000	\$450,000	\$450,000
2017	\$450,000		\$550,000	\$450,000	\$450,000
2018	\$0		\$600,000	\$450,000	\$450,000
SY	\$600,000		\$650,000	\$600,000	\$600,000
Total	\$1,900,000		\$2,700,000	\$2,350,000	\$2,350,000

Issues for Consideration

Increasing traffic volumes and the aging of the County road drainage systems requires various levels of maintenance, repair and replacement. DPW requires a sufficient and sustained level of funding each year to address the deteriorated drainage systems as County roadway surfacing improvement projects are scheduled and progressed. These jobs must go forward simultaneously, as it makes little sense to upgrade the surfaces of County roads and leave the aged drainage systems in place that can collapse or create flooding or icing conditions. DPW has indicated that drainage repair is necessary on every road surface improvement project.

Every project is different due to age and condition of structures and length of roadway. However, the cost of the typical drainage project can range from \$5,000 to \$50,000, but can go as high as \$100,000, depending on the scope of the drainage work required. When repairing basins for a road resurfacing project, average cost is \$15,000. If it becomes necessary to replace the existing drainage basin, the cost will be much higher. The cost of replacing one drainage basin is approximately \$10,000. Collapsed basins are not uncommon, and drainage system repairs at these locations must be expedited for safety reasons. Malfunctioning drainage systems can result in road flooding and can heighten the risk of accidents.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

EXISTING			
Project Number:	5037	Executive Ranking:	49
		BRO Ranking:	49
Project Name:	APPLICATION AND REMOVAL OF LANE MARKINGS		
Location:	Countywide	Legislative District:	All

Description

Phase I of this capital project provides for the installation of reflectorized, thermoplastic pavement markings on County roadways. The markings are placed at high volume locations and problematic areas, including various LIRR crossings, pedestrian crosswalks, and priority intersections. Studies indicate driver obedience to lane and pavement markings are dependent upon the quality of the markings.

Phase II will install delineation along the unlit divided highway portions of County highways that will be recommended by a proposed study to be conducted under CP 3301 in 2015. The study will identify an appropriate standard roadside delineator system for the County's unlit divided highways.

Phase III is a FHWA project to install pavement markings on long segments of County roads.

The scope of CP 5196, Countywide Highway Sign Management Program, has been transferred into this capital project. CP 5196 has been discontinued.

Justification

Well defined and highly visible pavement markings provide a safer driving environment characterized by less confusion and a reduction in accidents. Well maintained pavement markings are one of the most cost effective highway improvements in terms of reducing accidents and aiding motorists, particularly at night.

Status

The proposed capital program includes \$6.9 million (\$3.38 million in serial bonds and \$3.52 million in Federal aid) in construction, which is \$4.475 million more than previously adopted but \$1.05 million less than requested. The proposed capital program includes \$350,000 less than requested in 2016, which will not have a negative fiscal impact on the scheduled Federal aid, and \$350,000 less in 2017 and 2018 for construction. DPW is still evaluating options and alternatives and has not finalized the specific segments of County roads for proposed Phases II and III.

In advance of submitting a resolution to appropriate the \$425,000 scheduled in the 2015 Adopted Capital Budget, DPW staff is conducting visual evaluations in order to develop the proposed list of locations to get pavement marking improvements. Subsequently, DPW will prepare a resolution to appropriate the 2015 funding.

Total Appropriated:	\$1,125,000	Appropriation Balance:	\$627,848
----------------------------	-------------	-------------------------------	-----------

Impact on Operating Budget

There is a positive impact upon operating budget costs that partially offsets debt service costs as this ongoing process to install more durable pavement markings lessens the need to refresh roadway markings on a short-term basis.

The proposed capital program includes \$3,380,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,380,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$264,364. Over the life of an 18-year bond this totals \$4,758,545.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$425,000	\$425,000	\$425,000	\$425,000	\$425,000
2016	\$500,000		\$5,250,000	\$4,900,000	\$4,900,000
2017	\$500,000		\$850,000	\$500,000	\$500,000
2018	\$0		\$850,000	\$500,000	\$500,000
SY	\$1,000,000		\$1,000,000	\$1,000,000	\$1,000,000
Total	\$2,425,000		\$8,375,000	\$7,325,000	\$7,325,000

Issues for Consideration

Of the \$4.9 million in 2016, \$3.52 million is Federal aid. The cost of pavement markings increases along with oil prices and labor rates. This project affords a heightened level of motorist, biker and pedestrian safety on the County's roadway system in a relatively simple, cost-conscious manner.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation for this project.

5037Moss16

EXISTING					
Project Number:	5039	Executive Ranking:	52	BRO Ranking:	49
Project Name:	IMPROVEMENTS TO CR 76, TOWNLINE ROAD				
Location:	CR 76, Townline Road from Terry Road to Old Nichols Road	Legislative District:	12		

Description

This is a reconfigured phase of a formerly two-phased project that involved drainage and safety improvements on CR 76, Townline Road. The stretch of Townline Road from Terry Road to Old Nichols Road is in poor condition and in need of full depth pavement rehabilitation and asphalt resurfacing. In addition, the sidewalks and curbs are seriously deficient or non-existent along this section of the road. New curb and sidewalk will be installed as required. Additionally, there are areas of localized flooding throughout the project corridor, and the existing drainage systems will be repaired and upgraded as required.

Justification

This project will reduce hazardous driving, biking and walking conditions, improve the mobility of the corridor and reduce ongoing spot maintenance costs.

Status

To date, the roadway has received spot maintenance as needed and asphalt resurfacing. The existing roadway is deteriorated and in need of full-depth pavement rehabilitation and asphalt resurfacing. The existing curb and sidewalk is deficient in many locations and not up to current ADA standards, and there are areas where the sidewalk is intermittent and not contiguous.

The proposed capital program includes \$3.3 million (\$300,000 in 2017 for planning and \$3 million in SY for construction) in serial bonds, as requested by DPW, but defers planning from 2016 to 2017 compared to the previously adopted capital program. DPW requested to defer the planning portion of this capital project to accommodate the Department's current overall workload. The planning is expected to be complete in June 2018 and construction by June 2020.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The Proposed Capital Program includes \$3,300,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,300,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$258,106. Over the life of an 18-year bond this totals \$4,645,916.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$300,000		\$0	\$0	\$0
2017	\$0		\$300,000	\$300,000	\$300,000
2018	\$0		\$0	\$0	\$0
SY	\$3,000,000		\$3,000,000	\$3,000,000	\$3,000,000
Total	\$3,300,000		\$3,300,000	\$3,300,000	\$3,300,000

Issues for Consideration

This project will reduce hazardous conditions, improve the safety and mobility of the corridor, and reduce maintenance costs.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

EXISTING					
Project Number:	5047	Executive Ranking:	35	BRO Ranking:	50
Project Name:	PUBLIC WORKS HIGHWAY MAINTENANCE EQUIPMENT				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding for the purchase of replacement highway maintenance and vector control equipment for the Department of Public Works. Equipment to be purchased includes: heavy-duty vehicles used to remove snow and ice off roadways, salt-spreaders, DPW field vehicles, vector control field vehicles, and equipment used for construction, loading salt and sand into salt-spreaders and clearing snow from parking lots.

Justification

Equipment used for snow and ice removal has a shorter useful life cycle than conventional use due to exposure to corrosive and abrasive materials and operation in harsh weather conditions. Well-maintained equipment is necessary for accident avoidance and County preparedness to maintain safe roadways in all conditions, including homeland security threats and weather emergencies. Fines may be imposed due to failure of declining equipment to meet State emission and safety standards during inspections.

Vector control equipment is necessary in the support of identifying, controlling and eradicating arthropods in the County that transmit pathogens to humans. Current vector control equipment that has passed its expected useful life cycle is unreliable and costly to keep in service.

Status

The Department operates a large fleet of several hundred pieces of equipment. Specified bids are taken and awarded each year for items to be purchased that year.

The Adopted 2015 Capital Budget provides \$2.75 million for the purchase of highway equipment. Resolution No. 417-2015 appropriated this funding. The equipment to be purchased is shown in the following chart.

Qty.	2015 Highway Maintenance Vehicles / Equipment	Estimated Unit Cost	Total Estimated Cost
1	10 Wheel Dump Trucks	\$235,000	\$235,000
1	Snow Blower Attachment	\$225,000	\$225,000
2	Street Sweepers	\$225,000	\$450,000
3	6 Wheel Dump Trucks	\$203,333	\$610,000
1	Loader Attachments	\$100,000	\$100,000
1	Dump Trailer	\$85,000	\$85,000
1	Ride on Mower 16'/Plow	\$79,000	\$79,000
8	Used Snow Trucks	\$70,000	\$560,000
2	Lt. Dump Trucks w/P&S	\$63,000	\$126,000
3	Mowers w/Plows and Cabs	\$40,000	\$120,000
4	SUV Vehicles	\$35,000	\$140,000
2	Snow Plows	\$10,000	\$20,000
		Total	\$2,750,000

The Department has evaluated the fleet and developed a systematic replacement schedule as follows:

- 2016: 70 vehicles to be replaced at an estimated cost of \$7.66 million.
- 2017: 65 vehicles to be replaced at an estimated cost of \$5.63 million.
- 2018: 63 vehicles to be replaced at an estimated cost of \$5.71 million.
- SY: TBD at an estimated cost of \$4.8 million.

DPW has indicated that the projected 2016 to 2018 highway maintenance and vector control equipment requirements are subject to change due to various unforeseen conditions such as equipment failure, and premature wear and tear. Highway maintenance equipment will have first priority for replacement over vector control equipment.

DPW requested an increase of \$10.55 million for this project compared to the previously adopted capital program. The proposed capital program provides an overall increase of \$500,000, scheduling \$2.75 million each year from 2016 to 2018, and \$5.5 million in SY.

Total Appropriated:	\$6,341,000	Appropriation Balance:	\$15,154
----------------------------	--------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$13,750,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$13,750,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,075,444. Over the life of an 18-year bond this totals \$19,357,985.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$2,750,000	\$2,750,000	\$2,750,000	\$2,750,000	\$2,750,000
2016	\$2,750,000		\$7,655,000	\$2,750,000	\$2,750,000
2017	\$2,750,000		\$5,631,000	\$2,750,000	\$2,750,000
2018	\$0		\$5,713,000	\$2,750,000	\$2,750,000
SY	\$5,000,000		\$4,800,000	\$5,500,000	\$5,500,000
Total	\$13,250,000		\$26,549,000	\$16,500,000	\$16,500,000

Issues for Consideration

The proposed capital program provides \$500,000 of the requested \$10.55 million increase over the previously adopted capital program, which will require DPW to prioritize equipment replacement and maintain a larger percentage of aging highway maintenance and vector control equipment. Maintaining the equipment to proper standards enhances employee and public safety, helps keep roads clear in emergencies, and is better for the environment. Although the County makes use of outside equipment and operators at peak periods, it is the heavy duty County equipment that keeps the larger County roads clear and accessible for safe vehicle travel.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation for this project, as it maintains a steady funding level to procure priority replacement vehicles and equipment.

5047Mun16

EXISTING					
Project Number:	5048	Executive Ranking:	54	BRO Ranking:	55
Project Name:	CONSTRUCTION AND REHABILITATION OF HIGHWAY MAINTENANCE FACILITIES				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the restoration and construction of storage structures for road salt and sand, vehicle maintenance garages, and storage buildings for highway maintenance equipment. Funding requirements of the design and construction phases per site span multiple years.

Justification

Restoration of existing storage and maintenance structures reduces the need for premature structure replacement. Modern salt barns and domes ensure proper indoor storage of road salt and sand, which protects the environment. Insufficient salt storage space increases annual operating

expenditures associated with spot market purchases for road salt during high demand periods. Indoor storage of vehicles (snow plow trucks, loaders, etc.) and maintenance equipment (street sweepers, grass cutting tractors, hand tools, etc.) extends the useful life of vehicles and equipment, reduces equipment break downs, and better controls annual operating expenditures.

Status

The Department requested an additional \$6.65 million compared to the previously adopted capital program. The proposed capital program provides an increase of \$1.65 million, all scheduled in SY.

The equipment vehicle storage facility in Commack was completed in 2014. The planning phase for the Yaphank and Centereach salt barns and the equipment storage garage in Riverhead will commence in 2015. Resolution No. 209-2015 appropriated \$100,000 for planning and \$900,000 for construction associated with the Centereach and Riverhead facilities.

DPW has performed preliminary needs assessment of various structures located at the County's highway maintenance yards and has formulated repair, refurbishing, and replacement strategies to control costs and protect the environment. The Department requested funding for the following schedule of improvements for 2016-SY.

2016 - Salt dome #2 in Yaphank is to be reconstructed (if the foundation can be salvaged) or replaced, and planning and construction of a truck washing facility in Yaphank.

2017 - Refurbishing of the Huntington and Westhampton facilities, and a new facility in Hauppauge.

SY - Plan and construct a new Babylon highway facility with a salt storage barn, if an appropriate site is chosen.

DPW has indicated that approximately \$840,000 of the appropriation balance will be utilized for portions of the planning and construction phases of the Centereach, Yaphank and Riverhead facilities, and approximately \$426,000 remains available for construction of a new facility in Babylon.

Total Appropriated:	\$2,817,250	Appropriation Balance:	\$1,265,823
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$3,650,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,650,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$285,481. Over the life of an 18-year bond this totals \$5,138,665.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
2016	\$1,000,000		\$4,000,000	\$0	\$1,000,000
2017	\$1,000,000		\$3,000,000	\$1,000,000	\$1,000,000
2018	\$0		\$0	\$1,000,000	\$0
SY	\$0		\$1,650,000	\$1,650,000	\$1,650,000
Total	\$3,000,000		\$9,650,000	\$4,650,000	\$4,650,000

Issues for Consideration

DPW has identified County parkland on the west and east sides of County Road 96 that is in close proximity to Montauk Highway that may be suitable for siting the Babylon highway facility. The

west side site is 9 acres and the east side is 26.8 acres. The new facility would require a portion of one of the lots. DPW has indicated that because the land is classified as County parkland, and they have not been able to identify any other alternative sites, they have been unable to advance the planning and construction phases of the proposed new facility. Currently, DPW is revisiting the possibility of utilizing one of the two sites.

Operating expenditures associated with the purchase of road salt in 2014 and 2015 were \$500,000 more in each year due to not having salt dome #2 restored. Only having one of the two storage buildings has resulted in insufficient salt storage space at Yaphank, which requires the County to purchase road salt during high demand periods in the spot market. In addition to the increased cost, continuing with this strategy exposes the County to the risk of not being able to obtain road salt during a major weather event due to logistics and shortages.

DPW's revised estimated cost for the reconstruction of salt dome #2 in 2016 is \$1 million, if the foundation can be salvaged. The Budget Review Office recommends advancing \$1 million in serial bonds from 2018 to 2016 for the construction of salt dome #2 in Yaphank. This recommendation preserves the project's core restoration and construction timeline for this portion of the project as previously adopted and is projected to mitigate future increased costs associated with spot market purchases for road salt.

DPW requested funding for truck washing facilities, which are projected by DPW to increase the useful life cycles of various vehicles by reducing vehicle corrosion as a result of road salt exposure. We recommend further analysis be conducted by DPW on the cost/benefit of constructing truck washing facilities before scheduling funding in the capital program. The Proposed 2016-2018 Capital Program does not provide funding for truck washing facilities or for the requested expanded efforts to improve highway maintenance facilities. Requested funding not included in the proposed capital program for this project can be readdressed next year during the 2017-2019 capital program process.

Budget Review Office Recommendations

The Budget Review Office recommends advancing \$1 million in serial bonds from 2018 to 2016 for the construction of salt dome #2 in Yaphank.

5048Mun16

EXISTING					
Project Number:	5054	Executive Ranking:	45	BRO Ranking:	52
Project Name:	TRAFFIC SIGNAL IMPROVEMENTS				
Location:	Countywide	Legislative District:	All		

Description

This project establishes an ongoing program to design, purchase and install new or modified modernized traffic signals on County roads. The Department of Public Works (DPW) performs the investigations and studies that lead to the plans to locate necessary traffic lights. DPW takes into account the frequency of accidents or requests from the community for new or upgraded traffic signals.

Justification

The new or upgraded traffic signals are intended to reduce the accident rates and improve traffic flow on the County's roadways.

Status

At present, there is \$950,081 in uncommitted funding for this project, \$323,000 for engineering services and \$627,081 to purchase traffic signal equipment. The actual number of traffic lights that can be added or upgraded on County roads with available funds varies depending on whether the location calls for the installation of a new traffic signal at a cost of approximately \$100,000 or upgrading an existing one at an estimated cost of \$40,000.

The proposed capital program includes \$6.125 million for this capital project, which is \$2.35 million more than previously adopted but \$500,000 less (\$250,000 planning, \$250,000 equipment) than requested. The Department requested to increase the funding for this capital project to accommodate the need for extensive reconstruction of aging infrastructure and rising material and labor costs. The lower level of funding in the proposed capital budget in comparison to the requested capital program will require the Department to adjust its schedule of work accordingly.

Total Appropriated:	\$3,625,000	Appropriation Balance:	\$950,081
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$6,125,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$6,125,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$479,061. Over the life of an 18-year bond this totals \$8,623,103.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$1,175,000	\$1,175,000	\$1,175,000	\$1,175,000	\$1,175,000
2016	\$1,225,000		\$1,225,000	\$1,225,000	\$1,225,000
2017	\$1,275,000		\$1,275,000	\$1,225,000	\$1,225,000
2018	\$0		\$1,325,000	\$1,225,000	\$1,225,000
SY	\$1,275,000		\$2,800,000	\$2,450,000	\$2,450,000
Total	\$4,950,000		\$7,800,000	\$7,300,000	\$7,300,000

Issues for Consideration

The ongoing evaluation and installation process for new and upgraded traffic signals is a critical part of preserving the safety and efficient movement of a growing population of drivers, bikers, and pedestrians on County roads. This effort requires a sustained and adequately funded annual schedule to ensure that the County's traffic light system can be updated, improved and expanded when and where necessary.

Continuing traffic growth creates the need for new and upgraded traffic signals and systems on county-maintained highways. As a result of traffic studies conducted at the request of elected officials and constituents, the Department issues work orders for new signals, reconstruction of traffic signals and modifications as required.

The Department completes new signal construction and modifications to existing signals under an annual requirements contract. Therefore, this is an ongoing work order-based project whereby DPW issues authorizations to traffic signal contractors to complete the work. Locations are progressed, as required, via DPW's traffic engineering studies. As DPW completes traffic engineering studies, they develop the proposed locations of traffic signal work in advance of submitting an Introductory Resolution. DPW addresses the deficiencies identified at approximately 50 intersections per year. Towns and villages agree to maintain and operate traffic signals constructed or modified by the County.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

EXISTING					
Project Number:	5060	Executive Ranking:	52	BRO Ranking:	39
Project Name:	ASSESSMENT OF INFORMATION SYSTEM AND EQUIPMENT FOR PUBLIC WORKS				
Location:	Countywide	Legislative District:	All		

Description

This project continues the development of DPW's web-based information system (DRIVE) and other mission-critical technologies. The system provides tools to manage the County's massive infrastructure and provides timely and accurate answers to Executive, Legislative and outside inquiries.

Phase I - Developed the Department's web-based information system (DRIVE) and other mission-critical technologies and tools.

Phase II - Will update the system's architecture and implement improvements to maintain vendor support, as per the GIS Division of the Department of Information Technology.

Justification

This project will enhance the DRIVE program and provide Departmental efficiencies. As a result of employee attrition, DPW struggles with staffing shortages and therefore, more work is being contracted out. When fully implemented, this system should coordinate and consolidate resources, eliminate duplication and help DPW operate more effectively.

Status

The Proposed 2016-2018 Capital Program includes funding as requested by DPW including an additional \$100,000 in 2018.

Recently completed phases of this project include:

- Convert from a Windows-based OCE scanning application to a web-based version, which will allow intranet access to the Department's 150,000+ scanned construction plans and drawings.
- Re-engineer the Department's capital program tracking database.
- The following phases are ongoing and will be completed with funding as requested and proposed:
- Evaluation of office automation and integration for the Buildings and Sanitation Divisions, particularly for permitting operations, including customized software.
- Evaluate alternative strategies and implement a Pavement Management/Work Order module within the Department's DRIVE information system.
- Modify and enhance the DRIVE information system based on user feedback and recommendations to provide additional functionality.
- Preparing for the eventual integration of the Suffolk County Police Department's TraCS software. SCPD has adopted TraCS for issuing moving violations. However, DPW is waiting for SCPD to begin using the accident reporting function of TraCS so that DPW can modify the

DRIVE database to automatically integrate this information. In the meantime, DPW continues to manually enter this data into DRIVE and remains three years behind on entry of data.

- Updating the DRIVE system's architecture and implementing improvements to maintain vendor support, as per the GIS Division of DoIT.

Total Appropriated:	\$250,000	Appropriation Balance:	\$3,436
----------------------------	------------------	-------------------------------	----------------

Impact on Operating Budget

The proposed capital program includes \$500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$39,107. Over the life of an 18-year bond this totals \$703,927.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
2016	\$100,000		\$100,000	\$100,000	\$100,000
2017	\$100,000		\$100,000	\$100,000	\$100,000
2018	\$0		\$100,000	\$100,000	\$100,000
SY	\$200,000		\$200,000	\$200,000	\$200,000
Total	\$500,000		\$600,000	\$600,000	\$600,000

Issues for Consideration

A comprehensive Department-wide GIS database will become a vital planning tool for DPW that will make the Department more efficient. The Department of Public Works has coordinated its efforts with DoIT and the multi-faceted DRIVE system and other related programs are advancing at a solid pace. The annual funding will assist DPW in further progressing this project.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

5060JO16

EXISTING					
Project Number:	5072	Executive Ranking:	64	BRO Ranking:	55
Project Name:	IMPROVEMENTS TO COUNTY ENVIRONMENTAL RECHARGE BASINS				
Location:	Countywide	Legislative District:	All		

Description

This project establishes an ongoing program of maintaining over 250 County-owned recharge basins, a majority of which are in excess of 25 years old. The project includes trimming and clearing away vegetation, which has encroached into the security fencing around the basins and into the holding areas, compromising the safety barriers and reducing the natural recharge ability of the basins. With sufficient funding, the optimal schedule would be to clean and restore five to fifteen recharge basins per year.

Justification

Removing the silt from the recharge basins will eliminate standing water, minimize potential public health problems (mosquitoes) and greatly improve the filtration of water into the ground. The improvements enhance the security, functionality and aesthetics of the County's recharge basins.

Status

The Department utilizes both in-house highway maintenance personnel and heavy equipment as well as contractors through an annual contract to perform this work. The heavy equipment required includes payloader, commercial wood chipper, skid steer loader and bulldozer. The County maintains over 250 recharge basins most of which are over 25 years old.

DPW requested continued funding of \$325,000 in 2016 and 2017 and increased funding in 2018 and SY due to the number of recharge basins that require rehabilitation and the heavy equipment required to complete this work with in-house personnel as well as increased construction labor and material costs (3% inflation) for contractors. The proposed capital program includes \$1.365 million for this capital project as requested, which is \$65,000 more than previously adopted. The funding will allow the cleaning and restoration of five to fifteen basins per year and provide for the purchase of a skid steer loader in 2015, a bulldozer in 2016 (\$100,000), a skid steer with brushcutter attachment in 2017 (\$60,000), and a commercial wood chipper in 2018 (\$40,000). If this equipment is not purchased, the Department would progress this work primarily utilizing the annual requirements contract and not utilize in-house highway maintenance personnel. DPW plans to address the following sites in 2015:

- CR 16, Horseblock Road at Oakdale Ave, Medford - Construction of a new Recharge Basin - \$400,000 Spring 2015
- CR 93, Lakeland Ave at Piper Lane, Bohemia – Clean existing Recharge Basin - \$65,000 Summer 2015
- CR 86, Broadway-Greenlawn Road at CR11, Pulaski Road - Clean existing Recharge Basin - \$45,000 Summer 2015

- CR 80, Montauk Highway in Hampton Bays - Clean existing Recharge Basin - \$55,000 Summer 2015
- CR 99, Woodside Ave at Swan River - Clean existing Recharge Basin's - \$105,000 Summer 2015

A resolution to appropriate the \$325,000 in serial bond financing included in the Adopted 2015 Capital Budget, \$305,000 for construction and \$20,000 for equipment, will be submitted in the spring of 2015.

Total Appropriated:	\$1,990,000	Appropriation Balance:	\$207,037
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

Excluding debt service costs, the project has a positive operating budget impact as the need for unplanned smaller scale maintenance of the County's recharge basins by DPW crews is reduced.

The proposed capital program includes \$1,365,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,365,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$106,762. Over the life of an 18-year bond this totals \$1,921,720.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$325,000	\$325,000	\$325,000	\$325,000	\$325,000
2016	\$325,000		\$325,000	\$325,000	\$325,000
2017	\$325,000		\$325,000	\$325,000	\$325,000
2018	\$0		\$365,000	\$365,000	\$365,000
SY	\$325,000		\$350,000	\$350,000	\$350,000
Total	\$1,300,000		\$1,690,000	\$1,690,000	\$1,690,000

Issues for Consideration

The benefits realized from the work done under this project will directly impact the health and safety of the public.

It is more cost effective for DPW to do a portion of the restorative work with in-house staff for an average cost per recharge basin of \$50,000 (including overtime) as compared to an average cost per sump of \$125,000 utilizing contractors. Even more money can be saved if DPW rehabilitates recharge basins in-house that are in severely deteriorated condition. In order for DPW staff to be able to do the rehabilitative work on the recharge basins, they require the appropriate equipment and machinery in good working order. Utilizing a combination of in-house staff working on weekends with the necessary machinery and equipment, and contractors working during weekdays, DPW should be able to reasonably maintain its established schedule of rehabilitation of the County's environmental recharge basins.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

EXISTING					
Project Number:	5090	Executive Ranking:	59	BRO Ranking:	51
Project Name:	RECONSTRUCTION OF CR 86, BROADWAY-GREENLAWN ROAD - TOWN OF HUNTINGTON				
Location:	Town of Huntington	Legislative District:	18		

Description

This project would resurface the pavement and improve sidewalks and drainage on CR 86 in two different sections of the road, one immediately to the north and one to the south of the downtown area in the hamlet of Greenlawn.

Justification

This project will improve the road surface and enhance the level of safety along this corridor. This phase of the project would complete the renovation and rehabilitation of CR 86 that began in the early 1990s.

Status

As requested by DPW, the proposed capital program defers funding by one year as compared to previously adopted. The reconstruction of the 0.6 mile section of CR 86 between Gwen Place and Old Field Road is now scheduled for 2017. Reconstruction of the 0.6 mile section of CR 86 between Cuba Hill Road and Grange Street is now scheduled for 2018. All other phases of this project are complete.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$3,600,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,600,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$281,571. Over the life of an 18-year bond this totals \$5,068,272.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$1,600,000		\$0	\$0	\$0
2017	\$2,000,000		\$1,600,000	\$1,600,000	\$1,600,000
2018	\$0		\$2,000,000	\$2,000,000	\$2,000,000
SY	\$0		\$0	\$0	\$0
Total	\$3,600,000		\$3,600,000	\$3,600,000	\$3,600,000

Issues for Consideration

More critical aspects of the project, such as intersection realignment, were completed in earlier phases of the project. DPW requested the rescheduling of the project based on the road's current serviceable condition and the reprioritization of other projects.

Budget Review Office Recommendations

We concur with this project as proposed.

5090CF16

EXISTING					
Project Number:	5116	Executive Ranking:	52	BRO Ranking:	49
Project Name:	SAFETY AND DRAINAGE IMPROVEMENTS TO THE CENTER MEDIANS ON VARIOUS COUNTY ROADS				
Location:	CR 46, William Floyd Parkway	Legislative District:	3		

Description

This project will improve drainage and pedestrian safety on CR 46, William Floyd Parkway. Pedestrian safety improvements, including new sidewalk and upgraded pedestrian signals will be provided as well as stormwater system improvements that include replacing the open median swale with a closed, piped system. Stormwater treatment methods will be provided in this new drainage system.

Justification

The multiple purposes of this combined project are to enhance the safety of residents in the area who drive, bicycle or walk along William Floyd Parkway, to address the need for curbing and drainage system improvements along the southerly end of the roadway and to ameliorate the environmental issues and navigational impairments created by a drainage system that improperly directs storm water runoff.

Status

The appropriation balance of \$49,999 will be used for a design contract, which is scheduled to be completed in December 2016 while construction is scheduled to be completed in June 2019.

A resolution is forthcoming to appropriate \$250,000 in serial bonds for planning that was included in the Adopted 2015 Capital Budget.

The proposed capital program includes \$5 million in SY for construction in serial bonds with a notation stating the County has applied for HMGP grant funds for this project. Applications were submitted to FEMA in October 2013 and are still under review. DPW stated that it is unlikely this project will be approved by FEMA. The previously adopted capital program included \$5 million in 2017 for construction in FEMA funding. DPW requested the construction funding be deferred from 2017 to 2018 to accommodate their Highways' overall workload. A rough estimate of what the construction funding will be utilized for is \$2.5 million on drainage and \$2.5 million on sidewalk and pavement.

Total Appropriated:	\$500,000	Appropriation Balance:	\$49,999
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The Proposed Capital Program includes \$5,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$5,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$391,070. Over the life of an 18-year bond this totals \$7,039,267.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
2016	\$0		\$0	\$0	\$0
2017	\$5,000,000		\$0	\$0	\$0
2018	\$0		\$5,000,000	\$0	\$0
SY	\$0		\$0	\$5,000,000	\$5,000,000
Total	\$5,250,000		\$5,250,000	\$5,250,000	\$5,250,000

Issues for Consideration

This project will provide needed pedestrian safety improvements within the project corridor, which exhibits high pedestrian usage. Implementing a closed drainage system will improve the aesthetics of the corridor, as the existing open swale tends to collect debris, which is visible to the public. Environmental benefits through improved water quality will be realized by providing stormwater treatment to the drainage system.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project. If the County is awarded FEMA funding for this project then the funding source can be changed either in a subsequent capital program or when the funding is appropriated.

5116Moss16

EXISTING					
Project Number:	5138	Executive Ranking:	57	BRO Ranking:	46
Project Name:	IMPROVEMENTS TO CR 21, FROM NYS ROUTE 25 TO YAPHANK AVENUE AT L.I.E., NORTH SERVICE ROAD				
Location:	Yaphank	Legislative District:	3, 7		

Description

This project addresses operational and safety issues on CR 21 from NYS Route 25 to Yaphank Avenue at the LIE North Service Road. As described below, the project as previously adopted only included location (1), but has now been expanded to include (2) and (3).

- (1) CR 21, Yaphank Avenue at LIE North Service Road intersection
- (2) CR 21, Middle Island/ Yaphank Road from NYS Route 25 to Longwood Middle School, and
- (3) CR 21, Middle Island/ Yaphank Road at Longwood Road

Justification

These projects will improve public safety and the overall operational efficiency of this corridor by rehabilitation and improving roadway infrastructure, geometrics, drainage, traffic signalization, signage, and pavement markings.

Status

The Adopted 2015-2017 Capital Program included \$2.25 million for construction in 2016 and \$800,000 for construction in 2017. The proposed capital program includes \$2.35 million in 2017 and \$800,000 in 2018 for construction, as requested by the Department. Compared to the previously adopted capital program, the proposed capital program defers this project one year and includes an additional \$100,000 in 2017 based on a more accurate cost estimate.

The design for location (1) will occur in December 2018 and construction will occur in 2019. For location (2) the design will occur in December 2016 and construction in December 2018. For location (3) the design will be completed by December 2017 and construction in 2018.

Total Appropriated:	\$250,000	Appropriation Balance:	\$250,000
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$3,150,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,150,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$246,374. Over the life of an 18-year bond this totals \$4,434,738.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$2,250,000		\$0	\$0	\$0
2017	\$800,000		\$2,350,000	\$2,350,000	\$2,350,000
2018	\$0		\$800,000	\$800,000	\$800,000
SY	\$0		\$0	\$0	\$0
Total	\$3,050,000		\$3,150,000	\$3,150,000	\$3,150,000

Issues for Consideration

In addition to improvements to the signalized intersection of CR 21 and I-495 (LIE), North Service Road/Long Island Avenue, as previously included, the work on the remaining portions of this road will seek to alleviate road flooding that results in destruction of the roadway and the consistent issue of hydroplaning vehicles. At CR 21 from NYS 25 to the Middle School, the existing roadway is deteriorated and in need of rehabilitation. New curb and sidewalk will be installed to meet the needs of pedestrians. The drainage systems will be repaired and upgraded. The portion of the road near Longwood Road experiences constant flooding due to groundwater being approximately at the same elevation as the roadway. This portion of the roadway will be raised and drainage will be raised to address this problem.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

5138AT16

EXISTING			
Project Number:	5141	Executive Ranking:	55
		BRO Ranking:	55
Project Name:	EQUIPMENT FOR PUBLIC WORKS MATERIAL TESTING LABORATORY		
Location:	Yaphank	Legislative District:	3

Description

This project provides equipment for the Material Testing Laboratory (MTL), which performs quality control and quality assurance testing for Suffolk County Department of Public Works' Highways, Buildings and Sanitation Division projects, many of which are funded with federal aid. The project also provides for funding to use outside laboratories if the lab cannot perform a certain test or if the volume of required testing necessitates additional manpower.

Justification

To comply with federal regulations and to receive the federal funds, Suffolk County must follow New York State Department of Transportation (NYSDOT) sampling and testing procedures. The equipment requested is required by NYSDOT specifications in order to test and approve asphalt material.

Status

The proposed capital program increases funding as compared to both the previously adopted and requested funding. In 2016, \$25,000 has been added for site improvements and \$50,000 for planning, per the Department's request. The Department requested Planning funds of \$50,000 in 2017, \$60,000 in 2018, and \$70,000 in SY. The proposed capital program includes \$110,000 in 2017 and \$100,000 in SY.

The \$80,000 in equipment included in the Adopted 2015 Capital Budget is intended for an asphalt burn off oven, a concrete cylinder end grinder, and to upgrade the electronics on a cylinder compression machine.

The small appropriation balance could possibly be applied to equipment purchases proposed in this capital program.

Total Appropriated:	\$80,000	Appropriation Balance:	\$4,328
----------------------------	-----------------	-------------------------------	----------------

Impact on Operating Budget

The proposed capital program includes \$320,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$320,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$25,029. Over the life of an 18-year bond this totals \$450,513.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000
2016	\$35,000		\$110,000	\$110,000	\$110,000
2017	\$0		\$50,000	\$110,000	\$110,000
2018	\$0		\$60,000	\$0	\$0
SY	\$0		\$70,000	\$100,000	\$100,000
Total	\$115,000		\$370,000	\$400,000	\$400,000

Issues for Consideration

The 2016 equipment funds will be used for sieve shakers, a full set of test sieves, a muffle furnace, purchase and installation of a batch drying oven, and a pavement core drill system. Site improvements will be made in conjunction with the modifications to the Materials Testing Lab funded under CP 5197 (Alterations to Public Works Materials Testing Lab, Yaphank).

Much of the overall increase in funding is to give the MTL the ability to contract with outside private labs, which will likely be needed because of manpower issues, requirements for specialized testing, and because of possible lab downtime associated with CP 5197. While using serial bond funding for this purpose is not ideal, as noted above, the testing performed by the MTL is required to receive State and federal aid. If the outside testing for a specific project is needed, typically that project, and not CP 5141, is used; more general projects will now pay for outside testing from this project.

While the testing that requires these items supports NYS and federally-aided DPW projects, aid is not available to purchase the equipment.

The fact that the proposed capital program includes more funding than requested for outside consultants would indicate that staffing levels are expected to remain static. If additional employees are not going to be hired, the MTL will require the funds included in the proposed capital program.

Budget Review Office Recommendations

Sufficient funding could be provided for County employees and/or consultants through the operating budget rather than through the capital program. That being said, given the size of the County's structural deficit, we concur with the proposed funding for this project.

EXISTING					
Project Number:	5168	Executive Ranking:	53	BRO Ranking:	53
Project Name:	RECONSTRUCTION OF PORTIONS OF CR 11, PULASKI ROAD - TOWN OF HUNTINGTON				
Location:	Town of Huntington	Legislative District:	18		

Description

Two of three phases of this project remain. Phase I, the rehabilitation of CR 11, Pulaski Road, from Oakwood Road to Depot Road, is complete. Phase II will reconstruct and improve the intersection at Pulaski Road and Depot Road. Phase III will improve the intersection at Pulaski Road and Townline Road.

Justification

The newly added Phase III is intended to accommodate increasing truck traffic at this intersection by adding a right turn lane for eastbound traffic turning from CR 11 south onto Townline Road.

Status

The proposed capital program includes \$150,000 for land acquisition in 2017 and an additional \$100,000 for construction in SY for Phase III, as requested by DPW. Planning for Phase III will be executed in-house. The appropriation balance contains \$350,000 appropriated in 2008 that has not been used and has expired. The remaining appropriation balance of \$209,020 will be used for Phase II planning and design, which is ongoing.

The \$150,000 in land acquisition funding added in 2017 will be used for Phase III to assure right of way acquisition for the preferred design; there is potential dedication of property by the Town as well. Construction for both phases is included in SY.

The \$300,000 for planning previously scheduled in 2015 was used as an offset to fund two other projects.

Total Appropriated:	\$850,000	Appropriation Balance:	\$559,020
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$2,250,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$175,982. Over the life of an 18-year bond this totals \$3,167,670.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$300,000	\$0	\$300,000	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$150,000	\$150,000	\$150,000
2018	\$0		\$0	\$0	\$0
SY	\$2,000,000		\$2,100,000	\$2,100,000	\$2,100,000
Total	\$2,300,000		\$2,550,000	\$2,250,000	\$2,250,000

Issues for Consideration

As currently constructed, CR 11 is single lane in both directions with a left turning lane available for the northbound turn onto Bread and Cheese Hollow Road. Southbound turns at this intersection can be especially problematic for large vehicles because the intersection, which is in a saddle, is too narrow to easily accommodate large trucks or tractor-trailers turning southbound or northbound. When such vehicles turn south, it can and does lead to delays for eastbound through traffic, southbound through traffic, and traffic turning from northbound to westbound. The improvements addressed in Phase III would allow these larger vehicles to execute right turns without slowing westbound thru-traffic and without fully entering the intersection, thus mitigating the impact of these vehicles at the intersection.

Budget Review Office Recommendations

We concur with the funding of this project as proposed.

5168CF16

EXISTING					
Project Number:	5172	Executive Ranking:	54	BRO Ranking:	41
Project Name:	RECONSTRUCTION OF CR 67, MOTOR PARKWAY FROM NORTH SERVICE ROAD OF THE L.I.E. (EXIT 55) TO VETERANS MEMORIAL HIGHWAY (NYS ROUTE 454)				
Location:	Central Islip, Hauppauge	Legislative District:	10		

Description

This multi-phase project addresses the rehabilitation of CR 67, Motor Parkway. The remaining Phase IVB – would rehabilitate CR 67, Motor Parkway, from the vicinity of CR 17, Carleton Avenue to the vicinity of the South Service Road of the LIE (Exit 57). Design funding is scheduled in 2017 and construction in 2018. All previous phases are complete.

Justification

Phase IVB rehabilitates the last section of roadway that has not been reconstructed. The drainage is not adequate and the pavement is in poor condition. This project will install additional drainage, curbs, new pavement and signing. Sidewalk construction is no longer included in this project.

Status

The Adopted 2015-2017 Capital Program included \$450,000 in 2016 for design and \$3.5 million for construction in SY. DPW requested to defer design to 2017 and keep \$3.5 million for construction in SY. The proposed capital program schedules design funding in 2017, as requested, but advances construction funding to 2018.

Total Appropriated:	\$23,202,115	Appropriation Balance:	\$755,245
----------------------------	---------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$3,950,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,950,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$308,946. Over the life of an 18-year bond this totals \$5,561,021.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$450,000		\$0	\$0	\$0
2017	\$0		\$450,000	\$450,000	\$450,000
2018	\$0		\$0	\$3,500,000	\$0
SY	\$3,500,000		\$3,500,000	\$0	\$3,500,000
Total	\$3,950,000		\$3,950,000	\$3,950,000	\$3,950,000

Issues for Consideration

This capital project received substantial Federal and State aid in the past. This section of CR 67 is in poor condition and requires major rehabilitation. Phase IVB is the last component of a major reconstruction and rehabilitation effort of CR 67. Construction funding of \$3.5 million in 2018 can be deferred to SY, since this phase of the project is not likely to be addressed by 2018. Should that not be the case, funding could be advanced in next year's 2017-2019 capital program.

Budget Review Office Recommendations

The Budget Review Office recommends deferring \$3.5 million in construction funding from 2018 to SY.

5172AT16

EXISTING					
Project Number:	5175	Executive Ranking:	52	BRO Ranking:	53
Project Name:	IMPROVEMENTS TO CR 99, WOODSIDE AVE.				
Location:	Town of Brookhaven	Legislative District:	3,7		

Description

The current phase of this project focuses on the intersection of CR 99 and CR 16, Horseblock Road. The intersection will be realigned, repaved, and resurfaced, and a new traffic signal will be installed. Curbs and drainage will also be improved as required.

Justification

Reconstruction of the intersection will reduce hazardous conditions and complement the improvements begun during earlier phases of the project.

Status

This project is proposed as requested by DPW. The proposed capital program includes an additional \$150,000 for planning, scheduled in 2016, and an additional \$650,000 for construction, scheduled in 2017, compared to the previously adopted capital program. Construction funding is deferred from 2016 to 2017.

All of the appropriation balance is available for planning. The additional proposed planning funds will be used for increased design costs precipitated by the inclusion of engineering/design work for CP 5511, Improvements to CR 16, Horseblock Road/Portion Road/Smithtown Boulevard, in this project. The additional proposed construction funding is the result of a more accurate estimate of the construction cost for the realignment of the intersection. Construction should be complete by mid-2018.

Total Appropriated:	\$250,000	Appropriation Balance:	\$250,000
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$2,050,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,050,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$160,339. Over the life of an 18-year bond this totals \$2,886,100.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$1,250,000		\$150,000	\$150,000	\$150,000
2017	\$0		\$1,900,000	\$1,900,000	\$1,900,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$1,250,000		\$2,050,000	\$2,050,000	\$2,050,000

Issues for Consideration

All work can be done in the existing right of way, and, ideally, a small amount of surplus property may be generated by the realignment. The project will also mitigate traffic problems as the Brookhaven Rail Terminal increases its operations and improve safety at the entrance to the Brookhaven Town Landfill on CR 16.

This is a very unusually configured intersection, with non-standard sight lines. Especially during the summer months, driver safety would benefit greatly from realignment to a more standard configuration.

Budget Review Office Recommendations

The Budget Review Office concurs with the proposed funding presentation for this project.

5175CF16

EXISTING					
Project Number:	5180	Executive Ranking:	64	BRO Ranking:	49
Project Name:	INSTALLATION OF GUIDE RAIL AND SAFETY UPGRADES AT VARIOUS LOCATIONS				
Location:	Countywide	Legislative District:	All		

Description

This ongoing project provides for the installation and modification of guide rails, plus associated improvements including slope grading, removal of trees or other hazardous obstructions and seeding at various locations throughout the County.

Justification

This project will enhance the safety of motorists utilizing County roadways.

Status

As requested by DPW, the proposed capital program includes an additional \$375,000 (\$350,000 in 2018 and \$25,000 in SY) in serial bonds for construction of guide rail improvements. The additional funding over the current Adopted 2015-2017 Capital Program will address the increase in the number of guide rail repairs, new installation requests and increased construction labor and material costs (3% inflation).

A resolution appropriating \$275,000 in serial bonds scheduled in 2015 will be forthcoming in the spring/summer of 2015. Locations planned for 2015 include: CR 97 at SR 25, CR 83 - Bicycle Path to Mooney Pond Rd., CR 46 at Moriches-Middle Island Rd., CR 46 - Whiskey to SR 25A, CR 39 at St. Andrew's Br., CR 19 at CR 27N, CR 80 at Eastport, CR 46 at SR 25, CR 97 at SR 27, CR 65 East of Boylan Ln.

The following is a list of locations with status updates and cost estimates for this capital project.

- CR 46, William Floyd Parkway at Moriches-Middle Island Road – in construction now - \$15,000.
- CR 83, Patchogue – Mt Sinai Road from Bicycle Path to Mooney Pond Road – construction pending completion of CR 46 above - \$275,000.
- CR 19 Patchogue Holbrook Road at NYS Rte 27 – requires funding to progress construction - \$131,0000.
- CR 46, William Floyd Parkway between Whiskey Road and NYS Rte. 25A - requires funding to progress construction - \$26,000.
- CR 46, William Floyd Parkway at NYS Rte 25 - requires funding to progress construction - \$282,000.

Total Appropriated:	\$960,000	Appropriation Balance:	\$4,346
----------------------------	------------------	-------------------------------	----------------

Impact on Operating Budget

The proposed capital program includes \$1,350,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,350,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$105,589. Over the life of an 18-year bond this totals \$1,900,602.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000
2016	\$300,000		\$300,000	\$300,000	\$300,000
2017	\$325,000		\$325,000	\$325,000	\$325,000
2018	\$0		\$350,000	\$350,000	\$350,000
SY	\$350,000		\$375,000	\$375,000	\$375,000
Total	\$1,250,000		\$1,625,000	\$1,625,000	\$1,625,000

Issues for Consideration

This ongoing project provides funding for the repair, installation or modification of guide rails and associated upgrading at various locations throughout the County to conform to current State and federal standard guidelines. Additionally, the regular maintenance of and upgrades to guide rails and the surrounding areas on County roadways is a key part of the program to promote and protect the safety of motorists. Further, the County's liability and risk of potential legal action is lowered by regularly installing new and improving old guide rails.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

EXISTING					
Project Number:	5190	Executive Ranking:	62	BRO Ranking:	48
Project Name:	DRAINAGE IMPROVEMENTS ON CR 52, SANDY HOLLOW ROAD				
Location:	Southampton	Legislative District:	2		

Description

This project will provide for drainage improvements on:

- CR 52 Sandy Hollow Road from CR 39, North Road to the vicinity of CR 38, North Sea Road.
- CR 38 (North Sea Road) from CR 52, Sandy Hollow Road to the vicinity of Fresh Pond Lane.

There is a large watershed in this area which, when combined with inadequate drainage, causes frequent flooding. The proposed drainage improvements will consist of NYSDEC approved Best Management Practices (BMP) to alleviate flooding conditions and remediate and prevent storm water runoff from discharging to the adjacent freshwater wetlands. This project will use the existing County right-of-way.

Justification

This program will alleviate flooding conditions, improve roadway operation and safety, and remediate stormwater runoff, which discharges directly into adjacent freshwater wetlands.

Status

The Adopted 2015-2017 Capital Program included \$950,000 for construction in 2015 with FEMA funding (FE). The Proposed 2016-2018 Capital Program schedules \$950,000 in 2018 with serial bonds, as requested. The anticipated FEMA funding did not come to fruition. In-house design is expected to be completed by 2018 and construction in SY.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$950,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$950,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$74,303. Over the life of an 18-year bond this totals \$1,337,461.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$950,000	\$0	\$950,000	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$950,000	\$950,000	\$950,000
SY	\$0		\$0	\$0	\$0
Total	\$950,000		\$1,900,000	\$950,000	\$950,000

Issues for Consideration

The current situation creates flooding, unsafe traveling conditions, erosion, and wear and tear on the existing road. It also affects the environment, by allowing stormwater runoff to discharge directly into the adjacent freshwater wetlands. Prevention tends to be more effective, and more cost-effective, than the remediation required once the damage has been done.

This project had been considered a priority by the Department in the past, but had been delayed due to several right-of-way and land use issues, which have all now been resolved. Safety and environmental concerns make this project a priority for the Department. However, with the loss of FEMA funding for this project, the new need for appropriating serial bonds results in a delay in construction.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this project.

5190AT16

EXISTING					
Project Number:	5196	Executive Ranking:	Discontinued	BRO Ranking:	58
Project Name:	COUNTYWIDE HIGHWAY SIGN MANAGEMENT PROGRAM				
Location:	Countywide	Legislative District:	All		

Description

This program will implement an assessment and management system designed to maintain traffic sign reflectivity, review sign placement compliance, and establish an inventory of any roadside equipment requiring maintenance.

Justification

This project conforms to a Federal Highway Administration (FHWA) mandate, as outlined by Revision 2 of the current National Manual on Uniform Traffic Control Devices, to establish a program ensuring signing along County-maintained highways exceed minimum levels of retroreflectivity. The project may improve traffic safety while reducing liability exposure.

Status

The Adopted 2015-2017 Capital Program included \$500,000 in serial bonds for design in 2017 and \$9.6 million in federal funding and \$2.4 million in serial bonds for construction in SY. DPW completed a final preliminary engineering report concerning a sign management methodology for the County. The result determined that the scope of this capital project could be accomplished under CP 5037-Application and Removal of Lane Markings. Therefore, funding is no longer included in CP 5196 and the project has been discontinued in the proposed capital program.

Total Appropriated:	\$700,000	Appropriation Balance:	\$551,567
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The Department did not request any funding and the proposed capital program discontinues this project.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$500,000		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$12,000,000		\$0	\$0	\$0
Total	\$12,500,000		\$0	\$0	\$0

Issues for Consideration

The combination of CP 5196 and CP 5037 is a strategy based on a relaxed mandate by the FHWA as well as the similar scope of CP 5037, which also adds reflectivity to roads. Increasing the reflectivity of lane markings is considered a more efficient method of providing safety to roads. While also important, adding reflective surfaces to signage is less of a priority. Therefore, instead of focusing on ensuring and maintaining reflectivity for all signs Countywide, a combined reflective markings initiative is more cost effective.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

5196AT16

NEW					
Project Number:	5197	Executive Ranking:	59	BRO Ranking:	60
Project Name:	ALTERATIONS TO PUBLIC WORKS MATERIALS TESTING LAB, YAPHANK				
Location:	Yaphank	Legislative District:	3		

Description

This is a new project to alter the layout of the Materials Testing Laboratory (MTL), which shares building space with the Department of Health Services Arthropod Borne Disease Laboratory (ABDL). The project will upgrade the HVAC system, reduce airborne particulates, and optimize

available work and equipment space. ABDL requested a generator to operate their refrigeration systems to preserve specimens in the event of a power failure.

Justification

The project will improve laboratory efficiency and employee health and safety in a 28 year old building that has received a minimum of maintenance and upkeep. Since the discontinuation of CP 4003, Construction and/or Renovation of Suffolk County Laboratory Facilities, the projects for the various separate laboratories operated by the County are back in the capital program so that these facilities' building systems may be properly renovated or upgraded.

Status

This is a new project in the Proposed 2016-2018 Capital Program. Total funding for the project is as requested; however, \$750,000 for construction is deferred from 2016 to 2017. The \$100,000 for planning remains in 2016, as requested.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$850,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$850,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$66,482. Over the life of an 18-year bond this totals \$1,196,675.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$850,000	\$100,000	\$100,000
2017	\$0		\$0	\$750,000	\$750,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$850,000	\$850,000	\$850,000

Issues for Consideration

The building is in poor condition, and construction would ideally occur as soon as possible. Needed renovations were deferred in many of the County's labs while the disposition of CP 4003, the consolidated lab project, was determined. The MTL/ABDL space is the last of the lab renovation projects to begin.

The proposed capital program does not contain specifically dedicated equipment funding for the generator. Once the design phase is complete, the funding source for this equipment should be clarified, whether as equipment in this project, as part of the site improvements in CP 5141 (Equipment for Public Works Material Testing Laboratory), or as another generator to be purchased in CP 1737 (Replacement of Major Buildings Operations Equipment at Various County Facilities). The loss of specimens during the peak mosquito testing season by the Arthropod Borne Disease Lab could have an effect on public health. Additionally loss of power for the Materials Testing lab could delay completion of capital transportation projects.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation for this project.

5197CF16

Transportation: Dredges (5200)

EXISTING			
Project Number:	5200	Executive Ranking:	57
		BRO Ranking:	57
Project Name:	DREDGING OF COUNTY WATERS		
Location:	Countywide	Legislative District:	All

Description

This project provides for the contract surveying and dredging of County waterways. Funding for dredging is requested for projects estimated to cost in excess of \$100,000.

Justification

Dredging is a County responsibility that is necessary to maintain safe navigable waterways.

Status

Dredging projects are tentatively scheduled by DPW each year; however, the schedule is subject to change due to weather conditions, the results of survey estimates, input from the towns, and the availability of environmental permits. The following table lists the locations that DPW intends to dredge.

Public Works Preliminary Dredge Schedule	
Year	Location
2015	Shinnecock Inlet East Cut Phase I, Champlain Creek, South Ferry Terminals
2016	Shinnecock Inlet East Cut Phase II, Water Island, Tuthills Cove, Old Fort Pond, Coecles Harbor, Fire Island Pines
2017	Mount Sinai Harbor, Long Wharf (West), Stony Brook Harbor, Gull Pond
2018	Nissequogue River, Acabonac Harbor, Strongs Creek
SY	Three Mile Harbor, Davis Park, Napeague Harbor, Coecles Harbor, Champlain Creek

The proposed capital program includes \$1.35 million more than previously adopted for 2016 through SY, but \$6.85 million less than requested by DPW; more than half of the difference between the request and the proposed capital program is in 2016. According to DPW, the proposed 2016 funding would limit dredging to either Phase II at the Shinnecock Inlet East Cut or a portion of the other scheduled locations.

Because dredging projects are often delayed based on environmental permitting or other factors, appropriated funds often go unspent for lengthy periods of time. Although there is a sizeable appropriation balance as of April 1, 2015, almost all funding is site specific, meaning that DPW does not have the flexibility to spend these funds on anything other than what was specifically authorized by each bonding resolution.

Total Appropriated:	\$18,611,500	Appropriation Balance:	\$3,569,750
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$13,350,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$13,350,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,044,158. Over the life of an 18-year bond this totals \$18,794,844.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$4,300,000	\$4,300,000	\$4,300,000	\$4,300,000	\$4,300,000
2016	\$1,600,000		\$5,900,000	\$2,100,000	\$2,100,000
2017	\$6,300,000		\$5,400,000	\$3,000,000	\$3,000,000
2018	\$0		\$4,300,000	\$3,000,000	\$3,000,000
SY	\$4,100,000		\$4,600,000	\$5,250,000	\$5,250,000
Total	\$16,300,000		\$24,500,000	\$17,650,000	\$17,650,000

Issues for Consideration

The County dredges over 170 locations. The cost of dredging continues to rise due to inflation, consultant fees, and complying with costly environmental regulations. The exact cost for individual projects is unknown prior to the completion of the surveying. If the actual project cost is more than the original estimate, then either an offset is required to provide the additional funds or projects are postponed. Typically, there is a backlog in dredging projects as a result of the challenging approval process required by the Department of Environmental Conservation (DEC) and the United States Army Corps of Engineers. Accordingly, the dredge schedule set by DPW is often amended throughout the year based on which projects have permits.

If the proposed funding schedule is adopted, dredging at many of the identified locations will be significantly delayed. However, based on the significant costs of dredging and the County's fiscal challenges, we recommend that DPW prioritize locations based on need within the confines of the proposed capital program.

Budget Review Office Recommendations

We agree with the funding presentation in the proposed capital program for this project.

5200BP16

EXISTING					
Project Number:	5201	Executive Ranking:	56	BRO Ranking:	38
Project Name:	REPLACEMENT OF DREDGE SUPPORT EQUIPMENT				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the replacement of equipment needed for the continued operation of the County dredge.

Justification

The use of the equipment in saltwater causes an accelerated rate of corrosion. Equipment must be replaced periodically as it becomes broken or unreliable to ensure that dredging projects can move forward.

Status

The following chart shows the replacement schedule requested by DPW.

Requested Dredge Equipment Replacement Schedule		
Year	Equipment	Cost
2015	Landing craft to transport equipment and push/tug the dredge	\$350,000
	Total	\$350,000
2016	Excavator to remove shoals and sand bars	\$275,000
	Dozer to mechanically and hydraulically manage dredged material	\$250,000
	Replacement of dredge parts and mechanicals	\$70,000
	Total	\$595,000
2017	Knuckle boom for pipe truck to lift and place dredge equipment	\$100,000
	Dredge pipe	\$150,000
	Specialty dredge truck	\$60,000
	Total	\$310,000
2018	Two specialty dredge trucks	\$120,000
	Replacement of dredge parts and mechanicals	\$70,000
	Total	\$190,000
SY	Replacement of County Dredge	\$1,000,000
	Total	\$1,000,000

The proposed capital program provides \$345,000 less than requested, but \$550,000 more than previously adopted for 2016 through SY. DPW's plan to replace the County Dredge in SY is in its preliminary stages. When the scheduled replacement nears, the Department will explore opportunities to sell the existing dredge to offset the cost of a new one.

Total Appropriated:	\$650,000	Appropriation Balance:	\$201,502
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$1,750,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,750,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$136,875. Over the life of an 18-year bond this totals \$2,463,744.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000
2016	\$350,000		\$595,000	\$350,000	\$350,000
2017	\$350,000		\$310,000	\$350,000	\$350,000
2018	\$0		\$190,000	\$350,000	\$350,000
SY	\$500,000		\$1,000,000	\$700,000	\$700,000
Total	\$1,550,000		\$2,445,000	\$2,100,000	\$2,100,000

Issues for Consideration

Dredging equipment deteriorates quickly under constant exposure to saltwater. If DPW is to maintain an aggressive dredging schedule for the next several years, equipment must be maintained and replaced as needed. Although the proposed capital program provides less funding than requested by DPW, the Department has indicated that the provided funding should be sufficient in the near term. As the condition of dredge equipment is reevaluated in upcoming years, the funding schedule may be amended in future capital programs.

Budget Review Office Recommendations

We agree with the funding presentation for this project in the proposed capital program.

***Transportation: Erosion & Flood Control
(5300)***

EXISTING					
Project Number:	5343	Executive Ranking:	59	BRO Ranking:	54
Project Name:	RECONSTRUCTION OF SHINNECOCK CANAL LOCKS, TOWN OF SOUTHAMPTON				
Location:	Hampton Bays	Legislative District:	2		

Description

This project provides for the structural rehabilitation and repair of the lock and tide gates as well as other canal infrastructure at the Shinnecock Canal. Both sets of gates require significant rehabilitation every five to seven years. The alternating schedule of work is staggered so that tide and lock gates are not under construction at the same time.

Justification

Funding for this project is required to keep the canal fully operational and retain the integrity of the tidal gates and locks to ensure the continued safe flow of boat traffic through the canal. The operation of this facility benefits the ecology of Shinnecock Bay and reduces dredging costs at the Shinnecock Inlet by the flushing action of the controlled tidal flow.

Status

Resolution No. 145-2013 appropriated \$750,000 to rehabilitate the tide gates; however, when the canal was dewatered, the deterioration was found to be worse than anticipated and the work could not be completed with available funds. Resolution No. 845-2014 amended the 2014 Capital Budget to provide an additional \$600,000 for the tide gates. Based on the condition of the tide gates the estimated cost to rehabilitate the lock gates in 2015 was increased from \$1 million to \$1.5 million in the Adopted 2015-2017 Capital Program.

DPW requested \$1 million more in the 2016-2018 Capital Program than in the previously adopted capital program; \$500,000 in 2016 to replace deteriorating bulkheading within the canal gates and \$500,000 in SY due to the increased cost estimate for tide gate rehabilitation. The proposed capital program includes the additional funding for the tide gates in SY as requested, but defers the requested funding for the bulkheading from 2016 to 2017.

Total Appropriated:	\$2,635,000	Appropriation Balance:	\$118,880
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$2,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$156,428. Over the life of an 18-year bond this totals \$2,815,707.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
2016	\$0		\$500,000	\$0	\$500,000
2017	\$0		\$0	\$500,000	\$0
2018	\$0		\$0	\$0	\$0
SY	\$1,000,000		\$1,500,000	\$1,500,000	\$1,500,000
Total	\$2,500,000		\$3,500,000	\$3,500,000	\$3,500,000



Issues for Consideration

The Shinnecock Canal is an important marine artery. Its maintenance is necessary to ensure the safety of both commercial and recreational boaters. Delaying funding could result in critical breakdowns, resulting in safety hazards and costly emergency repairs. If the rehabilitation of identified problems is deferred, the canal may become unusable or unsafe; increasing the County's liability. For this reason, it makes sense to include the funding for the bulkheading repairs in 2016 as requested by DPW.

Budget Review Office Recommendations

Advance \$500,000 for construction from 2017 to 2016 as requested by DPW.

5343BP16

EXISTING					
Project Number:	5347	Executive Ranking:	Not Included	BRO Ranking:	34
Project Name:	COUNTY SHARE FOR RECONSTRUCTION AND DREDGING AT SHINNECOCK INLET				
Location:	Hampton Bays	Legislative District:	2		

Description

This capital project provides the County share for the reconstruction and dredging of the Shinnecock Inlet. The County's existing agreement with the New York State Department of Environmental Conservation (NYSDEC) includes periodic reconstruction of jetties and revetments as well as dredging to keep the inlet safe for commercial and recreational boaters.

Justification

The County has an outstanding liability for its share of the reconstruction and dredging of the Shinnecock Inlet.

Status

Reconstruction and Dredging at Shinnecock Inlet has included five phases from 1990 through 2005. The County has not been billed for Phases III, IV, and V. DPW requested \$2.1 million to pay the County share in 2017; the proposed capital program does not include this project.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The Department requested \$2,100,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,100,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$164,250. Over the life of an 18-year bond this totals \$2,956,492.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$2,100,000	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$2,100,000	\$0	\$0

Issues for Consideration

Pursuant to existing agreements, the County is responsible for nine percent of jetty repairs and 31% of maintenance dredging. The remaining cost is divided among federal, state, and local jurisdictions.

There has been a history of significantly delayed billing to the County by New York State for these types of projects; however, NYSDEC did contact DPW in December 2011 about collecting payment. To date, the County has not received a bill, but DPW has indicated that the State would

be amenable to working with the County on a multi-year payment plan. CP 5347 is one of four capital projects that fall into this category; the other three are CP 5361, CP 5370 and CP 5374 (see separate write-ups of each in this report). Combined, the total outstanding liability for these projects is \$7.2 million as follows:

- \$2.1 million for CP 5347
- \$1 million for CP 5361
- \$1.6 million for CP 5370
- \$2.5 million for CP 5374

The timing for when the County will be billed for these projects is still uncertain, but the County will eventually be required to pay for its share of the cost. It would be difficult for the County to make these payments from the operating budget, especially if a payment plan is not offered over several years.

Budget Review Office Recommendations

Due to the uncertainty of when the County will be billed, we do not recommend scheduling funds for this project at this time. When an invoice is received, the County may obtain an offset from other capital projects in the capital program, wait to include funding in the subsequent capital budget, or, if an extended payment plan is offered, consider paying for this expense in the operating budget.

5347BP16

EXISTING			
Project Number:	5348	Executive Ranking:	71
		BRO Ranking:	59
Project Name:	RECONSTRUCTION OF SHINNECOCK CANAL JETTIES AND BULKHEADS		
Location:	Hampton Bays	Legislative District:	2

Description

This project provides for the reconstruction of existing jetties and bulkheads on the Shinnecock Canal.

Justification

The project will stabilize jetties and bulkheads, which are necessary to maintain a channel that can be safely navigated by boats.

Status

The following phases of this project are complete:

Phase I- Jetty Repair

Phase II- Scour Prevention

Phase III- Bulkhead Repair, West Side

Phase IV- Bulkhead Repair, East Side and Shoreline Rehabilitation & Erosion Control

Phase V, Jetty and Bulkhead Rehabilitation, was included in the Adopted 2015-2017 Capital Program with \$250,000 in FEMA aid for planning and \$2.5 million in FEMA aid for construction in SY. DPW requested that the funding source be changed to serial bond financing and that planning funds be increased by \$50,000 and advanced to 2017. The Proposed 2016-2018 Capital Program includes this project as requested.

Total Appropriated:	\$1,175,000	Appropriation Balance:	\$65,176
----------------------------	--------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$2,800,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,800,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$218,999. Over the life of an 18-year bond this totals \$3,941,990.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$300,000	\$300,000	\$300,000
2018	\$0		\$0	\$0	\$0
SY	\$2,750,000		\$2,500,000	\$2,500,000	\$2,500,000
Total	\$2,750,000		\$2,800,000	\$2,800,000	\$2,800,000

Issues for Consideration

Following Super Storm Sandy, several projects that were included in the Adopted 2013-2015 Capital Program with serial bond financing were changed to FEMA aid in the Adopted 2014-2016 and 2015-2017 Capital Programs in hopes that these projects would qualify for disaster recovery assistance. The Proposed 2016-2018 Capital Program indicates that “the County is in the process of exploring federal/grant funding to finance this project,” but the fact that funding has been changed back to serial bonds is indicative that this outcome is unlikely.

Upkeep of the bulkheads and jetties is vital for the safe passage of boats. If not maintained, emergency repairs would be more costly and would create a traffic problem when commercial, recreational, and repair craft are trying to utilize the canal simultaneously. Planning funds have been advanced because the condition of canal bulkheads and jetties needs to be closely monitored. The increase in funding is based on a revised cost estimate for evaluation and design. Depending on the results of the study, funding for construction may need to be adjusted.

Budget Review Office Recommendations

We agree with the funding presentation included in the Proposed 2016-2018 Capital Program.

5348BP16

EXISTING					
Project Number:	5361	Executive Ranking:	Not Included	BRO Ranking:	34
Project Name:	COUNTY SHARE FOR THE WEST OF SHINNECOCK INLET INTERIM STORM DAMAGE PROTECTION PROJECT				
Location:	Hampton Bays	Legislative District:	2		

Description

This project provides the County share for the initial phase of the West of Shinnecock Inlet Interim Storm Damage Protection Project, which was completed in 2005 by the US Army Corps of Engineers. The project was implemented to protect the community from flooding due to dune washovers and breaches.

Justification

The County has an outstanding liability for its share of the reconstruction and dredging of the Shinnecock Inlet, for which it has not yet been billed.

Status

Work was completed in 2005; however, the County has not been billed for its share of the project's cost. The County has an outstanding liability of \$1 million for this project. DPW did not request this project and it is not included in the proposed capital program.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The County has an outstanding liability of \$1 million. If the entire \$1,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$78,214. Over the life of an 18-year bond this totals \$1,407,853.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$0	\$0	\$0

Issues for Consideration

The County is responsible for 10.5% of the total cost of this project. The balance is covered by the US Army Corps of Engineers, New York State Department of Environmental Conservation (NYSDEC), New York State Department of State, and the Town of Southampton.

There has been a history of significantly delayed billing to the County by New York State for these types of projects; however, NYSDEC did contact DPW in December 2011 about collecting payment. To date, the County has not received a bill, but DPW has indicated that the State would be amenable to working with the County on a multi-year payment plan. CP 5361 is one of four capital projects that fall into this category; the other three are CP 5347, CP 5370 and CP 5374 (see separate write-ups of each in this report). Combined, the total outstanding liability for these projects is \$7.2 million as follows:

- \$2.1 million for CP 5347
- \$1 million for CP 5361
- \$1.6 million for CP 5370
- \$2.5 million for CP 5374

The timing for when the County will be billed for these projects is still uncertain, but the County will eventually be required to pay for its share of the cost. It would be difficult for the County to make these payments from the operating budget, especially if a payment plan is not extended over several years.

Budget Review Office Recommendations

Due to the uncertainty of when the County will be billed, we do not recommend scheduling funds for this project at this time. When an invoice is received, the County may obtain an offset from other capital projects in the capital program, wait to include funding in the subsequent capital budget, or, if an extended payment plan is offered, consider paying for this expense in the operating budget.

EXISTING					
Project Number:	5370	Executive Ranking:	Not Included	BRO Ranking:	34
Project Name:	COUNTY SHARE FOR MORICHES INLET NAVIGATION STUDY				
Location:	Fire Island	Legislative District:	7		

Description

This capital project provides the County share for the dredging and maintenance of the Moriches Inlet in order to keep the inlet safe for commercial and recreational boaters. The project involves the County, the US Army Corps of Engineers, and the New York State Department of Environmental Conservation (NYSDEC).

Justification

The County has an outstanding liability for its share of the maintenance and dredging of the Moriches Inlet.

Status

Dredging and maintenance at the Moriches Inlet was completed in three phases from 1992 through 2004. The County has not been billed for phases II and III. DPW requested \$1.6 million in 2017 to pay the County share; the proposed capital program does not include this project.

Total Appropriated:	\$1,365,000	Appropriation Balance:	\$383,100
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The Department requested \$1,600,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,600,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$125,143. Over the life of an 18-year bond this totals \$2,252,566.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$1,600,000	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$1,600,000	\$0	\$0

Issues for Consideration

Pursuant to existing agreements, the County is responsible for 50% of maintenance and dredging costs. The US Army Corps of Engineers is responsible for the other 50%.

There has been a history of significantly delayed billing to the County by New York State for these types of projects; however, NYSDEC did contact DPW in December 2011 about collecting payment. To date, the County has not received a bill, but DPW has indicated that the State would

be amenable to working with the County on a multi-year payment plan. CP 5370 is one of four capital projects that fall into this category; the other three are CP 5347, CP 5361 and CP 5374 (see separate write-ups of each in this report). Combined, the total outstanding liability for these projects is \$7.2 million as follows:

- \$2.1 million for CP 5347
- \$1 million for CP 5361
- \$1.6 million for CP 5370
- \$2.5 million for CP 5374

The timing for when the County will be billed for these projects is still uncertain, but the County will eventually be required to pay for its share of the cost. It would be difficult for the County to make these payments from the operating budget, especially if a payment plan is not extended over several years.

Budget Review Office Recommendations

Due to the uncertainty of when the County will be billed, we do not recommend scheduling funds for this project at this time. When an invoice is received, the County may obtain an offset from other capital projects in the capital program, wait to include funding in the subsequent capital budget, or, if an extended payment plan is offered, consider paying for this expense in the operating budget.

5370BPI6

EXISTING			
Project Number:	5371	Executive Ranking:	49
		BRO Ranking:	54
Project Name:	RECONSTRUCTION OF CULVERTS		
Location:	Countywide	Legislative District:	All

Description

This project provides for the ongoing repair and maintenance of culverts throughout County parks and under County roads. Many of these culverts are over 50 years old and experience structural problems such as deterioration of concrete, rusting of reinforcing rods, and erosion. Repair measures will mitigate deterioration and prevent the potential collapse of these structures.

Justification

The improvements that are made help mitigate flood damage and improve the safety of motorists and pedestrians using County roads. Maintaining culverts is necessary because delaying could lead to much more costly emergency repairs.

Status

The inspection of culverts is ongoing. When structural deficiencies are detected, the culverts are scheduled for design. DPW is responsible for over 200 culverts and spillways throughout the County. As inspection reports are completed, DPW adds locations to its list of projects. As locations are added, capital requests for construction funds increase.

DPW requested \$1.05 million each year from 2016-2018 (\$300,000 for planning and \$750,000 for construction) and \$1.3 million (\$300,000 for planning and \$1 million for construction) in SY. The Proposed 2016-2018 Capital Program includes \$600,000 (\$100,000 for planning and \$500,000 for construction) each year from 2016 to 2018 and \$1.2 million (\$200,000 for planning and \$1 million for construction) in SY. Although less than requested, the proposed capital program provides \$700,000 more than previously adopted for 2016 through SY.

Total Appropriated:	\$1,973,250	Appropriation Balance:	\$628,419
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$3,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$234,642. Over the life of an 18-year bond this totals \$4,223,560.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
2016	\$600,000		\$1,050,000	\$600,000	\$600,000
2017	\$600,000		\$1,050,000	\$600,000	\$600,000
2018	\$0		\$1,050,000	\$600,000	\$600,000
SY	\$1,100,000		\$1,300,000	\$1,200,000	\$1,200,000
Total	\$2,900,000		\$5,050,000	\$3,600,000	\$3,600,000

Issues for Consideration

The culverts underneath paths and roadways need to be maintained to ensure motorist and pedestrian safety as well as to protect the waterways that flow through them. Neglected culverts can collapse causing injury and expensive emergency repairs or can become clogged, not allowing water to pass through, resulting in flooding.

Although the proposed capital program is substantially less than requested by DPW, the Department has indicated that the funds provided are sufficient to address the highest priority locations. In order to reduce the backlog of identified projects, additional funding would be required.

Budget Review Office Recommendations

We agree with the funding presentation for this project in the Proposed 2016-2018 Capital Program.

EXISTING					
Project Number:	5374	Executive Ranking:	Not Included	BRO Ranking:	34
Project Name:	COUNTY SHARE FOR THE WESTHAMPTON INTERIM STORM DAMAGE PROTECTION PROJECT				
Location:	Westhampton Dunes	Legislative District:	2		

Description

This capital project provides the County share for the Westhampton Interim Storm Damage Protection Project, which restored and preserved ocean beach and adjacent private properties in accordance with an out-of-court settlement involving property owners who brought litigation against the County, State, and Federal governments.

Justification

The County has an outstanding liability for its share of the Westhampton Interim Storm Damage Protection Project.

Status

The last phase of the Westhampton Interim Storm Damage Protection Project was completed in 2005. The County has not been billed for this project. DPW requested \$2.5 million in 2017; the proposed capital program does not include this project.

Total Appropriated:	\$1,551,800	Appropriation Balance:	\$315,223
----------------------------	-------------	-------------------------------	-----------

Impact on Operating Budget

The Department requested \$2,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$195,535. Over the life of an 18-year bond this totals \$3,519,634.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$2,500,000	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$2,500,000	\$0	\$0

Issues for Consideration

Pursuant to an out-of-court settlement, the County is responsible for nine percent of the cost for the Westhampton Interim Storm Damage Protection Project; the US Army Corps of Engineers is responsible for 70% and the New York State Department of Environmental Conservation's (NYSDEC) share is 21%.

There has been a history of significantly delayed billing to the County by New York State for these types of projects; however, NYSDEC did contact DPW in December 2011 about collecting payment. To date, the County has not received a bill, but DPW has indicated that the State would be amenable to working with the County on a multi-year payment plan. CP 5374 is one of four capital projects that fall into this category; the other three are CP 5347, CP 5361 and CP 5370 (see separate write-ups of each in this report). Combined, the total outstanding liability for these projects is \$7.2 million as follows:

- \$2.1 million for CP 5347
- \$1 million for CP 5361
- \$1.6 million for CP 5370
- \$2.5 million for CP 5374

The timing for when the County will be billed for these projects is still uncertain, but the County will eventually be required to pay for its share of the cost. It would be difficult for the County to make these payments from the operating budget, especially if a payment plan is not extended over several years.

Budget Review Office Recommendations

Due to the uncertainty of when the County will be billed, we do not recommend scheduling funds for this project at this time. When an invoice is received, the County may obtain an offset from other capital projects in the capital program, wait to include funding in the subsequent capital budget, or, if an extended payment plan is offered, consider paying for this expense in the operating budget.

5374BPI6

EXISTING					
Project Number:	5375	Executive Ranking:	59	BRO Ranking:	54
Project Name:	BULKHEADING AT VARIOUS LOCATIONS				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the repair and/or replacement of deteriorated bulkheads at various locations adjacent to County owned right-of-way properties. Some of these locations front private property.

Justification

According to DPW, the County originally constructed these bulkheads and is required to maintain them. Deteriorated sections must be replaced before there is breakage and waterways become shoaled.

Status

The Adopted 2015 Capital Budget includes \$2.5 million for this project; \$500,000 in serial bonds and \$2 million in FEMA aid. The Adopted/Modified column in the Proposed 2016-2018 Capital Program includes only the serial bond financing, which indicates that FEMA aid is not anticipated in 2015. Although the proposed capital program indicates that federal aid is still being pursued, all future funds are scheduled as serial bonds.

DPW requested an increase of \$1.5 million over what was previously adopted for 2016-SY; however, no funds were requested in 2016. The proposed capital program includes \$2.25 million in 2017, 2018, and SY, which is \$50,000 more than requested in 2018 and \$150,000 more than requested in SY.

Rehabilitation of bulkheading at CR 35, Mill Dam Road, was completed in 2014. To date, 2015 funding for Northwest Harbor has not been appropriated. The following chart shows the locations identified by DPW for rehabilitation from 2015 to SY.

Year	Bulkhead Location
2015	Nothwest Harbor
2017	County Road 77
	Smith Point Marina
	Speonk Point Canal
2018	Cold Spring Pond
	Carmans River
	Speonk Canal
	Quogue Canal
SY	Three Mile Harbor
	Boylan Lane Canal
	Santa Barbara Canal
	Shore Drive

Total Appropriated:	\$1,944,750	Appropriation Balance:	\$487,459
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$6,750,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$6,750,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$527,945. Over the life of an 18-year bond this totals \$9,503,011.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$2,500,000	\$500,000	\$2,500,000	\$500,000	\$500,000
2016	\$2,250,000		\$0	\$0	\$0
2017	\$1,200,000		\$2,250,000	\$2,250,000	\$2,250,000
2018	\$0		\$2,200,000	\$2,250,000	\$2,200,000
SY	\$1,600,000		\$2,100,000	\$2,250,000	\$2,100,000
Total	\$7,550,000		\$9,050,000	\$7,250,000	\$7,050,000

Issues for Consideration

The inclusion of this project in the capital program is necessary to uphold important marine infrastructure. Failure to perform periodic maintenance will result in costly emergency repairs and possible lawsuits.

It is unclear why the Executive included funding that is modestly higher than requested, but based on the fact that the additional funding is not scheduled until 2018 and SY, we recommend removing it and including only what was requested. If the additional funds are required going forward, DPW can request them in future capital programs.

Budget Review Office Recommendations

- We recommend decreasing construction funding by \$50,000 in 2018 and by \$150,000 in SY as requested by DPW.
- If the entire \$200,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$15,643. Over the life of an 18-year bond this totals \$281,571.

5375BP16

EXISTING					
Project Number:	5377	Executive Ranking:	64	BRO Ranking:	58
Project Name:	RECONSTRUCTION OF BULKHEAD AT TIMBER POINT MARINA				
Location:	Islip	Legislative District:	10		

Description

This project provides funding for the repair of the bulkhead and breakwater that protects Police Marina vessels from storm wave damage.

Justification

Suffolk County originally constructed this bulkhead and is required to maintain it.

Status

The Department of Public Works did not request funding last year and the project was discontinued. DPW requested \$250,000 in 2017, which is included in the Proposed 2016-2018 Capital Program, to repair the bulkhead and breakwater that was severely damaged by Superstorm Sandy. The appropriation balance, supplemented by CP 5850 – Rehabilitation of Various Bridges and Embankments, will be used to construct temporary repair of the breakwater until permanent repairs can be made in 2017. The DEC permit application was submitted in March of 2015.

Total Appropriated:	\$750,000	Appropriation Balance:	\$69,282
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$250,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$19,554. Over the life of an 18-year bond this totals \$351,963.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$250,000	\$250,000	\$250,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$250,000	\$250,000	\$250,000

Issues for Consideration

This project includes funding for repair of a portion of bulkhead and breakwater in the boat basin at the Police Marine Bureau in Great River. The bulkhead separates and protects the marina and boats from the rough seas of Great South Bay and boat traffic entering and exiting Timber Point Marina. The bulkhead retains an earthen slope and keeps the adjacent marina in working order. Continued deterioration of the bulkhead has the potential to cause damage to the Police fleet. The bulkhead had previously been repaired in 2010 and was further damaged during Superstorm Sandy.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

5377JO16

Transportation: Pedestrian (5400)

EXISTING					
Project Number:	5497	Executive Ranking:	49	BRO Ranking:	49
Project Name:	CONSTRUCTION OF SIDEWALKS ON VARIOUS COUNTY ROADS				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the installation and replacement of sidewalks on County roads. These are separate and distinct from sidewalk construction projects that are components of other roadway reconstruction or improvement projects.

Justification

The intent of this project is to maintain and advance pedestrian and vehicle safety on County roads via the installation of new sidewalks and the rehabilitation of existing sidewalks.

Status

The proposed capital program includes \$50,000 for planning and \$450,000 for construction in each year 2016 through 2018 and \$100,000 for planning and \$900,000 for construction in SY, which is \$500,000 more than the previously adopted capital program and \$1.9 million less than DPW requested. The Department's requested funding level of \$100,000 for planning and \$1 million for construction in each year 2016 through SY is largely due to ADA requirements. In 2013, the Department of Justice determined that reconstruction or resurfacing projects must bring sidewalks, traffic signals and handicap ramps in compliance with today's ADA standards. This requirement will increase the amount of sidewalks that need replacement by more than 100 percent. The increase in planning and design for 2016 to SY is needed for complex sidewalks that require engineering design as opposed to just replacement.

A resolution to appropriate the 2015 construction funding of \$500,000 is expected to be submitted in the spring of 2015. These funds will be used for the construction of new and the repair of existing sidewalks and to bring the County's sidewalks into compliance with ADA standards in conjunction with CP 5014 Strengthening and Improving County Roads Resurfacing Program. New sidewalk installations include:

- CR 80, Montauk Highway from Louis Ave. to Old Neck Road, Center Moriches
- CR 46, William Floyd Parkway and Victory Drive in the vicinity of NYS Rte. 27, Shirley
- CR 11, Pulaski Road over the Sunken Meadow Parkway, Kings Park

ADA compliance improvements in conjunction with CP 5014, Strengthening and Improving County Roads Resurfacing Program, include:

- CR 2, Straight Path from CR 47, Great Neck Road to NYS Rte. 27, Sunrise Highway, Copiague
- CR 12, Hoffman Lane from Delaware Street to Garfield Road, Lindenhurst
- CR 17, Carleton Ave. from Sunburst Blvd to Southern State Parkway, Islip Terrace
- CR 21, Yaphank Ave/Main Street from CR 101, Sills Road to Muellers Lane

Total Appropriated:	\$4,100,000	Appropriation Balance:	\$464,469
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$2,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$195,535. Over the life of an 18-year bond this totals \$3,519,634.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
2016	\$500,000		\$1,100,000	\$500,000	\$500,000
2017	\$500,000		\$1,100,000	\$500,000	\$500,000
2018	\$0		\$1,100,000	\$500,000	\$500,000
SY	\$500,000		\$1,100,000	\$1,000,000	\$1,000,000
Total	\$2,000,000		\$4,900,000	\$3,000,000	\$3,000,000

Issues for Consideration

This capital project reduces the County's exposure to potential lawsuits by addressing pedestrian and vehicle safety on County roads and increasing the County's compliance with today's ADA standards. The County is empowered under New York State Municipal Law, Section 102, to provide for construction of sidewalks where necessary. The towns and the County share a mutual responsibility to improve sidewalk systems, further evidenced by the requirement for each entity to obtain approval from the other when a sidewalk project is undertaken on either a County or a town road.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation included in the proposed capital program, which enables the County to maintain a consistent, ongoing schedule to upgrade sidewalk systems on County roads. Although this funding level does not progress this capital project as quickly as DPW had requested, DPW will prioritize the sidewalk subprojects to meet the funding that is scheduled in this capital project.

Transportation: Highways (5500)

EXISTING					
Project Number:	5502	Executive Ranking:	53	BRO Ranking:	52
Project Name:	COUNTYWIDE HIGHWAY CAPACITY STUDY				
Location:	Countywide	Legislative District:	All		

Description

This ongoing project evaluates current and future capacity of the County highway system to determine the ability of the system to accommodate increases in traffic volume. The Department leverages the information gained to provide towns and villages with improved guidance during their land use and zoning processes, and to assist strategic planning for the County's own road system.

Justification

Once completed, the studies may be used as a tool to mitigate land use and zoning impacts and/or set appropriate impact fees that would generate revenue to fund highway infrastructure maintenance and improvements.

Status

The project is proposed as requested by DPW. Compared to the previously adopted program, an additional \$75,000 for planning is included in 2018. All of the current appropriation balance is available for use.

Total Appropriated:	\$300,000	Appropriation Balance:	\$179,984
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$375,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$375,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$29,330. Over the life of an 18-year bond this totals \$527,945.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$75,000		\$75,000	\$75,000	\$0
2017	\$75,000		\$75,000	\$75,000	\$75,000
2018	\$0		\$75,000	\$75,000	\$75,000
SY	\$150,000		\$150,000	\$150,000	\$150,000
Total	\$300,000		\$375,000	\$375,000	\$300,000

Issues for Consideration

Highway data collection is an ongoing process and project specific data is readily available for evaluation, based on priorities set by the Department. Delays in funding of this project make "big picture" analysis more difficult for the Highway Division, given its small staff and the emphasis on near term project management. However, there is a substantial fund balance available, relative to

the proposed project budget. The current appropriation balance was authorized in 2008; from 2012 to present, approximately \$110,000 has been spent. Based on these circumstances, funding can be reduced to allow the appropriation balance to be used before additional funds are authorized and appropriated.

Budget Review Office Recommendations

- The Budget Review Office recommends deleting \$75,000 for planning in 2016.
- If the entire \$75,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$5,866. Over the life of an 18-year bond this totals \$105,589.

5502CF16

EXISTING					
Project Number:	5505	Executive Ranking:	52	BRO Ranking:	52
Project Name:	IMPROVEMENTS TO CR 38, NORTH SEA ROAD				
Location:	Town of Southampton	Legislative District:	2		

Description

This capital project will rehabilitate CR 38, North Sea Road, from CR 39, North Road, to the vicinity of Noyack Road. New curb and sidewalk will be installed as required, and the existing drainage systems will be repaired and upgraded. CR 38 serves as an evacuation route from North Sea.

Justification

The existing roadway (concrete panels) is deteriorating and requires full-depth pavement rehabilitation and asphalt resurfacing. The existing curb and sidewalk is deficient in many locations and not up to current ADA Standards, and there are areas where the sidewalk is intermittent and not contiguous. There are areas of localized flooding throughout the project corridor.

Status

Compared to the previously adopted capital program, \$650,000 for engineering design has been progressed from SY to 2018 and the funding source for the entire project has been changed from 75% FEMA aid and 25% serial bonds to 100% serial bonds. Construction funding of \$4.5 million remains in SY. DPW requested the use of Hazard Mitigation Grant Program funding for this project, with 75% Federal support for both planning in 2018 and construction in SY, because of its proximity to the shore. The project has been dormant for about 10 years; all previous phases of the project are complete. According to the request, construction should be complete for this new single phase portion of the project in 2020.

Like several other projects included in the proposed program, this project proceeded from the Suffolk County Highway Rehabilitation Project, CP 5576 in the Adopted 2013-2015 Capital Program.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$5,150,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$5,150,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$402,803. Over the life of an 18-year bond this totals \$7,250,445.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$650,000	\$650,000	\$650,000
SY	\$5,150,000		\$4,500,000	\$4,500,000	\$4,500,000
Total	\$5,150,000		\$5,150,000	\$5,150,000	\$5,150,000

Issues for Consideration

The previous iteration of this project, completed in 2002-2003 after approximately 15 years of delays due to land acquisition and federal funding issues, was primarily concerned with intersection and roadway realignment, some drainage improvements, and installation of traffic signals. Roadway resurfacing and pavement rehabilitation were not included, and the roadway requires remediation and new curbs and sidewalks to bring it to Complete Street standards.

Budget Review Office Recommendations

We concur with the proposed funding presentation for this project.

5505CF16

EXISTING					
Project Number:	5511	Executive Ranking:	53	BRO Ranking:	57
Project Name:	IMPROVEMENTS TO CR 16, HORSEBLOCK ROAD/PORION ROAD/SMITHTOWN BOULEVARD/TERRY ROAD				
Location:	Centereach, Medford, Patchogue	Legislative District:	3, 4, 7		

Description

This project provides for rehabilitation and intersection improvements on CR 16, Horse Block Road in three phases.

Phase I: The intersection of CR 16, Horse Block Road, at CR 56, Victory Drive, is an unsignalized intersection which requires reconfiguration and signalization. This intersection is adjacent to the intersection of CR 16, Horse Block Road, at CR 21, Yaphank Avenue; therefore, requiring coordination and modification to this intersection as well. This project will reduce accidents, increase safety and enhance the overall operational efficiency of these intersections. Additionally, the shoulders on CR 16 from CR 21 to the Brookhaven landfill require reconstruction.

Phase II: CR 16, Horse Block Road, from NYS Route 112 to the Long Island Expressway. This portion of CR 16, Horse Block Road, contains pavement, drainage, curb and sidewalk deficiencies. This project will include pavement widening/repair, drainage system modifications, replacement and installation of curb and sidewalk, upgrades and modifications to pavement markings, signage and traffic signals.

Phase III: Rehabilitation of CR 16, Horse Block Road, from the vicinity of CR 97, Nicolls Road, to Abner Road. This portion of CR 16, Horse Block Road, contains pavement and drainage deficiencies. This project will include pavement and drainage repair.

Justification

This project will improve public safety and the overall operational efficiency of this corridor by rehabilitating and improving roadway infrastructure, geometrics, drainage, traffic signalization, and signage and pavement markings.

Status

DPW requested to advance \$1.5 million for construction from SY to 2017 and add \$250,000 due to an extension of the project limits for Phase I to include shoulder reconstruction. The proposed capital program includes the additional funding but defers all 2016 and 2017 funding to 2017 and 2018, respectively. Design for all phases will be completed in-house.

- CR 16, Horse Block Road, at CR 21 and CR 56, Victory Drive is in the planning stage, with design to be completed by December 2017 and construction by December 2018.
- CR 16, Horse Block Road, from NYS 112 to the LIE is in the planning stage, with design to be completed by December 2018 and construction by December 2020.
- CR 16, Horse Block Road, from the vicinity of CR 97, Nicolls Road, to Abner Road is in the design stage. Construction will be completed by December 2016.

Total Appropriated:	\$14,570,000	Appropriation Balance:	\$2,331,084
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$8,550,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$8,550,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$668,730. Over the life of an 18-year bond this totals \$12,037,147.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$1,500,000		\$1,500,000	\$0	\$1,500,000
2017	\$0		\$1,750,000	\$1,500,000	\$1,750,000
2018	\$0		\$0	\$1,750,000	\$0
SY	\$6,800,000		\$5,300,000	\$5,300,000	\$5,300,000
Total	\$8,300,000		\$8,550,000	\$8,550,000	\$8,550,000

Issues for Consideration

CR 16, Horse Block Road, from the vicinity of CR 97, Nicolls Road, to Abner Road is the first phase to be addressed. The Adopted 2015-2017 Capital Program scheduled \$1.5 million in 2016, as did the request. The proposed capital program delays this funding to 2017, while also delaying \$1.75 million for the next phase to 2018.

The roadway is in very poor condition and deferring construction by one year may result in a breakdown of the infrastructure. Funding for this project was previously deferred until 2016 in the Adopted 2015-2017 Capital Program and delaying it further could result in the need for a full rehabilitation of the road. The cost of such an undertaking could require a significant increase in funding for this project.

In the past, this project received both Federal and State aid. However, no aid has been identified for the elements being considered.

Budget Review Office Recommendations

The Budget Review Office recommends advancing \$1.5 million for construction from 2017 to 2016 and \$1.75 million for construction from 2018 to 2017 to avoid the potential for significantly increased costs.

EXISTING					
Project Number:	5512	Executive Ranking:	62	BRO Ranking:	48
Project Name:	RECONSTRUCTION OF CR 97, NICOLLS ROAD				
Location:	Centereach, Stony Brook	Legislative District:	4, 5		

Description

This project funds several phases to reconstruct CR 97, Nicolls Road.

Justification

CR 97 is the most heavily traveled roadway in Suffolk County. Due to the large traffic volume, it endures capacity deficiencies at multiple signalized intersections. This project would significantly reduce carbon monoxide in the corridor and traffic congestion.

Status

- Phase V: CR 97/Hammond Road, Hawkins Road/Wireless Road, Mark Tree Road safety and traffic flow improvements. Construction is to be completed by June 2015.
- Phase VI: Feasibility Study of CR 97, from the LIE to NYS 25A (SUNY Stony Brook) – to be completed in Fall 2015.
- Phase VII: Safety Improvements on CR 97, Nicolls Road in the Vicinity of NYS Route 25A - This phase will reconfigure the right turn lane from eastbound Route 25A to southbound CR 97 and install sidewalk from the north entrance of Stony Brook University to Route 25A. It is anticipated to be completed by December 2015. Design is being performed under CP 5497 and is scheduled to be completed by July 2015.
- Phase VIII: This phase is a new addition for installation of a median barrier on CR 97, Nicoll's Road, from NYS Route 347 to NYS Route 25A.

The Adopted 2015-2017 Capital Program included \$600,000 to solely address Phase VII construction in 2015. DPW requested \$300,000 for planning in 2017 and \$3 million for construction in SY for Phase VIII. The proposed capital program adds the requested Phase VIII funding, but defers the planning funds to SY. Introductory Resolution No. 1251-2015, if adopted, would appropriate \$600,000 for construction.

Total Appropriated:	\$12,390,000	Appropriation Balance:	\$2,615,161
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$3,300,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,300,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$258,106. Over the life of an 18-year bond this totals \$4,645,916.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
2016	\$0		\$0	\$0	\$0
2017	\$0		\$300,000	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$3,000,000	\$3,300,000	\$3,300,000
Total	\$600,000		\$3,900,000	\$3,900,000	\$3,900,000

Issues for Consideration

The median on this stretch of CR 97, which includes Stony Brook University, is currently either steel cable wire or an outdated metal barrier. Phase VIII would construct a uniform concrete barrier replacement, updating the road with modern safety measures. While Phase VIII is necessary and delaying the phase is not conducive to meeting modern safety precautions, the existing medians are not an immediate hindrance to the operation of the roadway. In addition, DPW may be able to transfer the scope of this phase to CP 5597, potentially addressing the issue sooner than is proposed.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

5512AT16

EXISTING					
Project Number:	5519	Executive Ranking:	52	BRO Ranking:	53
Project Name:	IMPROVEMENTS TO CR 35, PARK AVENUE				
Location:	Town of Huntington	Legislative District:	17,18		

Description

This project will rehabilitate and resurface CR 35, Park Avenue, from its intersection with CR 86, Broadway/Greenlawn Road, to NYS Route 25A, approximately 3.6 miles. New drainage, curbs and sidewalks will be installed as required. Traffic safety modifications will be made as required.

This is a two-phase project. The first phase will rehabilitate the road from CR 86, Broadway/Greenlawn Road, to CR 11, Pulaski Road. Phase II will continue rehabilitation from the intersection of Pulaski Road and Park Avenue to the intersection with NYS Route 25A.

Justification

The existing roadway is deteriorated and in need of full-depth pavement rehabilitation and asphalt resurfacing. Many curbs and sidewalks are deficient and non-compliant with current ADA standards, and there are areas where the sidewalk is intermitted and not contiguous. There are areas of localized flooding throughout the project corridor.

Status

Construction funding of \$1.6 million requested and previously scheduled in 2016 has been deferred to 2017 and \$3 million in construction for Phase II was increased by \$300,000 and advanced from SY to 2018, as requested by DPW. The construction cost increased from \$3 to \$3.3 million due to more precise estimates as the design progressed. The entire appropriation balance is uncommitted land acquisition funding from previous phases of this project, and is not available for use.

Planning funds of \$300,000 scheduled in 2015 have not been appropriated.

The engineering contract for both phases is funded through CP 5497, Construction of Sidewalks on Various County Roads.

Total Appropriated:	\$5,855,000	Appropriation Balance:	\$2,694,924
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$4,900,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$4,900,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$383,249. Over the life of an 18-year bond this totals \$6,898,482.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
2016	\$1,600,000		\$1,600,000	\$0	\$0
2017	\$0		\$0	\$1,600,000	\$1,600,000
2018	\$0		\$3,300,000	\$3,300,000	\$3,300,000
SY	\$3,000,000		\$0	\$0	\$0
Total	\$4,900,000		\$5,200,000	\$5,200,000	\$5,200,000

Issues for Consideration

Park Avenue is a heavily used north-south corridor within Huntington and from southwest Suffolk County as well. Although the roadway in the project area is in fair condition, it lacks safe foot and bicycle pathways. The last two winters have accelerated the deterioration of the road.

Budget Review Office Recommendations

We concur with the proposed funding for this project.

5519CF16

EXISTING					
Project Number:	5526	Executive Ranking:	53	BRO Ranking:	49
Project Name:	RECONSTRUCTION OF CR 48, MIDDLE ROAD FROM HORTON AVENUE TO MAIN STREET				
Location:	Southold	Legislative District:	1		

Description

This project funds the reconstruction of CR 48, Middle Road, in the following three phases:

Phase I: Roadway reconstruction and drainage improvements, including a recharge basin, from Chapel Lane to NY 25.

Phase II: Roadway rehabilitation from Horton Lane to Goldin Lane.

Phase III: Roadway reconstruction and realignment from Ruch Lane to Chapel Lane.

Justification

The project will improve ease of travel and safety along this heavily traveled roadway, and it will also significantly improve stormwater removal.

Status

- Phase I construction was completed December 2013.
- Phase II construction will be completed by July 2016.
- Phase III right-of-way is scheduled to be acquired by March 2016 and construction by June 2018.

Phase IV (Roadway Rehabilitation from Mill Lane to Peconic Lane) was eliminated from this project and the scope of that phase was transferred to CP 5599, 2016 Federal Aid Resurfacing Program.

The Adopted 2015-2017 Capital Program included \$4.5 million in serial bonds for construction in 2016. There is an issue with the right of way for Phase III and as it is taking longer than expected, the Department requested deferring the funding to 2017. The proposed capital program defers the funding to 2017 as requested.

Resolution Nos. 40-2013 and 41-2013 allowed for negotiated voluntary transactions to acquire the necessary right-of-ways, while still preserving the right to acquire the property by eminent domain. Voluntary transactions tend to be expedient and cost efficient.

Total Appropriated:	\$10,450,000	Appropriation Balance:	\$6,922,493
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$4,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$4,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$351,963. Over the life of an 18-year bond this totals \$6,335,341.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$4,500,000		\$0	\$0	\$0
2017	\$0		\$4,500,000	\$4,500,000	\$4,500,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$4,500,000		\$4,500,000	\$4,500,000	\$4,500,000

Issues for Consideration

This roadway is well traversed and is used by locals and tourists to visit such locations as the North Fork wineries. It is also used as a main route to the New London ferry. There is a risk of flooding at lower sections of the road as well as wetland areas. Improving this roadway will benefit the local community, tourists, and the environment.

The current workload of DPW and the right of way issue requires postponing funds. While deferring funding for this project could add to the cost of completion, construction cannot commence without necessary land acquisition.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the proposed capital program.

5526AT16

EXISTING					
Project Number:	5528	Executive Ranking:	52	BRO Ranking:	51
Project Name:	IMPROVEMENTS TO CR 39, NORTH ROAD/OLD NORTH ROAD/FLYING POINT ROAD				
Location:	Town of Southampton	Legislative District:	2		

Description

This phase of this project is for the rehabilitation of approximately half a mile on CR 39, North Shore Road/North Road from CR 80, Montauk Highway, to NYS 27, Sunrise Highway. This project will rehabilitate the existing roadway before it deteriorates to the point that a more costly full reconstruction is required.

Justification

This portion of CR 39 experiences flooding due to poor drainage. The insufficient roadway drainage has caused the deterioration of the existing concrete panels and adjacent asphalt

shoulders. The panels are cracking and the joints between the panels are opened allowing water to drain to the roadway's sub-base, which accelerates roadway deterioration.

Status

In the Adopted 2015-2017 Capital Program, \$5 million for construction was included in 2015 using FEMA Hazard Mitigation Grant Program (HGMP) monies to finance the project. However, this project was not an HGMP recipient.

DPW requested the project as now proposed, with \$5.5 million for construction in SY, to continue the project, with serial bonds. The additional \$500,000 represents increased cost in SY compared to 2015.

The appropriation balance is from construction of earlier phases of the project and is not available for this phase.

Total Appropriated:	\$5,374,625	Appropriation Balance:	\$777,447
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$5,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$5,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$430,177. Over the life of an 18-year bond this totals \$7,743,194.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$5,000,000	\$0	\$5,000,000	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$5,500,000	\$5,500,000	\$5,500,000
Total	\$5,000,000		\$10,500,000	\$5,500,000	\$5,500,000

Issues for Consideration

This roadway experiences flooding during heavy rain. Drainage improvements would mitigate the problem. Proposed resurfacing would delay a full, costly reconstruction of this section of the road. The half-mile of road in this phase is the last north-south road between Montauk and Sunrise Highways when traveling from east to west, south of NYS 27. If the road becomes impassable, traffic congestion on more easterly crossover routes becomes problematic.

Budget Review Office Recommendations

We concur with the proposed funding for this project.

EXISTING					
Project Number:	5534	Executive Ranking:	Not Included	BRO Ranking:	37
Project Name:	IMPROVEMENTS TO CR 80, MONTAUK HIGHWAY, BETWEEN NYS 112 AND CR 101, PATCHOGUE/YAPHANK RD./SILLS RD., BROOKHAVEN				
Location:	Brookhaven	Legislative District:	7		

Description

This phase of the project funds land acquisition and construction for off-street parking in East Patchogue. A previous, now completed, phase of the project consisted of widening major intersections and resurfacing CR 80, Montauk Highway, from NYS Rte. 112 to CR 101, Patchogue/Yaphank Rd./Sills Rd., in the Town of Brookhaven (Hamlet of Patchogue and E. Patchogue).

Justification

Phase I improved traffic flow and safety on CR 80, Montauk Highway, while minimizing impacts to commercial properties within the project limits. Phase II includes the addition of off-street parking. Municipal parking lots are an important aspect of economic growth in downtown areas.

Status

Phase I: Completed in 2010.

Phase II: Resolution No. 1186-2010 appropriated \$200,000 for land acquisition and \$100,000 for construction. Most of the land acquisition portion (\$197,235 or 99%) has been expended. The appropriated funding for construction, however, remains uncommitted as right of way issues are still being resolved.

Due to the need for the Town of Brookhaven to first acquire the property, there was no request received for this capital project. The Adopted 2015-2017 Capital Program included \$300,000 in serial bond funding for construction in 2017. DPW did not request this project and the Proposed 2016-2018 Capital Program does not include it.

Total Appropriated:	\$3,825,000	Appropriation Balance:	\$190,870
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program did not include serial bond financing for this project.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$300,000		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$300,000		\$0	\$0	\$0

Issues for Consideration

Parking areas for downtowns are most often a town/village jurisdiction issue. However, the County has several capital projects that relate to the economic development and revitalization of downtown areas. This project could be considered one of them.

The parking area in question is currently commercially owned. There still seems to be some resistance to the idea of selling the land. Previously, there was indication that SEQRA and public hearings are needed for the eminent domain process in Phase II. This is being addressed by the Town of Brookhaven. Municipalities typically own and maintain municipal parking lots for downtowns, so continuing with this project is reliant on the Town of Brookhaven's progress. It is not clear what the extent of County involvement will be moving forward.

Additional Phase II funding has been included in prior capital programs; however, these funds have generally been used as offsets for other projects or never appropriated.

Additional parking could be considered essential to the continued development of downtown areas. However, this project involves inter-municipal hurdles to implementing it. The issue of land acquisition still has yet to be resolved and seems no closer to a conclusion.

Budget Review Office Recommendations

We agree with the proposed capital program.

5534AT16

EXISTING					
Project Number:	5538	Executive Ranking:	50	BRO Ranking:	54
Project Name:	IMPROVEMENTS TO CR 13, CLINTON AVENUE/FIFTH AVENUE/CROOKED HILL ROAD				
Location:	Town of Islip	Legislative District:	11		

Description

This project funds improvements to the County Road 13 corridor, anticipating new economic development in the vicinity of the corridor. The project includes drainage system repair and replacement, intersection reconstruction, sidewalks, new pavement markings, roadway resurfacing, roadway widening, and traffic signal modifications. Phases included in the Proposed 2016-2018 Capital Program are:

- Pavement and drainage repair along CR 13 from the intersection with Brooke Avenue north to the intersection with CR 100, Suffolk Avenue, approximately 2.5 miles.
- Improvements along CR 13 from CR 7, Wicks Road, to CR 106, Campus Road, approximately 1.2 miles, will include drainage system repair and replacement, full depth pavement patching and

resurfacing, and replacement of curbs, sidewalks, and pavement markings, and traffic signal modifications.

- Major reconstruction and improvement from CR 106, Campus Road to the Long Island Expressway (about 1.0 miles), will include the addition of through lanes, shoulders and sidewalks on both sides of the road, a continuous left turn lane, and intersection reconstruction at both Wicks Road and at Campus Road with multiple turning lanes.
- Construction of a southbound right turn lane on CR 13 at the Long Island Expressway (I-495) North Service Road.
- The intersection of CR 13 and Candlewood Road will be reconstructed to widen the intersection and improve traffic flow through the intersection. Property acquisition is required for this phase.

Justification

The road surfaces of the sections of CR 13 included in the project were originally built in the 1960s and 1970s. The original drainage structures are deteriorating and contribute to extensive flooding along this significant north-south route. The project also incorporates improvements that will mitigate anticipated traffic problems caused by the development of the Heartland Town Square project on a portion of the former grounds of the Pilgrim State Psychiatric Facility.

Status

This project is proposed with \$2.5 million less for construction in 2016 than previously adopted, and \$2.5 million less than requested, due to updated estimates of the work to be completed with 2016 funding. Land acquisition funding of \$1 million is deferred from 2016 to 2017, as requested. Land acquisition and construction funding in SY remains as previously adopted and requested by DPW, and continues to include \$2 million in "O" funding, to be provided by the developers of the Heartland Town Square project.

More than \$3.8 million of the \$4 million for construction in 2014 is available. The current appropriation will be used for the CR 7 to CR 106 phase of the project.

Estimated construction completion dates for the currently scheduled phases of the project are:

- CR 7 to CR 106 - June 2016.
- Brooke Avenue to CR 100/LIRR - December 2016.
- CR 106 to LIE - December 2017.
- Southbound turn lane from CR 13 at the Long Island Expressway North Service Road - December 2020. This portion of the project will require right of way acquisition.
- Intersection improvements at Candlewood Road - December 2021.

Total Appropriated:	\$5,700,000	Appropriation Balance:	\$3,897,573
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$11,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$11,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$899,462. Over the life of an 18-year bond this totals \$16,190,315.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$11,500,000		\$10,500,000	\$8,000,000	\$8,000,000
2017	\$0		\$1,000,000	\$1,000,000	\$1,000,000
2018	\$0		\$0	\$0	\$0
SY	\$4,500,000		\$4,500,000	\$4,500,000	\$4,500,000
Total	\$16,000,000		\$16,000,000	\$13,500,000	\$13,500,000

Issues for Consideration

The \$2 million scheduled as "other" funding in SY represents project funding expected from the developer of the Heartland Project for use on CR 13; the developer received \$2.5 million in grant funding from New York State. The remaining \$500,000 not included in the capital program for CP 5538 is being used for design and planning (under the direction of the Department of Public Works) for the portion of CR 13 that will be rehabilitated and expanded to facilitate the Heartland Town Square Development. Other planning for the project is also taking place in-house.

DPW expects dedication of property for this project from five different entities: the Town of Islip, the NYS Dormitory Authority, Suffolk County Community College, NYS Department of Transportation, and from the owner of the Heartland Development Project. Resolution No. 466-2014 authorized the acquisition of property from Suffolk County Community College. The coordination and cooperation required to acquire the needed property for the large reconstruction and expansion planned around the Community College and the proposed Heartland Development argue for deliberate progression of this project.

Based on the available fund balance and the proposed scheduling of project funding, we believe the project can continue at the pace outlined in the Department's request.

Budget Review Office Recommendations

We concur with the proposed funding presentation for this project.

5538CF16

EXISTING					
Project Number:	554I	Executive Ranking:	32	BRO Ranking:	39
Project Name:	IMPROVEMENTS TO CR 36, SOUTH COUNTRY ROAD				
Location:	Patchogue, Bellport	Legislative District:	3, 7		

Description

This project addresses pavement deficiencies in the corridor. The project includes full depth pavement patching and resurfacing to provide a uniform pavement width. Concrete curbs and sidewalks will be installed as needed, with pavement striping allowing for bicycle use. Drainage has already been completed, with the basins installed to collect localized flooding with 'vortechinics' basins installed at Mud, Abbets, and Hedges Creeks. Necessary traffic signal modifications and intersection striping will be incorporated into the project on an as needed basis.

Justification

This project provides for pavement maintenance, striping, curbs, sidewalks, and drainage improvements, which contribute to traffic safety for vehicles, as well as for pedestrians and cyclists.

Status

Phase I: CR 36 from Montauk Highway to the Village of Bellport, construction was completed at the end of 2011.

Phase II: CR 36 from Village of Bellport to Montauk Highway, design funding is deferred from 2016 to 2017, as requested by the Department. The proposed capital program includes \$5.9 million for construction in SY, as previously adopted and requested.

Total Appropriated:	\$4,000,000	Appropriation Balance:	\$439,978
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$6,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$6,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$508,392. Over the life of an 18-year bond this totals \$9,151,048.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$600,000		\$0	\$0	\$0
2017	\$0		\$600,000	\$600,000	\$600,000
2018	\$0		\$0	\$0	\$0
SY	\$5,900,000		\$5,900,000	\$5,900,000	\$5,900,000
Total	\$6,500,000		\$6,500,000	\$6,500,000	\$6,500,000

Issues for Consideration

The most crucial aspect of this project was drainage and with that having been addressed, resurfacing the existing concrete panel roadway could be considered less than critical. The purpose of this phase is to update appearance and make a uniform roadway as well as reduce standing water after rainfall. The local community stays undecided on the change of appearance. The Department will not know the extent of public opinion until the funding for planning is appropriated and a design is fully developed and presented to the neighborhood.

This project had \$600,000 for design advanced from SY to 2016 via the omnibus resolution for the Adopted 2015-2017 Capital Program. Due to its workload, the Department requested deferring the project funding. The proposed capital program agrees with this assessment.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed deferment of funding for this project in the Proposed 2016-2018 Capital Program.

554IAT16

EXISTING					
Project Number:	5542	Executive Ranking:	52	BRO Ranking:	54
Project Name:	IMPROVEMENTS TO CR 40, THREE MILE HARBOR ROAD				
Location:	Town of East Hampton	Legislative District:	2		

Description

This project will rehabilitate CR 40, Three Mile Harbor Road, from CR 41, Springs/Fireplace Road, to CR 45, Hog Creek Road, approximately 4.4 miles. New curb and sidewalk will be installed as required. Drainage systems will be repaired and upgraded as required to address areas of localized flooding throughout the project corridor.

Justification

The existing roadway (concrete panels) is deteriorated and in need of full-depth pavement rehabilitation and asphalt resurfacing. The existing curb and sidewalk is deficient in many areas and not up to current ADA Standards.

Status

The project is proposed as previously adopted, with \$5,500,000 for construction scheduled in 2017. DPW had requested deferral of construction funds until 2018 to accommodate their current workload. This project was originally programmed in the Suffolk County Highway Rehabilitation Project, CP 5576, in the Adopted 2013-2015 Capital Program.

Funding scheduled for appropriation in 2015 will be used for planning and design.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$5,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$5,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$430,177. Over the life of an 18-year bond this totals \$7,743,194.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000
2016	\$0		\$0	\$0	\$0
2017	\$5,500,000		\$0	\$5,500,000	\$0
2018	\$0		\$5,500,000	\$0	\$5,500,000
SY	\$0		\$0	\$0	\$0
Total	\$6,050,000		\$6,050,000	\$6,050,000	\$6,050,000

Issues for Consideration

This road, along with Springs/Fireplace Road and Accabonac Road, is used as an evacuation route from the communities of Springs and Northwest Harbor. Due to the existing workload of the Department, a more realistic timeframe for construction to progress is 2018. After the planning portion of the project is complete, the construction schedule can be reviewed.

Budget Review Office Recommendations

The Budget Review Office recommends that \$5.5 million for construction be deferred from 2017 to 2018.

5542CF16

EXISTING					
Project Number:	5548	Executive Ranking:	46	BRO Ranking:	49
Project Name:	IMPROVEMENTS TO CR 83, NORTH OCEAN AVENUE - PATCHOGUE-MT. SINAI ROAD, TOWN OF BROOKHAVEN				
Location:	Farmingville, Medford, Mt. Sinai, Patchogue, Selden	Legislative District:	4, 6, 7, 8		

Description

This project provides funds for improvements to increase capacity and traffic flow on CR 83, North Ocean Avenue.

Phase I: CR 83 Corridor Study. This phase is complete. Two preferred construction alternatives advanced to design from this corridor study.

Phase II: Intersection reconstruction at CR 83/NYS Route 25. Design is scheduled to be completed in December 2018 and construction in June 2020.

Phase III: Capacity improvements and intersection reconstruction at CR 83/CR 16, Horseblock Road intersection. Design is scheduled to be completed by April 2018. Land acquisition is to be completed by December 2018. Construction is to be completed by June 2020.

Phase IV: Corridor study of CR 83 from CR 16 to NYS Route 25 for purposes of determining the need for additional lane capacity in both the northbound and southbound lanes, as well as to determine need for mitigative measures to lessen potential impacts on the surrounding community. This phase has received \$400,000 in Federal aid in the past. To be completed by June 2015.

Phase V: Rehabilitation of CR 83 from NYS Route 27 to the LIE. This phase is no longer part of this project. It will progress under CP 5599, 2015 Federal Aid Resurfacing Program.

Justification

Over 40,000 vehicles travel the segment of CR 83 between the LIE and Old Town Road daily, causing operational delays and accidents during peak hours.

Status

The proposed capital program includes \$4.95 million in serial bonds, as requested by the Department, which is \$1.8 million less than previously adopted. There are several changes to the project schedule due to NYSDOT permit requirements and the current workload of the Department, as follows. Design funding of \$250,000 is deferred from 2016 to 2017 and \$200,000 is added to 2018. Land acquisition funding of \$500,000 is deferred from 2017 to 2018. Construction funding of \$1 million previously scheduled in 2016 is deleted, while the total funding in SY is reduced to \$4 million, due to the elimination of Phase V from this project.

Total Appropriated:	\$900,000	Appropriation Balance:	\$58,220
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$4,950,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$4,950,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$387,160. Over the life of an 18-year bond this totals \$6,968,875.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$1,250,000		\$0	\$0	\$0
2017	\$500,000		\$250,000	\$250,000	\$250,000
2018	\$0		\$700,000	\$700,000	\$700,000
SY	\$5,000,000		\$4,000,000	\$4,000,000	\$4,000,000
Total	\$6,750,000		\$4,950,000	\$4,950,000	\$4,950,000

Issues for Consideration

CR 83 is a principal arterial component of the County road system. This project would improve traffic flow and safety at multiple intersections as well as address capacity issues. Resurfacing is no longer a part of this project.

The County did a preliminary noise study several years ago and it indicated noise walls would be required along this roadway. An updated noise study has not been scheduled as part of this project, due to the necessity of first completing a corridor study. If this project is determined to require widening of the roadway, a new noise study would likely be required. The result could then require construction of costly noise walls as the County is required to adhere to Federal and State protocols related to noise walls. The cost of the noise walls would then need to be added to the construction cost for this project.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation in the Proposed 2016-2018 Capital Program.

5548AT16

EXISTING					
Project Number:	5554	Executive Ranking:	46	BRO Ranking:	49
Project Name:	CR 85, MONTAUK HIGHWAY FROM CR 97, NICOLLS ROAD TO WEST AVENUE, TOWN OF BROOKHAVEN				
Location:	Patchogue	Legislative District:	7,8		

Description

This project provides funding for safety improvements to CR 85, Montauk Highway at Atlantic Avenue. This phase will increase the turning radius and sight distance at the intersection of CR 85, Montauk Highway at Atlantic Avenue, Patchogue. This is Phase II of the project.

Justification

Improvements will increase overall safety and provide for a smoother, more efficient traffic flow.

Status

Phase I is complete. Phase II is scheduled to have the right-of-way by June 2016 with construction in 2017. Funding is the same as previously adopted with \$50,000 for construction scheduled in 2016. DPW requested deferring funding to 2017.

Total Appropriated:	\$15,000	Appropriation Balance:	\$9,400
----------------------------	-----------------	-------------------------------	----------------

Impact on Operating Budget

The proposed capital program includes \$50,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$50,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$3,911. Over the life of an 18-year bond this totals \$70,393.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$50,000		\$0	\$50,000	\$0
2017	\$0		\$50,000	\$0	\$50,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$50,000		\$50,000	\$50,000	\$50,000

Issues for Consideration

Even though the Department requested funding be deferred to 2017, the proposed capital program schedules funding in 2016. Due to the significant workload that is scheduled in 2016 for DPW, the Department will not be able to address this project in that fiscal year. This project can be deferred to 2017 as initially requested.

Budget Review Office Recommendations

The Budget Review Office recommends deferring \$50,000 in serial bonds for construction from 2016 to 2017.

5554AT16

EXISTING					
Project Number:	5557	Executive Ranking:	56	BRO Ranking:	51
Project Name:	INTERSECTION IMPROVEMENTS ON CR 94, NUGENT DRIVE AT CR 51 AND CR 63/CR 104/SR 24				
Location:	Riverhead, Southampton	Legislative District:	1,2		

Description

The project intends to remedy traffic congestion and improve overall safety and efficiency on CR 94, Nugent Drive, at its intersection with the CR 63/CR 104/SR 24 traffic circle, and at CR 51, Center Drive. Additional funding provided to the project will study the alternatives and best options for re-routing traffic through the downtown area.

Justification

This project will enhance and improve the overall safety and efficiency of these intersections. A preferred alternative is being developed, which will construct a modern roundabout to improve the efficiency of the traffic circle and surrounding road network.

Status

The proposed capital program defers \$4 million for construction from 2016 to 2018 and adds \$1.5 million for land acquisition in 2017. DPW requested funding for both land acquisition and construction in 2017, with the intention of beginning construction while land acquisition continues. Design completion is anticipated in December 2015.

The Department previously indicated that land acquisition for the project is expected to occur on an expedited schedule. Southampton Township alienated 1/6 of an acre of parkland to the northwest corner of the current circle for use in this project. According to the Department, other land acquisition will be required.

All of the fund balance is available for engineering and design for the project; there are also planning and design funds available for this project in CP 3301, Safety Improvements at Various Intersections.

Total Appropriated:	\$600,000	Appropriation Balance:	\$399,745
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$5,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$5,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$430,177. Over the life of an 18-year bond this totals \$7,743,194.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$4,000,000		\$0	\$0	\$0
2017	\$0		\$5,500,000	\$1,500,000	\$1,500,000
2018	\$0		\$0	\$4,000,000	\$4,000,000
SY	\$0		\$0	\$0	\$0
Total	\$4,000,000		\$5,500,000	\$5,500,000	\$5,500,000

Issues for Consideration

The intersection is a heavily used, old-style, five-leg traffic circle, located near the County Center and Courts, within less than one mile of two other road interchanges. Traffic can back up into downtown Riverhead, less than 1/4 of a mile away. While acquisition of the Southampton parkland was a necessary step for the expansion of the intersection, according to DPW, there are three to four additional parcels that must be acquired in order to proceed, and to assure appropriate road access to the businesses adjacent to the intersection. There is a possibility that land acquisition costs may be lower than estimated, depending on the final project design; however, land acquisition is not expected to be complete until 2017.

While reducing congestion and supporting the revitalization of the Riverside area argue for the expediting of the project, the complexities of land acquisition argue for proceeding more slowly.

Budget Review Office Recommendations

We agree with the proposed capital program.

5557CF16

EXISTING					
Project Number:	5560	Executive Ranking:	38	BRO Ranking:	29
Project Name:	CR 4, COMMACK ROAD FROM THE VICINITY OF NICOLLS ROAD TO JULIA CIRCLE, TOWNS OF HUNTINGTON AND BABYLON				
Location:	Commack	Legislative District:	16		

Description

This project provides funding for the construction of a new pedestrian bridge over CR 4, Commack Road, to replace the bridge that was demolished in Phase I of this project.

Justification

The bridge will increase pedestrian mobility and safety while providing access to green space west of CR 4.

Status

The construction of the new pedestrian bridge was originally scheduled in 2012 in the Adopted 2011-2013 Capital Program at an estimated cost of \$750,000. It was deferred to SY in the Adopted 2012-2014 Capital Program and the project was also included in the Adopted 2013-2015 Capital Program in SY. The Adopted 2014-2016 Capital Program scheduled \$100,000 for this project in 2015 and the Adopted 2015-2017 Capital Program scheduled \$100,000 in 2017 and \$200,000 in SY for construction.

The Proposed 2016-2018 Capital Program includes \$600,000 for construction of the new pedestrian bridge in 2017, as requested by DPW. Design is scheduled to be completed by December 2016 and construction will begin in April 2017.

Design for this project will be completed in-house. The increase in funding by \$300,000 (totaling \$600,000) is due to a more accurate cost estimate of constructing the pedestrian bridge.

Total Appropriated:	\$475,000	Appropriation Balance:	\$244,711
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$600,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$600,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$46,928. Over the life of an 18-year bond this totals \$844,712.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$100,000		\$600,000	\$600,000	\$0
2018	\$0		\$0	\$0	\$0
SY	\$200,000		\$0	\$0	\$600,000
Total	\$300,000		\$600,000	\$600,000	\$600,000

Issues for Consideration

CR 4 runs north to south and holds a large volume of both passenger and commercial traffic, making it difficult for pedestrians to cross. The old pedestrian bridge on CR 4 that was demolished during the rehabilitation of the road had been standing for over 50 years and was traversed by community residents to access the Oak Brush Plains State Preserve at Edgewood. DPW is still awaiting the required approvals from the NYS Department of Environmental Conservation (NYSDEC), NYS Office of General Services (NYS OGS), and the Federal Aviation Authority (FAA). Design and construction for this phase of the project cannot progress until all parties have granted their authorization to allow for the bridge to be constructed on their property.

Budget Review Office Recommendations

Due to the current lack of federal and state approval, an increase in the cost, and the County's other capital needs, we recommend deferring \$600,000 for construction from 2017 to SY.

5560AT16

EXISTING					
Project Number:	5565	Executive Ranking:	49	BRO Ranking:	44
Project Name:	SAGTIKOS CORRIDOR				
Location:	Brentwood	Legislative District:	11		

Description

This project provides for the study, design, and construction of a by-pass road to divert traffic from CR 4 (Commack Road) and the Sagtikos State Parkway. The by-pass road will alleviate truck traffic on Commack Road and vehicular traffic on the Sagtikos Parkway. Heartland Industrial Park would be connected to the "G" Road on the grounds of Pilgrim State Hospital, allowing access to Crooked Hill Road and Wicks Road.

Funding for the project would be provided by the County and private sources. This project is part of a coordinated planning effort between Suffolk County, New York State, and the townships

adjacent to the corridor (Babylon, Islip, Huntington, and Smithtown) to mitigate traffic concerns caused by new retail development in the area.

Justification

This project would improve traffic flow in an area that experiences significant congestion during peak hours.

Status

The Proposed 2016-2018 Capital Program includes \$100,000 for planning in 2016 and \$1.5 million for construction in SY, which is identical to the Adopted 2015-2017 Capital Program. Planning for this project remains in the pre-development stage. A request was not submitted for this project, and therefore, information concerning the status of the project is not readily available. As this project requires significant interagency, intermunicipal and intergovernmental approval, it is unclear when planning would actually be able to proceed.

Resolution No. 683-2007 accepted and appropriated \$300,000 from the developer of the Tanger Outlets in Deer Park in lieu of performance of certain mitigation measures. A total of \$18,241 has been expended, all in 2009.

Total Appropriated:	\$300,000	Appropriation Balance:	\$265,000
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$1,600,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,600,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$125,143. Over the life of an 18-year bond this totals \$2,252,566.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$100,000		\$0	\$100,000	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$100,000
SY	\$1,500,000		\$0	\$1,500,000	\$1,500,000
Total	\$1,600,000		\$0	\$1,600,000	\$1,600,000

Issues for Consideration

This project is contained within the Sagtikos Regional Development Zone which is owned by NYSDOT. As a result, this project requires significant cooperation among multiple governmental agencies.

Most of the funding has remained in SY since the Adopted 2012-2014 Capital Program and the project has not progressed.

Budget Review Office Recommendations

Due to the absence of necessary approvals and the lack of progression of this project over the past few years, the Budget Review Office recommends deferring \$100,000 for planning from 2016 to 2018.

5565AT16

EXISTING					
Project Number:	558I	Executive Ranking:	52	BRO Ranking:	52
Project Name:	IMPROVEMENTS TO CR I, COUNTY LINE ROAD				
Location:	Town of Babylon	Legislative District:	15		

Description

This is a single phase project, improving the portion of CR I between NYS Route 27 and NYS 27A in Babylon, about 1.1 miles.

The roadway will be rehabilitated and resurfaced. Curb and sidewalk will be added to maintain a contiguous sidewalk section. The existing drainage infrastructure will be repaired and sections of the drainage will be replaced.

Justification

The original construction of this road was completed in 1942 and it was partially widened in 1957. The roadway has received spot repairs during its history and was last resurfaced and rehabilitated in 1998.

Status

The project was developed from the Suffolk County Highway Rehabilitation Project included (as part of CP 5576) in the Adopted 2013-2015 Capital Program. The proposed capital program defers construction from 2016 to 2017 compared to the previously adopted capital program. The project is proposed as requested by the Department, to accommodate their current workload.

Design consultant funding is included in the 2015 Modified/Adopted Capital Budget. Project construction is expected to be complete in 2018.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$3,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$234,642. Over the life of an 18-year bond this totals \$4,223,560.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
2016	\$3,000,000		\$0	\$0	\$0
2017	\$0		\$3,000,000	\$3,000,000	\$3,000,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$3,300,000		\$3,300,000	\$3,300,000	\$3,300,000

Issues for Consideration

This is primarily a pavement rehabilitation project; Complete Street improvements such as sidewalk and curb installation will be added where possible and necessary. Completion of this project, as currently scheduled, would maintain the road with reduced risk of large scale roadway deterioration before the road passes through its twentieth year without resurfacing or rehabilitation.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

5581CF16

EXISTING					
Project Number:	5582	Executive Ranking:	52	BRO Ranking:	45
Project Name:	IMPROVEMENTS TO CR 41, SPRINGS/FIREPLACE ROAD				
Location:	Town of East Hampton	Legislative District:	2		

Description

This project will rehabilitate CR 41, Springs/Fireplace Road, from its intersection with CR 40, Three Mile Harbor Road, to the vicinity of CR 45, Old Stone Highway.

Justification

Numerous areas of this corridor experience flooding, and drainage structures, culverts and pipe networks are in need of rehabilitation and replacement.

Status

Construction funding for this project has been deferred one year as compared to the previously adopted program, from 2017 to 2018. DPW had requested deferment of construction until SY. Design should be complete by mid-2018, with construction expected to be completed in 2020.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$6,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$6,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$508,392. Over the life of an 18-year bond this totals \$9,151,048.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
2016	\$0		\$0	\$0	\$0
2017	\$6,500,000		\$0	\$0	\$0
2018	\$0		\$0	\$6,500,000	\$6,500,000
SY	\$0		\$6,500,000	\$0	\$0
Total	\$7,250,000		\$7,250,000	\$7,250,000	\$7,250,000

Issues for Consideration

This project was developed out of the Suffolk County Highway Rehabilitation Project (CP 5576 in the Adopted 2013-2015 Capital Program), and was included in the Adopted 2014-2016 Capital Program with FEMA Hazard Mitigation Grant Program funding. The grant application for the project was unsuccessful, and the project was included in last year's Adopted 2015-2017 Capital Program with serial bonds.

Planning funds scheduled in 2015 are slightly higher than typical because of the requirements for full depth rehabilitation of the road and because the road may require a new drainage system. The road serves as the best of the three evacuation routes from Springs and the vicinity.

Budget Review Office Recommendations

We concur with the proposed capital program.

5582CF16

EXISTING					
Project Number:	5583	Executive Ranking:	52	BRO Ranking:	51
Project Name:	IMPROVEMENTS TO CR 79, BRIDGEHAMPTON-SAG HARBOR TURNPIKE				
Location:	Town of Southampton	Legislative District:	2		

Description

This project will fund the reconstruction of drainage systems on County Road 79, Bridgehampton-Sag Harbor Turnpike, from Brick Kiln Road to NYS Route 27. Other improvements include full depth pavement construction, asphalt resurfacing, and curb and sidewalk replacement as required.

Justification

Numerous areas of this corridor experience flooding, and drainage structures, culverts and pipe networks are in need of rehabilitation and replacement.

Status

The proposed capital program defers \$1 million for planning from 2016, as previously adopted, to 2018, as requested by DPW, for workload management reasons. Construction funding of \$9 million remains in SY as previously adopted and requested. This is one of several projects in the current program that began as part of the Suffolk County Highway Rehabilitation Project, then known as CP 5576, in the Adopted 2013-2015 Capital Program. The project had also been included in earlier capital programs (2014-2016 and 2015-2017) with FEMA aid (FE) as the funding source for construction. Since this aid is not available, the funding source has been changed to serial bonds in the Proposed 2016-2018 Capital Program.

As proposed, estimated project completion will be in 2022.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$10,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$10,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$782,141. Over the life of an 18-year bond this totals \$14,078,535.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$1,000,000		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$1,000,000	\$1,000,000	\$1,000,000
SY	\$9,000,000		\$9,000,000	\$9,000,000	\$9,000,000
Total	\$10,000,000		\$10,000,000	\$10,000,000	\$10,000,000

Issues for Consideration

Hazardous conditions occur along CR 79 during and immediately after intense rainfall events, requiring lane closures for short durations. Adjacent properties may sustain floodwater damage, and stormwater runoff may carry debris and foreign substances to the wetlands, ponds, and streams to the immediate east of the road. The Department has been making small improvements through CP 5024 (installing leaching basins) and CP 5014 (corrective pavement repairs), which reduce the urgency to complete the project immediately.

Budget Review Office Recommendations

We concur with this project as included in the proposed capital program.

5583CF16

EXISTING					
Project Number:	5584	Executive Ranking:	32	BRO Ranking:	47
Project Name:	IMPROVEMENTS TO CR 4, COMMACK ROAD IN THE HAMLETS OF DEER PARK. BRENTWOOD, COMMACK AND DIX HILLS				
Location:	Towns of Islip, Babylon, and Huntington	Legislative District:	12,16		

Description

This project is a major upgrade at the intersection of County Road 4, Commack Road, with the Long Island Expressway (LIE) service roads and the underpass. Work includes the creation of additional turn lanes, which will require alteration to the underpass and bridge at the intersection. There are two phases for this project:

Phase I includes alterations to the Commack Road underpass to widen Commack Road, adding turn lanes on both the north-bound and south-bound roadway; this will require substantial alteration to the bridge at the overpass. This phase also includes intersection and signal improvements at Commack Road and Fish Path, the existing access to the grounds of the Pilgrim State Psychiatric Facility. Phase II will modify the intersection and traffic signals at Commack Road and Long Island Avenue.

Justification

This project, along with CP 5538, anticipates increased growth and development in the area surrounding the Edgewood Preserve. Traffic along the County Road 4 corridor has been increasing since the construction of the Tanger Outlets at the Arches, and traffic is anticipated to increase as economic development in the region around the Edgewood Preserve continues.

Status

The Adopted 2015-2017 Capital Program included \$3 million for planning in 2016 and \$14 million for construction in SY. DPW requested that planning funds be deferred to 2017. The proposed

capital program defers all \$17 million to SY and schedules all funding as federal aid instead of serial bonds, as requested and previously adopted.

According to the Executive Budget Office, the funding presentation in the Proposed 2016-2018 Capital Program for this project is incorrect; funding for the proposed program should be shown as an 80%/20% split between federal highway funds (\$13.6 million) and serial bonds (\$3.4 million).

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes all funding as federal aid. The Department requested \$17,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$17,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,329,639. Over the life of an 18-year bond this totals \$23,933,509.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$3,000,000		\$0	\$0	\$0
2017	\$0		\$3,000,000	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$14,000,000		\$14,000,000	\$17,000,000	\$17,000,000
Total	\$17,000,000		\$17,000,000	\$17,000,000	\$17,000,000

Issues for Consideration

These improvements will increase safety and reduce congestion at this intersection and allow easier access to the Expressway. Upgrade to the intersection will require excavation at the underpass and reengineering of the bridge to maintain its integrity. Coordination with other levels of government and with the private sector will likely be required for a successful, timely outcome for the project, particularly Phase II.

Two factors support the deferment of this project. First, necessary approvals for the economic development projects that this work is intended to support are not yet forthcoming. Secondly, the timing and amount of Federal funding is not yet known.

Budget Review Office Recommendations

- In order to correct the financing in the proposed capital program, decrease federal aid for planning in SY by \$600,000 and add \$600,000 in serial bonds for planning in SY. Decrease federal aid for construction in SY and add \$2.8 million in serial bonds for construction in SY.
- If the entire \$3,400,000 in serial bond financing recommended by BRO were borrowed all at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$265,928. Over the life of an 18-year bond, this totals \$4,786,702.

EXISTING					
Project Number:	5597	Executive Ranking:	61	BRO Ranking:	61
Project Name:	CONNECT LONG ISLAND - NICOLLS ROAD				
Location:	Centereach, Farmingville, Holtsville, Stony Brook	Legislative District:	4, 5, 8, 12		

Description

This project funds the County's share of the reconstruction of CR 97, Nicolls Road as a multimodal transportation corridor. Specifically, funds will be used for preliminary design, environmental analysis, final design and construction of roadway and traffic signal modifications to support a bus rapid transit route along the CR 97, Nicolls Road Corridor.

Justification

Issues related to capacity and safety of the roadway have been identified. Construction of auxiliary lanes on CR 97 in the vicinity of the LIE will significantly reduce the number of high-speed merging/weaving points, which will increase safety and the operational efficiency of the corridor.

Status

This project is currently only one phase of this project. Other phases, including grade separation and overpasses, have been excluded and the tasks eliminated. Subprojects now include traffic signal priority, queue jumps, new bus travel lanes, and station construction, all of which fall under Bus Rapid Transit (BRT) categorization. As the project progresses in the engineering/planning phase, different tasks will be divided into phases. Preliminary design will be accomplished under one contract, environmental assessment will follow and then division of the subprojects into phases will occur.

The proposed capital program includes the same funding level and schedule as requested by DPW. In 2016 there is \$4 million for planning (\$800,000 serial bonds, \$3.2 million federal aid), as previously scheduled in the Adopted 2015-2017 Capital Program. An additional \$3 million in serial bonds is scheduled in 2017. This is new to the project and is made up of \$1 million each in serial bonds for planning, construction, and equipment. Also new is \$12 million for construction in 2018 (\$2 million serial bonds, \$10 million federal aid) and an additional \$45 million in SY for construction (\$8 million serial bonds, \$37 million federal aid). In total, compared to the previously adopted capital program, the Proposed 2016-2018 Capital Program includes an additional \$60 million (\$13 million serial bonds, \$47 million federal aid).

The appropriation balance reflects \$3.75 million (\$750,000 serial bonds, \$3 million federal aid) appropriated by Resolution No. 621-2014 and \$1.5 million for a \$1.5 million NYSERDA Grant Award appropriated by Resolution No. 936-2014.

Total Appropriated:	\$5,250,000	Appropriation Balance:	\$5,249,619
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$23,800,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$23,800,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,861,495. Over the life of an 18-year bond this totals \$33,506,913.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$4,000,000		\$4,000,000	\$4,000,000	\$4,000,000
2017	\$0		\$3,000,000	\$3,000,000	\$3,000,000
2018	\$0		\$12,000,000	\$12,000,000	\$12,000,000
SY	\$45,000,000		\$90,000,000	\$90,000,000	\$90,000,000
Total	\$49,000,000		\$109,000,000	\$109,000,000	\$109,000,000

Issues for Consideration

The \$3 million in 2017 will address traffic signal, catch basin and electrical utility relocation at locations along the corridor, and paving and storm water management. Funding in 2018 and SY is for construction of dedicated bus or shared use lanes and related infrastructure. This total is subject to change as the design process progresses.

The \$90 million for construction estimated in SY accounts for the possibility of noise wall construction on CR 97 from the LIE to NY 25A in Stony Brook. This is considered improbable by the Department, who is exploring alternative and preliminary measures to mitigate the potential need for noise wall construction. Noise walls are not the preferred method of implementation as they disturb the environmental atmosphere of the roadway and are expensive.

This project aims to reduce traffic and have a positive environmental impact, by providing more access to public transportation that will consolidate commuters. The construction of BRTs can be done in phases, so costs can be incurred over a stretch of time instead of all at once. However, certain criticisms do remain. It is currently unclear as to how well the availability of BRTs will persuade commuters to make use of this option.

Budget Review Office Recommendations

The Budget Review Office recommends including funding in the 2016-2018 Capital Program as proposed, as the biggest funding investment is not until SY, which will allow the County time to determine the viability of the project as design elements unfold. However, given the high cost of this project, other significant capital needs in the County, and the limited finances available, we would suggest obtaining more concrete and tangible data related to the potential costs and benefits of the project before substantial funding is appropriated for construction.

NEW					
Project Number:	DPW6	Executive Ranking:	Not Included	BRO Ranking:	52
Project Name:	SUFFOLK COUNTY SYSTEM ROAD NEEDS ASSESSMENT				
Location:	Countywide	Legislative District:	All		

Description

This is a County-wide project to evaluate and improve County System Roads (CSR). There are a total of 39 CSR in Suffolk County, located in every township with the exceptions of Shelter Island and Southold. The roads considered part of the County Road System were designated as such by County Resolution in 1930. Some of the roads were eventually returned to full control of the townships.

The CSR are listed in the following table. Roads listed twice are sections of one numbered road crossing into another township. Roads are grouped by township.

CSR Number	Name	Road Name or Section Description	Township
1	County Line Rd.	245 feet North of Joyce Ave. to CR 47	Babylon
28	New Highway	From NYS Route 109 to the Babylon Huntington Town Line	Babylon
95	Little East Neck Rd.	From NYS Route 109 to the Babylon Huntington Town Line	Babylon
107	Belmont Ave.	From Little East Neck Rd. to Belmont Lake State Park	Babylon
20	North Country Rd.	From NYS Route 112/25A to NYS Rte. 25	Brookhaven
24	Longwood Rd.	From CR 21 to CR 46	Brookhaven
25	Brookfield Rd./Wading River Rd./Schultz Rd.	From CR 80 to the Brookhaven/Riverhead Town Line	Brookhaven
55	Eastport Manorville Rd.	From CR 51 to CR 111	Brookhaven
64	Long Island Ave.	From CR 101 to CR 21	Brookhaven
71	Old Country Rd.	From CR 55 to the Brookhaven/Southampton Town Line	Brookhaven
78	Extension of Church St. and Kennedy Ave.	From the Islip/Brookhaven Town Line along Kennedy Ave. to CR 85	Brookhaven
89	Dune Rd.	From Moriches Inlet to 5,650 feet west of Jessup Lane	Brookhaven
90	Furrows Rd./Barretts Ave./Peconic Ave.	From Waverly Avenue to the vicinity of Lincoln St., From CR 83 to NYS Rte. 112, and From NYS Rte. 112 to CR 16	Brookhaven

CSR Number	Name	Road Name or Section Description	Township
30	East Lake Dr.	From NYS Rte. 27 to the Town of East Hampton Parking Area	East Hampton
33	Promised Land Rd.	From NYS Rte. 27 to to Promised Land Road	East Hampton
40	Three Mile Harbor Rd.	From 200 feet north of Copeces La. to to Hog Creek Rd.	East Hampton
41	Springs Fireplace Rd.	From Woodbine Dr. to Springs Amagansett Rd.	East Hampton
45	Springs Amagansett Rd./Hog Creek Rd.	From NYS Rte. 27 to CR 40	East Hampton
59	Long La./Bull Path/Two Holes Water La.	From 870 feet south of Stephen's Hand Path to Two Holes Water Rd.	East Hampton
70	South Lake Dr.	From NYS Rte. 27 to CR 77	East Hampton
74	Promised Land Rd. Extension	From NYS Rte. 27 to vicinity of Hawks Nest La.	East Hampton
113	Stephen's Hand Path	From NYS Rte. 27 to Hampton Bays Amagansett Rd. (proposed CR 39)	East Hampton
4	Commack Rd./Townline Rd./Bread & Cheese Hollow Rd.	From 560 feet north of Dovecote Ln. to the Huntington/Smithtown Town Line	Huntington
5	Ruland Rd./Colonial Springs Rd.	From NYS Rte. 110 to Little East Neck Rd.	Huntington
9	Cuba Hill Rd./Greenlawn Rd.	From CR 10 to NYS Rte. 25a	Huntington
28	New Hwy.	From the Babylon/Huntington Town Line to Ruland Road	Huntington
35	Deer Park Ave./Park Ave./Mill Dam Rd./West Shore Rd.	From NYS Rte. 25A to NYS Rte. 110 to West Shore Rd. to Browns Rd.	Huntington
67	Half Hollow Rd./Motor Pkwy.	From CR 3 to CR 67	Huntington
95	Little East Neck Rd.	From the Babylon/Huntington Town Line to Colonial Springs Rd.	Huntington

CSR Number	Name	Road Name or Section Description	Township
18	Broadway	From CR 85 to CR 19	Islip
61	Waverly Ave.	From the CR 99 westbound exit ramp to Waverly Ave. to CR 90	Islip
78	Townline Rd.	From Old Nichol's Rd. to Lantern La.	Islip
90	Furrows Rd./Barretts Ave./Peconic Ave.	From the vicinity of Lincoln St./Avenue E to CR 19 to CR 97 southbound entrance and exit ramps	Islip
22	Manor La.	From NYS Rte. 25 to Sound Ave.	Riverhead
23	Church La.	From NYS Rte. 25 to Sound Ave.	Riverhead
25	Brookfield Rd./Wading River Rd./Schultz Rd.	From the Brookhaven/Riverhead Town Line to NYS Rte. 25A	Riverhead
54	Hulse Landing Rd.	From NYS Rte. 25A to Sound Ave.	Riverhead
73	Roanoke Ave.	From CR 58 to Sound Avenue	Riverhead
4	Commack Rd./Townline Rd./Bread & Cheese Hollow Rd.	From the Huntington/Smithtown Town Line to NYS Rte. 25A	Smithtown
14	Harned Rd./Indian Head Rd.	From CR 67 to NYS Rte. 454 to Rte 25, and from NYS 25A Northerly along Tyler Avenue/North Shore Rd. to Sunken Meadow Rd./North Shore Rd.	Smithtown
15	Maple Ave.	From NYS Rte. 111 to NYS Rte. 25	Smithtown
76	Townline Rd.	From Old Nichol's Rd. to the vicinity of Lantern La.	Smithtown
87	Edgewood Ave.	From NYS Rte. 25/25A to NYS Rte. 25A	Smithtown
32	Ponquogue Ave.	From 800 feet north of Ponquogue Bridge to CR 80	Southampton
71	Old Country Rd.	From the Brookhaven/Southampton Town Line to Speonk Riverhead Road to CR 80	Southampton
88	Dune Rd.	From Old Country Rd. to CR 51	Southampton
89	Dune Rd.	From Moriches Inlet to 5,650 feet west of Jessup Lane, and from 600 feet east of Jessup La., then to Shinnecock inlet	Southampton

Justification

In October 2010, Suffolk County lost a lawsuit brought by Huntington Township; as result, the maintenance and improvement of the County System Roads (CSR) throughout Suffolk became a County responsibility. These CSR are the roads within the various townships that remain from the original 1930 Suffolk County Highway Map, and were never removed from the County Highway

Map pursuant to the procedures in the NYS Highway Law. The court's decision assigns responsibility for the maintenance and improvement of these roads to Suffolk County. This has effectively increased our highway mileage from 422 miles to 558 miles (+136 miles), an increase of approximately 30% in the County's total maintained miles.

Status

This new project was requested by the Department of Public Works with \$500,000 for planning in 2016, \$12 million for planning in SY and \$500 million for construction in SY but was not included in the proposed capital program. The project was also requested and not included during the 2013-2015 capital budget cycle. Planning funds are requested in 2016 for consultant engineers to study and evaluate the safety, operation, and structural integrity of the County System Roads. The \$512 million requested in SY is for the design, planning, rehabilitation and reconstruction of the added mileage, most of which was not designed or constructed to County standards.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The Department requested \$512,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$512,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$40,084,717. Over the life of an 18-year bond this totals \$721,524,903.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$500,000	\$0	\$0
2017	\$0		\$0	\$0	\$500,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$512,000,000	\$0	\$0
Total	\$0		\$512,500,000	\$0	\$500,000

Issues for Consideration

The addition of these roads to Suffolk County's highway system could result in a very significant increase in road maintenance and improvement costs for the County. The Department of Public Works estimated the cost of construction on these roads at \$3.5 million per mile to improve them to County standards, with total construction costs for these improvements at \$500 million. Note that some work on these roads could be eligible for Federal highway funding. As more specific work is identified, it will be segregated into separate capital projects. Given the scale of the survey, it is impractical to conduct a CSR evaluation in a timely manner with in-house resources.

Suffolk County has already begun to maintain CSR in Huntington Township at an operating budget cost of approximately \$1.7 million annually. This does not include rehabilitation costs or capital costs for the purchase of additional equipment required to service these CSR; DPW estimates an additional \$1.4 in anticipated capital expenses for pavement rehabilitation on roads with the most immediate need, and another \$300,000 for the required equipment. Based on the experience with the Huntington CSR takeover, and on the last eight years of capital and operating expenditures on the County's road system, DPW estimates annual capital expenditures of approximately \$10 million

and annual operating expenditures of approximately \$5.4 million on the 136 miles of road added to the County's responsibility by the CSR suit.

Since late 2010, when the decision affirming the County's statutory burden to repair, maintain, and improve these roads was handed down, DPW has conducted negotiations with the original nine effected towns to develop agreements regarding Suffolk County's specific responsibilities. Since the last time this project was requested, some roads have been returned to the townships. Negotiations with the towns are ongoing. Once negotiations with the various towns are complete and the scope of required CSR rehabilitation is better defined, DPW will be able to conduct a thorough survey of the CSR to prioritize work and to more accurately determine costs for maintaining or rehabilitating these roads.

The potential cost of rehabilitating and maintaining the CSR roads argues for inclusion of the project in the capital program sooner rather than later to begin planning for the impact of the addition of this mileage to the County's responsibility. However, since construction will likely progress in individual projects, and since CSR mileage and responsibility has not been finalized as negotiations continue, funding for the survey requested by the Department is the only cost element needed in the project at this time, and can be deferred to 2017.

Budget Review Office Recommendations

- Include this project in the Proposed 2016-2018 Capital Program, with \$500,000 for planning in 2017 to study and evaluate the safety, operation and structural integrity of the County System Roads.
- If the entire \$500,000 in serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$39,107. Over the life of an 18-year bond this totals \$703,927.

DPW6CF16

***Transportation: Mass Transportation
(5600)***

EXISTING					
Project Number:	5601	Executive Ranking:	84	BRO Ranking:	79
Project Name:	PURCHASE OF HYBRID ELECTRIC VEHICLES				
Location:	Countywide	Legislative District:	All		

Description

This project funds the purchase of Hybrid Electric Vehicles through a multi-year Federal Highway Administration grant. The Federal Highway Administration's (FHA) Congestion Mitigation and Air Quality (CMAQ) program provides approximately 80% of funding for this project.

Justification

Replacing the County's aging fleet with new fuel efficient vehicles will save on fuel and maintenance costs while also improving safety and reliability. Environmental benefits include lower emissions that will result from greater fuel economy.

Status

This project was transferred from the operating budget in 2009 to allow for multi-year purchasing. The proposed capital program includes \$1.2 million in County serial bonds and \$4.8 million in federal funds. The proposed funding includes the Department's requested increase of \$1.5 million each in 2017 and 2018, reflecting current New York Metropolitan Transportation Council (NYMTC) funding in the Transportation Improvement Program (TIP).

Suffolk County has 264 hybrid electric vehicles (HEV) in service at the time of this writing, of which 196 have been purchased with funding through this project. No hybrid electric vehicles were purchased in 2013 because the FHA had stipulated a "Buy America" requirement that rendered all vehicles unqualified for program funding. Suffolk County joined with New York State and other states across the country to secure a waiver that facilitated continuation of this project.

During 2014 and year-to-date 2015 the Department added 65 HEVs to the County fleet, comprised of Ford C-Max plug-in hybrids at a unit cost of approximately \$31,000. The total cost for HEVs purchased in 2014-2015 is approximately \$2 million. The federal cost share covers 80% of the total vehicle cost. The Department plans to purchase an additional 29 Ford C-Max plug in hybrids at a cost of approximately \$913,000 in 2015.

The Department plans to purchase 48 HEV sedans in 2016 at a cost of \$1.5 million, with a 20% County contribution of \$240,000 (as funded). The Department has identified the need to replace 173 vehicles through this project during 2017-2018 but recommended funding is only adequate to purchase 96 of those vehicles. In addition, and subject to NYS "Clean Pass" and federal Buy America requirements, the Department needs to replace 114 SUVs over the next several years, at a total cost of approximately \$4.56 million, but no funding has been requested for that inventory.

Moreover, the County's existing hybrid electric fleet includes approximately 181 vehicles (69% of total HEVs) that were purchased between 2005 and 2010, of which 62% are model year 2010 and the remaining 38% are model years 2005-2007. Consequently, the County will likely face replacement of these vehicles in the near future. In the meantime, new hybrid electric vehicles will

replace gasoline fueled vehicles previously decommissioned, and gasoline fueled vehicles currently in service.

Total Appropriated:	\$2,521,250	Appropriation Balance:	\$11,175
----------------------------	--------------------	-------------------------------	-----------------

Impact on Operating Budget

Costing out the County's 20% share, the Proposed Capital Program includes \$1,200,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,200,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$93,857. Over the life of an 18-year bond this totals \$1,689,424.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$913,000	\$913,000	\$913,000	\$913,000	\$913,000
2016	\$1,500,000		\$1,500,000	\$1,500,000	\$1,500,000
2017	\$0		\$1,500,000	\$1,500,000	\$1,500,000
2018	\$0		\$1,500,000	\$1,500,000	\$1,500,000
SY	\$1,500,000		\$1,500,000	\$1,500,000	\$1,500,000
Total	\$3,913,000		\$6,913,000	\$6,913,000	\$6,913,000

Issues for Consideration

Suffolk County remains an Environmental Protection Agency (EPA) “non-attainment” area relating to several monitored air pollutants, in particular for particulate matter less than 2.5 micrometers in diameter (PM2.5). On April 29, 2015 media outlets reported that while air quality in Suffolk County is improving, the American Lung Association gave Suffolk County a “failing grade” relating to ozone levels for the sixteenth consecutive year.

Hybrid electric vehicles have been purchased by the County to replace vehicles typically fueled by gasoline (only) and are intended to contribute towards tailpipe emissions reductions. In addition, the use of hybrid electric vehicles should reduce gasoline consumption, and expenditures for gasoline, which are subject to price spikes beyond the County’s ability to control.

DPW reports that hybrid electric additions to the County fleet generally experience an improved fuel economy of approximately 20 mpg over equivalent vehicles powered by gasoline only. The Department expects to purchase new plug-in hybrids going forward, which are expected to deliver even better fuel economy – up to 100 mpg. Year-to-date 2015 expenditures for regular grade unleaded gasoline have averaged approximately \$1.60 per gallon (compared to \$2.80 a year ago), while the cost of diesel fuel has averaged approximately \$2.26 per gallon (compared to \$3.37 a year ago). In addition to direct savings attributable to improved fuel economy, hybrid electric vehicles have helped the County avoid costs that might have been incurred due to greater consumption of fuel at prices that, while at the lowest since 2006, remain volatile.

The addition of hybrid electric vehicles to the County fleet has been a seamless and practical improvement resulting in greater fuel economy and reduced consumption of gasoline, without negatively affecting employee productivity. DPW continues to work closely with the FHA and NYSDOT to facilitate purchases in context to provisions of the Congestion Mitigation and Air Quality (CMAQ) funding.

Budget Review Office Recommendations

Given the need for replacement vehicles and market availability of desired replacement models, increased funding for this project can be considered in the next capital budget cycle.

The Budget Review Office agrees with the proposed funding of this project.

5601JS16

EXISTING					
Project Number:	5602	Executive Ranking:	81	BRO Ranking:	79
Project Name:	CLEAN CITIES - ALTERNATIVE FUEL INFRASTRUCTURE AND COMPRESSED NATURAL GAS (CNG) VEHICLES				
Location:	Countywide	Legislative District:	All		

Description

This project funds the purchase of Compressed Natural Gas (CNG) vehicles for County use. The project is funded in part through the Federal Highway Administration's (FHA) Congestion Mitigation and Air Quality (CMAQ) program. Funding is also available through Federal Department of Energy (DOE) "Clean Cities" grants secured through the Greater Long Island Clean Cities Coalition, of which the County is a stakeholder. The Clean Cities program is designed to reduce petroleum consumption in the transportation sector by advancing the use of alternative fuels and vehicles, idle reduction technologies, hybrid electric vehicles, fuel blends, and fuel economy.

Justification

Replacing the County's aging fleet with new compressed natural gas (CNG) vehicles that are more efficient will reduce tail-pipe emissions and save on fuel and maintenance costs, while also improving safety and reliability.

Status

This project includes \$800,000 in County funds and \$1.2 million in Federal funds for the purchase of compressed natural gas vehicles (CNG) for the period 2016 through 2018. The proposed funding for this project is reduced by \$1 million below the 2015 Adopted Budget, and defers funding from 2016 to 2017. Of the \$2 million recommended for 2017, \$500,000 is scheduled for construction and the balance is scheduled for Site Improvements, but the project is dedicated to the purchase of CNG vehicles.

Presently, the County has 70 CNG vehicles. The fleet includes five Honda Civics, 17 ten-wheel snow trucks (existing vehicles converted to CNG), six heavy duty CNG vehicles, two sweepers, two bucket trucks, a post pounder, one E-350 passenger van, and one F-550 truck. No CNG vehicles were purchased during 2014 due to limited availability resulting from the FHA's CMAQ program "Buy America" requirement, which render all commercially available vehicles ineligible. The delay in purchase ability has resulted in a significant backlog of vehicle replacements. Thus far

in 2015 the Department has secured 35 Ford F-250 CNG Pick-up Trucks. An additional 45 F-250s and 18 Chevy Vans are expected in June, which will bring the total fleet compliment up to 133 CNG vehicles.

Based on the already retired and anticipated replacement needs for the existing fleet, the County may need to purchase an additional 248 light and medium duty vehicles over the next three years (2016-2018), at a cumulative cost of approximately \$9.5 million. Based on the recommended funding for this project, the Department will not be able to purchase any replacement vehicles in 2016. If funds were advanced to 2016, the Department would purchase 51 CNG vehicles in 2016, including 44 pickup trucks and seven vans, at a total cost of approximately \$2 million, with a County share of 20%. If those vehicles were purchased in 2016, and the County supported the vehicle replacement cycle stated above for the balance of retired and soon-to-be retired vehicles, the Department would likely need to purchase approximately 99 vehicles in each year of 2017 and 2018, at an annual cost of \$3.7 million and County share of \$750,000.

Total Appropriated:	\$10,233,000	Appropriation Balance:	\$1,810,425
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$800,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$800,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$62,571. Over the life of an 18-year bond this totals \$1,126,283.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$410,000	\$410,000	\$410,000	\$410,000	\$410,000
2016	\$3,000,000		\$2,000,000	\$0	\$2,005,665
2017	\$0		\$0	\$2,000,000	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$3,410,000		\$2,410,000	\$2,410,000	\$2,415,665

Issues for Consideration

Suffolk County remains an Environmental Protection Agency (EPA) “non-attainment” area relating to several monitored air pollutants, in particular for particulate matter less than 2.5 micrometers in diameter (PM2.5). On April 29, 2015 media outlets reported that while air quality in Suffolk County is improving, the American Lung Association gave Suffolk County a “failing grade” relating to ozone levels for the sixteenth consecutive year.

Compressed natural gas (CNG) vehicles have been purchased by the County to replace vehicles typically fueled by gasoline or diesel fuel and are intended to contribute towards tailpipe emissions reductions. In addition, when a greater number of County vehicles are using natural gas as a fuel source it is expected to reduce operating costs for fleet vehicles and contribute to improved efficiency of the County’s CNG fueling facilities.

While the cost of all fuels is beyond the County’s ability to control, natural gas has a historical price advantage when compared to gasoline and diesel. Crude oil prices are approximately half of what they have been since 2012 and that is reflected in what is expected to be a short-term premium of CNG over regular grade gasoline and diesel fuel, as illustrated in the following example. The

County's year-to-date 2015 expenditures for regular grade unleaded gasoline have averaged approximately \$1.60 per gallon (compared to \$2.80 a year ago), while the cost of diesel fuel has averaged approximately \$2.26 per gallon (compared to \$3.37 a year ago). By comparison, DPW advises the cost of CNG available at privately operated Clean Energy fueling stations is approximately \$2.40 per gasoline gallon equivalent (gge).

Purchase of CNG vehicles has been slowed by several factors, including that auto manufacturers do not produce all compressed natural gas vehicles on a full production scale, have frequently altered production volumes, and sometimes discontinued production without notice. Typically, the medium duty CNG vehicles purchased by the County are produced as conventional gasoline powered vehicles, and then converted for sale once ordered – with a full manufacturer's warranty on the converted vehicle. DPW estimates the replacement cost of a medium duty truck at approximately \$40,000 and van at approximately \$34,000, which includes the base cost of a conventionally fueled gasoline vehicle plus the manufacturer's cost to modify the vehicle after production.

Due to the cost premium for CNG vehicles, the Federal government currently reimburses approximately 80% of the cost of County purchased CNG vehicles through annual Congestion Mitigation and Air Quality grants. Other funding opportunities are available through the Greater Long Island Clean Cities Coalition, of which the County is a founding member. The purchase of additional CNG vehicles remains complicated by the Federal Highway Administration's (FHA) "Buy America" provisions of the Congestion Mitigation and Air Quality (CMAQ) funding.

DPW has been eager to purchase medium and light duty vehicles that typically log the bulk of the County's traveled miles. Targeting high use vehicles is the best strategy to achieve both economic and emissions related savings. Absent availability on the New York State contract, the Department is prepared to bid locally.

Suffolk County CNG vehicles are able to fuel at County owned CNG stations, and are authorized by agreement to fuel at National Grid fueling locations from Riverhead to western Nassau County. There are also other fueling possibilities (at contract price schedules) at New York State owned and other privately operated CNG fueling locations throughout the County and the Tri-State area, including several locations owned and operated by Clean Energy.

The Department of Public Works reports an increase in maintenance and associated costs relating to the "aging" of the County fleet vehicles currently in service. Mileage replacement thresholds for the County fleet were raised to 100,000 miles in 2008 and again to 130,000 miles in 2012. Since 2014 the replacement threshold for Police Patrol vehicles has been 130,000; and 150,000 for all other County fleet vehicles.

Approximately 56 light and medium duty vehicles have been decommissioned and not replaced since 2010. At the time of this writing, DPW reports that of the portion of the County fleet that would be replaced with CNG vehicles, there are more than 72 non-public safety medium duty trucks and vans that have recorded odometer readings greater than 130,000 miles. According to the Department, approximately 33 non-patrol vehicles have already reached the 150,000 miles odometer milestone. That number is expected to increase steadily in 2016.

The Department observes that more than 25 vehicles overall have recorded "excessive mileage", and approximately 126 more vehicles exceed the typical replacement age (ten years).

As maintenance issues on the aging high-mileage fleet increase, extraordinary efforts such as costly engine and transmission replacements and other extensive repairs are being implemented on

vehicles that would otherwise be retired. Repair and maintenance costs are rapidly increasing as the existing fleet remains in service beyond retirement parameters.

Budget Review Office Recommendations

- The Budget Review Office recommends advancing funding from 2017 to 2016 to support timely replacement of fleet vehicles. Budget Review also recommends reprogramming funds from construction and site improvements to furniture and equipment, and modifying proposed funding sources by reducing County serial bond funding by \$398,867 and increasing federal aid by \$404,532. The resulting funding for this project would be \$401,133 in County serial bonds and \$1,604,532 in federal funding, for total 2016 funding of \$2,005,665. DPW advises that there is sufficient federal funding to support this funding change recommended by Budget Review.
- If the entire \$398,867 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$31,197. Over the life of an 18-year bond this totals \$561,546.
- Given the need for replacement vehicles and market availability of desired replacement models, increased funding for this project can be considered in the next capital budget cycle.

5602JS16

EXISTING			
Project Number:	5603	Executive Ranking:	81
		BRO Ranking:	79
Project Name:	CONSTRUCTION OF COMPRESSED NATURAL GAS (CNG) FUELING FACILITIES		
Location:	Riverhead	Legislative District:	1

Description

This project funds the construction of Compressed Natural Gas (CNG) fueling facilities at various County properties. The Federal Highway Administration’s (FHA) Congestion Mitigation and Air Quality (CMAQ) multi-year grant program provides approximately 80% of funding for this project.

Justification

Replacing the County’s aging fleet with new compressed natural gas (CNG) vehicles that are more efficient will reduce tailpipe emissions and save on fuel and maintenance costs, while also improving safety and reliability. Investing in fueling infrastructure is necessary to support operation of these vehicles across the County. Building fueling sites in partnership with other municipalities and private sector vendors leverages County dollars, facilitates countywide coverage of alternate fuel vehicles, and promotes the sustainable development of the alternate fueled vehicle market.

Status

The Proposed 2016-2018 Capital Program includes \$600,000 in County funds and \$2.4 million in federal funds in 2017 for construction of an east end site on the North Fork to improve fueling capability across the County. The proposed funding is \$300,000 less than previously adopted due to the deletion of planning funds.

Suffolk County completed construction of two CNG fueling stations in 2011. The County owned publicly accessible stations are located at DPW Highway yards in Commack and Westhampton. Approximately \$2 million associated with construction of those facilities was reimbursed to the County through a Federal Department of Energy (DOE) "Clean Cities" grant secured through the Greater Long Island Clean Cities Coalition, of which the County is a stakeholder.

A third fueling station would be located near the Board of Elections building in Yaphank and is scheduled for construction this summer. The project currently has approximately \$6 million in uncommitted funds that would support planning and construction of the Yaphank station. The three stations would together provide fueling for the growing fleet of CNG vehicles. The County's CNG fleet is currently comprised of 28 heavy duty and specialty vehicles, and new purchases of predominantly light and medium duty pickup trucks and vans. The Department expects the total fleet compliment of CNG vehicles to reach 133 in 2015, with the potential addition of approximately 250 new CNG vehicles over the next three years. A more detailed description of the County's CNG fleet and purchase planning is available in the review of CP 5602.

Total Appropriated:	\$6,250,000	Appropriation Balance:	\$6,049,689
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$600,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$600,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$46,928. Over the life of an 18-year bond this totals \$844,712.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$3,300,000		\$3,000,000	\$3,000,000	\$3,000,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$3,300,000		\$3,000,000	\$3,000,000	\$3,000,000

Issues for Consideration

Plentiful domestic reserves of natural gas have given momentum to natural gas as a substitute fuel for the transportation sector that could help displace crude oil imports from politically unstable regions. While financial opportunities for natural gas providers have encouraged private sector investment in this market, federal funding supports development of a robust CNG vehicle market primarily to reduce tailpipe emissions.

For more than a decade, the Greater Long Island Clean Cities Coalition (GLICCC) has played a vital role in both securing federal grants to support CNG development, and helped to coordinate a

“distributed network” of fueling sites that better ensure adequate range for local fleet operators doing business across the Long Island region. Suffolk County is a founding member of GLICCC and has leveraged significant federal funding in pursuit of its CNG initiatives.

Overly restrictive criteria relating to “qualified vehicles” stipulated in the Federal Highway Administration’s (FHA) Congestion Mitigation and Air Quality (CMAQ) program eliminated virtually all vehicles from qualified status in 2014 and sporadic automobile manufacturing trends have made it difficult to purchase CNG vehicles in recent years. That trend has changed and the Department of Public Works has moved deliberately in 2015 to secure badly needed light and medium vehicle replacements with CNG pickup trucks and vans.

In context to the federal funding that supports investments that facilitate extended vehicle travel range across and throughout regions, building CNG fueling facilities at County locations is a more practical investment when implemented as part of a greater network of fueling locations, owned and operated by others. Facilities constructed on Suffolk County property, to a County specification, can better ensure operations during periods of natural disasters, and other events, but the County’s focus on vehicle replacement does not currently include emergency vehicles. While greater redundancy will likely be required when the share of County CNG vehicles is a greater percentage of the total fleet, the current County CNG fleet has been able to fuel without issue at publically accessible sites. Among others, CNG fueling locations within Suffolk County and across Long island include those owned and/or hosted by National Grid, New York State, the Town of Brookhaven, and private sector developers.

As noted in the review of CP 5602 (Clean Cities-Alternative Fuel Infrastructure and Compressed Natural Gas (CNG) Vehicles), based on the price charged by retail vendors in our region, natural gas purchased for CNG vehicles has enjoyed a historical price advantage. Crude oil prices are approximately half of what they have been since 2012, however, and that is reflected in what is expected to be a short-term premium of CNG over regular grade gasoline and diesel fuel, as illustrated in the following example. The County's year-to-date 2015 expenditures for regular grade unleaded gasoline have averaged approximately \$1.60 per gallon (compared to \$2.80 a year ago), while the cost of diesel fuel has averaged approximately \$2.26 per gallon (compared to \$3.37 a year ago). By comparison, DPW advises the cost of CNG available at privately operated Clean Energy fueling stations is approximately \$2.40 per gasoline gallon equivalent (gge).

Based on the monthly dispensed fuel report provided by DPW, the year-to-date 2015 raw price per CNG gasoline gallon equivalent (gge) dispensed at County owned stations is approximately \$3.53, but rises significantly when loaded with the cost of electricity to compress the fuel. The County’s cost per gge is also influenced by a contract with a private sector company responsible for service, maintenance, and business development (to attract other fleet operators to the site). While the cost of compression and other O&M costs are typical for such facilities, those costs are having a distorted effect on the relative unit cost of gge from County facilities because of the limited amount of fuel actually dispensed.

In 2014, Suffolk County CNG stations dispensed approximately 11,140 gge of fuel compared to approximately 2.3 million gallons of regular unleaded gasoline and 298,866 gallons of diesel fuel. As the role of CNG vehicles expands, and the number of CNG vehicles in the County fleet increases to 133 this year, throughput of fuel dispensed at County CNG fueling facilities should also increase. In fact, year-to-date April 2015 the County has dispensed approximately 1,763 gge more than the same period a year ago. That increase does not yet reflect the addition of 98 CNG fleet vehicles the County will put in service this year.

For the near future, Suffolk County CNG stations will dispense a limited amount of fuel, relative to their rated capacity. Annual costs of operation will continue to be distributed across a very small volume of CNG dispensed, until the count of County CNG vehicles, and site access by others increases. A long-term remedy to the CMAQ “Buy America” restrictions should result in greater CNG vehicle production and will facilitate the addition of approximately 250 high-mileage light and medium duty CNG vehicles to the County fleet, as noted in the review of CP 5602. Growth in the County CNG fleet and access to County fueling stations by non-County fleets will increase throughput from County CNG fueling stations, and in turn improve the cost per unit dispensed ratio.

Considering all options, and market development impediments, compressed natural gas vehicles represent one of the most viable and market ready technologies available for the continued operation of the light and medium duty County fleet. Construction of fueling infrastructure, in partnership with other fleet operators, is in the long-term interest of the County.

In that context, National Grid has advised DPW that natural gas pipeline capacity issues will require costly infrastructure reinforcements that would be charged to the Yaphank CNG station scheduled for 2015. The County is aware, however, that National Grid plans to invest approximately \$300 million in new natural gas infrastructure during the next three years – and that pipeline capacity issues in the Yaphank area may be alleviated as a result. Given the proximity of a Clean Energy fueling station at the Brookhaven Landfill, only a few miles from the proposed station in Yaphank, the Department recently indicated it would delay construction of the Yaphank station. Budget Review agrees with delay in order to better ensure that new infrastructure economically contributes to an optimal range of travel for the County’s CNG fleet.

Budget Review Office Recommendations

Budget Review recommends that the County reevaluate construction of the Yaphank CNG station as part of a broader planning process in the coming year. The planning process should include developing a strategic investment plan for CNG fueling infrastructure that would serve both County fleet vehicles and Suffolk County Transit busses. Budget Review observes that economies of scale could benefit and better leverage the investment for both fleets. Moreover, a coordinated effort would better provide for regional fueling capability, better target high-mileage vehicle emissions, and better improve local air quality.

In context to an expanded scope that includes the Suffolk Transit fleet, delay of the new CNG fueling station in Yaphank, and the pace of procurement of additional CNG vehicles, the Budget Review Office agrees with the proposed funding for this project.

5603JS16

EXISTING					
Project Number:	5651	Executive Ranking:	47	BRO Ranking:	34
Project Name:	PURCHASE OF SIGNS AND STREET FURNITURE				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the purchase of bus shelters, offering passenger amenities while meeting ADA compliance for shelters and signs. The provision of bus shelters enhances system visibility while providing comfort and protection from the elements for the riders. A Federal Transit Administration Grant will offset 80% of the cost; the NYSDOT will offset 10% of the cost; and the County will provide 10% of the cost.

Justification

This project should encourage more use of the County transit system, helping Suffolk County to meet Federal Clean Air Act standards while minimally affecting the operating budget.

Status

The proposed capital program includes \$400,000 for furniture and equipment in each of 2016-2018, as requested by the Department, totaling \$1.2 million. The previously adopted capital program included \$400,000 in each of 2015-2017 and SY. The \$400,000 in each year is 90% funded through FTA and NYSDOT grants making the County share \$40,000 annually. The funding is mainly for bus shelters, but will also be utilized for new street-bus stop signs. Approximately 10-15 shelters will be constructed each year at an estimated cost per bus shelter of approximately \$25,000 to \$30,000 each. The Department anticipates installing 10-12 bus shelters in 2015 if they are able to extend the current contract with PSL Industries, Inc. The original contract covered June 2012 to June 2014 and has been extended once to June 2015. Completion of the installation of shelters in 2015 is dependent upon a second extension. The Department has identified additional shelter locations, mostly on State Route 25, that will require additional design work prior to construction.

Resolution No. 150-2014 authorized the County Executive to enter into a Memorandum of Understanding with the Town of Brookhaven for the construction of advertiser supported bus shelters. Brookhaven offered to extend its advertiser supported bus shelter program to provide bus shelters on bus routes on County roads within the Town at no cost to the County for the construction, installation, and maintenance of the associated bus shelters. The Department is considering contracting for the construction of advertiser supported bus shelters countywide in the future.

Total Appropriated:	\$600,000	Appropriation Balance:	\$376,957
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$120,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$120,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$9,386. Over the life of an 18-year bond this totals \$168,942.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
2016	\$400,000		\$400,000	\$400,000	\$400,000
2017	\$400,000		\$400,000	\$400,000	\$400,000
2018	\$0		\$400,000	\$400,000	\$400,000
SY	\$400,000		\$0	\$0	\$0
Total	\$1,600,000		\$1,600,000	\$1,600,000	\$1,600,000

Issues for Consideration

This project is 90% aided and lends itself to enabling the County to meet Federal Clean Air Act standards, meet ADA compliance for shelters and signs, and encourages additional ridership through the provision of rider amenities.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation as included in the proposed capital program.

565IRD16

EXISTING					
Project Number:	5658	Executive Ranking:	36	BRO Ranking:	36
Project Name:	PURCHASE OF PUBLIC TRANSIT VEHICLES				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the purchase of replacement public transit vehicles pursuant to Federal life-cycle criteria and service changes for the Suffolk County Transit (SCT) fleet providing fixed route and paratransit services. The project also includes funding for paratransit vans for the Disabled American Veterans Transportation Network, for which the County acts as grantee. This project receives aid of 90% through a Federal Transit Administration (FTA) Grant (80%) and the New York State Department of Transportation (NYSDOT) (10%).

Justification

The provision of public transit enables citizens of the County with limited or no access to automobiles the ability to travel for work, medical services, social services, and the procurement of other necessary goods and services. It serves to reduce automobile dependence, which lessens energy consumption and the associated exhaust emissions. This helps the County to meet Federal

Clean Air Act standards with minimal effect on the operating budget. Replacing transit vehicles in conjunction with Federal life-cycle criteria assures us a fleet of safe, efficient, and reliable vehicles.

Status

This is an ongoing project. The proposed capital program includes \$42,700,000 for equipment in 2016-SY, as requested by the Department. The project is progressed as previously adopted with the addition of \$13.45 million included in SY. Anticipated costs of buses are estimated at \$600,000 per unit and paratransit/ADA complementary service buses are estimated at \$60,000 per unit.

The Division plans on letting a bid for large buses in 2015; however, the industry representatives have advised them that the lead time for receipt of the vehicles is 52-130 weeks. Therefore, we will not receive any in 2015. If FTA grant funding is received timely the Department may also place an order for paratransit buses. Suffolk currently has an order for 44 paratransit buses that is approximately one third complete and will increase the paratransit fleet from 151 to 180 by the fourth quarter of 2015.

Bus purchases are tied to the number of buses being replaced after they meet FTA retirement guidelines and will vary also by the amount of funding that is available and the subsequent bid price for the buses. The paratransit buses are gasoline powered and the larger fixed route buses will be diesel electric hybrid buses. Approximately 10-20 large buses will be purchased per year; however, sometimes the Department combines multiple funded years into one buy, i.e. purchases 20 buses one year and none the next instead of ten each year, which is labor intensive.

Total Appropriated:	\$23,903,952	Appropriation Balance:	\$17,616,671
----------------------------	---------------------	-------------------------------	---------------------

Impact on Operating Budget

Timely replacement of older transit vehicles reduces the County's occurrence of costly operating budget repairs associated with an aging fleet. To meet ADA passenger demand required by federal regulations, service is expanded for an approximate addition of ten paratransit buses a year, resulting in an anticipated increase in annual operating costs of \$500,000 each year.

The proposed capital program includes \$4,270,000, representing the 10% county share, in serial bond financing for this project (2016-2018 and SY). If the entire \$4,270,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$333,974. Over the life of an 18-year bond this totals \$6,011,534.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$6,943,945	\$6,943,945	\$6,943,945	\$6,943,945	\$6,943,945
2016	\$8,190,000		\$8,190,000	\$8,190,000	\$8,190,000
2017	\$9,660,000		\$9,660,000	\$9,660,000	\$9,660,000
2018	\$0		\$11,400,000	\$11,400,000	\$11,400,000
SY	\$11,400,000		\$13,450,000	\$13,450,000	\$13,450,000
Total	\$36,193,945		\$49,643,945	\$49,643,945	\$49,643,945

Issues for Consideration

This project is 90% aided. Resolution No. 1034-2014 authorized the purchase of up to 44 new paratransit vehicles for the SCAT bus system. These buses will be used to increase service on the system to meet increasing demand.

The Transportation Division continues to experience steadily increasing ridership demand for paratransit services. During the third quarter of 2014, Suffolk County Accessible Transit ridership increased 2.5% to 143,876 riders as compared to the same period in 2013. Suffolk County Transit ridership decreased by 1.4% to 1,529,722 riders during the third quarter of 2014 as compared to the same period in 2013.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding as proposed.

5658RD16

Transportation: Aviation
(5700)

EXISTING					
Project Number:	5702	Executive Ranking:	Discontinued	BRO Ranking:	64
Project Name:	RENOVATION & CONSTRUCTION OF FACILITIES AT FRANCIS S. GABRESKI AIRPORT				
Location:	Francis S. Gabreski Airport, Southampton	Legislative District:	2		

Description

This is an ongoing project to remove, replace, and/or renovate severely deteriorated infrastructure. This includes asbestos removal, building demolition, roadway repaving, and building renovations.

Justification

Renovations of airport buildings will extend the usefulness of this County asset. Removing deteriorated structures and repaving perimeter roadways will maintain a safer environment for airport tenants, the public, and for County employees.

Status

Funding requested in 2016 is for repair of a seventy year old maintenance building, including two 12 feet by 14 feet overhead doors and a 4,000 square foot metal roof. Previously scheduled SY funding was not requested. The proposed capital program did not include this project.

Existing appropriations for construction total \$498,475. Although nothing has been expended since last year at this time, existing appropriations are intended to be used as follows:

- \$120,330: Pave remainder of roadway upon completion of utility installation. Estimated completion in 2015.
- \$178,145: Terminal exterior renovations. Original plans called for new roof and siding; however, revised cost estimates may allow for roof only. Estimated completion in 2015.
- \$200,000: Administrative Building roof repair. Estimated completion in 2015.

Total Appropriated:	\$756,500	Appropriation Balance:	\$537,375
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

This project is not included in the proposed capital program. The Department requested \$100,000 in serial bond financing for this project (2016-2018 and SY.) If the entire \$100,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$7,821. Over the life of an 18-year bond, this totals \$140,785.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$100,000	\$0	\$100,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$25,000		\$0	\$0	\$0
Total	\$25,000		\$100,000	\$0	\$100,000

Issues for Consideration

The Department notes that potholes, erosion, and construction traffic have caused pavement deterioration. Terminal roofing and siding require upgrades, and the seventy year old maintenance building roof is beginning to leak. Early repair of a leaking roof is typically more cost-efficient than repair of the more extensive structural damage that may be caused if the leak is allowed to continue. Some of the larger equipment normally stored in the maintenance building cannot be maneuvered in and out, due to the failing overhead doors, and must be stored elsewhere. The usable life of equipment can often be extended by proper storage and protection from the elements.

Revenues and expenditures related to F.S. Gabreski Airport are accounted for in Fund 625. Debt service related to Airport capital improvements is paid out of this fund, to the extent funds are available; however, transfers from the General Fund are typically required to keep the fund in balance. If, in the future, Airport-related revenues were to exceed Airport-related operating budget expenditures, and General Fund support is no longer needed for Fund 625; consideration can then be given to paying non-aided Airport projects, such as this one, out of the Airport's operating budget.

Budget Review Office Recommendations

- The Budget Review Office recommends adding \$100,000 in serial bond financing for construction in 2016, as requested.
- If the entire \$100,000 in serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$7,821. Over the life of an 18-year bond this totals \$140,785.

5702LH16

EXISTING					
Project Number:	5726	Executive Ranking:	58	BRO Ranking:	58
Project Name:	REHABILITATION OF RUNWAY LIGHTING SYSTEMS AT FRANCIS S. GABRESKI AIRPORT				
Location:	Francis S. Gabreski Airport, Southampton	Legislative District:	2		

Description

This project provides funding that will rehabilitate the runway lighting at Francis S. Gabreski Airport.

Phase I through III are complete. Phase IV will replace edge lights on Taxiways A, B and N.

Justification

Replacement of runway lights will maintain runway and taxiway lighting systems to Federal Aviation Administration standards. Efficient LED or quartz lights reduce energy costs and are less labor intensive, due to less frequent need for replacement. This project is 95% aided.

Status

The proposed capital program includes funding as requested by the Department. The \$300 increase in the 2017 Federal aid (also reflected in the total cost), since the last capital program, was a transcription error.

The deferred timing of requested and proposed funding, compared to the previously adopted capital program, is meant to coincide with FAA Capital Improvement Program (ACIP) dates. Funding scheduled in 2017 is for planning and funding scheduled in 2018 is for construction. The project is 95% aided (90% federal, 5% state).

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$85,000 in serial bond financing for the County's five percent share of this project (2016-2018 and SY). If the entire \$85,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$6,648. Over the life of an 18-year bond this totals \$119,668.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$170,000		\$0	\$0	\$0
2017	\$1,530,000		\$170,300	\$170,300	\$170,000
2018	\$0		\$1,530,000	\$1,530,000	\$1,530,000
SY	\$0		\$0	\$0	\$0
Total	\$1,700,000		\$1,700,300	\$1,700,300	\$1,700,000

Issues for Consideration

The Airport was built in the 1940s. The lights, and the cable to the old lights, require more labor, more parts, and more energy than the new LED lights. The new LED lights will have useful lives of ten years, while the old incandescent bulbs must be replaced every few months. In addition, the new lights will be raised to a height of approximately 30", making them more visible to pilots and snowplows in adverse weather.

The scheduling of funding for aviation capital projects in the adopted capital program demonstrates the County's intent to advance these projects to the FAA and NYSDOT, and assists the Division in obtaining federal and state aid. The FAA ACIP requires submission of a five year program prioritizing airport projects in February or March of each year; updates may be requested if additional funds become available. Priority of projects can change from year to year, depending on need and available funding. Major safety issues, such as large cracks in runways (CP 5739) are usually the first priority. The deferral of previously scheduled funding will maximize available aid for priority projects.

Budget Review Office Recommendations

The Budget Review Office recommends decreasing proposed federal aid for planning, by \$300 in 2017 to reflect the correct amount of aid.

5726LH16

EXISTING					
Project Number:	5731	Executive Ranking:	56	BRO Ranking:	67
Project Name:	AIRPORT OBSTRUCTION REMEDIATION PROGRAM AT FRANCIS S. GABRESKI AIRPORT				
Location:	Westhampton, Town of Southampton	Legislative District:	2		

Description

This project provides funding for the removal of trees which obstruct the line of sight from the air traffic control tower to the runways, taxiways, aprons, and runway approaches at the airport. This project is 95% aided.

Justification

This project provides increased safety, due to better visibility of runway approaches, taxiways, and aircraft movement areas by the control tower and airport users.

Status

Previously adopted 2015 funding and scheduled 2016 funding has been rescheduled to 2016 and 2017 in the proposed budget, as requested by the Department, to coincide with funding availability in the FAA Airport Capital Improvement Program (ACIP). Funding is scheduled with 90% federal

and 5% state aid. Funding proposed in 2016 will be used for planning and design, to identify areas of tree removal, with tree removal (construction) to occur in 2017.

Phase I cleared line of sight obstructions to Runway 33. Removal of obstructions is now planned on an estimated 23 acres, along various taxiways and runways, at the estimated cost of \$10,000 to \$15,000 per acre.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$17,250 in serial bond financing for this project (2016-2018 and SY), which represents the five percent County share of the total cost. If the entire \$17,250 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,349. Over the life of an 18-year bond this totals \$24,285.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$45,000	\$0	\$0	\$0	\$0
2016	\$300,000		\$45,000	\$45,000	\$45,000
2017	\$0		\$300,000	\$300,000	\$300,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$345,000		\$345,000	\$345,000	\$345,000

Issues for Consideration

This project was identified on the FAA Airport Capital Improvement Plan as a high priority project to be done in the next two years. It corrects a critical safety issue and is 95% funded.

Budget Review Office Recommendations

The Budget Review Office recommends funding this project as requested and proposed.

573ILH16

EXISTING					
Project Number:	5737	Executive Ranking:	Discontinued	BRO Ranking:	51
Project Name:	AIRPORT SNOW REMOVAL EQUIPMENT AT FRANCIS S. GABRESKI AIRPORT				
Location:	Francis S. Gabreski Airport, Southampton	Legislative District:	2		

Description

This project funds the purchase of airport-specific snow removal equipment that will allow snow to be efficiently cleared from runways and taxiways, in conformance with Federal Aviation Administration (FAA) standards.

Justification

This project is needed to maintain runways and taxiways to FAA standards, which will allow the airport to open on a timely basis after a snowstorm, and is estimated to reduce overtime, fuel, and maintenance costs.

Status

Requested 2016 funds are to purchase two pickup trucks with plows (at approximately \$35,000 each) in order to replace two vehicles in poor condition, and a plow attachment for an existing front end loader (approximately \$10,000). One existing unit has a cracked manifold that cannot be repaired. These funds were requested in 2015 last year, but were deferred to SY in the Adopted 2015-2017 Capital Program. This project is not included in the Proposed 2016-2018 Capital Program.

Two snow plows and one front end loader were purchased with FAA and State funds in 2006. An airport rotary snow plow was 95% funded in 2013 by the FAA and NYSDOT, to replace a 38 year old unit. This plow eliminates wind rows or berms created when plowing taxiways, ramps or runways. Excessive wind row height is not permitted by FAA regulations, since it would prevent aircraft passage on taxiway and runways. Berms cannot exceed 36" within 50' of taxiway edges.

Total Appropriated:	\$650,000	Appropriation Balance:	\$120,000
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The Department requested \$80,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$80,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$6,257. Over the life of an 18-year bond this totals \$112,628.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$80,000	\$0	\$45,000
2017	\$0		\$0	\$0	\$35,000
2018	\$0		\$0	\$0	\$0
SY	\$80,000		\$0	\$0	\$0
Total	\$80,000		\$80,000	\$0	\$80,000

Issues for Consideration

The \$120,000 appropriation balance resulted because the 95% aided airport rotary snow plow cost less than expected. This balance cannot be used for snow removal equipment other than that originally intended by the grant; it is not available for the currently requested equipment.

Reliable airport snow removal equipment is essential for maintaining safe runways and taxiways for all users, including the Air National Guard, which has a base of operations at the airport. Runways and taxiways must be maintained to FAA requirements.

Revenues and expenditures related to F.S. Gabreski Airport are accounted for in Fund 625, including debt service related to Airport capital improvements; however, transfers from the General Fund are typically required to keep the fund in balance.

Budget Review Office Recommendations

- For safety and to comply with FAA requirements, the Budget Review Office recommends adding \$45,000 for equipment in 2016 to purchase one pickup truck with plow and a plow attachment for the existing front end loader and \$35,000 for equipment in 2017, for the remaining pickup truck with plow.
- If the entire \$80,000 in serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$6,257. Over the life of an 18-year bond this totals \$112,628.

5737LH16

EXISTING					
Project Number:	5739	Executive Ranking:	79	BRO Ranking:	72
Project Name:	PAVEMENT MANAGEMENT REHABILITATION AT FRANCIS S. GABRESKI AIRPORT				
Location:	Francis S. Gabreski Airport, Southampton	Legislative District:	2		

Description

This project provides for the ongoing pavement resurfacing needs of the runways and taxiways at Francis S. Gabreski Airport.

Justification

The project is required to maintain runways in safe and usable condition, in conformance with Federal Aviation Administration standards. Serious deterioration in pavement surfaces was identified by a New York State Pavement Management Report.

Status

The Department requested an increase in funding and revised scheduling based on FAA funding availability. The project is scheduled to receive 90% federal aid and five percent aid from NYSDOT. The proposed capital program includes funding as requested and indicates that the project will progress when 95% aid is available.

Modified 2015 funding in the proposed capital program includes a \$1,366,812 increase over previously adopted 2015 funding. Proposed 2016 funding was not included in the previous capital program, resulting in an increase of \$5,005,425 for the 2016-SY time period.

The project includes crack repair, concrete spall repair, joint replacement, and concrete panel replacement, due to serious deterioration in pavement surfaces. Runway 6/24 was completed in 2011. Runway 15-33 will be scheduled next, then Taxiway W, in the following phases:

- Phase I - Runway 15-33, Planning and Design funded
- 2015 - Phase II - Runway 15-33, Construction, repave south half of runway. Existing appropriations, due to a previous phase being completed under budget, can be used to offset part of the cost.
- 2016 - Phase III - Construction, repave north half of runway
- 2018 - Taxiway W - Planning and Design
- SY - Taxiway W - Construction

Total Appropriated:	\$10,033,927	Appropriation Balance:	\$569,284
----------------------------	---------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$325,021 in serial bond financing for this project (2016-2018 and SY), which represents the five percent County share. If the entire \$325,021 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$25,421. Over the life of an 18-year bond this totals \$457,582.

A positive operating budget impact should ultimately result, due to a reduction in annual maintenance costs.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$2,388,508	\$3,755,320	\$3,755,320	\$3,755,320	\$3,755,320
2016	\$0		\$5,005,425	\$5,005,425	\$5,005,425
2017	\$195,000		\$0	\$0	\$0
2018	\$0		\$195,000	\$195,000	\$195,000
SY	\$1,300,000		\$1,300,000	\$1,300,000	\$1,300,000
Total	\$3,883,508		\$10,255,745	\$10,255,745	\$10,255,745

Issues for Consideration

The Federal Aviation Administration (FAA) and the New York State Department of Transportation (NYSDOT) award funding grants to municipalities for airport runway and taxiway pavement resurfacing needs. The inclusion of this project aids the County's Aviation Division in applying for this aid. This project is included in the current Airport Capital Improvement Plan.

This 95% aided project provides for safe runways and taxiways for all users, including the Air National Guard, which has a base of operations at the airport.

Budget Review Office Recommendations

The Budget Review Office concurs with funding for this project as requested and proposed.

5739LH16

Transportation: Bridges (5800)

EXISTING					
Project Number:	5813	Executive Ranking:	58	BRO Ranking:	60
Project Name:	REPLACEMENT OF SMITH POINT BRIDGE, TOWN OF BROOKHAVEN				
Location:	Town of Brookhaven	Legislative District:	3		

Description

This was as a new project in the Adopted 2012-2014 Capital Program. Its purpose is to design and build a replacement bridge carrying CR 46, William Floyd Parkway, over Narrows Bay to Smith Point County Park. It was originally programmed as a later phase of CP 5838 – Rehabilitation of Smith Point Bridge. At that time, an engineering study concluded that the existing bridge structure was in a deteriorated state and recommended a full bridge replacement. Improvement of the alignment of the approach roads to the new bridge was also included as part of the project.

The plan is to provide a 1,940 foot long high level fixed bridge replacement off-line to the west of the existing Smith Point Bridge. The new bridge will consist of prestressed concrete beams supported on concrete piers using two columns. It will have 16 spans with 120' long spans throughout except over the skewed channel which uses a 140' span to provide the required 100' horizontal channel clearance. Vertical channel clearance will be set at 55'-6" and is expected to be acceptable to the USCG. The limits of the bridge are set to locate both abutments outside of the flood plain. The piers will be skewed slightly and oriented to the flow in the bay.

Justification

Smith Point Bridge is the worst rated bridge solely maintained by the County. It opened in 1959 and has been in continuous use for over fifty years. It is the only bridge that traverses Narrows Bay, permitting visitors vehicle access to Smith Point County Park, which generates significant revenue for the County. Smith Point County Park is the County's largest oceanfront park. This bridge has an active yellow structural flag reducing its load capacity, which may lead to a reduced load posting of the bridge in the near future and may subsequently exclude trucks and trailers from using the bridge. Currently, vehicles using the bridge at or above the current posting weight will need Department approval. The bridge must then be closed to other traffic for the trip and the vehicle would need to be escorted at 5mph over the bridge. Engineering staff must continually monitor the condition of steel columns for signs of distress. The electrical/mechanical equipment used to operate the bridge is original 1959 technology and finding replacement equipment has proven almost impossible. The bascule pit is low to the water line and floods at severe high tides and there is severe steel corrosion throughout the bascule structure.



Figure 1: Concrete Girder with Cracked End



Figure 2: Concrete Girder with Spalling



Figure 3: Bascule Pit



Figure 4: 1959 Electrical/Mechanical Equipment

Status

Interim rehabilitation of the existing Smith Point Bridge was completed in 2012 under CP 5838 and is expected to provide the bridge with ten more years of useful life, putting the timeline for needing a new bridge by the year 2022.

During 2013, an in-depth analysis of the long term structural integrity of the bridge's prestressed concrete steel beams was completed. The conclusion was that the bridge's beams will require complete replacement at an estimated cost of \$45 million to \$50 million. A new, replacement bridge is estimated to cost \$65 million or more. DPW recommends replacing the existing bascule bridge with a new high level fixed bridge.

The total construction cost (with contingency) is estimated at \$53.8 million, which is \$11.2 million less than the \$65 million previously adopted mainly due to the shortening of the bridge.

The proposed capital program includes \$53 million in construction funding for this project, which is \$12 million less than previously adopted but equal to the Department's request. Proposed funding includes \$33.125 million (\$8.125 million serial bonds, \$25 million federal aid) in 2017 and \$19.875 million (\$4.875 million serial bonds, \$15 million Federal aid) in 2018. The County share of \$13 million in 2017-2018 is approximately 25% and the \$40 million in federal aid is approximately 75% of the project's scheduled funding for that period. Compared to the previously adopted capital program, the proposed capital program advances this project from SY to 2017 to schedule it with anticipated federal aid. The design approval and federal authorization process should be complete at that time. The changes in cost and share reflect a more detailed estimate derived from value engineering analysis and anticipated Federal participation amounts.

The design phase of this project was included in CP 5838 but is now being progressed through this capital project. The existing funds in CP 5838 will be used to supplement funding required to address the repair of the deteriorated steel tower column, a yellow structural flag issue found during the 2014 State Inspection. The available balance in CP 5838 as of April 1, 2015 was \$371,439.

As of this writing, no funding has been appropriated for this capital project. An appropriating resolution needs to be adopted for the \$3 million in design funds included in the Adopted 2015 Capital Budget. DPW reports that this project is currently progressing through the FHWA design process. Once design is approved, which the Department anticipates will occur sometime in 2015, a resolution will be submitted to appropriate the 2015 funding. The design phase is expected to begin in October 2017 and construction is expected to begin in 2018 and be completed by October 2020.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

If the Smith Point bridge is replaced with a new high level fixed bridge, as recommended by DPW, then this capital project will have a positive operating budget impact as it will eliminate the need for bridge tenders to operate the bascule bridge. It will also improve safety and decrease maintenance costs.

The proposed capital program includes \$13,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$13,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,016,783. Over the life of an 18-year bond this totals \$18,302,095. DPW notes that the Federal funding is scheduled over the course of two Federal fiscal years and that the County will need to initially bond both years.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$33,125,000	\$33,125,000
2018	\$0		\$26,500,000	\$19,875,000	\$19,875,000
SY	\$65,000,000		\$26,500,000	\$0	\$0
Total	\$68,000,000		\$56,000,000	\$56,000,000	\$56,000,000

Issues for Consideration

The Smith Point Bridge must be replaced to assure the safety of the traveling public, to maintain access to Fire Island National Park and its surrounding beaches and to support the heavy equipment necessary to perform beach nourishment projects. The timeline for needing to have a replacement or completely rehabilitated Smith Point Bridge in place and ready for use is seven years away.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

5813Moss16

EXISTING					
Project Number:	5815	Executive Ranking:	48	BRO Ranking:	55
Project Name:	PAINTING OF COUNTY BRIDGES				
Location:	Countywide		Legislative District:	All	

Description

This ongoing project provides for cleaning, repainting and restoring components of the County's steel bridges on a cyclical schedule. Maintaining the County's inventory of approximately 70 steel bridges in good condition via this capital project helps to prevent deterioration that would ultimately render the bridges irreparable and unsafe.

Justification

This preventive maintenance work extends the life and improves the aesthetics of the bridges and avoids or forestalls increased costs for steel bridge reconstruction or replacement. Without this ongoing restorative work, the County's steel bridges would rust and deteriorate.

Status

This project is to be part of a federally aided bridge painting project. A Design Approval Document (DAD) was submitted in 2015 for seven bridges. NYSDOT comments on the DAD have been received and responses are being prepared. Bridge inspections are ongoing. An introductory resolution is forthcoming for \$1.25 million previously adopted in 2015, which will be used toward the County share of the federally aided bridge painting project for the following bridges: Woodside Avenue over Waverly Avenue, Woodside Avenue over Buckley Road, Woodside Avenue over IRS Road, CR 101 (Sills Road) over NY 27 (Sunrise Highway) SB, CR 97 (Nicolls Road) over Portion Road, and CR 97 over CR 19 (Patchogue-Holbrook Road).

The proposed capital program includes \$2.8 million in serial bonds for site improvements, which is \$1.5 million less than previously adopted but funded as requested by DPW. The Department requested no funding in 2016, \$500,000 in 2017 for on-call emergency cleaning and painting of structural steel for bridges, \$1.1 million in 2018 for cleaning and painting of Idle Hour Blvd. bridge, Hollywood Dr. bridge and Shore Dr. bridge and \$1.2 million in SY for the cleaning and painting of the Carmans River Bridge and the Goose Creek bridge.

This project's appropriation balance of \$429,178 will be used to complete bridge painting projects at CR 111 over CR 51 and CR 111 over Toppings Path.

Total Appropriated:	\$3,815,250	Appropriation Balance:	\$429,178
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

This project will have a positive operating impact that partially offsets debt service costs as maintaining County bridges will postpone costly reconstruction.

The proposed capital program includes \$2,800,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,800,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$218,999. Over the life of an 18-year bond this totals \$3,941,990.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000
2016	\$1,250,000		\$0	\$0	\$0
2017	\$1,250,000		\$500,000	\$500,000	\$500,000
2018	\$0		\$1,100,000	\$1,100,000	\$1,100,000
SY	\$1,800,000		\$1,200,000	\$1,200,000	\$1,200,000
Total	\$5,550,000		\$4,050,000	\$4,050,000	\$4,050,000

Issues for Consideration

Regularly maintaining and refinishing the County's inventory of steel bridges is intended to assure the safety and integrity of these structures, while simultaneously saving the County from a much greater future expense of reconstructing and replacing these bridges. Maintaining paint coatings on the bridges will extend the service life of the bridge superstructure for over ten years.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

5815Moss16

EXISTING					
Project Number:	5850	Executive Ranking:	46	BRO Ranking:	55
Project Name:	REHABILITATION OF VARIOUS BRIDGES AND EMBANKMENTS				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the ongoing rehabilitative and restorative construction on approximately 70 bridges and embankments under County jurisdiction throughout Suffolk. Rehabilitation of bridges and embankments may include such activities as the restoration of bridge concrete from crack and spall damage, restoration and waterproofing of pavement, painting of structural steel, installation of bridge approach railings, and stabilization of eroded bridge embankments. This project is based on a three-year rolling budget; it is multi-phased and site specific. The Department of Public Works (DPW) continuously reassesses and reprioritizes the bridges and embankments most in need of rehabilitation via this project.

Justification

The ongoing rehabilitation of County bridges and their embankments extends the normal life of the bridges, which prevents or postpones much costlier capital reconstruction. Preserving this part of the County's infrastructure offers the benefits of operating budget savings, aesthetic improvements and ensuring the safety of motorists, bikers, and pedestrians traversing these bridges.

Status

Resolution No. 303-2015 appropriated serial bond funding of \$2 million. These funds will be used by DPW to continue with lettings for the rehabilitation of various bridges and embankments and to enable the Department to respond to safety flag warnings issued by the NYS DOT for issues requiring immediate attention (Bridges Requirement Contract). More specifically, the Department intends to use the funds for the rehabilitation of Peconic Avenue Bridge over the Peconic River and Montauk Highway Bridge over Patchogue River and to issue order letters through a Bridges Requirement Contract. The rehabilitation of the Montauk Highway Bridge over the Patchogue River inspection is scheduled for Spring 2015 and the permit applications are to be submitted in April 2015. It may be necessary for DPW to add and/or substitute other locations due to permits, changes in priorities or other requirements.

The proposed capital program includes \$20.45 million (\$350,000 planning, \$20.1 million construction) in serial bonds, which is \$3.1 million more than previously adopted and \$4 million

more than requested. The proposed capital program includes \$1 million more than requested for construction in each year 2016 through SY in this capital project instead of including the Department's request for the inclusion of a \$4.1 million new capital project CP DPW3, Safety Improvements to Bridges and Structures. Refer to the review of CP DPW3 for further details.

DPW requested a total of \$16.45 million for 2016 through SY, which reprioritized some bridge projects, included some increases for construction price escalation and additional deterioration, and incorporated the added cost of consultant construction inspection. The details for DPW's request for this capital project are included in the table that follows.

Year	Sub-project	Feature Carried	Feature Crossed	Rehabilitation Type	Cost Estimate	Start Date	Completion Date
2017	Hampton Bays Overpass	CR80	LIRR	Replace overlay, repair/replace sidewalk platform, replace deck expansion joints, replace guiderail	\$1,350,000	8/17/2017	8/17/2018
	Shinnecock Canal Bridge	CR80	Shinnecock Canal	Substructure repairs, deck repairs, joint replacement, anchor bolt replacement, overlay replacement and guide rail replacement	\$1,650,000	9/28/2017	3/28/2018
	Cross River Dr over Hubbard	CR105	Hubbard Ave & LIRR	Substructure repairs, deck repairs, joint replacement, anchor bolt replacement, overlay replacement and guide rail replacement	\$1,650,000	4/20/2017	1/20/2018
	Center Dr Spur over Peconic River	CR94A	Peconic River	Repair abutment backwalls, replace joints, fix erosion issue, repair sidewalk settlement	\$750,000	4/20/2017	1/20/2018
	William Floyd over LIRR	CR46	LIRR	Deck repairs, joint replacement, overlay replacement and guide rail replacement. Need LIRR support for repair of their maintenance responsibilities	\$2,250,000	4/27/2017	4/27/2018
2018	Nicolls Rd over Portion Road	CR97	CR16	Concrete spall repair, concrete epoxy coating, deck repairs and overlay replacement	\$850,000	8/23/2018	2/23/2019
	New Suffolk over West Creek	CR26	West Creek	Bridge Rail repair, erosion repair, concrete spall repair to abutments and railing upgrade?	\$550,000	10/11/2018	7/11/2019
	Penataquit over Awixa-Penataquit	Penataquit Ave	Awixa-Penataquit Creek	Replace stream bank protection, repair erosion adjacent to wingwalls, repair displaced wingwall, timber repair and fix approach settlement	\$550,000	10/11/2018	7/11/2019
	Towd Point over Davis Creek	Towd Point Road	Davis Creek	Various timber abutment and pier repairs, hardware replacement, approach settlement repair and overlay replacement	\$1,000,000	10/11/2018	7/11/2019
	Cross River Dr over Peconic (Design)	CR105	Peconic River	Fee for Consultant inspection and evaluation of bridge	\$350,000	6/1/2018	6/1/2019
SY	Carmans River Bridge	CR85	Carmans River	Clear stream, approach settlement repair and clean and paint structural steel	\$500,000	4/21/2019	8/21/2019
	Idle hour Blvd Bridge	Idle Hour Blvd	Grand Canal	remove pigeon debris, repair approach pavement settlement, repair concrete deck and paint structural steel and railings and epoxy coat concrete	\$450,000	7/25/2019	1/25/2020
	Hollywood Ave Bridge	Hollywood Ave	Grand Canal	remove pigeon debris, repair approach pavement settlement, replace asphalt overlay and expansion joints and paint structural steel and railings and epoxy coat concrete	\$450,000	7/25/2019	1/25/2020
	Ponquogue Bridge	CR32	Shinnecock Bay	Replace deck expansion joint system, repair cracks and spalls in concrete beams and pedestals, clean and paint bearings, and epoxy coat concrete substructure	\$2,000,000	5/20/2020	5/20/2021
	Speonk Creek Bridge	South Country Rd	Speonk River	Repair spalled concrete in abutment backwall, repair embankment erosion, prestressed concrete slab repair and epoxy coat concrete	\$500,000	7/15/2020	11/15/2020
	Nicolls Rd over Patchogue-Holbrook	CR97	CR19	Concrete Pedestal and fascia spall repairs, bearing anchor bolt replacement, steel repair, railing upgrade and replace approach pavement	\$1,600,000	9/15/2020	3/15/2021

Existing funds and encumbrances are to be used to fund the current bridge rehabilitation project at Division over Nicolls Rd, Argyle Creek, Gardiners Creek and Dunemere Lane Bridges.

Total Appropriated:	\$18,285,000	Appropriation Balance:	\$2,946,951
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$20,450,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$20,450,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,599,478. Over the life of an 18-year bond this totals \$28,790,603.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
2016	\$5,000,000		\$0	\$1,000,000	\$1,000,000
2017	\$5,000,000		\$7,650,000	\$8,650,000	\$8,650,000
2018	\$0		\$3,300,000	\$4,300,000	\$4,300,000
SY	\$5,350,000		\$5,500,000	\$6,500,000	\$6,500,000
Total	\$17,350,000		\$18,450,000	\$22,450,000	\$22,450,000

Issues for Consideration

This project rehabilitates the County's various bridges through repairing cracks and spalls in supporting concrete members, deteriorated structural steel member replacement and repair, replacing sheared bearing anchor bolts, cleaning and painting bridge bearings, replacing deck paving or concrete overlay, deck waterproofing, painting structural steel, adding approach railing, sidewalk repair and repairing eroded embankments and scour around substructure and replacing leaking expansion joints, which lead to steel decay in structural beams and support bearings. Bridges must be maintained to extend their normal life and to assure safe passage for the motoring public. Failure to maintain bridges on a normal schedule can result in severe steel deterioration, which can result in costly repairs which may necessitate the need to close the bridge. This will result in traffic detours to both vehicular traffic and marine traffic for bridges over navigable waterways.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

EXISTING					
Project Number:	5855	Executive Ranking:	58	BRO Ranking:	55
Project Name:	HORSEBLOCK ROAD/LIRR TRACKS ROAD DECK REPLACEMENT, CR 16, TOWN OF BROOKHAVEN				
Location:	Medford	Legislative District:	7		

Description

This project previously provided for construction of a replacement bridge carrying CR 16, Horseblock Road, over the Long Island Railroad (LIRR). Originally scoped out as a bridge rehabilitation project, this evolved into a complete bridge replacement per an engineering study, which concluded that the bridge structure was deteriorated and a full replacement would be necessary. The vertical alignment on the approaches to the bridge were also to be improved as part of this project.

The scope of this project has been changed from a full bridge replacement to a bridge deck replacement and improving the wearing surface on the approaches to the bridge.

Justification

A recent engineering study concluded that the bridge deck is in a deteriorated state and that a full bridge deck replacement is required.

Status

The Adopted 2015-2017 Capital Program included \$16.5 million for the bridge replacement, which was comprised of \$3.3 million in serial bonds and \$13.2 million in Federal aid in 2015. However, the scope of this project has been modified from a bridge replacement to a concrete deck replacement, including new sidewalks and bridge railing. The proposed capital program presentation does not include the funding previously adopted and scheduled in 2015.

DPW requested and the proposed capital program includes, \$2.5 million (\$500,000 or 20% in serial bonds and \$2 million or 80% in Federal Highway Administration (FHWA) funds) for construction in 2016 to reflect the reduced scope of the project. The LIRR is responsible for the superstructure and the County is responsible for the wearing surface. DPW reports that neither the bridge replacement alternative nor the bridge rehabilitation alternative were selected as the preferred alternative on the basis that the structure of the bridge is the responsibility of the Long Island Railroad (LIRR) and that the County is only responsible for maintaining the roadway and approaches. Therefore, the County cannot commit funds to perform work that is beyond its responsibility. The LIRR has been approached and will not participate and provide their share for the structural portion of the project cost. A Project Information Meeting (PIM) is set for the summer of 2015. DPW anticipates the final design to begin in late 2015, construction authorization in 2016, and the project completed by December 2017.

Resolution No. 465-2013 appropriated \$25,000 for land acquisition to provide preliminary appraisals and seed money for condemnation proceedings, of which \$22,250 remains available.

Total Appropriated:	\$25,000	Appropriation Balance:	\$22,250
----------------------------	-----------------	-------------------------------	-----------------

Impact on Operating Budget

Eighty percent Federal FHWA funding is anticipated for the construction phase of this project. The County's 20% share for this project in the Proposed Capital Program includes \$500,000 in serial bond financing in (2016-2018 and SY). If the entire \$500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$39,107. Over the life of an 18-year bond this totals \$703,927.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$16,500,000	\$0	\$16,500,000	\$0	\$0
2016	\$0		\$2,500,000	\$2,500,000	\$2,500,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$16,500,000		\$19,000,000	\$2,500,000	\$2,500,000

Issues for Consideration

The bridge deck must be replaced to assure the safety of the traveling public and to maintain a viable local economy.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed funding presentation for this capital project.

5855Moss16

NEW					
Project Number:	DPW3	Executive Ranking:	Not Included	BRO Ranking:	46
Project Name:	SAFETY IMPROVEMENTS TO BRIDGES AND STRUCTURES				
Location:	Various Bridges Countywide	Legislative District:	All		

Description

This capital project is for an expedited schedule of design and construction funding that would enable the Department of Public Works (DPW) to accomplish rapid repair of emergency conditions at the County's bridges and associated structures. The New York State Department of Transportation (NYSDOT) inspects the County's inventory of 74 bridges on a bi-annual basis. If serious structural issues are found that must be addressed immediately, such as joint failures, NYSDOT issues a red flag to the County and the work must go forward without delay.

Justification

When a red flag is issued for a bridge or associated structures, the repair work must be performed immediately to ensure the safety of the County infrastructure and safe passage of the traveling public. Having sufficient funding for emergency bridge and structure repair that can be quickly accessed will mitigate further deterioration and possible collapse of these structures, and prevent roadway and bridge closures. Further, DPW indicates that it is not the optimum solution to utilize funding for emergency bridge repairs from the two ongoing bridge rehabilitation and repair projects (CP 5850 and CP 5815), as this causes delays to regularly scheduled bridge projects, and disrupts the entire bridge capital program.

Status

Emergency bridge repairs have been required with increased frequency due to the aging state of the County's infrastructure. One-third of the County's bridges are approaching the end of their useful life.

The proposed capital program does not include this new capital project nor was it included in the adopted capital program last year. Instead, the proposed capital program includes \$4 million (\$1 million in each year 2016 to SY) for construction in serial bonds in CP 5850, Rehabilitation of Various Bridges and Embankments, which is \$100,000 less than requested for this new project.

The table that follows is a listing of the emergency bridge repairs with cost estimates and estimated completion dates that the Department planned to use this capital project to address. DPW planned to progress the subprojects identified in 2015 with funding from CP 5850. The subprojects beyond mid 2016 are not identified due to the nature of emergency/maintenance bridge work.

Year	Sub-project	Feature Carried	Feature Crossed	Rehabilitation Type	Cost Estimate	Start Date	Completion Date
2015	CR83, Patchogue-Mt. Sinai Rd over the LIE (Long Island Expressway)	CR83	L.I.E.	Remove concrete overlay and replace with asphalt overlay after deck repairs are made by the State	\$750,000	9/21/2015	11/20/2015
	CR3, Wellwood Ave over SSP (Southern State Parkway)	CR3	S.S.P.	Replace leaking expansion joints in concrete roadway panels to prevent future heaving of slabs	\$100,000	10/19/2015	10/23/2015
	Ponquogue Bridge	CR32	Shinnecock Bay	Replace leaking expansion joint seals. Joint systems to be replaced during bridge rehabilitation project	\$150,000	10/26/2015	11/13/2015
2016	Smith Point Bridge	CR46	Narrows Bay	Repairs to tower column steel to remove yellow flag	\$250,000	3/10/2016	5/23/2016
	Shore Drive Bridge	Shore Dr	Grand Canal	Replace asphalt overlay and make deck repairs	\$75,000	6/1/2016	7/2/2016
	Red & Yellow Flags and various bridge railing upgrades	Various	Various	Various	TBD	TBD	TBD
2017	Red & Yellow Flags and various bridge railing upgrades	Various	Various	Various	TBD	TBD	TBD

Note: Work beyond mid 2016 is unknown due to nature of emergency/maintenance bridge work.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

This project will have a positive operating budget impact from reduced future repair/replacements costs as a result of preventative maintenance measures and the reduced need for roadway and bridge closures and lengthy detours.

The Department requested \$4,100,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$4,100,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$320,678. Over the life of an 18-year bond this totals \$5,772,199.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$1,100,000	\$0	\$0
2017	\$0		\$1,000,000	\$0	\$0
2018	\$0		\$1,000,000	\$0	\$0
SY	\$0		\$1,000,000	\$0	\$0
Total	\$0		\$4,100,000	\$0	\$0

Issues for Consideration

The County has a responsibility to ensure that public roadways, including bridges, are properly maintained and repaired. Failing to provide regular bridge maintenance and needed repairs can represent a hazard to the public and a potential liability to the County. This capital project would provide for the repair of emergency conditions to bridges and structures throughout the County, which lessens or eliminates the need for bridge closures and roadway detours and/or closures. In addition, repair measures will mitigate the deterioration and collapse of these structures and their elements.

There are three levels of flags: safety, yellow, and red. The highest level of flag is red, indicating a failure or potential failure of a primary structural component of the bridge that is likely to occur before the next scheduled inspection. There have been 14 red flags and six yellow flags for structural deficiencies in County bridges since 2008. All items designated as red flags have been resolved.

Budget Review Office Recommendations

The Budget Review Office agrees with the exclusion of this capital project from the proposed capital program as \$4 million is included in CP 5850, Rehabilitation of Various Bridges and Embankments to address the merits of this capital project.

Transportation: Other (5900)

EXISTING					
Project Number:	5903	Executive Ranking:	35	BRO Ranking:	33
Project Name:	CONSTRUCTION OF THE PORT JEFFERSON-WADING RIVER RAILS TO TRAILS PEDESTRIAN AND BICYCLE PATH				
Location:	LIPA Right-of Way, Port Jefferson Village to Wading River	Legislative District:	1, 5		

Description

This project would construct a pedestrian/bikeway path within an abandoned railway right-of-way, which is now owned by LIPA. The proposed pedestrian/bikeway path begins at the railroad station on the edge of Port Jefferson Village and extends eastward for approximately ten miles to Wading River. The route is to be variable in its design and will include segments constructed of asphalt, rough terrain for mountain biking and hiking, and segments with lighting, historical interpretive signs, and benches.

Justification

This program involves the preservation of an abandoned railway corridor and its conversion to pedestrian and bicycle trails. Pedestrian and non-motorized vehicular mobility and safety will be enhanced throughout the corridor.

Status

This project had been stymied in the past by difficulty in coming to an agreement with LIPA on the land use. Federal Highway Administration (FHWA) funding is involved- previously scheduled at 80%, now with 95% participation. Federal funding was based on the County having a vested interest in the property. We understand that an agreement was reached, in which LIPA provided the County with a long term lease on the property, to satisfy the federal requirement.

Of the \$1.73 million appropriation balance, \$1.726 million is federal funding. Appropriated funds will be used primarily for planning and design, expected to be completed in 2017. The design contract is pending upon obligation of federal funds.

The Department of Public Work's request indicated that funding for construction was increased based on the 2014-2018 Transportation Improvement Plan (TIP) Update, and was rescheduled from 2017 to 2018 to accommodate the Department's current workload. Construction completion is estimated in 2020. The proposed capital program provides the amount of construction funding requested, but includes it in 2017, one year earlier than requested. Construction funding is scheduled with \$500,000 serial bond financing and \$8.47 million in Federal funding.

Total Appropriated:	\$1,730,000	Appropriation Balance:	\$1,730,000
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$39,107. Over the life of an 18-year bond this totals \$703,927.

The Department estimates that periodic trail maintenance is expected to require annual operating expenses of approximately \$49,000 for salaries and benefits of Department staff.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$8,087,000		\$0	\$8,970,000	\$0
2018	\$0		\$8,970,000	\$0	\$8,970,000
SY	\$0		\$0	\$0	\$0
Total	\$8,087,000		\$8,970,000	\$8,970,000	\$8,970,000

Issues for Consideration

Resolution No. 738-2014 appropriated federal funds in connection with this project, and Resolution No. 57-2015 amended that resolution to add language making the County responsible for repaying any Federal and/or NYS Aid if the project is discontinued prior to the project's 25 year useful life, due to rescission of property rights, or for other reasons. This has a potentially significant impact, as this condition appears to apply to both past and future federal (or state) funding. However, it may be worth a calculated risk to take advantage of federal funding to complete this project, as we understand any repayment would be computed on a prorated scale, based on the shortened useful life of only the affected section of the trail.

This is not a critical project, but it is an aided project that makes good use of fallow ground, benefits the health and well-being of community residents, and encourages the use of non-motorized transportation. There will be an operating budget effect for trail maintenance, as previously noted.

Budget Review Office Recommendations

In order to accommodate the Department's work schedule, defer \$8.97 million in proposed 2017 construction funding (\$500,000 serial bond financing and \$8.47 million Federal) to 2018.

5903LH16

***Economic Assistance and Opportunity
(6400)***

EXISTING			
Project Number:	6411	Executive Ranking:	37
		BRO Ranking:	37
Project Name:	INFRASTRUCTURE IMPROVEMENTS FOR WORKFORCE HOUSING/CONNECT LONG ISLAND		
Location:	Countywide	Legislative District:	All

Description

This project provides funding for infrastructure improvements to qualified workforce housing development projects that have applied to the Department of Economic Development and Planning. Examples of items funded include: sewage treatment plants, landscaping, sidewalks, road construction, drainage, parking, and lighting. These infrastructure improvements are an integral component of such developments.

The County is in various stages of reviewing additional workforce housing developments, potentially including the communities of Port Jefferson Village, Bay Shore, Southampton, Riverhead, Copiague, East Hampton, Southold, Bellport, Lindenhurst Village, Ronkonkoma, Huntington Station, Islip and Yaphank.

Justification

This project provides direct economic development and community improvement through the provision of much needed workforce housing and the resulting neighborhood revitalization, job creation and tax revenues generated. This project is affiliated with CP 8704, Acquisition of Land for Workforce Housing.

The Suffolk County Administrative Code § A36-2 details program requirements and affordability guidelines for the County's housing opportunities programs. It describes funding initiatives for land acquisition and infrastructure improvements for workforce housing and affordable housing projects, through the use of capital bond proceeds. The Department of Economic Development and Planning is charged with the supervision and management of the Affordable Housing Program.

Status

The proposed capital program changes the name of this project to now include "Connect Long Island" in the title. Appropriated funds cannot be allocated or expended until a separate "authorizing resolution" is adopted by the Legislature, approving a specific workforce housing sub-project. This may be a number of years after the original appropriation, and then funds are not actually expended until project completion. The project is only considered "completed" after infrastructure has been completed, CO's have been issued, and occupancy occurs.

As of April 1, 2015, \$17.5 million has been appropriated over the years 2005-2014, and approximately \$13.2 million of this amount has been committed to various specific sub-projects by adopted resolution, leaving approximately \$4.3 million uncommitted. The following table contains the current status of these projects. The appropriation balance for this project includes a minor additional expense for a title report, but does not include \$313,000 for Summerwind Square or \$250,000 for the Woolworth Building, which has not been encumbered. The Department expects payment to occur in May 2015.

Status of Specific Projects with Authorizing Funding Resolutions (as of 4-1-15)			
Project Name	Project Status	Affordable Units/ Total Units	Amount
Art Space Patchogue Lofts	Completed 2011	45/45	\$1,575,916
Cabrini Gardens Coram	Completed 2011	60/60	\$1,327,488
Summerwind Square Riverhead	Completed 2013	52/52	\$313,000
Concern Amityville	Completed 2014	60/60	\$1,500,000
Woolworth Building Riverhead	Completed 2015	19/19	\$250,000
Columbia Terrace Huntington Station	Zone change and environmental review in progress	14/14	\$100,000
Wincoram Commons Coram Phases I and II	C.O. to be issued and lease-up to commence in 2015, Phases I & II	176/176 (98 in Phase I, 78 in Phase II)	\$2,000,000 (\$1,500,000 Phase I, \$500,000 Phase II)
Concern Middle Island	Construction commenced	123/123	\$1,500,000
Wyandanch Rising Phase I, Building A	C.O. issued, lease-up in progress	60/91	\$1,723,800
Wyandanch Rising Phase I, Building B	Construction commenced	62/86	\$2,200,000
Concern Lake Ronkonkoma	Construction commenced	59/59	\$750,000
TOTAL			\$13,240,204

In addition to the approximately \$4.3 million expected to be available from current appropriations, the Department expects to appropriate \$2.5 million in previously adopted 2015 funding, sometime this year, which will bring the total uncommitted amount available for new projects to approximately \$6.8 million. The Department plans to move forward with seven additional projects. If these projects are funded at the requested amount of \$6.1 million, approximately \$700,000 would remain uncommitted. Some of these seven projects will also receive funding under CP 8704, Land Acquisition for Workforce Housing. Approximately ten other projects are also currently under review for funding.

The proposed capital program provides \$12.5 million for this project, for construction, as requested by the Department. This represents a \$7.5 million increase from the \$5 million included in the Adopted 2015-2017 Capital Program.

Total Appropriated:	\$17,500,000	Appropriation Balance:	\$4,819,275
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$12,500,000 in serial bond financing for this project (2016-2018 and 5Y). If the entire \$12,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$977,676. Over the life of an 18-year bond this totals \$17,598,168.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
2016	\$2,500,000		\$5,000,000	\$5,000,000	\$2,500,000
2017	\$0		\$5,000,000	\$5,000,000	\$0
2018	\$0		\$2,500,000	\$2,500,000	\$2,500,000
SY	\$0		\$0	\$0	\$0
Total	\$5,000,000		\$15,000,000	\$15,000,000	\$7,500,000

Issues for Consideration

The inclusion of funding in the capital program allows the Department to initiate discussions with developers at early stages. The Department has indicated that, as the program has successfully funded projects, more interest and requests for funding have been generated. There is an almost unlimited potential demand for funding related to this project, so the amount of appropriate funding is a policy decision.

Approved sub-projects may receive a package of funding from multiple County sources, including other capital projects, such as CP 8704 (for land acquisition) and CP 6424 (generic support). Other support may consist of waiver of sewer fees, transfer of land under the 72-h program, or use of banked Workforce Housing Development Rights, to increase density. A package of incentives may make projects more attractive for developers, or may allow for a higher number of affordable units to be included, but it is important to know the total County cost of each sub-project, for a fuller understanding of the cost compared to the benefit.

The County Executive has identified this project as part of the "Connect Long Island" initiative, which is intended to make the County an attractive place for young workers, by providing affordable rental housing in desirable downtowns and improving transportation options.

Budget Review Office Recommendations

- Although the amount of proposed funding is not unreasonable, if based solely on demand, the Budget Review Office recommends reducing proposed construction funding by \$2.5 million in 2016, to previously scheduled levels, and eliminating proposed 2017 funding. Limiting the amount of funding available can serve as a built-in control to prioritize projects. In addition, due to the length of time these projects take to complete, deferring some of the proposed funding will allow time to evaluate the effectiveness of recently completed projects, before substantially increasing funding levels.
- If the entire \$7,500,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$586,606. Over the life of an 18-year bond this totals \$10,558,901.
- To assist in the evaluation and decision making process, data should be collected and analyzed to determine the effectiveness of completed, leased projects. Occupancy rates, for both private tenants and for retail establishments on the ground floor of mixed use buildings (when applicable), as well as demographic data on occupied units, would be indicators of whether the completed projects are attracting the young, highly skilled worker demographic, as identified in the larger Connect Long Island initiative.

- The total intended County support for each sub-project, from all County sources, should be identified when a funding resolution is introduced for Legislative approval.
- Pursue other means of promoting workforce housing developments. Town zoning policies, including density incentives for the provision of more affordable units, can be substitutes for public subsidies, as can the use of Workforce Housing Development Rights.
- The development agreement varies from project to project, but it is our understanding that in a typical agreement, the units would remain affordable for the term of the Infrastructure Development Subsidy (IDS), which is often 30 years. Consider increasing the term of affordability, perhaps in perpetuity, as each sub-project is evaluated.
- Consider the possibility of combining this project with CP 8704, Land Acquisition for Workforce Housing, in future capital programs. This will allow the Department flexibility in the use of the funding, and consolidates these workforce-housing specific projects into one capital project.

6411LH16

EXISTING					
Project Number:	6412	Executive Ranking:	31	BRO Ranking:	38
Project Name:	SUFFOLK COUNTY DOWNTOWN REVITALIZATION PROGRAM				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding for the redevelopment and revitalization of Suffolk County downtowns. Funds are awarded on a competitive grant basis using a merit-based scoring system.

Justification

This project provides funding for capital improvements to revitalize downtown areas. County-provided funding will be used to leverage other grant funding. Projects will enhance walkability, safety, and foot traffic, and should have a long-term impact. Examples of eligible projects include: public parking, curbs, sidewalks, walkways, street lighting, public restrooms, disabled accessibility, and renovations to existing structures and cultural facilities.

The project goal is to create positive economic impacts related to sales tax and job creation. According to the Department of Economic Development and Planning, projects that enhance walkability in downtowns and central business districts can lead to increased foot traffic and increased sales tax revenue from increased sales.

Status

Round I of funding began in 1999, but funding from some of the earlier rounds have now been either expended or closed out. Phase XII, the latest round of funding, was allocated and appropriated by Resolution No. 874-2014. Rounds I through XII have funded 342 projects, of which 272 projects are complete, and 70 are open, including 14 awarded in the fall of 2014.

As of April 1, 2015, there is \$892,394 in uncommitted funding remaining in Rounds VI to XII. The Department has indicated that funds dedicated to projects in progress cannot be formally encumbered until there is a contract; therefore, a portion of the existing uncommitted fund balance may be reserved for these projects.

The proposed capital program includes funding for construction as requested by the Department; increasing previously scheduled funding by \$250,000 per year in 2016 and 2017, and including \$750,000 in 2018. The Department requested an increase in funding to allow for more substantial projects to be funded.

DOWNTOWN REVITALIZATION PROGRAM					
CP No.	Phase	Resolution Year	Current Budget	Uncommitted	Percent Uncommitted
6412.314	VI	2006	\$500,000	\$71,707	14%
6412.315	VII	2007	\$500,000	\$56,338	11%
6412.316	VIII	2008	\$500,000	\$27,949	6%
6412.317	IX	2009	\$500,000	\$150,725	30%
6412.318	X	2011	\$500,000	\$78,300	16%
6412.319	XI	2013	\$250,000	\$96,000	38%
6412.320	XII	2014	\$500,000	\$411,375	82%
Total			\$3,250,000	\$892,394	27%

Total Appropriated:	\$3,250,000	Appropriation Balance:	\$892,394
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$2,250,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$175,982. Over the life of an 18-year bond this totals \$3,167,670.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
2016	\$500,000		\$750,000	\$750,000	\$500,000
2017	\$500,000		\$750,000	\$750,000	\$500,000
2018	\$0		\$750,000	\$750,000	\$500,000
SY	\$0		\$0	\$0	\$0
Total	\$1,500,000		\$2,750,000	\$2,750,000	\$2,000,000

Issues for Consideration

This project works in conjunction with other economic development projects to provide amenities to downtowns, and is aligned with the Connect Long Island initiative, which is identified as a major focus of the capital program. However, this project has a history of funds being tied up for years for projects that were never completed for various reasons. A change of project is sometimes allowed, but generally because it is a merit-based awarding system, unused funds are not re-awarded. When funds are not re-awarded, the Suffolk County Downtown Revitalization Citizens Advisory Panel and the Department consider that funding lost. Eventually, unused funding will be closed out.

The Department has indicated that it has been refining its procedures to ensure that pipeline projects advance in a timely manner, which should help to avoid the “pre-encumbrance” of funds for excessive periods. Applications must be submitted by a community organization, such as a Chamber of Commerce, business, or civic organization, in partnership with a municipality (town or village). The Town is now required to show support, by resolution, for projects submitted by interested community groups. The County will contract with the Town, which can often leverage County funding with additional funds. The Town will act as the responsible party for environmental review and for seeing the project through to fruition. The project must be located in or adjacent to a downtown area and located on municipally owned property.

Another procedural modification which has been effective is that the project ranking is now based, in part, on a reasonable expectation of completion of the project within the contract term. Thus, communities with a poor history of completing past projects would be less likely to be awarded a grant for new projects. This has motivated some towns to complete existing projects more expeditiously. We recommend continued refinement of County procedures, including firm time limits on when funded projects must be initiated and completed in order to retain the grant.

The appropriate level of County support for economic development related projects in towns and villages is discretionary, and it may be more appropriate to focus on related projects over which the County has more control. The ongoing nature and full capital program cost of this project is not accurately reflected by the exclusion of SY funding.

Budget Review Office Recommendations

- The Budget Review Office recommends decreasing serial bond financing for construction, by \$250,000 per year, in 2016, 2017 and 2018.
- If the entire \$750,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$58,661. Over the life of an 18-year bond this totals \$1,055,890.

6412LH16

EXISTING					
Project Number:	6424	Executive Ranking:	65	BRO Ranking:	39
Project Name:	JUMPSTART SUFFOLK/CONNECT LONG ISLAND				
Location:	Countywide	Legislative District:	All		

Description

This project will provide a source of revenue for Suffolk County to quickly support various economic development projects that are shovel ready or are in the planning stages. Jumpstart Suffolk will be an integral part of the County's new comprehensive economic development strategy. Suffolk County has a number of roadblocks which impede a thriving economy, including a lack of both housing diversity and affordable housing, limited places of interest and even more limited transportation options. This project will provide funding for economic development projects, including those which encourage job creation, provide mixed use housing, enhance public transportation, and provide vibrant attractions. Examples of project criteria that would be used to support economic development through this project include:

- A long term benefit and growth to Suffolk County
- Support infrastructure improvements
- An environmental sustainability component
- Connects to a transportation component
- Has a mixed use and housing diversity component
- Creates a "place of interest"

Justification

The economic benefits will depend on the individual projects approved. The proposed capital program should generate additional economic activity, which would positively impact the operating budget, mainly through increased sales tax revenue. However, these gains are likely to be considerably less than debt service costs.

Status

The name of this project has now been changed to include the designation "Connect Long Island". Potential communities to be funded include, but are not limited to: Yaphank, North Bellport, Mastic, Port Jefferson Station, Ronkonkoma (Ronkonkoma Hub), Patchogue, Brentwood, Central Islip, NYIT, Deer Park (Heartland), Amityville, East Farmingdale (Republic), Copiague, Wyandanch, Huntington Station, Smithtown, Kings Park, Greenport, EPCAL, Riverhead, and Riverside.

As of April 1, 2015, \$4.75 million has been appropriated and encumbered for Wyandanch Rising, \$250,000 has been appropriated and encumbered for Huntington Station, and the uncommitted appropriation balance of \$2.3 million is intended for the Ronkonkoma Hub.

Although the Proposed 2016-2018 Capital Program provides a total of \$10 million, the same total amount included in the Adopted 2015-2017 Capital Program, it does not include any SY funding, and increases previously scheduled 2016 funding by \$2.5 million. In addition, all funding included in

the Adopted 2015-2017 Capital Program had been programmed for planning, while proposed funding is programmed for construction, with the exception of \$2 million for planning included in 2016. Proposed funding is included as requested by the Department. The use of previously scheduled funding for specific projects has not yet been determined.

Total Appropriated:	\$7,300,000	Appropriation Balance:	\$2,300,000
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$10,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$10,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$782,141. Over the life of an 18-year bond this totals \$14,078,535.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
2016	\$2,500,000		\$5,000,000	\$5,000,000	\$5,000,000
2017	\$2,500,000		\$2,500,000	\$2,500,000	\$2,500,000
2018	\$0		\$2,500,000	\$2,500,000	\$2,500,000
SY	\$2,500,000		\$0	\$0	\$0
Total	\$10,000,000		\$12,500,000	\$12,500,000	\$12,500,000

Issues for Consideration

The description of this project is very broad, and creates the possibility of potential overlap between it and related capital projects, in particular, CP 6411 (Infrastructure Improvements for Workforce Housing) and CP 8704 (Land Acquisition for Workforce Housing). The Department has indicated that its intent is for those two projects to be primary in the case of workforce housing development, and for this project to work as a complement, perhaps for roadways and public places associated with the development. See our Reviews of CP 6411 and CP 8704 for related considerations and recommendations.

The Department has indicated that these funds are intended to be made available to municipalities that are pursuing public/private partnerships, with the flexibility to be used at varying stages of development. The County would come to an agreement with the municipality to ensure that funds will be used in furtherance of program goals. In some cases, funding may be used for quality of life enhancements for a project already in progress. The intent is to provide resources to create walkable communities that people will also want to live in.

The potential demand for this project is almost unlimited, so it is important to ensure that County funding will be buying features that would not otherwise have been included and to establish the amount we are willing and able to spend on this and other ongoing, long-term economic development-related projects.

Budget Review Office Recommendations

Due to the significant cost and broad scope of this project, we recommend that the Department consider the following:

- Clarifying the supplemental enhancements that County funding is buying with this program, above and beyond what would otherwise have been included in the development project.

- Providing the Legislature with the combined County funding, from related capital projects and other County sources, which will be allocated for each development.
- Consider the submission of a priority list to the Legislature, of projects both deserving of funding and ready to move forward in a timely manner, rather than evaluating projects on a case by case basis. This would provide a comparative basis for the Legislature to use when considering whether to fund potential projects.
- As funded development projects progress to completion, prepare an analysis to demonstrate which economic development initiatives have proven most cost-effective in accomplishing County goals.
- If the Legislature concurs that the larger "Connect Long Island" initiative should be a primary focus of the County's capital program, as indicated in the foreword of the proposed capital program, then the proposed level of funding is reasonable. Alternatively, consider reducing 2016 funding by \$2.5 million, to previously scheduled levels, to free funding for other areas of need. Limiting the supply of project funding may be another way to direct resources to priority projects.

6424LH16

EXISTING					
Project Number:	6425	Executive Ranking:	Discontinued	BRO Ranking:	61
Project Name:	IMPROVEMENTS TO SUFFOLK COUNTY BALLPARK				
Location:	Central Islip	Legislative District:	9		

Description

This project will provide improvements and replacements of various elements identified and reported by DPW and the tenant, the Long Island Ducks. The improvements will include, but are not limited to the following:

- Improvements to public seating and safety railings.
- Replacement and repairs to curbs, expansion joints, sidewalks, site lighting and pavement.
- Concrete deck and slab repairs in stadium, concourse and site.
- Replacement of worn and damaged floor, wall and ceiling finishes.
- Replacement of worn and damaged doors, hardware, emergency and egress related devices, and fixtures.
- Replacement of HVAC, fire protection and electrical devices, and equipment.
- Weatherproofing improvements including caulking in masonry walls, roofing and flashing repairs.

- Painting of the entire exposed steel superstructure.
- Replace field lighting fixtures with energy efficient LED fixtures.

Justification

The scope of the work is important to maintaining a well-functioning building and site as necessary to provide a safe and sanitary atmosphere for the public who enjoys the recreational and entertainment benefits offered.

Status

The Proposed 2016-2018 Capital Program discontinues this project. The Adopted 2015-2017 Capital Program included \$1 million per year from 2015 through 2017. DPW requested \$1 million annually for 2015 through 2017 funded with serial bonds in the proposed capital program. The ballpark sustained major damage to the roof during Super Storm Sandy, which has been replaced under CP 1623 (lower roof) and Resolution No. 1190-2012, which appropriated \$600,000 (upper roof) from Fund 620. Other damage incurred during Super Storm Sandy and other subsequent weather events still need to be addressed.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

There are sufficient funds in Fund 620 to pay for recurring repairs and maintenance, and to cover debt service payments this year. The current Fund 620 operating budget fund balance surplus is \$2,294,915.

If the entire \$2,000,000 in serial bond financing requested by DPW was borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$156,428. Over the life of an 18-year bond this totals \$2,815,707.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$1,000,000
2016	\$1,000,000		\$1,000,000	\$0	\$0
2017	\$1,000,000		\$1,000,000	\$0	\$500,000
2018	\$0		\$0	\$0	\$500,000
SY	\$0		\$0	\$0	\$0
Total	\$3,000,000		\$3,000,000	\$0	\$2,000,000

Issues for Consideration

The ballpark is the home of the Independent Atlantic League Long Island Ducks. It is a 6,000-seat two story steel and concrete structure with a small parking area located in Central Islip adjacent to the Cohalan Court Complex. The building houses the team business office, locker rooms, public restrooms, concession stands, 20 skyboxes, press booth, and other space required for a ballpark. Most of the structure is outdoors and therefore is vulnerable to severe weather events.

A separate enterprise fund (620) was created in 2000 after the ballpark was built in 1999. The fund was created to provide improved accountability of the expenses and revenue generated by the ballpark. The 2015 Adopted Operating Budget for the ballpark includes \$451,035 in expenditures, comprised of \$142,500 in pay-as-you-go funding for the structural improvements and \$308,535 in

debt service for the County's share of construction costs. These costs are offset by \$875,200 in revenue. As a result, the budget reflects a surplus in 2015 of \$424,165 and a cumulative surplus since the inception of the Ballpark Fund of \$2,294,915. On the surface this seems to suggest that this capital project should be discontinued as proposed. However, the building is aging and in need of repair that if put off any longer could jeopardize attendance and revenues. Repairs using operating budget expenditures are not meant to pay for more expensive renovations. Instead, in our view, the existing surplus should be used to pay for debt service on needed renovations, which will be supplemented with operating funds for recurring repairs and maintenance.

One of the driving forces of the Proposed 2016-2018 Capital Program is economic development. Since the ballpark was built in 1999, new shopping centers, restaurants and condominiums have been built in the Central Islip area, as well as providing jobs to Suffolk residents. Tacitly approving the decline of this County owned building by not providing adequate capital funding will lead to greater future costs or the potential departure of the Ducks.

The ballpark is aging and in need of major improvements. The County runs the risk of further deterioration and escalating repair costs plus the risk of a loss of revenue if County residents discontinue frequenting the ballpark because of its appearance and/or safety concerns. Since opening in 2000, the County has received approximately \$18 million from the ballpark through base rent, ticket sales (the County receives \$1 per ticket), skybox sales, advertising share, naming rights, outside events and sales tax.

Budget Review Office Recommendations

- Assuming the full \$1 million in 2015 adopted funding is appropriated this year, the Budget Review Office recommends adding an additional \$500,000 in construction in both 2017 and 2018.
- If the entire \$1 million in serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the ballpark's operating budget for debt service payments is \$78,214. Over the life of an 18-year bond, this totals \$1,407,853.

6425|016

EXISTING					
Project Number:	6427	Executive Ranking:	65	BRO Ranking:	34
Project Name:	START-UP NY/SUFFOLK COUNTY				
Location:	To Be Determined	Legislative District:	To Be Determined		

Description

Suffolk County will partner with a local college or university, to identify locations appropriate for the Start-Up NY initiative, and will work with the private sector, with the goal of supporting the expansion of new startup businesses and creating jobs. Businesses participating in Start-Up NY will pay zero taxes for ten years. This includes: business, corporate, sales, property, state or local taxes, franchise fees, and income taxes for the company or its employees.

Justification

The ultimate goal of this project is job creation and the retention of workers in the County. Additional related benefits may include opportunities for internships, scholarships, and the advancement of the academic mission of educational institutions, as well as encouraging businesses to locate in Suffolk's transit-oriented downtowns, such as: Wyandanch, Ronkonkoma, Heartland in Brentwood, Huntington Station, Patchogue, and Riverhead.

Status

This was a new project in the Adopted 2015-2017 Capital Program, which included \$500,000 for planning in 2015 and \$5 million for construction in 2016. According to the Department, a resolution to appropriate 2015 funds will be submitted shortly. Previously scheduled 2016 funding was designated as State funding, when adopted, but the whole program is now proposed, as requested, with serial bond funding. The BRO ranking reflects this change.

The Department indicates that it is currently considering many projects, and the previously scheduled 2016 construction funding as well as the proposed inclusion of an additional \$5 million for construction in 2017, will allow them to negotiate with developers and attract new businesses. The State University of New York at Stony Brook and Farmingdale are already approved universities under the program, and Suffolk County Community College has an application pending.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$10,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$10,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$782,141. Over the life of an 18-year bond this totals \$14,078,535.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
2016	\$5,000,000		\$5,000,000	\$5,000,000	\$5,000,000
2017	\$0		\$5,000,000	\$5,000,000	\$5,000,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$5,500,000		\$10,500,000	\$10,500,000	\$10,500,000

Issues for Consideration

The following information is from the Start-Up NY website:

- The program offers new and expanding businesses the opportunity to operate tax-free for 10 years, on or near eligible university or college campuses in New York State. Partnering with these schools gives businesses direct access to advanced research laboratories, development resources, and experts in key industries. The business must create new jobs and contribute to the economic development of the local community.
- Stony Brook University has designated 172,500 square feet of building space and 240 acres on campus, including space at the Stony Brook University Research and Development (R&D) Park in Brookhaven and Smithtown, the Stony Brook Calverton Incubator Campus, the Southampton Campus and the Stony Brook School of Medicine Campus. The school is targeting companies in biotechnology, wireless and information technology, advanced materials, smart grid information technologies, electronics, engineering and remanufacturing technologies, film post-production and process technologies, as well as food processing, testing and analysis.
- SUNY Farmingdale has designated 106,500 square feet of vacant space at the Broad Hollow Bioscience Park and 18.5 acres of vacant land on campus. Targeted businesses include bioscience/pharmaceutical research and manufacturing.
- The Department envisions the County's involvement in this program to be focused on locations in transit-oriented downtowns. It expects to encourage already-approved universities to modify their plans to include more off-campus, downtown locations and is currently working with Suffolk County Community College to provide off campus, downtown locations, including at Wyandanch. County funding will be provided to developers, to allow a certain percentage of the building's space to be provided to businesses at lower than market rents. The terms would depend on the individual agreement. Various arrangements for ownership of the land and building are possible.

This project works in conjunction with other economic development projects, highlighted by the County Executive as priorities in this capital program. Together, the projects are meant to create vibrant downtowns, which will attract young workers by providing affordable housing, easy transportation options, and an attractive lifestyle. There is a co-dependent relationship between workers and businesses in an area: businesses need an employee base and affordable workspace, and employees need jobs and affordable housing in communities that meet their lifestyle needs.

This project is in its early stages, so the effectiveness of the program, as well as the appropriate level of funding, will need to be re-evaluated in future capital programs. Proposed funding is reasonable, in that it supports the greater "Connect Long Island" vision, as described in the

foreword to the proposed capital program. The proper amount of funding to spend on targeted economic development projects, in light of other capital needs, is a policy decision.

Budget Review Office Recommendations

The Budget Review Office concurs with funding this project, as proposed. We recommend that the Department of Economic Development and Planning develop measurable project goals and track the cumulative tax effect on other Suffolk County residents. The cost effectiveness of the program and proper level of support should be re-evaluated in future capital programs.

6427LH16

***Culture and Recreation: Parks
(7000 & 7100)***

EXISTING					
Project Number:	7007	Executive Ranking:	32	BRO Ranking:	32
Project Name:	FENCING AND SURVEYING VARIOUS COUNTY PARKS				
Location:	Countywide	Legislative District:	All		

Description

This project provides for surveying and installation of fencing at County parks where necessary and appropriate.

Justification

Fencing is needed to delineate and secure Parks' properties and to reinforce the beach dunes, which protect County beaches. Fencing aids in protecting the public from hazardous or dangerous conditions, maintaining crowd control, delineating special activity areas such as dog parks and nesting areas of endangered species, and reducing trespassing and vandalism. This project may also include periodic surveying of these properties.

Status

A large portion of existing appropriations is primarily for planning/surveying, with only \$80,185 available for site improvements. The Department indicated that planning/surveying funds were originally allocated to pay for biannual surveys of the beaches at Smith Point and Cupsogue, to ensure FEMA funding in case of disasters, but now, the Department of Public Works uses its own survey crew for that purpose, as a cost-saving measure. This leaves planning funding available for other needs at various beaches, such as for defining contested boundaries with adjacent neighbors and surveying newly acquired properties. A portion of uncommitted planning appropriations will be used for surveying for the new pavilion at Cupsogue County Park, which suffered a fire last year.

Site improvement funding is used for general, ongoing, fencing purposes throughout the entire park system of approximately 48,000 acres, but funds are particularly needed for the purchase and repair of snow fencing at Smith Point and Cupsogue County Parks. Cupsogue County Park was damaged by fire last year, and is being reconstructed.

Resolution No. 190-2015, which appropriated \$50,000 and redirected it from construction to site improvements, was approved on March 25, 2015; however, the corresponding bond resolution was not adopted. The proposed capital program does not include requested funding in 2016, and provides half of what was requested by the Department in 2017-SY.

Total Appropriated:	\$555,000	Appropriation Balance:	\$229,760
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$200,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$200,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$15,643. Over the life of an 18-year bond this totals \$281,571.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
2016	\$50,000		\$100,000	\$0	\$0
2017	\$50,000		\$100,000	\$50,000	\$50,000
2018	\$0		\$100,000	\$50,000	\$50,000
SY	\$100,000		\$200,000	\$100,000	\$100,000
Total	\$250,000		\$550,000	\$250,000	\$250,000

Issues for Consideration

Appropriate fencing defines property boundaries, secures County assets, and reduces County liability exposure by marking hazardous locations or conditions. It aids in protecting endangered species, such as the Piping Plover, by restricting access to nesting areas.

Snow fencing helps to replenish the dune system. The dunes are a first line of defense against storm damage, helping to maintain the beachfront as well as to protect infrastructure and the mainland. There is an ongoing need for all fencing, but especially snow fencing, because after it becomes covered with sand, new fencing must be added on top. In addition, new properties acquired under various land acquisition programs are constantly placed under the management of the Parks Department, and often require fencing.

Unusual events, such as a storm or fire, may result in an unpredicted need for fencing, and the Department must either have the material on hand, or the funding to purchase it. The Department notes that the Environmental Unit can spend \$50,000 to \$100,000 on a single snow fence order. Most fencing jobs are completed in-house, by either the Environmental staff, or the individual park. An annual contractor is occasionally used for large fence projects, such as chain link or ornamental installations.

The bond resolution for the \$50,000 appropriated earlier this year has not been approved as of the time this was written. One issue discussed at Legislative meetings was whether this should be an operating, not capital, expense. The Department does have some existing appropriations available to be used, but there is an ongoing need for this funding. We estimate that the Department has spent or committed an average of approximately \$64,000 per year, over the last five years, for site improvements.

The scheduling of regular funding for this project is necessary so that the Department can be prepared for routine, as well as unusual situations that may arise. As there is some previously appropriated funding available, if the bond resolution is approved, there will be approximately \$130,000 available for site improvements for the 2015-2016 time period. As funding requirements may change from year to year, modifications can be made, as needed, in future capital programs.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation for this project.

EXISTING					
Project Number:	7009	Executive Ranking:	38	BRO Ranking:	38
Project Name:	IMPROVEMENTS TO CAMPGROUNDS				
Location:	Countywide	Legislative District:	All		

Description

The County operates many active use campgrounds and picnic areas which are heavily used by the public during the main park season (mid-May through mid-September) and, to a lesser degree, on a year-round basis. This project provides funds for major renovation or replacement of existing facilities, as well as for the periodic construction of new or expanded facilities.

Areas that may be addressed include restrooms, showers, playgrounds, campsites, campsite vegetation, and the provision of electrical, sewer, and water utilities for campsites.

Justification

The renovation, modernization, and improvement of existing facilities, as well as the addition of new facilities, when indicated, aid in accommodating user need. Increased demand and usage by park patrons will ultimately result in increased park revenue. Updating facilities reduces the need for operating budget-funded emergency repairs.

Status

There has been an almost three-fold increase in the funding for this project in the Proposed 2016-2018 Capital Program, as compared to the Adopted 2015-2017 Capital Program, due to the refocusing of the project on the implementation of the Cathedral Pines County Park Master Plan. A comprehensive analysis plan was completed in 2014, and requested 2016-SY funding is intended to address the specific elements of the plan. The Cathedral Pines Master Plan also ties in with CP 7173, Construction of Maintenance and Operations Facilities.

The Department requested an additional \$2.7 million for 2016-SY, as compared to the previously adopted capital program, for the following schedule of improvements:

2016: Further planning of specific aspects of the plan and construction of initial site improvements.

2017: Phase I of the Master Plan, including infrastructure, utility improvements, and check-in station.

2018: Phase II of the Master Plan, including reconfiguration and upgrade of campgrounds.

SY: Implement further phases, including sanitary facilities, restrooms, and recreational activities.

The proposed capital program does not include \$100,000 in requested 2016 planning funds. It does include the requested amount of construction funding, but defers it to 2018-SY, rather than beginning in 2016, as requested.

Design has been completed for new check-in stations at Montauk, Cedar Point, and Indian Island County Parks, and existing funds are to be used for construction of these check-in stations in 2015-2016. In addition, any remaining funding will be used for site and utility upgrades, such as electrical

improvements, at these and other campgrounds. Ninety six percent of the uncommitted appropriation balance is programmed for construction.

Funding of \$450,000 scheduled in 2015, but not yet appropriated, was intended for construction of protective measures at Indian Island County Park bluff. Instead, reinforcing sacrificial sand was placed, at a total cost of \$24,000, using Parks Department staff and equipment, and a claim has been submitted to FEMA. Moving forward, a more permanent solution to this problem has been proposed under new CP 7192, Construction of Sea Wall at Indian Island County Park Bluff, which, if successful, should eliminate the need for regular sand replenishment. The Department intends to use this adopted funding for ongoing improvements to campgrounds.

Boardwalk work at Cupsogue County Park, for a walkway, originally scheduled under this project, will now likely be included under CP 7080, Improvements at Cupsogue County Park.

Total Appropriated:	\$3,611,500	Appropriation Balance:	\$2,017,693
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$3,300,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,300,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$258,106. Over the life of an 18-year bond this totals \$4,645,916.

Improvements to campgrounds are expected to increase operating budget revenue by attracting additional patrons. The expansion of utility services for campgrounds may result in slightly higher utility related expenses, which are expected to be offset by higher fees collected at these sites.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000
2016	\$100,000		\$600,000	\$0	\$0
2017	\$0		\$1,000,000	\$500,000	\$0
2018	\$0		\$1,200,000	\$1,000,000	\$500,000
SY	\$600,000		\$600,000	\$1,800,000	\$1,000,000
Total	\$1,150,000		\$3,850,000	\$3,750,000	\$1,950,000

Issues for Consideration

The sudden and significant increase in requested and proposed funding is a result of the new focus on implementation of the Cathedral Pines master plan. It is our understanding that there is potential to increase usage of this campground. The intent is to provide a more welcoming recreational opportunity that is more attractive for users, which is expected to generate more revenue. However, revenues generated at County parks are not likely to exceed the capital and operating costs of running the parks. The Master Plan was still being finalized for cost estimates and construction phasing, making it difficult to assess the proposed capital program.

This project will increase amenities for park users, but it has almost tripled the cost of this project, as compared to the Adopted 2015-2017 Capital Program, and there does not appear to be an urgent need to proceed. There is a large appropriation balance, and \$450,000 available to be appropriated in 2015. Approximately \$134,000 has been expended or encumbered since this time last year, mostly for construction. Less than 1% of \$980,000 appropriated for construction in 2009

has been expended or encumbered. In addition, no portion of \$500,000 appropriated for construction in 2011 has yet been utilized. These funds will expire at the end of 2015 unless funds are expended or the duration of the project is extended by legislation prior to the expiration date.

The previous and current online reservation systems, for County campgrounds and golf courses, do not distinguish the number of users and associated revenue, by park. The new reservation system that was instituted earlier this year apparently has that capability, but has not been set up to use it. The ability to distinguish the number of users and revenue, by park, would provide measurable results on the effectiveness of improvements to County campgrounds. Parks Department and Executive and Legislative budget staff would be better able analyze the cost effectiveness of County initiatives and to better identify future park needs. The Budget Review Office recommends that the new online reservation system should be set up to track revenue by park, once transitional difficulties have been resolved.

Budget Review Office Recommendations

- The Budget Review Office recommends deleting \$500,000 for construction in 2017, \$500,000 for construction in 2018, and \$100,000 for planning and \$700,000 for construction in SY. The project, as well as the proposed SY construction funding, can be re-evaluated in future capital programs, once more detailed plans and cost estimates are available.
- If the entire \$1,800,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$140,785. Over the life of an 18-year bond this totals \$2,534,136.

7009LH16

EXISTING			
Project Number:	7011	Executive Ranking:	38
		BRO Ranking:	42
Project Name:	HEAVY DUTY AND OTHER EQUIPMENT FOR COUNTY PARKS		
Location:	Countywide	Legislative District:	All

Description

Funding included for this recurring project goes toward purchasing heavy-duty equipment for use throughout the County’s park system. Equipment purchased under this project is often specialized in nature and has a relatively long useful life; typically more than ten years.

Equipment purchased under this project is specialized in nature, and may include: four wheel drive landscape dump trucks, tracked bobcats with auger bits, large rotary mowers, rollers, trailers for heavy equipment, four wheel drive tractors, four wheel drive specialty trucks (such as Gators with special beds for medical transport), beach rakes, and other necessary equipment.

Justification

Aged existing equipment is difficult and costly to maintain, and the rental of substitute equipment or contracting out of work is expensive. The availability of the necessary equipment allows timely responses to problems and the avoidance of more costly repairs, which may result from delays in addressing issues.

Status

The proposed capital program provides funding for furniture and equipment, as requested, with the exception of 2016. The Adopted 2015-2017 Capital Program included \$220,000 in 2015 and \$200,000 in each of 2016, 2017, and SY. Resolution No. 192-2015 appropriated the 2015 funding.

According to the Department, 2015 funding, in combination with the existing appropriation balance, will be used to purchase various items, including: a new garbage truck, a trailer for the excavator, new containers, numerous Gators (utility four wheel drive all-terrain vehicles) to replace those lost in the fire at Cupsogue Beach, and equipment for Smith Point County Park. If the bond resolution does not ultimately pass, the Department will re-evaluate priorities to maximize available funding.

Funding for 2016 through SY is requested for generic purposes consistent with this capital project; namely, to replace dilapidated and decommissioned equipment as needed.

Total Appropriated:	\$480,000	Appropriation Balance:	\$198,714
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$800,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$800,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$62,571. Over the life of an 18-year bond this totals \$1,126,283.

It is anticipated that there will be operating budget savings as a result of reduced need to lease equipment or contract work. Replacing old, inefficient equipment that is beyond its useful life reduces expenditures on emergency repairs. Furthermore, new heavy-duty equipment may be more fuel efficient than the older, outdated equipment it replaces.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000
2016	\$200,000		\$200,000	\$0	\$0
2017	\$200,000		\$200,000	\$200,000	\$200,000
2018	\$0		\$200,000	\$200,000	\$200,000
SY	\$200,000		\$400,000	\$400,000	\$400,000
Total	\$820,000		\$1,220,000	\$1,020,000	\$1,020,000

Issues for Consideration

Existing garbage trucks are shared among several parks and are used by County employees to empty individual trash pails, while contractors are typically used to empty dumpsters and larger containers. The new garbage truck will have a mechanism of picking up smaller dumpsters, which, in addition to regular uses, may enable the County to reduce its reliance on use of outside contractors to empty dumpsters.

The purchase of proper, well-functioning, heavy-duty equipment is cost-efficient, because it enables Parks personnel to do their work efficiently, and in a timely manner. It is essential to maintaining and improving the County's vast array of parkland and associated facilities. Lack of the appropriate equipment may result in costly delays to projects, or unnecessary expenses related to the repair of existing equipment, the rental of needed equipment, or the contracting out of work which could have been accomplished in-house. Ultimately, proper equipment aids in making the park experience safer and more enjoyable for patrons.

The capital program is a planning document. The Budget Review Office recommends that future capital requests for this project include a list of decommissioned equipment which needs to be replaced, other anticipated equipment needs, and the estimated cost to purchase these items.

Budget Review Office Recommendations

The Budget Review Office concurs with funding this project, as proposed.

7011LH16

EXISTING					
Project Number:	7050	Executive Ranking:	38	BRO Ranking:	38
Project Name:	IMPROVEMENTS TO PECONIC DUNES COUNTY PARK				
Location:	Town of Southold	Legislative District:	1		

Description

This project provides funding for improvements at Peconic Dunes County Park in the Town of Southold, which has operated as a children's summer camp since 1932. It is approximately 68 acres, mostly wooded, with a long stretch of sandy beach, fronting Long Island Sound, and contains access to a 32 acre spring-fed fresh water lake. The grounds contain 24 buildings, including a main office, maintenance building, dining hall, infirmary, cabins, bathrooms/showers, and program spaces.

The main emphasis would be on replacing or rehabilitating the current dining hall. Cornell Cooperative Extension, which has operated the facility for the past eight years, has proposed assisting Suffolk County in this effort.

Justification

Without funding to renovate and replace existing structures, use of the park will potentially be severely restricted, which would result in a loss of recreational opportunities.

Status

The proposed capital program includes serial bond financing of \$150,000 for planning in 2016 and \$1.6 million for construction in 2017. An additional \$50,000 for furniture and equipment in 2017 is designated as Other (O) financing. It is our understanding that this represents a funding

commitment from Cornell Cooperative Extension. Planning funds scheduled in 2016 replace previously adopted funding that was not appropriated. The appropriation balance contains \$71,026 designated for planning that could also be utilized. The Department requested \$1.65 million in 2016 (\$1.6 for construction and \$50,000 in Other funding for furniture and equipment), as previously adopted. According to the request, the planning and engineering for the dining hall is expected to occur in 2015-2016, and the RFP and construction of the new dining hall is scheduled to occur in 2016-2017.

Resolution No. 1176-2008 appropriated \$300,000 (\$30,000 planning, \$270,000 construction). Since these funds have not been expended, they are no longer available as they have expired.

Total Appropriated:	\$1,290,000	Appropriation Balance:	\$676,711
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$1,750,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,750,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$136,875. Over the life of an 18-year bond this totals \$2,463,744.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$1,650,000		\$1,650,000	\$150,000	\$150,000
2017	\$0		\$0	\$1,650,000	\$1,650,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$1,650,000		\$1,650,000	\$1,800,000	\$1,800,000

Issues for Consideration

We understand that CCE contributes to the year-round maintenance and upkeep of the property, providing at least \$20,000 in capital improvements annually, although major capital improvements are the County's responsibility. Cornell is also required to provide 20 programs in various parks (for example kayaking and nature walks).

The Parks Department has indicated that the County does not maintain regular staffing at this park, and does not receive revenue from this park. All County contracts are geared to public access. The park itself is open to the public, although use of the structures by the general public would have to be applied for through Cornell.

The Peconic Dunes contract with Cornell is due to expire at the end of this year, and the issuance of a new Request for Proposals (RFP) is being discussed. Cornell has agreed to increase the amount they expend on capital improvements to \$80,000 if they are offered a long term commitment (10-20 years) to operate the camp. It is our understanding that Cornell is currently holding \$90,000 in abeyance, by agreement with the Department, to potentially use for the new dining hall.

The camp is focused on environmental education and is currently operating at capacity, serving approximately 1,400 campers (mostly County residents, although not restricted to County

residents) over an 8-10 week season. Need-based scholarships are also available. In addition, Cornell utilizes the camp as a retreat for formal user groups in the spring and fall.

The current dining hall was condemned two years ago, due to structural faults, and the campers now eat in a tent. We understand the current estimated dining hall cost is based on an approximately 6,000-6,500 square foot, mostly open structure, with an enclosed kitchen area, that has the capability of feeding the entire camp at once. The structure could be downsized if the campers were fed in shifts. However, reducing the square footage of the covered area will not reduce costs by a commensurate amount, as the kitchen facilities will likely represent a larger percentage of the cost. A larger facility may also allow the camp, now operating at capacity, to increase enrollment.

The provision of enclosed and temperature controlled space may allow three or four season use of the property for other purposes, depending on how the contract to operate the facility is written. The expansion of use for the benefit of a larger number of County residents could make the expenditure of County funds for this purpose more appealing. Consideration can also be given to constructing the open structure in such a way as to allow it to be converted to an enclosed structure at some future time.

Any increase in camp revenues due to the planned improvements would need to be expended on the camp. The structures belong to the County, so any improvements would make this asset more valuable, moving forward.

It was mentioned, but not confirmed, that the environmental camp run by CCE was developed as part of a settlement with the DEC; further information is needed. If the intent is to maintain the property in its current use, the replacement of the dining hall should be planned for in the capital budget.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed capital program.

7050LH16

EXISTING					
Project Number:	7079	Executive Ranking:	32	BRO Ranking:	32
Project Name:	IMPROVEMENTS AND LIGHTING TO COUNTY PARKS				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding for general improvements, including paving, new lighting, and lighting upgrades at County park facilities. It serves as a funding source for new projects, as well as for repairs at various locations that cannot be readily categorized under other more specific or

appropriate projects, and provides funding for unexpected needs. Water supply systems and energy efficiency may also be addressed.

The Parks Department regularly resurfaces parking areas and roadways, and upgrades older lighting systems using operating budget funds and departmental staff. The normal life expectancies of lighting and paving dictate that these items be replaced or upgraded over time. The lighting and paving needs of newly acquired properties and of new or expanded usages of existing properties must also be addressed.

Justification

This program reduces the need for the Department to make emergency repairs from limited available funds in its operating budget. If not repaired, roads and parking lots may become hazardous, increasing the potential for property damage and personal injury. With the incorporation of three other capital projects into this one, the project will now mitigate public safety and security issues, reduce energy expenditures when old inefficient lighting is replaced with energy conserving alternatives, and provide water supply system installations and upgrades, when needed.

Status

The Parks Department intends to discontinue three other capital projects and incorporate them into this one, moving forward. The projects to be discontinued are: CP 7145, Improvements to Newly Acquired Parkland; CP 7184, Improvements to Water Supply Systems in County Parks; and CP 7188, Energy Savings/Parks Compliance Plan. The remaining balances in these projects will be spent, but all future funds will be requested under CP 7079.

According to the Department, electric improvements at West Sayville Country Club, which included new hard-wired lampposts, are complete. Resolution No. 195-2015 appropriated the \$250,000 included in the Adopted 2015-2017 Capital Budget, but the bonding resolution was not approved.

The request does not differentiate specific projects to be paid with the requested funding, but instead notes that funds will be used for various projects over the course of the capital program, such as structural repairs, utility installations and repairs, energy efficiency improvements, and emergency repairs caused by storm activity. The Department requested \$50,000 for planning and \$200,000 for construction in each year and in SY. The proposed capital program does not include funds in 2016.

Total Appropriated:	\$1,686,000	Appropriation Balance:	\$674,793
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$750,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$750,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$58,661. Over the life of an 18-year bond this totals \$1,055,890.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
2016	\$250,000		\$250,000	\$0	\$0
2017	\$250,000		\$250,000	\$250,000	\$0
2018	\$0		\$250,000	\$250,000	\$250,000
SY	\$250,000		\$250,000	\$250,000	\$250,000
Total	\$1,000,000		\$1,250,000	\$1,000,000	\$750,000

Issues for Consideration

This project provides funding to maintain the safety and security of County parks, particularly when an unexpected need arises. The alternative to this project is to provide emergency funds for repairs of paving or lighting as the operating budget permits.

There is an uncommitted appropriation balance of \$674,793. If the bonds for the 2015 funding are approved, the Department would have \$924,793 available. Over the last five years, the Department has either spent or encumbered an average of \$173,000 per year.

Records indicate that \$150,000 of the appropriation balance will expire by the end of this year, if at least a portion of it is not utilized before then. Assuming these funds expire and there is no authorization to bond 2015 funding, the remaining appropriation balance would allow the Department to continue spending at its current rate through 2017.

Budget Review Office Recommendations

- Due to the amount of funding currently available, and the lack of any specifically identified needs, the Budget Review Office recommends deleting \$50,000 for planning and \$200,000 for construction in 2017. Although a portion of requested funding is understood to be reserved for emergencies, the capital program is a planning document, and we recommend that future capital requests identify priority projects.
- If the entire \$250,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$19,554. Over the life of an 18-year bond this totals \$351,963.

7079LH16

EXISTING					
Project Number:	7080	Executive Ranking:	52	BRO Ranking:	52
Project Name:	IMPROVEMENTS AT CUPSOGUE COUNTY PARK				
Location:	Town of Southampton	Legislative District:	2		

Description

This project provides funding for improvements at Cupsogue County Park. Cupsogue Beach is the second busiest County beach and generates significant revenue. The Parks Department is working with the Department of Public Works to replace the pavilion and associated amenities, which were destroyed by fire in 2014.

Justification

The installation of temporary facilities will provide amenities for patrons in time for the summer season. Moving forward, permanent facilities will be planned and installed. Generally, this project may be used to address code compliance, including ADA accessibility requirements, improve pedestrian traffic flow, address damage resulting from coastal storms and nor'easters, replace splintered decking, and provide other enhancements to visitor safety, thereby reducing the County's potential liability exposure.

Status

This project has taken on a new focus, since a September 2014 fire destroyed part of the park, including the concession stand and bathrooms. Additional funding was appropriated by resolution in late 2014 and early 2015 to address the revised needs of the park. The large increase in requested funding, as compared to last year, reflects the expanded scope of this project, due to the fire.

Prior to the fire, Resolution No. 389-2014 appropriated \$175,000, as previously scheduled (\$50,000 for planning and \$125,000 for construction) to expand sanitary facilities, increase the number of showers and make modifications necessary to comply with building codes. After the fire, Resolution No. 1210-2014, amended the Adopted 2014 Capital Budget and used an offset to provide an additional \$200,000 for the construction of temporary restroom and kitchen facilities, and a boardwalk area, to allow the park to open in time for the summer season. The temporary structures will be sited at the park until permanent structures are built. The Parks Department will have the ability to re-site them at other locations in the future.

Resolution No. 117-2015 appropriated the originally scheduled \$450,000 for construction and also amended the Adopted 2015 Capital Budget and used an offset to appropriate an additional \$300,000 for planning, for the eventual permanent replacement of the beach pavilion. Additional planning and construction funding for the pavilion are requested in 2016 and 2017. Engineering of the new pavilion will commence this year, and construction will occur 2016-2018. SY funding is intended to be used to construct additional amenities associated with the rebuilt pavilion.

Construction funding of \$5 million is included in the same amount as requested, but is distributed differently than requested over the course of the capital program. The \$50,000 for planning that was requested by the Department in SY was not included.

Total Appropriated:	\$1,125,000	Appropriation Balance:	\$350,000
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

This project plans to restore concessionaire and other park-related revenue to the County. Installation of energy efficient lighting and fixtures will reduce operating expenses.

The proposed capital program includes \$5,150,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$5,150,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$402,803. Over the life of an 18-year bond this totals \$7,250,445.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$450,000	\$750,000	\$450,000	\$750,000	\$750,000
2016	\$50,000		\$4,150,000	\$2,500,000	\$2,500,000
2017	\$0		\$500,000	\$2,150,000	\$2,150,000
2018	\$0		\$0	\$500,000	\$500,000
SY	\$500,000		\$550,000	\$0	\$0
Total	\$1,000,000		\$5,650,000	\$5,900,000	\$5,900,000



Reconstruction work in progress

Issues for Consideration

Cupsogue is one of only two County parks that contain ocean beaches. The Parks Department indicated that last season revenue from rent of the concession stand was approximately \$60,000, parking revenue was over \$300,000, and camping and outer beach revenue was approximately \$35,000. The Parks commissioner indicated that the popularity of the site, and associated revenue, has increased since the popular “Beach Hut” concession (now destroyed) was installed, approximately ten years ago.

The Department has identified this project as its current number one priority. It indicated that the proposed distribution of the funding is satisfactory to its work schedule. The temporary structures should be in place for the summer season.

It is our understanding that the destroyed structures are covered, to some extent, by the County’s fire insurance policy, subject to a \$1 million deductible, but not at full replacement value. As is typical practice, any insurance funds received would be accounted for in a general revenue account in the operating budget.

Budget Review Office Recommendations

The Budget Review Office concurs with the capital program as proposed.

7080LH16

EXISTING					
Project Number:	7096	Executive Ranking:	50	BRO Ranking:	50
Project Name:	RESTORATION OF WEST NECK FARM (AKA COINDRE HALL), HUNTINGTON				
Location:	Village of Lloyd Harbor, Town of Huntington	Legislative District:	18		

Description

Coindre Hall, also known by its historically accurate name, West Neck Farm, is located in the Village of Lloyd Harbor, in the Town of Huntington, and was constructed by George McKesson Brown, in 1912. It is one of two “Gold Coast” estates owned by the County and was acquired in 1973. Beginning in 1995, funds were provided to stabilize and secure the main building and other structures.

Coindre Hall has been listed on the National Register of Historic Places (NRHP) since 1985. Resolution No. 449-1988 dedicated and incorporated the site into the Suffolk County Historic Trust. This project provides for the restoration of Coindre Hall, including the main building, boathouse complex (the boathouse, pier, and seawall) and other buildings on the property.

Justification

The Historic Structures Survey revealed serious deficiencies at this site. Preservation and restoration of historic properties maintain the cultural and architectural traditions of Long Island for future generations and contribute to the County's efforts to promote and increase tourism. Much of the first floor, the attached gymnasium, and parts of the second floor are being used by a variety of groups. A licensed concessionaire operates a successful catering business in the main building. Rowing groups have been displaced, due to the unsafe condition of the boat house. Restoration of West Neck Farm helps to safeguard the revenue stream from this site and reduce operating budget costs for emergency repairs.

Status

The restoration of the boat house complex was initiated several years ago, but was put on hold, because the architectural plans did not sufficiently address the issues at the site. More recently, a contractor with specialized knowledge of historic restorations was utilized, and a preliminary report on the seawall and boathouse is due this year. The report will determine the extent of damages to both structures and identify what needs to be repaired, but it will not contain specific repair designs.

The seawall is the first priority, because it protects the boathouse building. After allowing time for a more in-depth study, and for the project to go out to bid, the Department plans seawall construction next year, utilizing existing appropriations. The Adopted 2015-2017 Capital Program included construction funding of \$100,000 in 2015 for repairs to the mansion building, including the port cochere (a covered entrance), and \$200,000 for planning in 2015 for ongoing design of the boathouse complex.

The \$3 million in construction funding proposed and requested in 2018 is intended for the boathouse complex. This funding was previously scheduled in SY, as FEMA funding, and the Department indicates that its request was also meant to be scheduled as FEMA. The funding has been reprogrammed as serial bond financing in the Proposed 2016-2018 Capital Program, but the document notes that the County has applied for HMGP (FEMA Hazard Mitigation Grant Program) funds.

According to the Department, approximately half the cost of pier reconstruction may also be covered by a FEMA grant, with the full cost estimated at approximately \$220,000.

Total Appropriated:	\$2,259,000	Appropriation Balance:	\$1,550,515
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$3,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$234,642. Over the life of an 18-year bond this totals \$4,223,560.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$3,000,000	\$3,000,000	\$3,000,000
SY	\$3,000,000		\$0	\$0	\$0
Total	\$3,300,000		\$3,300,000	\$3,300,000	\$3,300,000



West Neck Farm Boathouse, Seawall, and Pier, above. Note the high tide mark on the seawall.

Issues for Consideration

The County receives revenue from several user groups, and the caterer also has certain contractual obligations to contribute to maintenance of the building and grounds. The presence of user groups also deters trespassing and vandalism at the site. The deterioration of the boathouse has led to the loss of the rowing groups which previously utilized it, as well as Town of Huntington support for the building. The boathouse is in a relatively isolated location, near the water, and there is evidence of trespassing and vandalism at the site. Security fencing has been destroyed in several areas, and doors were opened. The non-secured property is a safety issue.

The appendix included with the Historic Structure Survey Phase II estimated the cost of restoration of the boathouse in the approximate range of \$3.9 million to \$5.1 million in 2007 costs, excluding planning. It was among the top three most costly building restoration estimates included in that appendix. Using eight percent per year as a factor for cost escalation, the cost of restoration could be in excess of \$9 million by 2018, excluding planning costs. The Department indicates that the initial goal would be to stabilize and safeguard the structure with scheduled funding, depending on the results of the consultant's report.

The Boathouse is a County-owned historic structure, and the County has an obligation to maintain it. The \$3 million scheduled for construction appears to be vastly insufficient to complete the project. If it becomes clear that FEMA aid is forthcoming, the funding designation can be changed in future capital programs.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed capital program.

7096LH16

EXISTING					
Project Number:	7099	Executive Ranking:	55	BRO Ranking:	58
Project Name:	RECONSTRUCTION OF SPILLWAYS IN COUNTY PARKS				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the planning, design, and reconstruction of spillways, dams and culverts throughout the various County parks. These structures control the flow of water in rivers, lakes and ponds. Properly maintaining the level and flow of the water controls flooding and reduces erosion.

Justification

Failure of spillways could result in flooding of adjacent properties, washing out of roadways and walkways, erosion, endangerment of wildlife and habitat, elimination of recreational opportunities, creation of breeding grounds for mosquitoes, and changes to the flow of rivers or the size and shape of lakes and ponds. Maintaining water flow control devices can prevent these negative consequences.

Status

The proposed capital program provides funding as previously scheduled in 2017 and advances \$275,000 from SY to 2018 as requested by the Department. Existing appropriations, which consist primarily of construction funds, will be used for the repair or construction of spillways at Hubbard County Park in Southampton, and at Lotus and San Souci Lakes, in Islip. A County-wide assessment of spillways is to be conducted by the Department of Public Works. Adopted 2015 funding will be used for engineering, and the proposed 2017 and 2018 funds will be used to rehabilitate dilapidated spillways in need of repair, as the need is identified.

The status of recent and planned work is as follows:

- Brookside County Park: Completed.
- Hubbard County Park: Design phase completed, construction to begin this year.

- San Souci County Park: Lower spillway by Montauk Highway, scheduled for completion in 2015-2016.
- Lotus Lake: Flood Inundation Map, a planning document required by DEC, is scheduled for completion in 2015-2016.

Total Appropriated:	\$1,100,393	Appropriation Balance:	\$707,221
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$550,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$550,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$43,018. Over the life of an 18-year bond this totals \$774,319.

This project may reduce the need for operating expenses for emergency repairs or for the restoration of impaired areas.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
2016	\$0		\$0	\$0	\$0
2017	\$275,000		\$275,000	\$275,000	\$275,000
2018	\$0		\$275,000	\$275,000	\$275,000
SY	\$275,000		\$0	\$0	\$0
Total	\$625,000		\$625,000	\$625,000	\$625,000

Issues for Consideration

According to the Department, the prevention of unauthorized runoff or flooding into waterways can have a direct effect on water quality control. Water Quality issues are currently at the forefront of County concerns.

There exists a sizable appropriation balance, mostly for construction, as well as planning funds available to appropriate in 2015. Not all contracts have been completed, but the Department expects that a good part of existing funding will be needed for currently planned projects. Once the County-wide assessment of spillways, to be conducted by the Department of Public Works, is completed, it should provide a clearer indication of upcoming needs, and the funding necessary to complete them.

Budget Review Office Recommendations

The Budget Review Office concurs with the funding for this project, as proposed.

7099LH16

EXISTING					
Project Number:	7109	Executive Ranking:	38	BRO Ranking:	38
Project Name:	IMPROVEMENTS TO COUNTY MARINAS				
Location:	Various Marina Locations	Legislative District:	All		

Description

This project provides for improvements to County marinas, including rebuilding, replacement, or additions to existing facilities. Improvements include docks and walkways, pilings, slips, launching ramps, restrooms, pump-out stations, water and electric hook-ups for boaters, and other amenities.

Justification

According to the Department, bulkheading at Shinnecock Marina is deteriorating and causing an unsafe condition on the mainland. Rehabilitation at this location and other marinas is expected to result in increased revenue from both seasonal and transient slip rentals, as slips, water, electric hook-ups, and other amenities are supplied or improved. The addition of more slips would afford boaters, now on the waiting list, with additional opportunities to utilize the County's marinas.

Status

According to the Department, existing appropriations will primarily be used for improvements at the Timber Point Marina, and the requested increase in funding, compared to what was previously scheduled, is for safety improvements at Shinnecock Marina. The \$1 million requested in 2016 for construction is intended for repair of the bulkheading. Planning funds requested in 2017 and construction funds requested in 2018 are for the relocation of electric service from the mainland bulkhead to floating docks adjacent to the boat slips. SY funding was requested for additional improvements to Marina facilities. The proposed capital program includes \$50,000 for construction in 2017 and \$750,000 for construction in 2018 for the Shinnecock bulkhead. The remaining requested funds are scheduled in SY.

Total Appropriated:	\$1,630,590	Appropriation Balance:	\$315,711
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$1,350,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,350,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$105,589. Over the life of an 18-year bond this totals \$1,900,602.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$100,000		\$1,000,000	\$0	\$0
2017	\$0		\$50,000	\$250,000	\$1,250,000
2018	\$0		\$150,000	\$750,000	\$0
SY	\$300,000		\$150,000	\$350,000	\$100,000
Total	\$400,000		\$1,350,000	\$1,350,000	\$1,350,000



Deterioration of bulkhead (left), and sinkhole it created (right), provided by the Parks Dept.

Issues for Consideration

Deterioration of the bulkhead below the water line at Shinnecock is manifested as large holes along the adjacent bulkhead, which create safety issues. The sand that is filtering back down into the Marina can cause shoaling, which is a hazard to marine navigation, and may eventually require dredging. The holes in the mainland are being managed by backfilling them, but a more permanent solution involves addressing the structural integrity of the bulkhead by refacing or replacing failing sections.

The Department of Public Works serves as general contractor on many parks projects and its structural engineers have examined the Shinnecock bulkhead. Repair of the bulkhead is a priority project for both the Department of Parks and DPW. DPW expects that the necessary permits and design for this project, which is intended to be designed in-house, can be in place in time for 2016 construction.

Although the Parks Department indicated that this has been an issue of concern for several years, funding specific to the bulkhead repair was not requested for at least the last two capital programs. According to DPW, the \$1 million cost estimate to repair the bulkhead was developed in 2011.

Due to inflation and rising costs, an updated estimate of \$1.25 million would be necessary to complete the repairs in 2017. Generally, a project cannot be let out to bid until the full amount of necessary funding has been appropriated, which makes the proposed funding schedule problematic.

The relocation of electric lines from the mainland to new or existing floating docks is expected to further improve safety at the marina by placing the lines closer to the boats and removing trip hazards on the mainland.

The Department indicates that there is currently a waiting list for boat slips at Shinnecock, of approximately 76 for the floating dock and 48 for bulkhead spots. At some future time, the Department intends to explore the possibility of reconfiguring the current slip arrangement, to provide additional slips.

Regular maintenance of County marinas increases safety, decreases liability issues, and is more cost effective than replacement after failure occurs. In addition, it preserves recreational opportunities in the County, as well as the revenues generated by park users. The Shinnecock bulkhead repair has been identified as a Departmental priority, second only to Improvements to Cupsogue County Park (CP 7080). However, it is an unplanned, major capital expense that is being managed using existing resources, at present.

Budget Review Office Recommendations

The Budget Review Office recommends advancing \$750,000 for construction from 2018 to 2017 and \$250,000 for construction from SY to 2017 to provide a total of \$1.25 million in 2017 to address the bulkhead repair.

7109LH16

EXISTING			
Project Number:	7162	Executive Ranking:	38
		BRO Ranking:	38
Project Name:	RESTORATION OF SMITH POINT COUNTY PARK		
Location:	Shirley, Town of Brookhaven	Legislative District:	3

Description

This project provides for the restoration of Smith Point County Park. Planning and development of a master plan for the park areas have been completed.

The master plan includes the following projects, which are recommended to be initiated in upcoming years:

- Upgrade of the maintenance/operation facility
- Renovation of the main pavilion
- Repaving and lighting the main parking area

- Improvements to pedestrian and vehicle flows
- Mitigation of shoreline erosion

Justification

Smith Point, located on Long Island's Fire Island barrier beach, is one of the County's most popular parks and one of the Department's largest revenue generators. It overlooks both the Great South Bay and the Atlantic Ocean, and contains the largest oceanfront beach in the County Park system. The Park offers lifeguard protected swimming, public restrooms and showers, a food concession, campgrounds, playgrounds, fishing pier, and outer beach access for four wheel drive vehicles. It is also home to the TWA Flight 800 Memorial.

Enhancement of park amenities is anticipated to result in increased use of the facilities and associated user revenues. Restoration of the park will also reduce the need for emergency repairs using operating funds.

Status

Previously scheduled funding is deferred by one year in the proposed capital program. Funding is programmed as \$50,000 for planning and \$450,000 for construction in each of 2017 and 2018.

Existing appropriations will be used for phased implementation of the master plan, including reconfiguration of the parking lot, to enhance safety. Other scheduled funding will be used for routine maintenance needs, as well as continued implementation of master plan improvements.

Total Appropriated:	\$6,100,000	Appropriation Balance:	\$3,551,716
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$1,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$78,214. Over the life of an 18-year bond this totals \$1,407,853.

Increased patronage, as a result of enhancing the beauty and functionality of the park, may positively impact park-related revenue, and timely maintenance could reduce the need for emergency repairs paid from the operating budget.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$500,000		\$500,000	\$0	\$0
2017	\$500,000		\$500,000	\$500,000	\$500,000
2018	\$0		\$0	\$500,000	\$500,000
SY	\$0		\$0	\$0	\$0
Total	\$1,000,000		\$1,000,000	\$1,000,000	\$1,000,000

Issues for Consideration

According to the Department, the large appropriation balance was purposely accumulated in order to be prepared to truck in emergency sand, in case of a natural disaster, so that on-site infrastructure and County assets would be protected. Less than \$10,000 of the appropriation balance has been utilized since this time last year. Now that FEMA has come to an agreement with

the Army Corps of Engineers to complete the Fire Island to Moriches Inlet (FIMI) coastal storm risk-reduction project, which includes beach nourishment at Smith Point, these funds will be available for other improvements and repairs at the park.

The work associated with the first FIMI contract began in November 2014 at Smith Point County Park. This phase of the project included dune and beach construction and involved 2,183,000 cubic yards of sand. The project has been delayed due to piping plover protection issues and dredge restrictions, but is approximately halfway completed. The project is expected to resume in the fall of this year, and is likely to be completed in early 2016.

Although it is still in preliminary planning stages, the Department indicates that a likely option for use of existing funding (no longer needed for major sand replenishment) would be to begin repair work to the parking lot, which suffered significant damage from the harsh winter. Depending on repaving costs, additional master plan elements will be considered, such as pedestrian walkways, curbing, and the installation of lighting along walkways. An initial estimate to repave and stripe the large parking lot is \$2.6 million, not including islands, curbing, or lighting.

As the capital program is a planning document, it would be helpful, for both the Department and budget personnel, for a schedule of planned annual improvements to be included in the Department's request, along with associated costs.

Budget Review Office Recommendations

The Budget Review Office concurs with funding this project, as proposed. The Department has unexpended previously appropriated funds to progress master plan improvements in the near term.

7162LH16

EXISTING					
Project Number:	7163	Executive Ranking:	32	BRO Ranking:	32
Project Name:	BEACH REPLENISHMENT AT MESCHUTT COUNTY PARK				
Location:	Hampton Bays, Town of Southampton	Legislative District:	2		

Description

This project will provide funding for beach replenishment at Meschutt County Park. The plan is to transport and deposit sand along the shoreline, as part of the Meschutt County Park beach replenishment.

Justification

Maintaining the dune system and replenishing the beach would protect the Park's facilities, including the parking lot, the revenue-generating concession building, the playground, and the storage building.

Status

A large berm has already been placed to protect a newly installed parking lot, but the beach itself, as seen in the following photos at low tide, is very narrow at high tide. The Parks Department requested an overall increase of \$750,000, with an additional \$700,000 scheduled in 2016 and \$50,000 in 2018, as it is working with the Department of Public Works to initiate a dredging/beach nourishment project, which would use either dredged or trucked sand to restore the severely eroded beach.

Construction funding of \$700,000, requested in 2016 for beach widening, is deferred to 2017 in the proposed capital program. The \$50,000 construction funding requested annually for beach nourishment (of the protective dune) is proposed as requested.

Total Appropriated:	\$565,597	Appropriation Balance:	\$220,204
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$900,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$900,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$70,393. Over the life of an 18-year bond this totals \$1,267,068.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$50,000		\$750,000	\$50,000	\$50,000
2017	\$50,000		\$50,000	\$750,000	\$750,000
2018	\$0		\$50,000	\$50,000	\$50,000
SY	\$50,000		\$50,000	\$50,000	\$50,000
Total	\$150,000		\$900,000	\$900,000	\$900,000



Beach at low tide; wrack line denotes sea level at high tide. Protective dune is in place, on right.

Issues for Consideration

The raised dune that has been put in place in earlier phases of this project is protective of the new parking lot. We understand that the berm was considered a FEMA Emergency Protection Measure. Erosion in places has exposed underlying riprap (rock armour). The Department has NYSDEC permits in place which allow routine replenishment of the berm/dune, but there are limitations on the amount of material (5,000 cubic yards maximum) that can be placed per year.

Widening of the beach is proposed as a further corrective and possibly preventive measure, to further protect County assets at the park, and would also provide a wider beach for park users- which is especially needed at high tide. This action would require additional DEC permits, which may take some time to acquire. Beach widening has been undertaken once before in the past, approximately 10-15 years ago.

There are no guarantees on how long the proposed widening will last, once subjected to storm activity, or how effective it will be in preserving nearby structures, so it is difficult to determine whether the \$750,000 increase in the requested and proposed capital program will be cost-effective. The cost of erosion control for County shoreline, at this park and at other locations, will likely be a growing issue.

Budget Review Office Recommendations

It is reasonable to attempt a solution that will protect County facilities at this park, but the Budget Review Office recommends that results be monitored by the appropriate Department, to aid in future evaluation of this and other related projects. A longer term policy or plan should be developed with respect to the issue of shoreline erosion in the County. The proposed capital program is reasonable, and we concur with funding this project as proposed.

7163LH16

EXISTING			
Project Number:	7164	Executive Ranking:	38
		BRO Ranking:	38
Project Name:	IMPROVEMENTS TO GARDINER COUNTY PARK/SAGTIKOS MANOR		
Location:	West Bay Shore, Town of Islip	Legislative District:	11

Description

This capital project provides funding for improvements at Gardiner County Park and for the renovation and restoration of the oldest County-owned historic site, Sagtikos Manor, in West Bay Shore. Gardiner County Park improvements include new walkways and expanded parking access. However, the focus of this project has shifted to the restoration and renovation of the historic manor house and its various outbuildings. The heating system has been replaced and new roofs have been installed. The historic walled garden will be restored using a combination of grant

funding, obtained by a partnering group on premises, and County funding. The carriage house will be renovated and converted to a visitors center.

Justification

Gardiner Park was originally owned by the Gardiner family, Suffolk's first non-native landowners, and was later part of the historic Sagtikos Manor Estate. Gardiner County Park is now a 231 acre nature-oriented public park on the Great South Bay. Sagtikos Manor is a ten acre estate that has been listed on the National Register of Historic Places (NRHP) since 1976 and which was dedicated to the Suffolk County Historic Trust in 2007. The estate includes three main structures: the main house, the carriage house, and the garden house.

The preservation and restoration of historic properties maintains the cultural and architectural traditions of Long Island for future generations and contributes to the County's efforts to promote and increase tourism. Restoration of the gardens is expected to attract more visitors, and the conversion of the carriage house to a visitor's center will move the day-to-day operational activities of the support group to a more user-friendly environment and reduce wear and tear on the main house.

Status

Existing grant and County funds are being used for the ongoing installation of an irrigation system for the historic gardens and for garden restoration. Final design of the garden is in progress, and construction is scheduled to begin this year. Resolution No. 523-2010 appropriated \$175,000 in State grant funds for improvements to Gardiner County Park/Sagtikos Manor. Although these funds have not been spent, the Department indicates that the authorization has been extended to at least the end of this year.

Replacement of the most deteriorated section of the main manor house roof (northwest wing) is currently in progress under CP 8710, Historic Restoration and Preservation Fund. The Parks Department requested 2016 funding of \$100,000, as previously adopted for planning, for the adaptive re-use of the carriage house as a visitor's center, and \$250,000 for construction to continue roof replacement of the main manor house (east wing). Construction funding for the restoration of the carriage house and for its conversion to a visitor's center was requested to be advanced from SY to 2018.

The proposed capital program defers \$100,000 for planning and \$250,000 for construction, from 2016 to 2017, and includes \$1.5 million for construction in SY, as previously scheduled.

Total Appropriated:	\$725,000	Appropriation Balance:	\$421,763
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$1,850,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,850,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$144,696. Over the life of an 18-year bond this totals \$2,604,529.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$350,000		\$350,000	\$0	\$0
2017	\$0		\$0	\$350,000	\$350,000
2018	\$0		\$1,500,000	\$0	\$0
SY	\$1,500,000		\$0	\$1,500,000	\$1,500,000
Total	\$1,850,000		\$1,850,000	\$1,850,000	\$1,850,000



Carriage House

Issues for Consideration

According to the Parks Department, the Sagtikos Manor Historical Society has been an excellent partner on this property. The County maintains the house and grounds, and the Society is contracted with the County to give tours of the Manor and to cooperate in its restoration. The Society provides volunteers to open the site to the public, and has assisted with funding for the restoration of the house and grounds, using fundraisers, grants, and donations. All monies raised by the Society at the Manor go to the restoration program.

Restoration of the historic landscape is expected to greatly improve the interpretation of the entire manor, by returning the estate-like feel to the grounds. The conversion of the carriage house to a visitors center will prevent unnecessary foot traffic and reduce wear and tear on the main house and its valuable contents.

The most deteriorated section of the manor roof has been addressed, and the remaining, east wing roof (for which construction funding is deferred to 2017) does not appear to be in imminent danger of failing. More detailed information regarding restoration of the carriage house should be available for future capital programs, once planning has been completed.

Budget Review Office Recommendations

The Budget Review Office concurs with funding this project, as proposed.

7164LH16

EXISTING					
Project Number:	7166	Executive Ranking:	55	BRO Ranking:	55
Project Name:	IMPROVEMENTS TO COUNTY GOLF COURSES				
Location:	Riverhead, Great River, and West Sayville	Legislative District:	1, 8, 10		

Description

The Parks Department operates and maintains three golf courses: West Sayville (Islip), Timber Point (Islip), and Indian Island (Riverhead). A fourth (Bergen Point, Babylon) is operated and maintained by a licensed concessionaire. This project provides for major improvements, which cannot be accomplished in the normal maintenance schedule.

Justification

The golf courses are a major revenue producer for the County and a desired recreational activity for Suffolk County residents and visitors. Improvements should encourage increased use and related revenues.

Status

The Proposed 2016-2018 Capital Program includes \$3 million for this project, which is quadruple the cost of the Adopted 2015-2017 Capital Program, in large part due to the need for a new irrigation system at Indian Island Golf Course and repair work needed at Timber Point Golf Course. The Department did request \$3.1 million in the last capital program, but only \$750,000 was provided. The Department also had a larger appropriation balance to utilize at that time. The Proposed 2016-2018 Capital Program provides the full \$3 million requested, but most of it is scheduled later in the capital program.

The \$2.7 million provided in SY includes the \$1 million requested by the Department in SY for valve and head replacement for the Timber Point Golf Course, \$100,000 requested in 2016 for planning of a new irrigation system at Indian Island Golf Course and \$1.6 million requested in 2017 for construction of that system. The \$200,000 requested for construction in 2016 and \$100,000 for planning in 2018 are for non-specified continued golf course improvements.

Existing funds are being used for the installation of an irrigation system and well at the West Sayville Golf Course, as well as repair of the eroded green at Indian Island Hole #5. The design has been completed for a gabion wall, to protect the fifth hole from erosion. Other planned improvements are summarized, as follows:

- West Sayville – ongoing installation of new irrigation system and well will make golf course operation more efficient.
- Indian Island – restore eroded green at Hole #5. Plan to replace antiquated irrigation system.
- Timber Point – replace valves and heads of the irrigation system in future years, as preventative maintenance.

Total Appropriated:	\$8,962,000	Appropriation Balance:	\$644,386
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$3,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$234,642. Over the life of an 18-year bond this totals \$4,223,560.

Improvements at the golf courses should reduce the need for the use of operating budget funds for emergency repairs.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$250,000		\$300,000	\$200,000	\$200,000
2017	\$250,000		\$1,600,000	\$0	\$0
2018	\$0		\$100,000	\$100,000	\$100,000
SY	\$250,000		\$1,000,000	\$2,700,000	\$2,700,000
Total	\$750,000		\$3,000,000	\$3,000,000	\$3,000,000

Issues for Consideration

A recent plan to utilize treated wastewater as a water source for irrigation at Indian Island is not expected to materially affect the irrigation system plans for that site.

Improvements to the golf courses will help to sustain and enhance revenue through increased use of facilities. Improving the irrigation systems at the County's golf courses will reduce electric and water usage. Proper irrigation also maintains the health of the courses, prevents disease, and diminishes maintenance costs, by reducing the need for chemicals, pesticides and labor. The expanded scope of the work for this project appears to justify the increased cost.

Budget Review Office Recommendations

The Budget Review Office concurs with funding as proposed.

7166LH16

EXISTING					
Project Number:	7169	Executive Ranking:	51	BRO Ranking:	51
Project Name:	COMPUTERIZED RESERVATION SYSTEM (POS) IN COUNTY PARKS				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the replacement of the existing computerized reservation/point-of-sale (POS) system in County Parks, including the associated hardware, software, and ancillary equipment needed.

Justification

The upgrade will help to safeguard the Department's revenue and will make the reservation system more user-friendly for park patrons.

Status

Existing appropriations will be used for start-up costs related to the new reservation/POS System that was established via RFP in 2014. The contract for support of the old reservation/POS system expired December 31, 2014 and the new system was implemented on January 5, 2015 for on-site reservations and on January 19, 2015 for online reservations.

Adopted 2015 funding of \$260,000 will be utilized to support the new system, as well as for the ongoing installation of video cameras on all parks cash registers, where such installation is viable. The installation of video equipment at each register is proceeding, and should be completed before the start of the summer season (Memorial Day). In addition, each cash register will have two drawers, so that cashiers can each be accountable for their own drawer. The parks system uses many seasonal employees who handle a significant amount of cash, and these basic steps to protect park revenue are well warranted. Funding of \$50,000 requested in SY is intended to replace failing equipment, as needed, in future years. The proposed capital program does not include requested SY funding.

The computerized reservation system operates in conjunction with specialized revenue collection equipment that has historically been purchased through CP 7186, Equipment for Revenue Collection at Park Facilities. That project is being phased out to consolidate programs, and future revenue collection equipment needs will be met by CP 7169. Existing appropriations of \$126,067, in CP 7186, can still be used, in addition to the \$109,018 (\$88,210 planning, \$20,808 equipment) remaining in this project.

Total Appropriated:	\$850,000	Appropriation Balance:	\$109,018
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The Department requested \$50,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$50,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$3,911. Over the life of an 18-year bond this totals \$70,393.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$50,000	\$0	\$0
Total	\$260,000		\$310,000	\$260,000	\$260,000

Issues for Consideration

Unfortunately, the transition to the new reservation/POS system has not immediately provided the increase in ease of use and efficiency expected, for either the public or the Parks Department. We understand that the vendor has been cooperative, and that both the vendor and the County IT Department are involved in working out transitional difficulties. Meanwhile, the Department has been supplementing the new system with paper records.

The County spent \$109,426 for the software for the new computerized reservation system, and the maintenance contract is \$15,066 per year for the first four years. Related hardware is a separate cost.

It is our understanding that the software for the online reservation system has the ability to differentiate revenue between the different parks that allow online reservations and sales (primarily campgrounds and golf courses), but it is not currently set up to do so. The ability to differentiate revenue between each park, as well as the number of park users, would enable analysis of the success of the various capital programs meant to promote safe and enjoyable usage of County parks. It would also assist in annual revenue projections and aid in planning for future needs. Once the new reservation system is running smoothly, the Parks Department can work with the new vendor to allow differentiated tracking of use and/or revenue from each County Park that accepts online reservations.

The online reservation system would have greater utility in the future if Green Key Cards could be purchased online. The method of confirming County residency would need to be considered.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation for this project.

7169LH16

EXISTING					
Project Number:	7173	Executive Ranking:	44	BRO Ranking:	44
Project Name:	CONSTRUCTION OF MAINTENANCE AND OPERATIONS FACILITIES				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the design and construction of new and replacement maintenance and operations facilities at some of the County's largest and busiest parks.

Justification

Constructing maintenance and operations facilities provides storage and work space, and increases the efficient use of personnel, by reducing the need to transport equipment and supplies from park to park. Some parks have no facilities, while others have inadequate buildings. With the on-going acquisition of parkland, the need for park maintenance continues to expand. Proper facilities provide a protective area to store equipment and allow tools to be stored on-site, reducing their exposure to the elements, theft, and vandalism. Maintenance facilities can provide indoor shop space, which would allow work to proceed, even in inclement weather. Finally, approved pesticide storage and rinsate facilities would be constructed at golf courses, to ensure compliance with environmental regulations.

Status

The Proposed 2016-2018 Capital Program provides the same funding level (\$2.12 million) as requested and previously adopted, but defers requested 2016 construction funding by one year, and defers requested 2017 planning funds and 2018 construction funds to SY.

Existing funding is being used for construction of an extension to the West Sayville Country Club facility, and for design of the Cathedral Pines facility. Funding requested in 2016 will be used for construction of the Cathedral Pines facility. Design funding requested in 2017 and construction funding requested in 2018 will be used for the facility at Southaven County Park. The Parks Department notes that Southaven County Park has had an increase in user traffic as a result of campground upgrades.

The 2008 appropriation for Cathedral Pines planning has expired, as no funds have been spent or encumbered since then. The Department of Public Works was able to utilize existing plans from the project at Cedar Point, to minimize planning costs at Cathedral Pines.

Total Appropriated:	\$3,120,000	Appropriation Balance:	\$1,297,875
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$2,120,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,120,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$165,814. Over the life of an 18-year bond this totals \$2,984,649.

This project reduces the need for operating budget funds for repairs and maintenance of equipment and reduces the inefficient use of personnel for transporting equipment and supplies.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$900,000		\$900,000	\$0	\$0
2017	\$120,000		\$120,000	\$900,000	\$900,000
2018	\$0		\$1,100,000	\$0	\$0
SY	\$1,100,000		\$0	\$1,220,000	\$1,220,000
Total	\$2,120,000		\$2,120,000	\$2,120,000	\$2,120,000

Issues for Consideration

Providing a protective environment for equipment should reduce the frequency of needed repairs and replacement. Onsite storage of equipment and provision of indoor work areas can increase the efficiency and productivity of park personnel. Some types of equipment are difficult to share among parks, because they are needed for simultaneous or overlapping time-frames. Funding for this project was deferred to later years in the last capital program, due to the significant appropriation balance. The Department continues to have a significant appropriation balance it can use in the short term.

Budget Review Office Recommendations

We concur with funding this project as proposed.

7173LH16

EXISTING			
Project Number:	7185	Executive Ranking:	68
		BRO Ranking:	68
Project Name:	REMOVAL OF TOXIC AND HAZARDOUS MATERIALS IN COUNTY PARKS		
Location:	Countywide	Legislative District:	All

Description

This project provides funding for the removal and disposal of toxic and hazardous materials in and around Parks Department buildings, the demolition of buildings, the removal of underground storage tank (UST) systems, and the replacement of removed materials with non-hazardous materials.

Justification

The removal of toxic and hazardous materials from County parks safeguards the health of the public and the environment, reduces the opportunities for acts of arson or vandalism, reduces the County's liability exposure, and avoids possible fines from the Suffolk County Department of

Health. The removal of such structures and materials can increase the attractiveness and utilization of the affected park, potentially increasing park revenue, and decreasing the need for emergency expenditures from the operating budget.

Status

It is our understanding that approximately \$70,000 was unexpectedly needed for demolition and remediation of the site of the 2014 fire at Cupsogue County Park (CP 7080), due to the discovery of asbestos in the debris. When no specialized procedures are necessary, Parks Department staff can now often perform the demolition and debris removal work themselves, due to recently purchased equipment, including a large excavator.

The first priorities for demolition, utilizing existing funding, are the Helen Keller House, the Sears Bellows Stables and the Horan House. All but the Horan House, which contains suspected asbestos, are likely to be accomplished using Parks Department staff. Also on the list for demolition are buildings at Prosser Pines, Tadsen's Marina, and Jayne's Hill; the Terry Hill Radar facility; and Coindre Hall garage. Smaller projects will be addressed as they arise, such as the remediation of raccoon feces recently discovered at Old Field Farm.

The proposed capital program includes \$100,000, for construction, each year in 2016-2018 and \$150,000 for construction in SY, which is identical to the Department's request and which is \$75,000 more than included in the previously adopted capital program. Not yet reflected in the appropriation balance is \$75,000 for construction, recently appropriated by Resolution No. 197-2015.

Total Appropriated:	\$700,000	Appropriation Balance:	\$150,435
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$450,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$450,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$35,196. Over the life of an 18-year bond this totals \$633,534.

Reducing toxic and hazardous material and demolishing dilapidated structures in the County's parks mitigates the County's exposure to associated liability, decreases emergency expenditures from the operating budget and avoids possible fines from regulatory agencies.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
2016	\$75,000		\$100,000	\$100,000	\$100,000
2017	\$75,000		\$100,000	\$100,000	\$100,000
2018	\$0		\$100,000	\$100,000	\$100,000
SY	\$150,000		\$150,000	\$150,000	\$150,000
Total	\$375,000		\$525,000	\$525,000	\$525,000

Issues for Consideration

The Department's procurement of an excavator in 2013, through CP 7011- Heavy Duty Equipment for County Parks, is anticipated to aid in this project's progression, by allowing much of the work to be accomplished by Parks Department personnel. The Department notes that the demolition

process takes time, as issues such as abandonment of wells or securing DEC permits, must first be addressed.

The Department spent or encumbered an additional \$107,071 since this time, last year, and spent or encumbered an annual average of \$109,913 over the past five years. The speed at which projects are addressed, the number of projects which can be addressed in-house, and unpredictable occurrences, such as the Cupsogue fire, can affect the annual cost for this project.

Budget Review Office Recommendations

The Budget Review Office agrees with funding for this project, as proposed.

7185LH16

EXISTING					
Project Number:	7189	Executive Ranking:	40	BRO Ranking:	35
Project Name:	IMPROVEMENTS TO NORTH FORK COUNTY PRESERVE				
Location:	Northville, Town of Riverhead	Legislative District:	1		

Description

North Fork County Preserve is a recently-acquired 300 acre County Park located in Northville, Town of Riverhead. Prior to the development of the formal park infrastructure and amenities, a comprehensive analysis (master plan) of the entire site will need to be undertaken. Proposed uses include, but are not limited to: camping, seasonal cabins, multi-use trails, and an equestrian center.

Justification

The first phase of this program will be to develop a master plan for the North Fork County Preserve. This site will eventually provide additional active and passive recreational opportunities for park patrons, and may result in increased park revenues.

Status

Related CP 7143, Construction of a Recharge Basin at North Fork Preserve, Town of Riverhead, provides funding to correct drainage deficiencies at the site, which have also affected nearby properties. Resolution No. 1202-2013 appropriated \$850,000 for construction under this project and the Adopted 2015 Capital Budget includes an additional \$900,000 for Phase II construction. The Department of Public Works estimates completion of Phase II construction in 2019.

Existing appropriations for CP 7189, Improvements to North Fork County Preserve, of \$100,000 for planning have not as yet been spent; 2016 funding will also be used towards the development of a master plan. Once the plan has been developed, funding will be provided for specific amenities to be designed and constructed. The Department requested \$300,000 in 2018 for design of specific

plan recommendations, and \$3 million over the 2018-SY period, for construction. The proposed capital program provides funding as requested.

Total Appropriated:	\$100,000	Appropriation Balance:	\$100,000
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$3,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$273,749. Over the life of an 18-year bond this totals \$4,927,487.

Once park amenities have been completed, park revenues should partially offset associated debt service and operating budget costs.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$200,000		\$200,000	\$200,000	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$1,800,000	\$1,800,000	\$0
SY	\$3,300,000		\$1,500,000	\$1,500,000	\$200,000
Total	\$3,500,000		\$3,500,000	\$3,500,000	\$200,000

Issues for Consideration

The property has been preserved from development and secured for use as a park through County land acquisition programs. Additional property was purchased for a recharge basin. The Department of Public Works has indicated that formerly established plans for both the recharge basin and drainage pipes are now in flux, due to concerns of adjacent neighbors. Regardless of the ultimately adopted drainage plan, the Department indicates that drainage work, which will take some time, will be confined to the northerly third of the park; the southerly two thirds cannot be disturbed, per restrictions applied by the land acquisition programs used.

The new park will require significant capital investment, as well as additional park personnel, security, and other increased operating costs, once established. Although this is a worthwhile project that will eventually provide additional recreational opportunities for County residents, there are existing County parks and historic structures that require significant County funding; this may not be the time to move forward with the planning and construction of a new park. Additional planning and construction funds can be provided in future capital programs. Depending on how contracts are set up, park vendors may be able to absorb some of the costs.

Budget Review Office Recommendations

- Now that the land for the park has been secured, and drainage issues continue to be addressed, and in light of the County's fiscal situation, and all the needs of existing County parks and historic structures, the Budget Review Office recommends deferral of this project at this time.
- Defer \$200,000 for planning from 2016 to SY and delete \$300,000 for planning and \$1.5 million for construction in 2018 and \$1.5 million for construction in SY.

- If the entire \$3,300,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$258,106. Over the life of an 18-year bond this totals \$4,645,916.

7189LH16

EXISTING					
Project Number:	7190	Executive Ranking:	38	BRO Ranking:	38
Project Name:	IMPROVEMENTS TO SHINNECOCK WEST PARKING LOT				
Location:	Southampton	Legislative District:	2		

Description

This project will construct drainage improvements and parking enhancements at the Shinnecock West parking lot.

Justification

This project will provide improved parking at Shinnecock West County Park.

Status

This project was included as a new project in the Adopted 2015-2017 Capital Program, by the adoption of the Capital Omnibus Resolution No. 424-2014. The Budget Review Office did not receive a request for funding from the Parks Department for the Proposed 2016-2018 Capital Program. The proposed capital program defers \$200,000 in previously scheduled construction funding from 2016 to 2017.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$200,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$200,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$15,643. Over the life of an 18-year bond this totals \$281,571.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$200,000		\$0	\$0	\$0
2017	\$0		\$0	\$200,000	\$200,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$200,000		\$0	\$200,000	\$200,000

Issues for Consideration

No request was submitted, and we do not have detailed information on this project. The project would provide drainage and parking improvements for the Charles F. Altenkirch County Park, formerly known as Shinnecock West County Park. We understand that this park does not have many formal amenities. The parking area is just to the west of the Shinnecock Canal, and there is no pedestrian access to the other side of the canal.

There is no planning funding currently included in the capital program. Permits and restrictions are likely to apply, due to the location directly adjacent to the water.

This project falls under the jurisdiction of the Parks Department. The Budget Review Office recommends that the Parks Department work with the Department of Public Works to assess the current drainage and parking conditions at the site and to determine the feasibility of the contemplated work. Consideration should be given for any permits or restrictions that are likely to apply. Depending on the DPW evaluation, we would suggest consideration be given to instituting a planning phase for this project.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation for this project.

7190LH16

NEW					
Project Number:	7191	Executive Ranking:	None	BRO Ranking:	19
Project Name:	CONNECT TRAILS - SUFFOLK COUNTY				
Location:	Various	Legislative District:	Various		

Description

This project will provide funds to help plan and implement an integrated series of hiking and biking trails to connect Suffolk County's historic downtowns and existing trails with one another and more than 50,000 acres of open space.

Justification

Connecting new and existing recreational assets and downtowns is a key component of the Connect Long Island economic development plan.

Status

This project is new and is unranked in the proposed capital program. We did not receive a request from the Parks Department. Proposed 2016 funding of \$100,000 is for planning, and 2017 and 2018 funding of \$1 million each year is for construction. The project is estimated to be completed in SY.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The Proposed Capital Program includes \$2,100,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,100,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$164,250. Over the life of an 18-year bond this totals \$2,956,492.

Operating Budget expenses are likely to be incurred for trail maintenance.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$100,000	\$0
2017	\$0		\$0	\$1,000,000	\$0
2018	\$0		\$0	\$1,000,000	\$0
SY	\$0		\$0	\$0	\$100,000
Total	\$0		\$0	\$2,100,000	\$100,000

Issues for Consideration

This project is highlighted in the foreword to the proposed capital program as a contributing part of the larger Connect Long Island initiative, which is a priority focus of the program. Although it can be considered ancillary to some of the larger economic development projects included in the initiative, it is not essential to it, and can be postponed until primary projects have been funded.

There may be associated operating budget impacts related to trail maintenance. The intended locations, detail on funding use, and estimated operating costs of trail maintenance are unclear at this time. The project would appear to provide recreational and fitness opportunities, and facilitate non-motorized transportation.

Budget Review Office Recommendations

- This project has merit, but in light of the pressing capital and operating needs of the County, the Budget Review Office recommends deferral of this project. Defer \$100,000, for planning, from 2016 to SY. Delete 2017 and 2018 construction funding. Funding can be added to future capital programs, as necessary.
- If the entire \$2,000,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$156,428. Over the life of an 18-year bond this totals \$2,815,707.

7191LH16

NEW					
Project Number:	7192	Executive Ranking:	30	BRO Ranking:	48
Project Name:	CONSTRUCTION OF SEA WALL AT INDIAN ISLAND COUNTY PARK BLUFF				
Location:	Riverhead	Legislative District:	1		

Description

This is a new capital project that will provide for the construction of a protective seawall and breakwater to safeguard the bluff area at Indian Island County Park, which has suffered from repeated erosive forces. The Parks Department and the Department of Public Works have worked with a consultant to develop a design that will protect the bluff and allow for the construction of a system of breakwaters that will dissipate the forces of the wave action, while simultaneously encouraging the growth of beach front and other protective land types.

Justification

The bluff is known to contain the remains of Native Americans. Protecting the integrity of the bluff protects the remains against exposure and potential looting. This project should also reduce or eliminate the need for the Parks Department to periodically place sacrificial sand on the bluff after storm activity and erosion.

Status

The proposed capital program includes \$1 million for construction in 2017; the Department requested the funding in 2016. According to the Parks Department, although minor FEMA aid was available for sand placement related to Superstorm Sandy, the seawall and breakwater were not covered.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

This project is expected to reduce the need to use operating budget funding for emergency repairs.

The proposed capital program includes \$1,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$78,214. Over the life of an 18-year bond this totals \$1,407,853.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$1,000,000	\$0	\$0
2017	\$0		\$0	\$1,000,000	\$1,000,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$1,000,000	\$1,000,000	\$1,000,000



Sand dune protecting Circle Drive, viewed from shore

Issues for Consideration

Sacrificial sand has been periodically replaced in this area, to protect the land from erosion, safeguard Native American remains at the site, and prevent an adjacent park road from being undermined. The Department indicated that the cost for the placement of sacrificial sand, earlier this year, totaled approximately \$24,000, using Parks Department staff and equipment. It is our

understanding that existing DEC permits are limited to the placement of 1,000 yards of sand per year, over five years, and additional permits will be required for the seawall and breakwater.

The Department of Public Works provided the consultant's conclusions and recommendations for the site. The DEC has informally sanctioned the plan, but final concurrence is pending. Steel sheeting would be installed along the existing roadway, as protection against major storm events, while a "living shoreline" would be created with added fill and plantings, to address normal wave action and storm events. A breakwater would slow incoming waves at the most seaward point. Sand that is mobilized by wave action should be deposited into the wetland area, allowing the wetland to increase in elevation in response to sea level rise.

The consultant's draft report notes that a primary goal of the project is to protect Circle Drive, as it provides public access to one of the most desirable areas in the park, including access to campsites and recreational beach sites. Other goals include minimizing sedimentation of the adjacent navigational channel and avoiding adverse impacts to tidal wetlands. The report notes that all project objectives can be best achieved by a combination of structural, fill, and vegetative techniques. The creation of a living shoreline should create a sustainable shoreline with a long life expectancy that will meet the most stringent environmental standards, while also providing an area suitable for recreational purposes. It will also create and rejuvenate habitats for wildlife. Although this technique is new to Long Island, it has had documented success in several east coast locations with similar environments.

Erosion of Suffolk County shores is likely to be a recurring problem. If successful, this project may provide additional benefits, beyond that gained by current methods, and may serve as a prototype for other County shorelines. At least in the short term, it is a significantly more expensive solution: the cost of total debt service would buy almost 59 applications of sacrificial sand at today's prices, or somewhat less after accounting for inflation. It is a policy decision whether to invest in this alternative. Planning is still in the preliminary stage; an appropriate course of action may become more clear as planning is advanced.

Once there is concurrence with DEC, additional design funds would be required to complete final design, then the proper permits would need to be secured. An over \$78,000 appropriation balance for planning, in CP 7009, where this project originated, may be available for further planning of this project.

Budget Review Office Recommendations

The Budget Review Office concurs with funding this project as proposed.

7192LH16

***Culture and Recreation: Museum and
Planetarium (7400)***

EXISTING					
Project Number:	7428	Executive Ranking:	Not Included	BRO Ranking:	55
Project Name:	RESTORATION AND STABILIZATION OF HISTORIC SEAPLANE HANGAR AT SUFFOLK COUNTY VANDERBILT MUSEUM				
Location:	Centerport	Legislative District:	18		

Description

This project provides funding for the restoration and stabilization of the historic seaplane hangar at the Suffolk County Vanderbilt Museum. Structural repairs to stabilize and prevent additional deterioration to the building include steel truss repair and re-engineering of the foundation to accommodate the removal of the seaplane ramp.

Justification

The condition of the seaplane hangar and ramp pose a potential safety hazard to the public. The progression of this project is necessary to ensure not only the safety of the public, but also to preserve this unique Gold Coast Era seaplane hangar for future generations to experience and enjoy.

Status

The planning phase of this capital project is complete. However, the New York State Department of Environmental Conservation (NYSDEC) permits expired a year and a half ago, which means that the plans will need to be updated and new permits obtained before this project can progress. Construction could commence six months from the award of a contract.

This project was discontinued in the Adopted 2015-2017 Capital Program and is not included in the Proposed 2016-2018 Capital Program. The Museum requested \$200,000 for planning in 2016 and \$3 million for construction in SY. Planning funds are for engineering services to assess the structural deficiencies of the building including conducting a site survey, updating the plans for submittal to NYSDEC and for construction supervision. The requested construction funding is for structural stabilization, roof work, seawall/foundation and decking. This project has an uncommitted balance of \$2,152,778 for construction, from previously appropriated funds, but according to the Museum, bond counsel will not approve the use of these funds because they were appropriated too long ago.

The Museum requested \$3 million to replace the expired construction funds. These funds will allow the Museum to address the safety hazards related to the structural integrity of the seaplane hangar, in order to take preemptive action, to reduce both the County's and the Museum's potential liability exposure.

Total Appropriated:	\$2,400,000	Appropriation Balance:	\$2,160,111
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The County's General Fund assumes all debt service for the Museum's capital projects. The Museum requested \$3,200,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$3,200,000 were borrowed at once, the estimated average annual fiscal impact to the

operating budget for debt service payments is \$250,285. Over the life of an 18-year bond this totals \$4,505,131.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$200,000	\$0	\$200,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$3,000,000	\$0	\$3,000,000
Total	\$0		\$3,200,000	\$0	\$3,200,000



Issues for Consideration

The current condition of this structure is a safety hazard for the public that has access to the beach and the boaters of the Northport Harbor. The seaplane hangar ramp is significantly deteriorated, with parts reportedly breaking off and floating into the Northport Bay. Individuals walking on the beach have to climb over the dilapidated ramp to continue from one side of the beach to the other, which exposes the County and the Museum to potential lawsuits.

The structural integrity of the building is another major concern. The building's main structural steel truss is failing, which could cause the structure to collapse. Foundation work is necessary to stabilize the building. The seaplane hangar has a historic designation as part of the Vanderbilt Estate, which means this building cannot be demolished. In the event that the seaplane hangar were to collapse, the County would be responsible for debris removal. The potential cost for debris removal is approximately \$1 million plus the cost for permits. This poses a significant contingent liability for the County. Therefore, it would be in the County's best interest to stabilize this structure to protect its investment and to ensure its existence for potential future use. This would allow the County to revisit more extensive restoration in the future, when it is in a better fiscal state.

Budget Review Office Recommendations

- The Budget Review Office recommends restoring this project to the capital program, as requested by the Museum. We recommend adding \$200,000 in serial bond financing for

planning in 2016 and \$3 million in serial bond financing for construction in SY to preserve this structure for future generations.

- If the entire \$3,200,000 in serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$250,285. Over the life of an 18-year bond this totals \$4,505,131.

7428MF-JM16

EXISTING					
Project Number:	7430	Executive Ranking:	Not Included	BRO Ranking:	39
Project Name:	IMPROVEMENTS TO NORMANDY MANOR AT SUFFOLK COUNTY VANDERBILT MUSEUM				
Location:	Centerport	Legislative District:	18		

Description

This project provides funding for Normandy Manor, which the County purchased in 2002 for historic preservation purposes and for the expansion of the Vanderbilt Museum grounds and facilities. This project funds repairs and rehabilitation of the building, including the slate roof, soffits and facade, which continue to deteriorate.

Justification

This program restores the former superintendent of the Vanderbilt Estate's cottage and provides for adaptive reuse and renovation of the Manor.

Status

This project is not included in the Proposed 2016-2018 Capital Program. The Museum requested \$80,000 for planning in 2016, for the historic reconstruction of the slate roof, soffits and fascia and \$600,000 for construction in 2017, to restore and replace the 100 year-old slate roof. According to the Museum, previously appropriated funds are not sufficient to complete this project because construction costs have increased due to additional deterioration of the roof structure.

Phase III – Construction to upgrade of the electrical and plumbing systems is progressing.

Phase IV – Construction for the repair of the roof, eaves and gutters and for additional woodwork is to start in 2018.

Resolution No. 1016-2011 approved a two-year license agreement for tenants to reside at Normandy Manor, from March 1, 2012 through February 28, 2014. The Museum used the license revenue (\$5,500 per month) to support their general operations. Although the two-year license ended February 28, 2014, the tenants continued to rent the house on a month-to-month basis until August 31, 2014. Once the electrical upgrades and the roof repairs have been completed, the

Museum’s Board of Trustees would like to license the Manor as a residence for another two-year period and then revisit options for future use of the property.

Total Appropriated:	\$750,000	Appropriation Balance:	\$387,736
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The County’s General Fund assumes all debt service for the Museum’s capital projects. Improvements to the Manor and potential revenue generating opportunities would have a positive impact on the Museum’s operating budget.

The Museum requested \$680,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$680,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$53,186. Over the life of an 18-year bond this totals \$957,340.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$80,000	\$0	\$80,000
2017	\$0		\$600,000	\$0	\$150,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$680,000	\$0	\$230,000



Issues for Consideration

The Manor’s roof is in dire condition and it is essential that work be done to repair the rotting and roof to protect this County asset, as well as the Museum’s ability to rely on revenue from the licensing of the property to cover operating expenses.

The Museum estimates that \$1 million will be required to repair the 100 year-old slate roof, which would preserve the historic character of the Manor. This type of workmanship is highly specialized and therefore, costly. There are no restrictions related to the type of materials or restoration work that can be done to this property because it does not have a historic designation. Alternative materials, such as asphalt or simulated slate, are approximately 1/3 of the cost of real slate. Replacing the roof with either asphalt or simulated slate could substantially reduce construction costs for the replacement of the roof.

Budget Review Office Recommendations

- The Budget Review Office recommends including this project in the capital program and scheduling \$80,000 in serial bonds for planning in 2016 for scoping possible roof replacement alternatives.
- BRO also recommends scheduling \$150,000 in serial bonds for construction in 2017 for the replacement of the roof. The recommended construction funding along with existing appropriations should provide sufficient funds for the replacement of the roof with an alternative material to slate. The decrease from what was requested by the Museum should not affect the progression of the other phases of this project.
- If the entire \$230,000 in serial bond financing recommended by BRO were borrowed at once, the estimated annual fiscal impact to the operating budget for debt service payment is \$17,989. Over the life of an 18-year bond, this totals \$323,806.

7430MF-JM16

EXISTING					
Project Number:	7433	Executive Ranking:	38	BRO Ranking:	39
Project Name:	RESTORATION OF DRIVEWAYS, GUTTERS AND CATCH BASINS AT SUFFOLK COUNTY VANDERBILT MUSEUM				
Location:	Centerport	Legislative District:	18		

Description

This project provides for the continued restoration of deteriorated driveways, gutters, catch basins and walkways and for the reconstruction of the historic cobblestone vehicle bridge that leads into the Mansion Courtyard at the Suffolk County Vanderbilt Museum.

Justification

This project is critical to maintain a safe environment on the premises for the Museum's staff and patrons. Inadequate catch basins and gutters contribute to terrain erosion, decay of the cobblestone roadways and safety concerns. Another major safety concern for the Museum is the overpass bridge to the Mansion, which was closed in 2008 due to falling rebar and concrete. There is concern that if the issues with the bridge structure are not addressed, the bridge will continue to deteriorate and more concrete and rebar may fall, creating a safety hazard.

Status

Phase I: Main walkway, sidewalks and paving of parking lots is complete.

Phase II: Planning for the bridge is progressing. The contract is being prepared for the firm that has been selected to provide engineering services for restoration of the historic cobblestone vehicle bridge. Construction is scheduled for 2017.

Phase III: Construction for driveways and catch basins is scheduled for 2017.

The proposed capital program includes an additional \$100,000 in serial bonds for construction in 2016 for the continued restoration of the driveways and catch basins and defers \$1 million in serial bonds for construction from 2016 to 2017 for the restoration of the bridge, as requested by the Museum.

Based on visual inspection of the bridge conducted by DPW, there is an issue with separated arch face, which is in jeopardy of collapse. If the separated face of arch collapses, the north parapet and sidewalk would be in danger of collapsing too. Concrete cores of the arch need to be taken and tested to determine the integrity of the arch concrete. The consultant selected to provide engineering services for this project will perform an in-depth inspection and non-destructive testing to determine if the bridge has any structural deficiencies that can lead to traffic and load restrictions over the bridge.

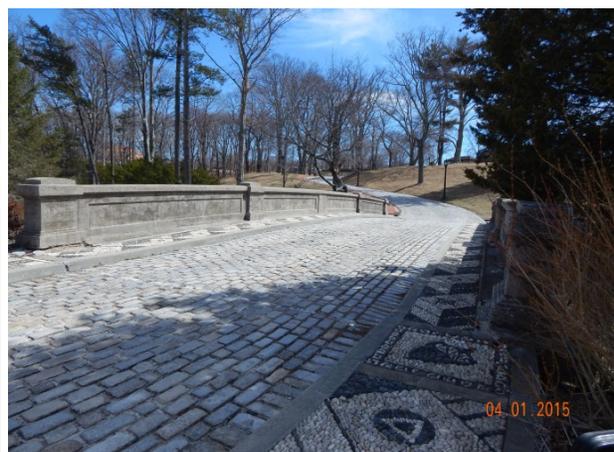
Total Appropriated:	\$1,460,000	Appropriation Balance:	\$397,665
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The County’s General Fund assumes all debt service for the Museum’s capital projects.

The proposed capital program includes \$1,100,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,100,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$86,035. Over the life of an 18-year bond this totals \$1,548,639.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$1,000,000		\$100,000	\$100,000	\$0
2017	\$0		\$1,000,000	\$1,000,000	\$1,000,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$1,000,000		\$1,100,000	\$1,100,000	\$1,000,000



Issues for Consideration

The Museum requested additional construction funds in 2016 for the reconstruction of driveways and catch basins, instead of expending existing funds. The Museum plans to use the unexpended balance for the reconstruction of the bridge, which they anticipate will exceed the \$1 million they requested. Until the engineers finish their assessment and report on the extent of the required bridge reconstruction work, the Museum will not have an accurate cost estimate. The Museum should, therefore, utilize the appropriation balance to address the reconstruction of driveways and catch basins before additional borrowing is authorized for this purpose. The bridge reconstruction component of this project can be reevaluated once the engineer's report is completed. If additional construction funding is needed, this can be addressed in future capital programs.

Budget Review Office Recommendations

- The Budget Review Office recommends deleting \$100,000 in serial bonds for construction in 2016, as there are sufficient existing appropriations to address the reconstruction of driveways and catch basins.
- If the entire \$100,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$7,821. Over the life of an 18-year bond this totals \$140,785.

7433MF-JM16

EXISTING					
Project Number:	7437	Executive Ranking:	38	BRO Ranking:	47
Project Name:	IMPROVEMENTS TO VANDERBILT MUSEUM PLANETARIUM				
Location:	Centerport	Legislative District:	18		

Description

This project provides for general improvements to the 44-year-old Planetarium building, including interior and exterior renovations. Spaces included are the lobby, domed theatre, technical work areas, restrooms, classroom spaces, offices and Museum shop.

Justification

Improvements to the Planetarium will provide for a better visitor experience. By upgrading the amenities, the Museum could also attract more visitors, which could lead to increased revenue from admissions and new revenue generating opportunities. Improvements to the planetarium also ensures the protection of the County's significant investment in equipment to operate this facility.

Status

Phase II: Construction related to the upgrade of the HVAC system was completed in 2013 in conjunction with CP 7452 - Replacement of the GOTO Projector at the Suffolk County Vanderbilt Planetarium.

Phase III: Planning to retrofit storage into a café is to start in 2015. The Museum initially requested funds for this purpose, but then revised their request because the Museum's Board of Trustees decided to fund this phase of the project through the Suffolk County Vanderbilt Museum Endowment Trust Fund.

The Proposed 2016-2018 Capital Program includes \$15,000 in serial bonds for planning and reduces serial bonds for construction from \$200,000 to \$100,000 in 2016, as requested by the Museum, to repair a leak on the Planetarium dome. The leak was caused by loose tiles and an ice guard that pulled off the building and is leaking into the interior of the dome and staining the perforated aluminum surface.

Resolution No. 424-2014 added \$200,000 in serial bonds for construction in 2016 in the Adopted 2015-2017 Capital Program to replace the 43-year-old front doors to the Planetarium with energy efficient, Americans with Disabilities Act (ADA) compliant automatic opening doors. That phase of the project will now progress through CP 7450 – Modifications for Compliance with ADA.

Total Appropriated:	\$300,000	Appropriation Balance:	\$15,596
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$115,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$115,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$8,995. Over the life of an 18-year bond this totals \$161,903.

The County's General Fund assumes all debt service for the Museum's capital projects. Improvements to the Planetarium and potential new revenue generating opportunities would have a positive fiscal impact on the Museum's operating budget.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$200,000		\$115,000	\$115,000	\$115,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$200,000		\$115,000	\$115,000	\$115,000

Issues for Consideration

The Planetarium re-opened to the public on March 15, 2013. Resolution No. 595-2013 authorized a concession agreement for catering services at the Museum, including two food service areas at the Planetarium. A concession agreement at the Museum has not come to fruition. In 2014, approximately 62,000 people visited the Planetarium. Had there been an operating food service area, the Museum's revenues could have substantially increased for the year. Examining new

revenue generating opportunities, such as having a food service area is key to producing positive long-lasting effects on the Museum's operating budget.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation as included in the proposed capital program.

7437MF-JM16

EXISTING					
Project Number:	7438	Executive Ranking:	Not Included	BRO Ranking:	42
Project Name:	RESTORATION OF THE BOATHOUSE AT THE SUFFOLK COUNTY VANDERBILT MUSEUM				
Location:	Centerport	Legislative District:	18		

Description

This project provides for the stabilization and restoration of the exterior of the Historic Vanderbilt Boathouse, which is currently deemed deficient. Construction includes replacement of concrete structural elements and restoration of architectural features.

Justification

Stabilizing and restoring this 100-year-old building, which is listed in the National Register of Historic Places, would prevent the building from collapsing, ensure its preservation for future use and continue to provide water and beach access for the Museum.

Status

Phase I: Planning for foundation and structural stabilization was completed in 2007.

Phase II: Construction for foundation and structural stabilization was suspended in May 2008 when funding ran out.

Phase III: Construction for the rehabilitation of architectural features is pending future funding.

The Museum requested \$75,000 for planning in 2016 to update the building engineering report and \$750,000 for construction in 2017 to complete the building stabilization. A new RFP for consultant engineering services needs to be issued to determine the extent of work required to finish the building stabilization. Resolution No. 1139-2008 appropriated construction funding for the restoration of the Boathouse, but the accompanying bond resolution (Resolution No. 1140) was defeated. Resolution No. 70-2009 attempted to obtain approval of the bond; however, this resolution was defeated as well. Work on Phase II of the project ceased once the bonding resolutions failed. This project cannot move forward because it does not have any financing. New funding is required to progress this project.

Total Appropriated:	\$415,000	Appropriation Balance:	\$14,496
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The County's General Fund assumes all debt service for the Museum's capital projects. The Museum requested \$825,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$825,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$64,527. Over the life of an 18-year bond this totals \$1,161,479.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$75,000	\$0	\$75,000
2017	\$0		\$750,000	\$0	\$750,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$825,000	\$0	\$825,000



This picture depicts a deteriorated corner of the building with temporary supports holding up the porch and roof on the water side of the building. The temporary supports were installed before construction on the project was suspended in 2008.

Issues for Consideration

Improper original construction and years of exposure to extreme weather caused the Boathouse's structural problems. Construction addressing the structural deficiencies of the building was halted when the bonding resolutions failed over five years ago. If the stabilization of this structure is not addressed, the building could collapse. If the structure collapses, debris would have to be removed

from both the beach side and hillside, as there are clearance issues at the bridge that spans over the access road. Depending on the extent of the collapse, the estimated cost of restoration of the seawall and debris removal is \$500,000. At this time, new funding is required to complete the stabilization of the building. If restored, the Boathouse has potential as a revenue generator for the Museum. For now, the County should consider requested funding levels to stabilize the building, and revisit more extensive restoration in the future, when it is in a better fiscal state.

Budget Review Office Recommendations

- The Budget Review Office recommends including this project in the capital program and scheduling \$75,000 in serial bonds for planning in 2016 to update the building engineering report, and \$750,000 in serial bonds for construction in 2017 to complete the stabilization of the building to preserve it for future use.
- If the entire \$825,000 in serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$64,527. Over the life of an 18-year bond this totals \$1,161,479.

7438MF-JM16

EXISTING					
Project Number:	7439	Executive Ranking:	38	BRO Ranking:	42
Project Name:	WATERPROOFING, ROOF AND DRAINAGE AT THE SUFFOLK COUNTY VANDERBILT MUSEUM				
Location:	Centerport	Legislative District:	18		

Description

This project provides for the correction and prevention of weather infiltration into interior spaces of the historic buildings, to preserve and protect interiors, exhibitions, artifacts and building structures.

Justification

If the problems caused by water infiltration into interior spaces reach the point that rooms or entire buildings have to be closed, the Museum could be negatively impacted. Additionally, if the damage becomes extensive, patrons may choose other venues. Over time, failure to address water infiltration issues can lead to a significant increase in the cost of repairs. By eliminating the damaging effects of water infiltration, the County protects the Museum's buildings as well as its irreplaceable exhibits and artifacts. The reduction of water infiltration also decreases the potential for safety hazards and the County's and the Museum's exposure to liability.

Status

Phase I - Waterproofing, drainage system repairs, and glass/frame improvements to the Mansion arcade was completed in 2010.

Phase II - Waterproofing, roof and drainage repairs to the Hall of Fishes, the Stoll Wing of the Mansion, and Planetarium was completed in 2013.

Phase III - Emergency repairs to the Mansion's balconies, roofs and porches were completed in 2013.

Phase IV - On-going waterproofing of the Estate's 100-year-old buildings on a priority basis is progressing.

The Proposed 2016-2018 Capital Program includes an additional \$400,000 compared to the Adopted 2015-2017 Capital Program, but defers the funding requested by the Museum and includes \$400,000 in serial bonds for construction in 2017 and \$200,000 in serial bonds for construction in both 2018 and SY. The Museum requested \$400,000 for construction in 2016, \$200,000 for construction in each of 2017 and 2018 and \$400,000 for construction in SY. Construction funding of \$400,000 in the 2015 Adopted Capital Budget has not been appropriated.

Total Appropriated:	\$800,000	Appropriation Balance:	\$201,133
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$800,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$800,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$62,571. Over the life of an 18-year bond this totals \$1,126,283.

If waterproofing, roof, and drainage issues are not addressed, the Museum's operating budget could be negatively impacted should the conditions lead to a decrease in admissions and an increase in repairs that are paid for with the Museum's operating budget funds.

The County's General Fund assumes all debt service for the Museum's capital projects. If the water infiltration is not addressed and it leads to more costly capital budget repairs, the County's related debt service for those repairs could also escalate.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
2016	\$200,000		\$400,000	\$0	\$0
2017	\$200,000		\$200,000	\$400,000	\$400,000
2018	\$0		\$200,000	\$200,000	\$200,000
SY	\$0		\$400,000	\$200,000	\$200,000
Total	\$800,000		\$1,600,000	\$1,200,000	\$1,200,000



The pictures above provide two examples of the effects of water intrusion in the Mansion (left) and the Hall of Fishes (right).

Issues for Consideration

Some of the major water infiltration problems in the Mansion, Stoll Wing and Hall of Fishes have been addressed. Although, damage from water infiltration is still evident throughout the Museum. Since some of the major problems have been addressed, the Museum is focusing on improvements to prevent water intrusion on a smaller scale and addressing the damage caused to some exhibits. While it is true that failure to properly maintain the buildings increase the cost of repairs and hinders the preservation of this County asset, the current budget presentation does not adversely affect the progression of this project, as there is an available appropriation balance and funding scheduled in 2015 that can be used for on-going roof and wall repairs/replacement to stop water intrusion.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation as included in the proposed capital program.

7439MF-JM16

EXISTING			
Project Number:	744I	Executive Ranking:	38
		BRO Ranking:	48
Project Name:	RESTORATION OF FACADES AT SUFFOLK COUNTY VANDERBILT MUSEUM		
Location:	Centerport	Legislative District:	18

Description

This project provides for repair and restoration of deteriorated exterior wrought iron grills, fixtures, decorative elements as well as cracked, spalled and damaged masonry walls at the Suffolk County Vanderbilt Museum.

Justification

Maintaining the facades at the Museum is necessary to ensure the preservation of historic buildings and the safety of both patrons and staff. Restoring the exterior architectural details ensures the perpetuation of the Museum and preserves history for the benefit of the public.

Status

The proposed capital program includes \$1.1 million in serial bonds for construction in both 2017 and SY. The Museum requested \$1.1 million in both 2017 and 2018 for the on-going restoration of building facades. This project was last included in the Adopted 2011-2013 Capital Program.

Planning for the Clock Tower, Mansion and Marine Museum will be completed nine months from award of a contract. The table that follows identifies the major façade restoration projects to be addressed with existing and future funds.

CP 744I Subprojects			
Phase	Location	Cost Estimate	Status
Phase I	Clock Tower	\$2 million	Progressing
Phase II	Mansion	\$1.1 million	Pending future funding
Phase III	Marine Museum	\$1.1 million	Pending future funding

Existing funds will be utilized to complete the restoration work on the Clock Tower. DPW anticipates releasing an RFP for consultant services for the restoration of the Clock Tower this summer. Smaller façade projects have and will continue to be addressed through the use of annual contracts, which are funded with capital funds. These one-year contracts may be extended up to four times, by mutual agreement, should additional work to complete a project be required beyond the one-year period.

Total Appropriated:	\$3,287,000	Appropriation Balance:	\$2,113,601
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$2,200,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,200,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$172,071. Over the life of an 18-year bond this totals \$3,097,278.

The County's General Fund assumes all debt service for the Museum's capital projects.

If the decaying facades are not addressed, the Museum could be adversely impacted by the loss of admissions and site rental revenue because patrons choose to attend and host their events in other venues.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$1,100,000	\$1,100,000	\$1,100,000
2018	\$0		\$1,100,000	\$0	\$1,100,000
SY	\$0		\$0	\$1,100,000	\$0
Total	\$0		\$2,200,000	\$2,200,000	\$2,200,000



Issues for Consideration

Maintaining the facades at the Museum is a continuing challenge that is exacerbated by the climate and historic preservation requirements. The photos above illustrate two of the numerous locations with crumbling facade at the Museum, which increase the County and the Museum's exposure to liability. This is an ongoing project with public safety and site deterioration issues to consider.

Budget Review Office Recommendations

The Budget Review Office recommends advancing \$1.1 million in serial bonds for construction from SY to 2018 to address façade concerns for the identified subprojects in a timely fashion; thereby, preventing further deterioration and increased liability exposure to the County and the Museum.

EXISTING					
Project Number:	7445	Executive Ranking:	38	BRO Ranking:	42
Project Name:	REWIRING OF HISTORIC BUILDINGS AT SUFFOLK COUNTY VANDERBILT MUSEUM				
Location:	Centerport	Legislative District:	18		

Description

This project provides funding for the installation of new wiring, electrical circuits, equipment, and related components at the Vanderbilt Estate, which includes the Mansion, Marine Museum, Education Building, Power House, Curator's Cottage, Boathouse, Normandy Manor, Planetarium, and two workshops areas.

Justification

The existing electrical system is outdated and does not meet current electrical codes or load demands for a public museum. Deficiencies in the wiring of various historical buildings at the Vanderbilt Estate have been identified.

Status

Installation of energy conserving lighting within exhibit areas of the Memorial and Habitat Wings was completed in 2013. Electrical cost saving measures identified within a LIPA Energy Audit in 2009 are scheduled for completion within the Marine Museum in spring 2015.

The proposed capital program deletes \$50,000 for construction in 2016, as requested by the Museum. The Adopted 2015-2017 Capital Program included \$50,000 for construction in 2016 for the replacement of the electrical system at Normandy Manor, Powerhouse and the Boathouse. The appropriation balance and \$50,000 included in the Adopted 2015 Capital Budget are sufficient funds for the Museum to address remaining rewiring issues throughout the Estate, including the blue floor in the Habitat Wing, which was not rewired as part of the previous work done in the Habitat Wing. The blue floor is currently blowing out fuses and creating electrical shorts.

Total Appropriated:	\$1,855,000	Appropriation Balance:	\$109,855
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The Proposed 2016-2018 Capital Program does not include funding for this project.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
2016	\$50,000		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$100,000		\$50,000	\$50,000	\$50,000

Issues for Consideration

At this time, no additional funding is required because most of the critical work to address the electrical wiring throughout the Estate is complete. The appropriation balance coupled with \$50,000 for construction scheduled in the current capital budget provide sufficient funds to progress this project. Since this is a one-hundred year old Estate, there may be a constant need to update the electrical system in certain areas. This project will continue to assess and replace damaged and dangerous original electrical wiring throughout the structures as issues are identified, with current funding.

Budget Review Office Recommendations

The Budget Review Office agrees with funding as included within the Proposed 2016-2018 Capital Program.

7445MF-JM16

EXISTING					
Project Number:	7450	Executive Ranking:	41	BRO Ranking:	51
Project Name:	MODIFICATIONS FOR COMPLIANCE WITH ADA AT SUFFOLK COUNTY VANDERBILT MUSEUM				
Location:	Centerport	Legislative District:	18		

Description

This project provides on-going funding for building, equipment and site improvements including ramps, handrails and other modifications to achieve compliance with the Americans with Disabilities Act (ADA).

Justification

The elimination of architectural obstacles for the physically challenged improves visitor services, overall access to the Museum and brings the Museum into compliance with ADA requirements.

Status

Phase I – Planning to prioritize construction projects was completed in 2002. An updated plan to schedule construction subprojects building by building was completed in 2012.

Phase II – Construction for some of the high-priority-for-compliance and public safety related projects was completed in April of 2014. Completed subprojects include:

Installation of ADA compliant doors at the Marine Museum

Update of the Security Gatehouse's public restrooms to comply with ADA

Accessibility work in the Stoll Wing

Construction of a new ADA compliant restroom in the Planetarium lobby is 75% complete. Once final billing for recently completed subprojects is finalized, installation of ADA compliant front doors in the Planetarium will move forward if the remaining balance is sufficient. Otherwise, the Museum will wait until 2016 to progress with this sub-project.

Phase III – Installation of glass doors in the turntable room and other building modifications to improve ADA access is still in the concept stage.

The proposed capital program includes \$100,000 for construction and \$30,000 for equipment in 2016, and \$100,000 for construction in both 2017 and 2018. The Museum requested \$25,000 for planning, \$150,000 for construction and \$30,000 for equipment in 2016, as well as \$50,000 for construction in both 2017 and 2018. The net total cost of the project as proposed is \$25,000 more than requested by the Museum.

This project was last funded in 2008. The Museum requested additional funding in 2016 for on-going improvements for compliance with ADA and to purchase two handicapped accessible tram/vehicles to transport visitors with limited mobility, who cannot navigate the Museum's cobblestone roadways.

Total Appropriated:	\$814,000	Appropriation Balance:	\$96,004
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The County's General Fund assumes all debt service for the Museum's capital projects. The proposed capital program includes \$330,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$330,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$25,811. Over the life of an 18-year bond this totals \$464,592.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$205,000	\$130,000	\$130,000
2017	\$0		\$50,000	\$100,000	\$75,000
2018	\$0		\$50,000	\$100,000	\$50,000
SY	\$0		\$0	\$0	\$0
Total	\$0		\$305,000	\$330,000	\$255,000

Issues for Consideration

The Museum intends to purchase two trams in 2016 to transport visitors with limited mobility. The Museum currently utilizes an approximately 15-year-old tram with capacity for eight adults to transport individuals with limited mobility on the cobblestone roadways. While the tram is convenient to navigate the Estate, it is not the best mode of transportation for handicapped individuals and is open to the elements. Trams do not have the capacity to allow those in wheelchairs to stay in their chairs.

The Museum should consider alternative transportation methods to ensure that patrons with limited mobility have a more comfortable experience, even if this means purchasing one vehicle instead of two vehicles in 2016. Alternative transportation options such as a sprinter passenger van or a minivan with wheelchair lift capabilities would require additional funding. The proposed

equipment funding is insufficient to cover the cost of these types of vehicles. If the Museum makes the determination to purchase an enclosed van with wheelchair lift capability, an appropriating resolution could reprogram funding from construction to equipment in 2016 to provide sufficient funds. However, if the Museum decides to proceed with the purchase of two trams, they should consider customizable options that would shelter patrons from the elements.

The Museum is a 43 acre Estate with 100 year old buildings, hilly terrain and cobblestone roadways. Although much accessibility work has been completed to bring the Estate into compliance with ADA standards, more work is required to improve access for individuals with limited mobility.

Budget Review Office Recommendations

- The Budget Review Office recommends adding \$25,000 in serial bonds for planning in 2017 to progress with the installation of glass doors in the turntable room. Scheduling planning funding later than requested does not affect the progression of Phase III of this project as it is currently in the concept stage. BRO also recommends decreasing construction by \$50,000 in both 2017 and 2018 as there is no detailed plan for the on-going improvements that would be addressed with this funding.
- If the entire \$75,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$5,866. Over the life of an 18-year bond this totals \$105,589.

7450MF-JM16

EXISTING					
Project Number:	7453	Executive Ranking:	39	BRO Ranking:	53
Project Name:	RECONSTRUCTION OF VANDERBILT SEAWALL				
Location:	Centerport	Legislative District:	18		

Description

This program provides planning funds to obtain the required environmental permits and construction funds for the reconstruction, restoration and repair of the granite-block seawall.

Justification

This project will reduce soil erosion into Northport Bay and provide storm protection to the property. The preservation and restoration of historic properties maintains the cultural and architectural traditions of Long Island for future generations and contributes to the County's efforts to promote and increase tourism.

Status

The Adopted 2015 Capital Budget included \$35,000 for planning for engineering services for the inspection and survey of the seawall to develop a plan for submittal to the New York State Department of Environmental Conservation (NYSDEC) for permit approval. This funding has not yet been used as an offset in 2015 but the Adopted/Modified column in the proposed capital program indicates that the County Executive will not be submitting an appropriating resolution for this funding.

The proposed capital program schedules \$100,000 for planning in 2017 and \$250,000 for construction in 2018. The Museum's request includes \$35,000 for planning in 2015, as previously adopted, \$100,000 for planning in 2016 and \$250,000 for construction in 2018. The Museum requested additional planning funds in 2016 because the \$35,000 for planning in 2015 will not be sufficient to account for design alterations that may be required by NYSDEC and the Army Corp of Engineers to obtain necessary permits and perform on-site supervision of construction. The 2018 funding is advanced from SY for the re-construction of the seawall.

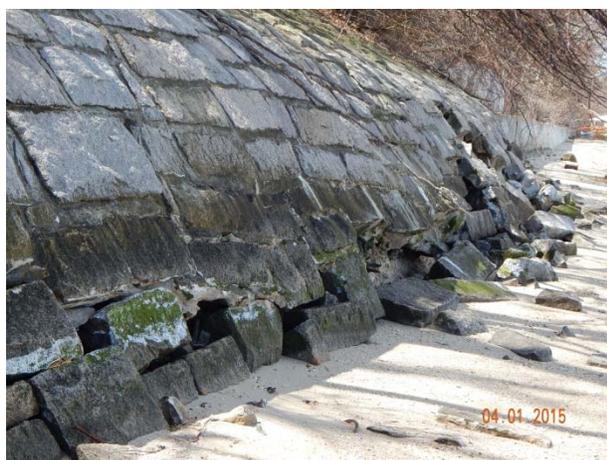
Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The County's General Fund assumes all debt service for the Museum's capital projects.

The proposed capital program includes \$350,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$350,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$27,375. Over the life of an 18-year bond this totals \$492,749.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$35,000	\$0	\$35,000	\$0	\$0
2016	\$0		\$100,000	\$0	\$0
2017	\$0		\$0	\$100,000	\$100,000
2018	\$0		\$250,000	\$250,000	\$250,000
SY	\$250,000		\$0	\$0	\$0
Total	\$285,000		\$385,000	\$350,000	\$350,000



Issues for Consideration

The restoration of the eastern side of the seawall (right of the Seaplane Hangar) was completed in December of 2002 under CP 7432 – Restoration of the Seawall. The western side of the seawall (left of the Boathouse) was not addressed at that time because it was in good condition. However, several sections of the block constructed wall have since been undermined by storm surges and collapsed. The block cement needs to be re-pointed in other sections of the wall to prevent additional failures of the structure.

If the seawall is not addressed, there may be significant erosion of the steep inclines, which may threaten the Museum's buildings and structures. The debris from the wall that is found along the beach also presents a serious liability issue for the County and the Museum. The Budget Review Office is in agreement with deferring \$100,000 in serial bonds for planning to 2017 and scheduling \$250,000 in serial bonds for construction in 2018. The NYSDEC permitting process takes approximately one year and it is unlikely that the permits would be approved earlier than 2017. Scheduling planning funds in 2017 provides sufficient time for the necessary permits to be acquired before construction commences in 2018, which does not affect the progression of the project.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation for this project.

7453MF-JM16

NEW					
Project Number:	7454	Executive Ranking:	38	BRO Ranking:	50
Project Name:	SAFETY IMPROVEMENTS AT VANDERBILT MUSEUM				
Location:	Centerport	Legislative District:	18		

Description

This project provides planning and construction funds to evaluate and make improvements at the Vanderbilt Museum.

Justification

Several areas of the Vanderbilt Estate do not meet modern building codes and are in need of updating to ensure the safety of both the public and the Museum's employees.

Status

The proposed capital program includes \$35,000 for planning and \$200,000 for construction in 2016, as well as \$75,000 for construction in both 2017 and 2018 and \$150,000 for construction in SY, as requested by the Museum. The 2016 funding will be used to identify and correct building safety

issues, while the 2017, 2018 and SY funding will be used for on-going building improvements that address safety concerns.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The County’s General Fund assumes all debt service for the Museum’s capital projects. The proposed capital program includes \$535,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$535,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$41,845. Over the life of an 18-year bond this totals \$753,202.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$235,000	\$235,000	\$35,000
2017	\$0		\$75,000	\$75,000	\$200,000
2018	\$0		\$75,000	\$75,000	\$150,000
SY	\$0		\$150,000	\$150,000	\$150,000
Total	\$0		\$535,000	\$535,000	\$535,000



Issues for Consideration

The Museum identified potential issues with plated glass in the Mansion and the Marine Museum’s galleries that need to be addressed in order to ensure the safety of staff and visitors as well as minimize risk to the collections that the glass is intended to preserve for future generations.

This is a new project for which a plan of action has not been formulated beyond the need to fix or replace glass enclosures around certain exhibits. Given the County’s current fiscal situation, construction funding for this project should be deferred until a plan detailing what corrective actions need to be undertaken.

Budget Review Office Recommendations

The Budget Review Office recommends deferring \$200,000 in serial bonds for construction from 2016 to 2017 and \$75,000 in serial bonds for construction in 2017 to 2018. Once a plan of action is formulated, the County will have a better understanding of subprojects and cost estimates.

7454MF-JM16

NEW					
Project Number:	VAN02	Executive Ranking:	Not Included	BRO Ranking:	34
Project Name:	INTERIOR RESTORATION AND IMPROVEMENTS TO THE HISTORIC MANSION				
Location:	Centerport	Legislative District:	18		

Description

This project provides planning and construction funds for the interior restoration of the historic Vanderbilt Mansion.

Justification

The restoration of the interior spaces of the Mansion is critical to the preservation of the history for future generations. If the interior spaces are not restored and continue to deteriorate, patrons may choose to visit other venues instead, which could decrease the Museum's revenue from admissions and adversely affect its operating budget and the County's investment.

Status

This project was not included in the proposed capital program. The Museum requested \$80,000 for planning in 2016 for a study to identify the scope of the project and determine priority areas and \$800,000 for construction in 2017 for the restoration of the identified areas.

Potential subprojects to be addressed include:

- Repair/restoration of oak wood floors
- Repair/restoration of plaster
- Historic restoration/replacement of windows and doors

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The County's General Fund assumes all debt service for the Museum's capital projects. The Museum requested \$880,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$880,000 were borrowed at once, the estimated average annual fiscal impact to the

operating budget for debt service payments is \$68,828. Over the life of an 18-year bond this totals \$1,238,911.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$80,000	\$0	\$0
2017	\$0		\$800,000	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$880,000	\$0	\$0

Issues for Consideration

The planned restoration work included in this project is essential to preserve the historic interior of the Mansion. Much of the damage caused to the interior of the Mansion has been exacerbated by the deferment of maintenance items. Maintenance of the exterior is currently being addressed through CP 7439 – Waterproofing, Roof and Drainage at the Suffolk County Vanderbilt Museum and CP 7441 – Restoration of Facades at Suffolk County Vanderbilt Museum. The elements that would be addressed through this project have merit; however, prior to addressing interior repairs and restoration, the County needs to finish addressing issues with building exteriors.

Budget Review Office Recommendations

The Budget Review Office agrees with the exclusion of this project from the proposed capital program as the County needs to finish addressing other issues with building exteriors at the Museum before considering any interior restoration work.

VAN02MF-JM16

***Culture and Recreation: Historic
(7500)***

EXISTING					
Project Number:	7507	Executive Ranking:	38	BRO Ranking:	38
Project Name:	RENOVATIONS AT HISTORIC BLYDENBURGH PARK				
Location:	Smithtown	Legislative District:	12		

Description

This project provides for the restoration of the Grist Mill, Miller's House, and other historic structures within the Blydenburgh Historic District.

Justification

Once restored, these structures can be used as a resource for school groups and other interested members of the public. The Preservation and restoration of historic properties maintains the cultural and architectural traditions of Long Island for future generations and contributes to the County's efforts to promote and increase tourism.

Status

The proposed capital program includes an additional \$1.45 million (\$100,000 planning, \$1.35 million construction) requested by the Department. However, \$350,000 for construction is deferred from 2016 to 2018. The stabilization of the mill foundation and substructure was completed in 2012. Now that the mill has been stabilized, the Department plans to restore the Miller's House next. The restoration of the mill wheel and mill works is estimated to be completed in SY.

The existing appropriation balance, which is unchanged from this time last year, as well as adopted 2015 funding, will be used for the stabilization and restoration of the Miller's House, which is built into a hill. Approximately 85% of the appropriation balance is designated as construction funding. The Parks Department was unable to progress this project last year, due to the overloaded schedule of the Department of Public Works, which acts as the General Contractor on most Parks projects. The Department expects to be able to move forward sometime later this year.

Total Appropriated:	\$1,600,000	Appropriation Balance:	\$679,194
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$1,450,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,450,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$113,410. Over the life of an 18-year bond this totals \$2,041,388.

The intent is to eventually increase operating budget revenue by opening the mill and Miller's House to the public. Once the structures are properly restored, the costs for emergency repairs from the operating budget will decrease.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
2016	\$0		\$350,000	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$100,000	\$450,000	\$450,000
SY	\$0		\$1,000,000	\$1,000,000	\$1,000,000
Total	\$500,000		\$1,950,000	\$1,950,000	\$1,950,000



The Mill (left) and Miller's House

Issues for Consideration

The stabilization and restoration of these structures will help prevent ongoing deterioration and escalation of costs. The Department can use a combined total of nearly \$1.2 million in existing appropriations and 2015 adopted funding, which is not yet appropriated, to progress the stabilization and restoration of the Miller's House in the near term. An additional \$350,000 in proposed construction funding is scheduled in 2018. Proposed planning funds of \$100,000, also scheduled in 2018, are for the millworks. The \$1 million in construction funding for the millworks, proposed in SY, can be re-evaluated in future capital programs.

Budget Review Office Recommendations

The Budget Review Office concurs with funding for this project, as proposed.

7507LH16

EXISTING			
Project Number:	7510	Executive Ranking:	40
		BRO Ranking:	40
Project Name:	HISTORIC RESTORATION AND PRESERVATION FUND		
Location:	Countywide	Legislative District:	All

Description

The Historic Services Division, within the Parks Department, is responsible for maintaining, restoring, and operating properties and structures which are dedicated to the County's Historic Trust. In many cases, these properties and structures are listed on the National Register of Historic Places. It is the Department's obligation to prevent deterioration of these structures, to restore them, and to make them accessible to the public. The Historic Services inventory includes more than 200 structures, of which approximately 100 are considered significant. Additional properties are acquired by the County either through purchase or donation.

This project provides for the stabilization of vacant structures, to prevent further deterioration, and for the gradual restoration of buildings, to make them available for public use. Funds are also used to resolve health and safety issues in actively used historical buildings, by replacing faulty electrical systems and other outdated utility systems. When possible, County funds are used as matching funds for State or federal grants.

Justification

The preservation and restoration of historic properties maintains the cultural and architectural traditions of Long Island for future generations and contributes to the County's efforts to promote and increase tourism. The acquisition costs of new properties do not include costs associated with the stabilization and/or restoration of historical structures situated on the property.

Status

The proposed capital program provides funding, all for construction, as requested by the Department. Funding of \$500,000 is added in 2018 and an additional \$500,000 is included in SY, as compared to the previously adopted capital program.

Roof work is often one of the most important first steps in protecting a building from water intrusion and damage. The Department notes that it is losing its roofing contractor in mid-2015, and a new one will need to be selected.

A large portion (\$559,035) of existing appropriations is earmarked for the Third House in Montauk. Other existing appropriations and/or 2015 adopted funding are being used for ongoing roofing at Sagtikos Manor, and will be used for roof work at the main building at West Sayville Country Club, likely to start at the end of this year. Moving forward, remaining roofing needs at Sagtikos Manor will be addressed under CP 7164, Improvements to Gardiner County Park/Sagtikos Manor.

Departmental priorities are generally based on a 2007 survey of some of the most important County-owned historic structures. The survey prioritizes structures in two ways: by historic importance, and by need for repair. The Director of Historic Services will re-prioritize within the list, as newly urgent needs arise. For example, the new priority for 2016 is the restoration of the historic light house at Cedar Point, as its roof has failed. Restoration had already begun on the previous priority, the Homan House in the Yaphank Historical District, but will now be continued in 2017-2018. Restoration of the Third House will be the priority in 2018-SY. Because there are existing appropriations for the Third House, some concurrent planning work may begin before that time.

Total Appropriated:	\$5,650,575	Appropriation Balance:	\$651,214
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$2,500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$195,535. Over the life of an 18-year bond this totals \$3,519,634.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
2016	\$500,000		\$500,000	\$500,000	\$500,000
2017	\$500,000		\$500,000	\$500,000	\$500,000
2018	\$0		\$500,000	\$500,000	\$500,000
SY	\$500,000		\$1,000,000	\$1,000,000	\$1,000,000
Total	\$2,000,000		\$3,000,000	\$3,000,000	\$3,000,000



The Yaphank Historic District includes the Homan House (above, left), a circa 1790 Federal style home, also known as the Miller's House, which is one of this capital project's current priorities for

preservation. Above right: The Hawkins House, directly across the street from the Homan House, is a circa 1850 Italianate style home on which restoration has been completed. The Yaphank Historical Society is the County's partner in the maintenance and operation of these properties, which are all on the National Historic Register.

Issues for Consideration

County partnering organizations, usually non-profits and often staffed by volunteers, open historic structures and grounds to the public during the summer season. These organizations may assist with maintenance and fund-raising, and their presence on the property may help deter trespassers and prevent vandalism. All income made at the site goes back into maintaining the site. The County does not have sufficient Parks Department personnel to staff each restored historic structure, and the Parks Division of Historic Services considers the availability of a good partnering organization to be so integral to the successful use and maintenance of a restored structure, that it is an important consideration when prioritizing restoration dollars.

The Division of Historic Services notes that it obtains most historic structures through County open space land acquisition programs. Other structures are acquired as a result of donations, or a concerted community effort for their preservation. Once a structure is on County-owned property, and is deemed to have historic significance, it is the County's responsibility to maintain it. Most of these historic structures have been designated County historic landmarks, and some are on the State and/or National Historic Registers. The County now owns more than 200 such structures. Phases I and II of the Historic Structure Survey, issued in December 2007, include approximately 49 historic structures on 19 sites. The survey indicated that millions of dollars would be required just to secure and stabilize the limited number of structures included on the survey.

Two priority lists were created: one based solely on physical condition, prepared by the architectural firm which completed the survey, and one which considered both physical condition and historical significance, prepared by the Parks Department. The Department has begun to appropriate funds that are not site specific, so that they have the flexibility to use them for a variety of historic structures, as urgent needs arise, and priorities change.

Due to finite County resources, funding is typically used to prevent water intrusion, and otherwise secure structures to prevent further deterioration, until such time as sufficient funds exist for in-depth stabilization, repair, and restoration. It would be useful for future planning if the Department were to provide a summary update with its capital request, to demonstrate what has been accomplished since the survey was first published.

Budget Review Office Recommendations

The Budget Review Office concurs with funding this project, as proposed.

7510LH16

***Home and Community Services:
Sanitation (8100)***

EXISTING					
Project Number:	8103	Executive Ranking:	53	BRO Ranking:	60
Project Name:	SEWER DISTRICTS SAFETY AND SECURITY PROGRAM				
Location:	Countywide	Legislative District:	All		

Description

Suffolk County is responsible for 24 sewer districts that include wastewater treatment facilities and 103 pumping stations. This safety and security project includes the installation of fire alarms, video surveillance, site access enhancements, general infrastructure improvements, purchase of emergency generators to insure uninterrupted operations, and arc flash safety evaluations for the protection of the County workforce.

Justification

This project serves to ensure the safety and security of the County's wastewater treatment facilities and pumping stations along with those employed at these locations. It also addresses infrastructure accessibility through easement recording to allow maintenance staff proper access to the sewers. There are more than 200 unrecorded easements within various districts. Consultant assistance is utilized to research and record these easements.

Status

The County has 103 pump stations including 23 pump stations located on the sewage treatment plant sites. Much of the work currently being done through this capital project will be performed at the remote pump station sites. Although there are no clearly defined phases for this capital project, it is progressing. The Department plans to do arc flash evaluations of all sewer districts through this capital project.

The proposed capital program includes \$2.5 million in Assessment Stabilization Reserve Fund (A) funding; \$150,000 for planning and \$750,000 for construction in 2016, \$100,000 for planning and \$500,000 for construction in 2017, and \$250,000 for planning and \$750,000 for construction in 2018, as requested by the Department. The proposed capital program includes \$1.7 million more than previously adopted to address additional improvements, including compliance with ADA accessibility requirements at Bergen Point and Stony Brook.

This project includes access enhancements to treatment facilities at Districts No. 13, No. 15, and No. 28 in order to minimize accidents while entering and exiting these sites. Bids have been received for sewer district access improvements.

Total Appropriated:	\$2,450,000	Appropriation Balance:	\$1,020,660
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

This project is funded utilizing Assessment Stabilization Reserve Funds (A). There is no sewer serial bond financing associated with this project; therefore there is no bond debt service impact on the operating budget.

The fiscal impacts to the Districts' operating budgets are mitigated by their ability to borrow from the Assessment Stabilization Reserve Fund (ASRF) for all expenditures that exceed a three percent increase in their rates. ASRF monies are available only to Suffolk County Sewer Districts.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000
2016	\$0		\$900,000	\$900,000	\$900,000
2017	\$0		\$600,000	\$600,000	\$600,000
2018	\$0		\$1,000,000	\$1,000,000	\$1,000,000
SY	\$0		\$0	\$0	\$0
Total	\$800,000		\$3,300,000	\$3,300,000	\$3,300,000

Issues for Consideration

This project provides for various safety and security enhancements to the County's wastewater treatment infrastructure at all of its sewage treatment plants and pumping stations. These investments help the County to mitigate its liability exposure and ensure the safety of its workforce and citizens.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding as included in the proposed capital program. Expenditures related to the safety and security of the County's wastewater infrastructure are a sound investment.

8103RD16

EXISTING			
Project Number:	8108	Executive Ranking:	72
		BRO Ranking:	68
Project Name:	OUTFALL AT SEWER DISTRICT #3 - SOUTHWEST		
Location:	Bergen Point, West Babylon	Legislative District:	9, 10, 11, 14, 15, 16, 17

Description

This project provides funding for the replacement of the outfall pipe located between the Southwest Sewer District plant and Fire Island. Cathodic protection, acoustical monitoring, structural evaluation, and SEQRA of the outfall are complete. Design of the replacement outfall and supporting field work has been initiated and environmental approvals are complete.

The tunnel will be approximately 80 feet below the surface, over 14,000 feet in length, and a minimum of ten feet in diameter. Connections will be made at the Bergen Point Plant and the Barrier Beach.

Justification

The maintenance of the reliability and integrity of Southwest's means of effluent disposal is of vital importance. If the outfall were to fail and discharge effluent directly into the Great South Bay, the environmental and economic ramifications could prove devastating. All three experts hired by the County to evaluate the outfall came to the conclusion that its replacement is required. Two of the three experts stressed the fact that replacement is needed "as soon as possible". The final engineer report provided to the County, through a joint effort by Dvirka and Bartilluci in association with Parsons, reviewed the original engineering report provided by Camp, Dresser, and McKee. It included a technical memorandum pertaining to constructability, construction cost, scheduling, and risk. The memorandum is in agreement with the initial engineering report.

Status

Cathodic protection, acoustical monitoring, structural evaluation, and SEQRA of the outfall are complete. The design of the replacement outfall and supporting field work was initiated. Design is underway for the selected alternative, which is a tunnel beneath the Great South Bay. This alternative was selected due to minimal environmental impact.

A grant of \$500,000 has been awarded from Federal earmarks, which has been applied to the initial emergency plan. The County expects to receive \$207 million in State grants/loans to complete this project. On a preliminary basis it appears this will include \$50 million from the Storm Mitigation Loan Program (\$12.5 million grant and \$37.5 million 0% interest loan) and \$157 million from an Environmental Facilities Corp. low interest (2%) loan. In order to advance this project, the Department requested \$207 million in sewer serial bonds in 2015. The State grants/loans will not be confirmed until a bonding resolution for this funding has passed. Planning and emergency plan funds are in place.

The proposed capital program includes this project as requested by the Department, with \$207 million in sewer serial bonds in 2015 which is the same as previously adopted.

This project has three elements that are being addressed separately: emergency repair, Final Effluent Pump Station (FEPS) and the outfall pipe.

- Emergency Repair – Emergency plan funds are in place. Bids were received and an award of \$395,400 was made to Posillico for the purchase of pipe sections to be utilized for an emergency repair if needed. The emergency repair pipe has been delivered to the site.
- Final Effluent Pump Station (FEPS) – The FEPS upgrade has been bid and awarded to Posillico and Skanska as a joint venture. Resolution No. 1202-2011 appropriated \$35 million in sewer serial bonds for improvements to the final effluent pump station, which is a prerequisite to the outfall pipe replacement. The FEPS, under normal conditions, pumps the treated effluent flows by gravity through the outfall pipe. However, at certain flows and tidal elevations it becomes necessary to pump the effluent through the outfall pipe. This is accomplished with 500 horsepower electric motor driven centrifugal pumps. Additionally, to conserve groundwater, a portion of the treated effluent is diverted for facility uses such as equipment cooling, air conditioning, odor and pollution control processes, wash down of tankage, and foam control.
- Outfall Pipe – The current outfall pipe is a six mile long 72 inch diameter reinforced concrete pipeline that dispenses treated effluent into the Atlantic Ocean at a depth of 52 feet. Cathodic protection to control the corrosion of the metal surface, acoustical monitoring for leak detection, and structural evaluation of the outfall pipe is complete. A SEQRA for the outfall pipe is complete. A report with recommendations has been prepared by the Commissioner of

Public Works, as amended February 2015, and the environmental process has been given a negative declaration by CEQ. Public hearings have been held and Resolution No. 311-2015, making certain findings and determinations and issuing an order in relation to the outfall replacement, was approved April 28, 2015.

Total Appropriated:	\$39,532,597	Appropriation Balance:	\$16,975,856
----------------------------	---------------------	-------------------------------	---------------------

Impact on Operating Budget

The Adopted 2015 Capital Program included \$207,000,000 in sewer serial bond financing for this project. If the entire \$207,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$16,190,315. Over the life of an 18-year bond this totals \$291,425,668. The debt service for the sewer district will be paid by those who reside and/or own inside the district boundaries.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$207,000,000	\$207,000,000	\$207,000,000	\$207,000,000	\$207,000,000
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$207,000,000		\$207,000,000	\$207,000,000	\$207,000,000

Issues for Consideration

Appropriation and passage of a bonding resolution for \$207 million of sewer serial bonds in 2015 will satisfy the conditions of the State grant and loans. Additionally, once all the funds are in place the Department will be able to bid the outfall replacement phase of the project.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding as maintained in the 2015 Modified proposed capital budget. Although the capital program and funding for this project is included as sewer bonds, the County has applied for State and Federal monies to assist with the costs and anticipates receipt of Storm Mitigation Loan Program and Environmental Facilities Corp. funding which would provide a grant and loans of, 0%, and 2% interest. Receipt of this outside funding will help mitigate the fiscal impact of the pipe replacement on sewer district ratepayers.

EXISTING					
Project Number:	8110	Executive Ranking:	Not Included	BRO Ranking:	29
Project Name:	FLOW AUGMENTATION NEEDS STUDY AT SCSD #3 - SOUTHWEST				
Location:	Bergen Point, West Babylon	Legislative District:	9, 10, 11, 14, 15, 16, 17		

Description

This project, commonly known as FANS (Flow Augmentation Needs Study), addresses the problem of reduced groundwater contributions to surface waters and helps to mitigate predicted reductions of groundwater within the Southwest Sewer District attributable to the effects of sanitary sewerage and ocean discharge.

Justification

As a result of the large amount of sewerage in the southwest portion of the County, the County was directed to study and, if necessary, mitigate the impacts of sewerage with respect to a drop in groundwater level in lakes, ponds, streams, and wetlands. The Deer Lake project, which is in the planning phase, will be a pilot project to determine the most cost effective means of mitigating a drop in the lake levels. If and when a mandate is received from the Federal and State governments, a second phase of the project will be implemented on a number of streams in the Sewer District No. 3 service area.

Status

The proposed capital program does not include this project. The Department requested \$1,975,000 in sewer serial bonds in SY; \$975,000 for planning and \$1 million for construction. Identical funding was included in the Adopted 2015-2017 Capital Program.

This project has looked at the impact sewers had on nearby lakes and streams and it was determined that there was very little impact.

Phase I – a pilot project is in the planning stage, which will provide mitigation of the levels of water in Deer Lake. This is on hold due to the rise in water levels in Deer Lake. The Department has expended \$138,952 for the one lake that was thought to be the most impacted, Deer Lake, which had gone dry in the late 1990s to early 2000s. DPW hired PW Grosser to design a pump station to replenish the water in the lake. During the design, three issues came to the Department's attention that put the project on hold: 1. The Lake naturally replenished itself. 2. PWG's research found out that the lake has a history of going dry during low rain periods long before sewers were installed. 3. DPW had not identified an acceptable site to build the pump station.

Phase II – there are 12 streams within the sewerage area in the southwest portion of the County and a project to mitigate drops in those streams and surrounding water resources would be undertaken if and when it is mandated by the Federal and State governments. The Department's request once again indicated that this could occur in 2015.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The Department requested \$1,975,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$1,975,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$154,473. Over the life of an 18-year bond this totals \$2,780,511. The debt service for the sewer district will be paid by those who reside and/or own inside the district boundaries.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$1,975,000		\$1,975,000	\$0	\$0
Total	\$1,975,000		\$1,975,000	\$0	\$0

Issues for Consideration

Phase II will only be initiated when mandated by regulators; DPW anticipates that this could take place during 2015. The Department indicated that the project would be for a pumping well installation to replenish Deer Lake in Deer Park. The project has been put on hold in prior years but DPW believes it may need to be reactivated in the future. There is reportedly renewed community interest in making sure the lake does not run dry.

Budget Review Office Recommendations

The Budget Review Office agrees with the non-inclusion of this project in the proposed capital program. This project has been in and out of the capital program for more than 25 years and has been on hold awaiting a federal or State mandate to progress for more than half a dozen years. The Department's request for funding in SY has not changed in magnitude or schedule for the last five years. When or if progression of this project is mandated, the inclusion and funding of this project should be considered in future capital programs.

8110RD16

EXISTING					
Project Number:	8115	Executive Ranking:	68	BRO Ranking:	68
Project Name:	SEWER DISTRICT NO. 5 - STRATHMORE HUNTINGTON - SEWER SYSTEM IMPROVEMENTS				
Location:	Huntington	Legislative District:	16,17		

Description

This project provides funding for improvements to Sewer District No. 5, Strathmore Huntington. Additional funds have been requested for rehabilitation, on-site clean-up, and remediation.

Justification

This project will improve collection system efficiency and reliability while reducing the potential for overflows and force main failure. It will also help to capture and treat odors generated by treatment tanks and avoid potential lawsuits for contamination of the ground.

Status

Phase I - Improvements to sewerage system including pump stations and force mains and restoration of the area disturbed by construction - Completed

Phase II - Cover equalization and sludge holding tank, including an odor control system - Requires an RFP to be issued for design assistance

Phase III - Replacement and rehabilitation of pump stations two, three, four, and five force mains - Completed

Phase IV - Rehabilitation and clean-up of on-site sludge lagoons - RFP required for engineering assistance

No funding was included in the Adopted 2015-2017 Capital Program for this project. The proposed capital program includes \$100,000 in sewer serial bonds in 2016 for planning to obtain engineering assistance and \$1 million in sewer serial bonds in 2017 for construction to rehabilitate and clean-up the on-site sludge lagoon (Phase IV) as requested by the Department.

Total Appropriated:	\$2,775,000	Appropriation Balance:	\$1,898,508
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$1,100,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$1,100,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$86,035. Over the life of an 18-year bond this totals \$1,548,639. The debt service for the sewer district will be paid by those who reside and/or own property inside the district boundaries.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$100,000	\$100,000	\$100,000
2017	\$0		\$1,000,000	\$1,000,000	\$1,000,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$1,100,000	\$1,100,000	\$1,100,000

Issues for Consideration

The proposed capital program provides the magnitude and scheduling of funding as requested by the Department; however, the Department requested \$100,000 for planning in 2016 utilizing Assessment Stabilization Reserve funds and the proposed capital program indicates \$100,000 for planning in 2016 utilizing sewer serial bonds.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation included within the proposed capital program. Mitigating the use of the Assessment Stabilization Reserve Fund (ASRF) for capital borrowing is logical given the fact that the County has been authorized to borrow ASRF funds to aid in cash flow management and provide general property tax relief through 2017 via Local Law No. 31-2014. Any increase in expenses within the District are mitigated to a three percent increase in rates, at which time, the District is eligible to access ASRF for operating assistance.

8115RD16

EXISTING					
Project Number:	8117	Executive Ranking:	70	BRO Ranking:	67
Project Name:	SUFFOLK COUNTY SEWER DISTRICT NO. 11 - SELDEN SEWERAGE SYSTEM IMPROVEMENTS				
Location:	Old Town Road, Selden		Legislative District:	4	

Description

This project will provide improvements to Suffolk County Sewer District No. 11- Selden and will progress in phases.

Phase I - Headworks improvement and sludge thickening system installation has reduced the amount of sludge disposal trucks.

Phase II - Collection system repairs, replacements and upgrades will provide reliability to the system and prevent overflows and failings.

Phase III – Pump station #3 force main replacement.

Justification

This sewer collection system is 40 years old and many of the pump stations and force mains are in need of repair, replacement, or upgrading in order to protect the environment from sewer overflows and the resultant emergency shutdowns of the system.

Status

Phase I of the project was completed December 2011 while Phase II is ongoing with no completion date at this time. Phase III is a new addition to the project and provides for the replacement of the pump station #3 force main with \$5.25 million scheduled in 2017. DPW does much of this work with in-house staff as time permits or uses its sewer vendor under contract. Due to staffing limitations, DPW has been unable to perform as much of the planned repair work as anticipated and now must accelerate design and construction repairs during 2016 and 2017.

The proposed capital program includes \$9.5 million in sewer serial bond financing for this project, as requested by the Department; \$1 million for planning and \$8.5 million for construction. This is \$6.25 million more than previously adopted.

Total Appropriated:	\$9,027,015	Appropriation Balance:	\$2,122,492
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$9,500,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$9,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$743,034. Over the life of an 18-year bond this totals \$13,374,608. The debt service for the sewer district will be paid by those who reside and/or own inside the district boundaries.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000
2016	\$1,000,000		\$1,750,000	\$1,750,000	\$1,750,000
2017	\$1,000,000		\$5,250,000	\$5,250,000	\$5,250,000
2018	\$0		\$2,500,000	\$2,500,000	\$2,500,000
SY	\$0		\$0	\$0	\$0
Total	\$3,250,000		\$10,750,000	\$10,750,000	\$10,750,000

Issues for Consideration

This project provides for improvements to an aging system that if it fails, major environmental impacts could result along with potential health issues.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding as included in the proposed capital program and requested by the Department.

EXISTING					
Project Number:	8118	Executive Ranking:	Not Included	BRO Ranking:	61
Project Name:	IMPROVEMENTS TO SCSD #14 - PARKLAND				
Location:	Joann Drive, Holbrook	Legislative District:	8		

Description

This project provides funding to make improvements to Suffolk County Sewer District No. 14 - Parkland in phases.

Phase I - Rehabilitation and improvement to the denitrification return sludge system and miscellaneous infrastructure.

Phase II - Sludge system modification, infrastructure, and hydraulic improvements.

Phase III - Odor control digester tank covers.

Phase IV - Recharge system (off-site).

Phase V - Miscellaneous improvements.

Justification

Improvements to enhance the treatment process quality and reliability within the District are required to meet New York State Department of Environmental Conservation (NYSDEC) requirements and address Suffolk County Department of Health inspection issues.

Status

Phase I - complete, Phase II - on-going, Phase III - complete, Phase IV - recharge being evaluated for future years, Phase V - to start in 2016.

The proposed capital program does not include this project. The Department requested \$250,000 in sewer serial bonds in 2016 for engineering assistance and \$1 million in sewer serial bonds for construction in 2017. There were no funds included within the Adopted 2015-2017 Capital Program for this project.

Total Appropriated:	\$3,011,625	Appropriation Balance:	\$665,808
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The Department requested \$1,250,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$1,250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$97,768. Over the life of an 18-year bond this totals \$1,759,817. The debt service for the sewer district will be paid by those who reside and/or own inside the district boundaries.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$250,000	\$0	\$0
2017	\$0		\$1,000,000	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$1,250,000	\$0	\$0

Issues for Consideration

The County's failure to constantly maintain and upgrade its existing waste water treatment infrastructure puts it at risk of being fined by regulatory agencies such as the NYSDEC and Health Department. Additionally, proper maintenance protects the County's sole source aquifer and the environment.

Discussions with the Department revealed that the requested funding was not intended to address any particular failure at the treatment facility, but rather to perform preventative maintenance type activities. This project currently has an unexpended appropriation balance in excess of \$650,000, which can be utilized for that purpose. Funding for Phase V, miscellaneous improvements, can be addressed in future capital programs when specific improvements are required and their associated costs are more readily identified.

Budget Review Office Recommendations

The Budget Review Office agrees with the omission of requested funding as indicated within the proposed capital program.

8118RD16

EXISTING					
Project Number:	8119	Executive Ranking:	Not Included	BRO Ranking:	53
Project Name:	IMPROVEMENTS TO SCSD #7 - MEDFORD				
Location:	Medford	Legislative District:	7		

Description

This project provides funding to make improvements to Suffolk County Sewer District No. 7 - Medford in phases.

Phase I - Rehabilitation of pump station #4 influent line.

Phase II - Infrastructure improvements including clarifier rehabilitation, odor control evaluation, and sludge improvement.

Phase III - Additional infrastructure improvements including settling tanks, instrumentation, aeration, sludge system, recharge improvements, and process /equipment reliability at Twelve Pines.

Phase IV - Woodside plant improvements, including sludge system and recharge. Phase IV is a newly added phase to this project.

Justification

Improvements are required to meet New York State Department of Environmental Conservation requirements, increase treatment quality and reliability, and for compliance with regulators.

Status

Phases I, II, and III have been completed. The Department requested \$500,000 in sewer serial bonds in 2016 for planning and design and \$1.75 million in sewer serial bonds in 2017 for construction of treatment plant improvements associated with Phase IV. This project is not included in the proposed capital program and no funding for this project was included in the previously adopted capital program.

Total Appropriated:	\$3,452,572	Appropriation Balance:	\$2,998,879
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The Department requested \$2,250,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$2,250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$175,982. Over the life of an 18-year bond this totals \$3,167,670. The debt service for the sewer district will be paid by those who reside and/or own inside the district boundaries.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$500,000	\$0	\$0
2017	\$0		\$1,750,000	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$2,250,000	\$0	\$0

Issues for Consideration

Upgrades and routine maintenance at the County's waste water treatment plants are required to maintain compliance with regulatory agencies and protect the County's sole source aquifer and the environment.

Discussions with the Department have revealed the fact that the funding requested for this project has now been included within CP 8194 in the proposed capital program. Additionally, this project has a substantial appropriation balance of nearly \$3 million to progress the project in the near term.

Budget Review Office Recommendations

The Budget Review Office agrees with the omission of funding as indicated within the proposed capital program.

8119RD16

EXISTING					
Project Number:	8121	Executive Ranking:	77	BRO Ranking:	72
Project Name:	IMPROVEMENTS TO SCSD #21 - SUNY AT STONY BROOK				
Location:	SUNY Stony Brook Campus	Legislative District:	5		

Description

This program funds improvements to reduce nitrogen discharge to the Long Island Sound and also insures adequate capacity is available for SUNY growth.

Phase I - Construction of interim recharge facility, and installation of new emergency generator.

Phase II - Upgrade of the waste water treatment plant to meet nitrogen discharge limits as mandated by the Environmental Protection Agency and New York State Department of Environmental Conservation (NYSDEC).

Phase III - Locate and construct recharge system.

Justification

This project is required to meet State Pollutant Discharge Elimination System (SPDES) permit limits for nitrogen discharge to the Long Island Sound and includes an evaluation of effluent reuse.

Status

Phase I has been completed. Phase II plant improvements are under design. The environmental process is required concurrently with the final design. Phase III is on-going as issues persist with the location and acquisition of land for recharge. The Department indicates that offsite recharge will likely be needed in 2018 and beyond.

The proposed capital program includes \$50,000 in 2016 for planning and \$1 million in 2017 for construction that was not included within the previously adopted capital program, but is the same as requested, with the exception of the funding source for planning in 2016 that is proposed as ASRF monies and requested as sewer serial bonds. The increased funding is for engineering assistance in 2016 and construction of a new influent screen in 2017. All funding scheduled within this project is indicated as Other/Matching Funds (O) with the exception of the 2016 planning funds.

The proposed capital program and the Departmental request indicate \$500,000 (O) in 2018 for engineering assistance for designing an on-land recharge system as per the Long Island Sound Study and NYSDEC mandate. These funds were scheduled in SY in the previously adopted capital

program. Additionally, \$3 million (O) for land acquisition and \$12 million (O) for construction associated with the Phase III recharge system are scheduled in SY as previously adopted, proposed, and requested.

Total Appropriated:	\$22,052,149	Appropriation Balance:	\$9,316
----------------------------	---------------------	-------------------------------	----------------

Impact on Operating Budget

This project is funded utilizing Assessment Stabilization Reserve Funds (A) and Other/Matching funds (O). The fiscal impact to the District's operating budget is mitigated by its ability to borrow from ASRF. ASRF monies are available only to Suffolk County sewer districts.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$50,000	\$50,000	\$50,000
2017	\$0		\$1,000,000	\$1,000,000	\$1,000,000
2018	\$0		\$500,000	\$500,000	\$500,000
SY	\$15,500,000		\$15,000,000	\$15,000,000	\$15,000,000
Total	\$15,500,000		\$16,550,000	\$16,550,000	\$16,550,000

Issues for Consideration

Mitigating the County's sewer districts' utilization of the Assessment Stabilization Reserve Fund (ASRF) for capital borrowing is logical given the fact that the County has been authorized to borrow ASRF funds to aid in cash flow management and provide general property tax relief through 2017 via Local Law No. 31-2014. Any increase in expenses within the District are mitigated to a three percent increase in rates, at which time, the District is eligible to access ASRF for operating assistance.

Budget Review Office Recommendations

- The Budget Review Office recommends changing the proposed funding source for \$50,000 for planning in 2016 from ASRF to sewer serial bonds. The demands upon the ASRF are likely to be significant through 2017 and any increase in expenses within the District are mitigated to a three percent increase in rates, at which time, the District is eligible to access ASRF for operating assistance.
- If the entire \$50,000 in sewer serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$3,911. Over the life of an 18-year bond this totals \$70,393.

EXISTING					
Project Number:	8122	Executive Ranking:	62	BRO Ranking:	67
Project Name:	IMPROVEMENTS TO SEWER COLLECTION SYSTEMS SCSD #1 - PORT JEFFERSON				
Location:	Port Jefferson	Legislative District:	5		

Description

This project provides funding for improvements to Sewer District No. 1, Port Jefferson, which will include the following phases:

Phase I - Renovate sewer system piping, manholes and appurtenances to reduce overflow occurrences.

Phase II - Improve/Renovate sewer system in lower areas of sewer district (pump station and screening included).

Phase III - Force main replacement due to increased service area flow generated.

Justification

Emergency response and potential financial penalties associated with overflows as well as sewage backup reimbursement costs may all be reduced.

Status

The proposed capital program includes \$2 million in sewer serial bonds in 2016 for construction, as requested by the Department. The Adopted 2015 Capital Budget included \$2 million in sewer serial bonds for construction, which was included in the Department's request, but has been omitted in the proposed capital program. The Department indicated that the omission of the 2015 funds was not problematic as progression of the project has been delayed due to environmental delays.

Phase III funding requested and proposed in 2016 is necessary to replace the Pump Station No. 1 force main due to increased capacity needs. Phase III planning is anticipated to be completed by June 2015 with construction slated to begin late in 2017.

Portions of a new 16 inch force main from Pump Station No. 2 to the plant have been constructed. Additional environmental and technical approvals and construction are needed to complete the remainder of the main.

Total Appropriated:	\$925,077	Appropriation Balance:	\$669,438
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$2,000,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$2,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$156,428. Over the life of an 18-year bond this totals \$2,815,707. The debt service for the sewer district will be paid by those who reside and/or own inside the district boundaries.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$2,000,000	\$0	\$2,000,000	\$0	\$0
2016	\$0		\$2,000,000	\$2,000,000	\$2,000,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$2,000,000		\$4,000,000	\$2,000,000	\$2,000,000

Issues for Consideration

Force main replacement funding of \$2 million that has been requested and proposed in 2016 to accommodate increased demand could positively impact CP 8154 – Expansion of Sewer District #1 Port Jefferson. Improvements that allow for additional capacity to accommodate demand help to protect the environment and sole source aquifer.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding as included in the proposed capital program.

8122RD16

EXISTING					
Project Number:	8126	Executive Ranking:	71	BRO Ranking:	67
Project Name:	IMPROVEMENTS TO SCSD #18 - HAUPPAUGE INDUSTRIAL				
Location:	Hauppauge	Legislative District:	12		

Description

This capital project consolidates the north and south service areas of Sewer District No. 18 and completes sewerage of the remainder of the Hauppauge Industrial Park. The northerly treatment plant has been abandoned with a connection to a new facility at the south site, resulting in improved treatment and a capacity of 1.65 million gallons per day. The project includes three pumping stations and force mains with over nine miles of new sewers. The project originally included the following two phases.

Phase I - Wastewater Treatment Plant construction.

Phase II - Collection system expansion.

DPW has since divided the project into five phases to spread the construction to multiple contractors. Most recently, Phase III has been deleted and combined with Phase IV. The scope of the project has not changed.

Phase IV - Collection system expansion and new pumping station.

Phase V - Collection system expansion and two new pumping stations.

Justification

The construction of a larger wastewater treatment plant capable of processing 1.65 million gallons per day and new sewers will allow for growth in both the existing service area as well as the enlarged service area resultant from expansion of the current boundaries. The new system should eliminate emergencies associated with the aged systems it replaces.

Status

The proposed capital program includes \$6 million in sewer serial bonds (X) in 2016 for construction, as requested. The previously adopted capital program did not include this funding. The Department indicated additional construction funding has been requested as a result of the engineering estimate increasing due to the complex nature of the work to be performed.

Phases I and II are complete and the new treatment plant is processing 250,000 gallons per day of influent with process percent removal at a very high level considering the strength of the sewage. Phase IV is anticipated for completion by December 2016 and Phase V by December 2017.

Total Appropriated:	\$80,591,689	Appropriation Balance:	\$30,806,617
----------------------------	---------------------	-------------------------------	---------------------

Impact on Operating Budget

The proposed capital program includes \$6,000,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$6,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$469,284. Over the life of an 18-year bond this totals \$8,447,121. The debt service for the sewer district will be paid by those who reside and/or own inside the district boundaries.

According to the Department, the annual operation and maintenance budget is expected to increase by \$700,000 annually for additional labor, sludge disposal, chemicals and power resultant from increasing the service area by nearly 360 percent.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
2016	\$0		\$6,000,000	\$6,000,000	\$6,000,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$2,000,000		\$8,000,000	\$8,000,000	\$8,000,000

Issues for Consideration

Expansion of the area served by SCSD No. 18 will help to preserve the environment and the County's sole source aquifer. Sewer expansion also adds to the possibility of future economic development. The additional funding for construction is appropriate based upon the complexity and most recent cost estimates associated with Phases IV and V of the project.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation for this capital project as included in the proposed capital program.

8126RD16

EXISTING					
Project Number:	8134	Executive Ranking:	63	BRO Ranking:	64
Project Name:	FORGE RIVER NITROGEN REDUCTION PROJECT				
Location:	Town of Brookhaven	Legislative District:	3		

Description

The Forge River Nitrogen Reduction Project will construct a new sewage treatment plant and collection system to address the following circumstances:

- High Nitrogen/Poor Flushing - Unsewered wastewater is 70% of nitrogen load.
- Harmful Algal Blooms - Recurring Brown Tide that obliterate shellfish habitat.
- Depleted Coastal Resiliency.
- Wetlands Loss - NYSDEC estimates 18-36% loss in the Great South Bay between 1974-2001.
- Sea Grass Loss - 90% loss since 1930.
- Shellfish Loss - 93% loss of hard clam harvest in the past 25 years; loss of more than 6,000 jobs.
- Low Dissolved Oxygen - “Impaired water body” declaration by NYSDEC in 2010.

Justification

Nitrogen from wastewater discharge has had a disastrous effect on local water bodies, undermining natural defenses. The cost to expand the County’s sewer system will be significant and take decades to implement, but it is critically important that the County begin to address this issue for the future of the sole source aquifer and waterways.

The use and installation of sewers will improve the water quality of the Forge River and is essential to economic growth and affordable/workforce housing. Additionally, sewerage will assist in restoring the natural buffers to storm surges (i.e. sea grass and marshes).

Status

This project has undergone a major revision in scope as well as a name change. Previously, this project entailed the planning tasks necessary to bring the creation of a sewer district to the design and construction phases. The project description now indicates that it will construct a new sewage

treatment plant and collection system. Funds appropriated under CP 8189, Sewer Districts Capacity Study, provided an extensive evaluation of sewerage in this area.

Discussions with the Department indicate that the revised scope includes construction of a sewage treatment plant and installing sewers along Main St. (Montauk Highway) from CR 46 to the Forge River and along the western bank of the Forge River from Sunrise Highway to the Great South Bay. Federal and State funding for this expanded scope has been identified by the NYS government as a combination of Community Development Block Grant Disaster Recovery (CDBG-DR) funding and NYS Environmental Facilities Corp (NYS EFC) low interest loans. The Department's request states that the potential exists for a federal grant representing 55% of the planning cost.

Resolution No. 1218-2011 appropriated \$900,000 in Suffolk County serial bonds (B) for planning. Resolution No. 35-2014 appropriated an additional \$1 million in serial bonds for planning. Approximately \$62,000 has been encumbered or expended to date.

The proposed capital program includes \$181,100,000 in Other (O) funding for construction in 2016. The previously adopted capital program included \$8.1 million in FEMA (FE) funding for planning in 2015, which is not reflected in the proposed capital program. The Department requested \$183.8 million in federal aid (F) for construction and \$8.4 million (O) funding for planning in 2016. Although aid for construction funding is less than requested by DPW, it is anticipated that the project can be completed with the proposed funds.

Suffolk County is developing a comprehensive plan to expand sewerage, which will directly reduce nitrogen pollution. This plan starts with targeting several critical areas that will deliver the greatest amount of nitrogen reduction for the dollars invested. The plan involves sewerage neighborhoods around critical river corridors, including the Forge River.

Total Appropriated:	\$1,900,000	Appropriation Balance:	\$1,837,716
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program indicates that Other (O) funding will be used to finance this project. There will be some cost associated with the use of NYS EFC low interest loans, the amount of which depends on a final determination of the degree of utilization of this funding source.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$8,100,000	\$0	\$8,100,000	\$0	\$0
2016	\$0		\$192,200,000	\$181,100,000	\$181,100,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$8,100,000		\$200,300,000	\$181,100,000	\$181,100,000

Issues for Consideration

A new project, CP 8197, Planning and Design for Nitrogen Reduction Projects, is included within the proposed capital program. It shows the intent of the County Executive to amend the Adopted 2015 Capital Budget to provide \$22.1 million in State aid for planning and design of the four nitrogen reduction projects included in the proposed capital program; therefore there is no need to budget planning funds within this project as requested by the Department.

Sewering will help to preserve the environment and sole source aquifer as well as add to the possibility of future economic development. Projects of this magnitude have been deferred in the past, at least partially, due to fiscal constraints. A combination of Community Development Block Grant Disaster Recovery funding and NYS Environmental Facilities Corp low interest loans will help Suffolk County to realize a comprehensive plan to expand sewerage, which will directly reduce nitrogen pollution.

Budget Review Office Recommendations

The Budget Review Office agrees with funding as included in the proposed capital program. It should be noted that at this time, it is not clear what the final cost and breakdown of the funding sources will be.

8134RD16

EXISTING					
Project Number:	8139	Executive Ranking:	63	BRO Ranking:	64
Project Name:	CARLLS RIVER NITROGEN REDUCTION PROJECT				
Location:	North Babylon, Wyandanch, West Babylon	Legislative District:	15, 17		

Description

The Carlls River Nitrogen Reduction Project would extend Southwest Sewer District No. 3 into North and West Babylon and Wyandanch. This project will address the following circumstances:

- High Nitrogen/Poor Flushing - Unsewered wastewater is 70% of nitrogen load.
- Harmful Algal Blooms - Recurring Brown Tide that obliterate shellfish habitat.
- Depleted Coastal Resiliency.
- Wetlands Loss - NYSDEC estimates 18-36% loss in the Great South Bay between 1974-2001.
- Sea Grass Loss - 90% loss since 1930.
- Shellfish Loss - 93% loss of hard clam harvest in the past 25 years; loss of more than 6,000 jobs.
- Low Dissolved Oxygen - "Impaired water body" declaration by NYSDEC in 2010.

Justification

The use and installation of sewers are essential to the economic growth, environmental benefits and the opportunity for affordable or workforce housing in the areas. Additionally, sewerage will assist in restoring the natural buffers to storm surges (i.e. sea grass and marshes).

Status

This project has undergone a major revision in scope along with a name change. Previously, this project funded a study to determine the benefits and viability of installing sanitary sewers for Deer Park, West Babylon, North Babylon, Wyandanch, and West Islip. The project now provides for extending the Southwest Sewer District into North Babylon, West Babylon, and Wyandanch.

The previously adopted capital program included \$2 million in sewer serial bonds (X) in 2015 for planning. The proposed capital program indicates that the County Executive does not intend to submit an appropriating resolution for 2015 funding. The proposed capital program provides \$126.1 million in Other (O) funding for construction in 2016, comprised of Community Development Block Grant (CDBG) and New York State Environmental Facilities Corp. (NYS EFC) financing. The Department requested \$149.6 million in 2016; \$11 million of (O) funding for planning and \$138.5 million of federal aid (F) for construction.

Initially, the study conducted through this capital project identified 29 areas for sewerage enhancements at a cost of \$2.1 billion. Last year, the Department requested \$315 million to provide the necessary funding for six of the 29 areas studied. The funding identified by the State for this project, and included within the proposed capital program, is for sewerage in three areas; North Babylon, West Babylon, and Wyandanch. The Department requested \$138.5 million for construction in these areas; the State identified funding is \$126.1 million. The Department may be able to complete the project with this funding or may need to reduce the coverage area.

Total Appropriated:	\$400,000	Appropriation Balance:	\$5,965
----------------------------	------------------	-------------------------------	----------------

Impact on Operating Budget

The proposed capital program indicates that (O) funding will be used to finance this project. There will be some cost associated with the use of NYS EFC low interest loans, the amount of which depends on a final determination of the degree of utilization of this funding source.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$2,000,000	\$0	\$2,000,000	\$0	\$0
2016	\$0		\$149,600,000	\$126,100,000	\$126,100,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$2,000,000		\$151,600,000	\$126,100,000	\$126,100,000

Issues for Consideration

A new project, CP 8197, Planning and Design for Nitrogen Reduction Projects, is included within the proposed capital program. It shows the intent of the County Executive to amend the Adopted 2015 Capital Budget to provide \$22.1 million in State aid for planning and design of the four nitrogen reduction projects included in the proposed capital program; therefore there is no need to budget planning funds within this project as requested by the Department.

The sewers to be constructed are planned to be connected to SD #3 - Southwest. As an alternative to connecting to Southwest, treated sewage could be discharged into the ground at newly constructed plants.

The availability of outside funding for construction in 2016, comprised of Community Development Block Grants, and Environmental Facilities Corp. financing, makes the progression of sewerage in these areas more affordable for the County.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding included within the proposed capital program. However, it should be noted that at this time it is not clear what the final cost and breakdown of funding sources will be. When those issues are resolved, we will have a better understanding as to whether or not to progress with this project.

8139RD16

EXISTING					
Project Number:	8142	Executive Ranking:	74	BRO Ranking:	59
Project Name:	IMPROVEMENTS TO RIVERHEAD COUNTY CENTER SEWAGE PUMP STATION				
Location:	Riverhead County Center	Legislative District:	2		

Description

This project provides funding for improvements to the Riverhead County Center sewage pump station. Funds are required for force main rehabilitation.

Justification

Infrastructure improvements result in reductions to emergency responses. This pump station is located on the Peconic River and serves the entire County Center.

Status

The proposed capital program includes \$250,000 in sewer serial bonds for construction in 2016 as requested by the Department. The previously adopted capital program included no funding for this project.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$250,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$19,554. Over the life of an 18-year bond this totals \$351,963. If sewer serial bonds were utilized, then debt service would be paid by those who reside and/or own within the District; however, the Riverhead County Center sewage pump station is not a sewer district.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$250,000	\$250,000	\$250,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$250,000	\$250,000	\$250,000

Issues for Consideration

The Riverhead County Center sewage pump station is not a sewer district and is therefore ineligible to utilize sewer serial bonds as a debt instrument. When funding was last appropriated within this project via Resolution No. 903-2004, general obligation serial bonds were utilized.

Budget Review Office Recommendations

- The Budget Review Office agrees with the magnitude of funding as proposed and requested but recommends changing the funding source from sewer serial bonds (X) to general obligation serial bonds (B).
- If the entire \$250,000 in serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$19,554. Over the life of an 18-year bond, this totals \$351,963.

8142RD16

EXISTING					
Project Number:	8144	Executive Ranking:	72	BRO Ranking:	64
Project Name:	IMPROVEMENTS TO SCSD #6 - KINGS PARK				
Location:	Kings Park	Legislative District:	13		

Description

This project provides funding for improvements to Suffolk County Sewer District No. 6 - Kings Park. Funds will be utilized for repairing and re-routing major collection system sewer lines on the old Kings Park Hospital grounds and for the upgrading and re-routing of the St. Johnland Nursing Home pump station and force main.

Justification

These improvements are required to increase sewage treatment reliability and safety and meet the Long Island Sound Study mandates for nutrient removal. Maintenance of wastewater treatment

infrastructure is necessary to protect the environment and the County's sole source aquifer from sewage overflows.

Status

The proposed capital program includes \$2 million in 2016 and \$3 million in 2017 in sewer serial bonds for construction as requested by the Department. The previously adopted capital program did not include this project.

Total Appropriated:	\$20,980,490	Appropriation Balance:	\$824,071
----------------------------	---------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$5,000,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$5,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$391,070. Over the life of an 18-year bond this totals \$7,039,267. The debt service for the sewer district will be paid by those who reside and/or own inside the District boundaries.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$2,000,000	\$2,000,000	\$2,000,000
2017	\$0		\$3,000,000	\$3,000,000	\$3,000,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$5,000,000	\$5,000,000	\$5,000,000

Issues for Consideration

Aged infrastructure within the District is due for maintenance and repair. The County's failure to adequately maintain its wastewater infrastructure could lead to punitive actions from regulatory agencies and endanger the sole source aquifer and the environment.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding included within the proposed capital program.

8144RD16

EXISTING					
Project Number:	8147	Executive Ranking:	66	BRO Ranking:	67
Project Name:	IMPROVEMENTS TO SCSD #20 - WILLIAM FLOYD (RIDGEHAVEN)				
Location:	Ridge	Legislative District:	6		

Description

This project provides funding for improvements to Suffolk County Sewer District No. 20 – William Floyd (Ridgehaven). Funds are included to design and construct a pump station and force main to divert flow to Sewer District No. 20 – Leisure.

Justification

The current plan is to abandon this sewage treatment plant and construct a pump station and force main at this location in order to divert flow to Sewer District No. 20 – Leisure. Abandoning this treatment plant is anticipated to result in labor and utilities savings.

Status

For several years it had been anticipated that the Ridgehaven treatment facility would be expanded and rehabilitated by a developer to meet its needs for sanitary sewers in connection with a new development in the area. The possibility of a developer expanding the Ridgehaven facility for additional usage has met with difficulty over the years. It does not appear that it will take place in the future and, therefore, the plan to improve and expand the Ridgehaven facility with district funds has been delayed.

The previously adopted capital program included \$3 million in sewer serial bonds (X) in 2015 for construction of a new EQ tank and other new equipment to meet permit limits. The proposed capital program includes an additional \$500,000 (X) in 2016 for planning and design and \$1.5 million (X) in 2017 for construction. The Department's request is the same as proposed except that no planning funds were requested in 2016.

An in-house evaluation to determine the possibility of connecting SD #20 East (Ridgehaven) to the SD #20 West (Leisure Village) plant has been completed. The Department intends to abandon this sewage treatment plant and construct a pump station and force main at this location in order to divert flow to Sewer District No. 20 – Leisure.

Total Appropriated:	\$100,000	Appropriation Balance:	\$35,000
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$2,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$156,428. Over the life of an 18-year bond this totals \$2,815,707.

Labor and utilities savings are anticipated within the District's operating budget.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
2016	\$0		\$0	\$500,000	\$500,000
2017	\$0		\$1,500,000	\$1,500,000	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$3,000,000		\$4,500,000	\$5,000,000	\$3,500,000

Issues for Consideration

The Ridgehaven STP requires an equalization tank, new screening equipment, new air blowers, and new electrical controls to insure discharge standards are met in order to maintain compliance with State permits for which funding has been identified in 2015. The Department's request indicates that construction funding of \$3 million in 2015 will be used for both temporary improvements at the Ridgehaven STP to meet State discharge standards and a pump station and force main in conjunction with the plan to abandon the Ridgehaven STP. The Department did not request, but advised BRO that, \$500,000 proposed for planning in 2016 is needed for design of the force main and pump station. It makes little sense to invest in treatment infrastructure at an STP that the County intends to abandon. The Department intends to mitigate expenditures required to continue to meet discharge standards and utilize the 2015 funding to expedite the plan to abandon this aged STP infrastructure. If additional funding is required that exceeds the \$3 million scheduled in 2015, it can be addressed in future capital programs.

Budget Review Office Recommendations

- The Budget Review Office recommends deleting \$1.5 million (X) for construction in 2017.
- If the entire \$1,500,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$117,321. Over the life of an 18-year bond this totals \$2,111,780.

8147RD16

EXISTING					
Project Number:	8148	Executive Ranking:	70	BRO Ranking:	67
Project Name:	IMPROVEMENTS TO SCSD #20 - WILLIAM FLOYD (LEISURE)				
Location:	Ridge	Legislative District:	6		

Description

This project will provide funding for improvements to SCSD #20 – William Floyd (Leisure) in the following phases:

Phase I - rehabilitation of main sewage pump station, remote pump station, process/control modifications.

Phase II - expand treatment plant by 100,000 gallons per day (gpd) to receive flow from Ridgehaven.

Justification

Phase I improvements are anticipated to reduce the need for emergency response by the Department. Phase II will accommodate the closure of the Ridgehaven STP allowing for the realization of operational efficiencies and cost reductions.

Status

Phase I rehabilitation of the main sewage pump station, remote pump station, and process/control modifications are substantially complete.

Phase II will expand the treatment plant by constructing a new process tank to accommodate 100,000 gpd including process equipment, electrical controls, and a new pumping station at Ridgehaven (CP 8147).

The proposed capital program includes \$6 million in sewer serial bonds; \$1 million in 2016 for planning and \$5 million in 2017 for construction, which is the same as requested by the Department. The previously adopted capital program contained identical funding as proposed and requested, but in SY.

Total Appropriated:	\$1,370,000	Appropriation Balance:	\$1,124,907
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$6,000,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$6,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$469,284. Over the life of an 18-year bond this totals \$8,447,121. The debt service for the sewer district will be paid by those who reside and/or own inside the District boundaries.

The project will improve reliability and potentially reduce costs associated with emergency response.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$1,000,000	\$1,000,000	\$1,000,000
2017	\$0		\$5,000,000	\$5,000,000	\$5,000,000
2018	\$0		\$0	\$0	\$0
SY	\$6,000,000		\$0	\$0	\$0
Total	\$6,000,000		\$6,000,000	\$6,000,000	\$6,000,000

Issues for Consideration

The Ridgehaven Treatment Plant is in need of significant costly upgrades (see CP 8147); by eliminating it and pumping to Leisure Village, efficiencies in operation and costs would be realized. Additionally, there exists a potential to save money on Ridgehaven upgrades if the County can expedite the abandonment of that STP prior to investing in upgrades to meet discharge limits.

Rather than invest in upgrading aged STP infrastructure at the Ridgehaven STP, the County will progress its abandonment and subsequent conversion to a pump station and force main in order to connect to the expanded Leisure STP funded in this project to realize operational and cost efficiencies.

Budget Review Office Recommendations

The Budget Review Office agrees with the proposed capital program.

8148RD16

EXISTING			
Project Number:	8150	Executive Ranking:	67
		BRO Ranking:	67
Project Name:	SUFFOLK COUNTY SEWER DISTRICT NO. 7 - MEDFORD - SEWER SYSTEM IMPROVEMENTS		
Location:	Medford	Legislative District:	3, 7

Description

This project provides funding for ongoing improvements to Suffolk County Sewer District No. 7. The current program will renovate collection system piping, manholes, and other appurtenances.

Justification

The sewer system is over 40 years old and repairs/replacements are necessary. Additional funds are requested as more areas requiring repair are identified.

Improvement of collection system flow characteristics will reduce sanitary sewer overflows and reduce the likelihood of violating regulations set by the United States Environmental Protection Agency (USEPA) and the New York State Department of Environmental Conservation (NYSDEC).

Status

The Adopted 2015-2017 Capital Program includes \$500,000 in sewer serial bonds for construction in 2015. The Proposed 2016-2018 Capital Program includes an additional \$250,000 in sewer serial bonds for construction in each of 2016 and 2017 as requested by the Department.

Total Appropriated:	\$1,846,671	Appropriation Balance:	\$1,205,271
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$500,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$39,107. Over the life of an 18-year bond this totals \$703,927. The debt service for the sewer district will be paid by those who reside and/or own inside the district boundaries.

The Department anticipates operating budget savings will be realized from a reduction in emergency response overtime costs that should partially offset debt service payments on serial bonds issued to finance this project.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
2016	\$0		\$250,000	\$250,000	\$250,000
2017	\$0		\$250,000	\$250,000	\$250,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$500,000		\$1,000,000	\$1,000,000	\$1,000,000

Issues for Consideration

Due to the fact that this sewer system is over 40 years old, many of the components comprising the system are near the end of their useful lives. The rehabilitation and maintenance of aging treatment plants and sewer systems are required to insure the safety of the County's citizens, the environment and regulatory compliance.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation as included in the proposed capital program. The Department indicates that there are several years of collection system rehabilitation work, at a significant cost, to be performed within this District of aged infrastructure.

EXISTING					
Project Number:	8151	Executive Ranking:	74	BRO Ranking:	74
Project Name:	SUFFOLK COUNTY SEWER DISTRICT NO. 14 - PARKLAND - SEWER SYSTEM IMPROVEMENTS				
Location:	Holbrook	Legislative District:	8		

Description

This project provides funding to renovate collection system piping, manholes, and other appurtenances to reduce overflow occurrences, comply with United States Environmental Protection Agency (USEPA) and New York State Department of Environmental Conservation (NYSDEC) regulations and reduce potential for odors.

Justification

Periodic maintenance, replacement and rehabilitation of sewer infrastructure prevents system failure and reduces the need for costly emergency repairs. The upkeep of sewer infrastructure reduces odors and maintains compliance with environmental regulations.

Status

The proposed capital program includes \$250,000 in Assessment Stabilization Reserve funding (ASRF or A-money) for construction in each of 2016-2018 (\$750,000 total) as requested by the Department. The previously adopted capital program did not include funding for this project.

Total Appropriated:	\$600,639	Appropriation Balance:	\$348,895
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

This project is funded utilizing ASRF (A). The fiscal impact to the Districts' operating budget is mitigated by their ability to borrow from ASRF for all expenditures that exceed a three percent increase in their rates. ASRF monies are available only to Suffolk County Sewer Districts.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$250,000	\$250,000	\$250,000
2017	\$0		\$250,000	\$250,000	\$250,000
2018	\$0		\$250,000	\$250,000	\$250,000
SY	\$0		\$0	\$0	\$0
Total	\$0		\$750,000	\$750,000	\$750,000

Issues for Consideration

Many of the components within this District's infrastructure are near the end of their useful lives. The rehabilitation and maintenance of aging treatment plants and sewer systems are required to insure the safety of the County's citizens, the environment and regulatory compliance.

Mitigating the County's sewer districts' utilization of ASRF for capital borrowing is logical given the fact that the County has been authorized to borrow ASRF funds to aid in cash flow management

and provide general property tax relief through 2017 via Local Law No. 31-2014. Any increase in expenses within the District are limited to a three percent increase in sewer rates, at which time the District is eligible to access the ASRF for operating assistance.

Budget Review Office Recommendations

- The Budget Review Office agrees with the magnitude and scheduling of funding as proposed and requested; however, we recommend changing the source of funding from Assessment Stabilization Reserve (A) to sewer serial bonds (X).
- If the entire \$750,000 in sewer serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$58,661. Over the life of an 18-year bond this totals \$1,055,890. The debt service for the sewer district will be paid by those who reside and/or own inside the district boundaries.

8151RD16

EXISTING					
Project Number:	8153	Executive Ranking:	62	BRO Ranking:	53
Project Name:	SEWER EXPANSION FOR THE SMITHTOWN, AND KINGS PARK, MAIN STREET COMMERCIAL AREA				
Location:	Smithtown, Kings Park	Legislative District:	13		

Description

This project is for the creation of a new sewer district or the extension of the current Sewer District No. 6, Kings Park to service the Smithtown and Kings Park Main Street commercial area. The County will continue to seek federal funding to progress this project and offset the potential cost to the commercial area that it will serve.

Justification

The sewerage of Smithtown and Kings Park would enhance groundwater protection and could provide growth and revitalization for both areas.

Status

The Adopted 2015-2017 Capital Program included \$2.5 million in sewer serial bonds (X) and \$2.5 million in other (O) funding in 2015 and in 2016. DPW requested that 2016 funding be deferred from 2016 to SY, and increased each funding source from \$2.5 million to \$5 million. The Proposed 2016-2018 Capital Program defers the funding, but at the previously adopted level.

This project was first included in the Adopted 2010-2012 Capital Program; however, no funding for this project has been appropriated to date. The project description has always included the fact that the County is seeking federal funding to progress this project, but no specific federal funding

source has ever been identified. Planning and design for this project were completed under CP 8144 - Improvements to SCSD #6 - Kings Park, wherein the scope of this project was a phase. According to DPW, the monies which have been budgeted to date are insufficient based upon the estimated cost for the full scope project. The current cost estimate for both the Kings Park and Smithtown Main Street commercial areas is \$60 to \$70 million and a modified scope project addressing only the Kings Park Main Street commercial area is estimated be \$20 million.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$2,500,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$2,500,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$195,535. Over the life of an 18-year bond this totals \$3,519,634. The debt service for the sewer district will be paid by those who reside and/or own inside the district boundaries.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
2016	\$5,000,000		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$10,000,000	\$5,000,000	\$0
Total	\$10,000,000		\$15,000,000	\$10,000,000	\$5,000,000

Issues for Consideration

The Department's request states that until a new sewer district or an extension to the current district is created and a determination is made on how the project will be funded by the commercial users and the impact to the commercial area, this project cannot be advanced. Determination of the appropriate funding sources necessary to progress this project cannot be determined until the final scope of the project is determined. Although \$5 million for construction is included in the Adopted 2015 Capital Budget as (X) and (O), it appears that the (O) portion of the funding is speculative at best at this time. The scope and progression of this project is a policy decision that will determine the magnitude, source, and scheduling of required funding in future capital programs. The funding requirements of this project can be reconsidered in future capital cycles when its scope and progression have been more clearly delineated. As such, consideration should be given to not appropriating 2015 adopted funding.

Budget Review Office Recommendations

- The Budget Review Office recommends deleting funding of \$2.5 million in sewer serial bonds (X) and \$2.5 million in other funding (O) for construction in SY.
- If the entire \$2,500,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$195,535. Over the life of an 18-year bond this totals \$3,519,634.

EXISTING					
Project Number:	8155	Executive Ranking:	Not Included	BRO Ranking:	66
Project Name:	SD #3 CONSTRUCTION MANAGEMENT				
Location:	Bergen Point, WWTP SD #3	Legislative District:	9, 10, 11, 14, 15, 16, 17		

Description

This project will provide for engineering consultants to perform construction management, supervision, and inspection of various capital projects that will be occurring at SD #3.

Justification

This capital project was created to fund construction supervision for various capital projects that are or will be occurring on-site allowing for coordination of construction activities.

Status

The proposed capital program does not include funding for this project. The Department requested \$1 million for construction in sewer serial bonds in 2016. The projects that require construction management began in November 2012 and are scheduled to end in 2017. Per the Department's request, the projects are: CP 8108, CP 8132, CP 8170 and CP 8183.

Total Appropriated:	\$11,000,000	Appropriation Balance:	\$972,000
----------------------------	---------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program does not include funding for this project. The Department requested \$1,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$78,214. Over the life of an 18-year bond this totals \$1,407,853. The debt service for the sewer district will be paid by those who reside and/or own inside the district boundaries.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$1,000,000	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$1,000,000	\$0	\$0

Issues for Consideration

Funding was requested in 2016 as a safety net for managing the projects; however, there is an uncommitted balance of \$972,000 for this project and the Department reports that the work is progressing well. According to DPW, there are sufficient funds for this project at this time. The fiscal needs and the progression of this project will be reviewed again next year.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation as included in the proposed capital program.

8155RD16

EXISTING					
Project Number:	8156	Executive Ranking:	66	BRO Ranking:	64
Project Name:	RONKONKOMA HUB SEWER PROJECT				
Location:	Towns of Brookhaven and Islip	Legislative District:	4		

Description

The Ronkonkoma Hub is a major transit oriented development project planned by the Town of Islip and the Town of Brookhaven. A private developer will construct more than 600,000 square feet of mixed residential, retail, and office space on approximately 50 acres of land north of MacArthur Airport and the Ronkonkoma train station. Suffolk County has committed to connecting this project to the Southwest Sewer District.

Justification

This project will build a pump station and force main that will connect to SD #3 via interceptor allowing for the redevelopment of a depressed area with blighted properties. According to DPW, it is anticipated that this project will create 50 construction jobs and more than 1,000 permanent jobs. The Ronkonkoma Hub project is an important part of Connect Long Island, Suffolk County's economic development program that seeks to make the region more competitive by providing environments which keep young people here and attract the kind of high knowledge, high skilled workers necessary to build a vibrant innovative economy in Suffolk County.

According to the "Map & Plan/Report: Ronkonkoma Hub Sewer District" (the Report) issued July 2012: Creating the Ronkonkoma Hub Transit Oriented Development (TOD) will increase tax revenue to the Town of Brookhaven, the Town of Islip and Suffolk County by increasing the tax base as the vacant parcels are developed and by increasing the value of the occupied parcels as they are redeveloped. Providing collection and treatment facilities is expected to attract "smart-growth" development to the area. Visitors who travel into the revitalized Ronkonkoma Hub are likely to use the newly established and redeveloped businesses and restaurants, thus generating economic growth. The development and redevelopment of businesses, commercial properties and Long Island MacArthur Airport will provide additional employment opportunities. Revitalization will also provide a relative increase in property valuation; resulting in additional property tax base, while the increased business activity will create additional sales tax revenues, thereby increasing the overall value of the area and ultimately Suffolk County. Implementation of a sanitary sewerage system is an essential component of this project, as it will allow the increased wastewater generation that is

required for the development to occur. Further, construction of sanitary sewers should help to protect groundwater quality by reducing the concentrations of contaminants of concern, such as nitrates, that are discharged into the environment.

Status

The Adopted 2015-2017 Capital Program includes \$25 million in 2015 for construction, \$4 million in State aid (S) and \$21 million in sewer serial bonds (X). No additional funds were requested by the Department or included in the proposed capital program. The current plan is that Suffolk County will construct a sewer pumping station and install piping to connect the Hub to the Southwest Sewer District. The design is on-going and DPW anticipates construction to be completed by 2017. The current plan to build a pump station and force main that will connect to SD #3 via an interceptor replaced the original plan to build a treatment facility at the train station, thereby eliminating the use of valuable land for a treatment facility and instead allowing it to be used for more project development.

Total Appropriated:	\$1,375,000	Appropriation Balance:	\$310
----------------------------	--------------------	-------------------------------	--------------

Impact on Operating Budget

There is no impact on the operating budget resultant from the proposed capital program (2016-2018 and SY). The economic benefits of this project are expected to increase sales tax revenue to the County. It is unclear to what extent that would offset debt service incurred resulting from the issuance of bonds.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$25,000,000		\$25,000,000	\$25,000,000	\$25,000,000

Issues for Consideration

The current plan to build a pump station that will connect the Ronkonkoma Hub to the Southwest Sewer District is a less expensive alternative that will assist the progression of this project as it avoids the time consuming process of creating a separate sewer district. The new pipeline could lead to additional connectees along its path from Ronkonkoma to West Babylon. Under the current plan, treated effluent will be discharged into the Atlantic Ocean instead of the groundwater. This plan has raised public concern regarding the impact of removing as much as one million gallons of water a day from the aquifer without replenishing it. It is unclear at this time if sewer serial bonds are the most appropriate funding source to be utilized to progress this project.

Budget Review Office Recommendations

The Budget Review Office agrees with the inclusion of this project in the proposed capital program.

NEW					
Project Number:	8157	Executive Ranking:	63	BRO Ranking:	64
Project Name:	CONNETQUOT RIVER NITROGEN REDUCTION PROJECT				
Location:	Great River	Legislative District:	10		

Description

The Connetquot River Nitrogen Reduction Project would extend Southwest Sewer District No. 3 into the Great River area. This project will address the following circumstances:

High Nitrogen/Poor Flushing - Unsewered wastewater is 70% of nitrogen load.

Harmful Algal Blooms - Recurring Brown Tide that obliterate shellfish habitat.

Depleted Coastal Resiliency.

Wetlands Loss - NYSDEC estimates 18-36% loss in the Great South Bay between 1974-2001.

Sea Grass Loss - 90% loss since 1930.

Shellfish Loss - 93% loss of hard clam harvest in the past 25 years; loss of more than 6,000 jobs.

Low Dissolved Oxygen - "Impaired water body" declaration by NYSDEC in 2010.

Justification

Nitrogen from wastewater discharge has had a disastrous effect on local water bodies, undermining natural defenses. Expanding the County's sewer system will cost significant dollars and take decades to implement, but it is critically important that the County begin to address this issue for the future of the sole source aquifer and waterways. Additionally, sewerage will assist in restoring the natural buffers to storm surges (i.e. sea grass and marshes).

Status

This project has undergone a major revision in scope along with a name change. It was requested by the Department last year as a new project; however, the previously adopted capital program did not include it. The Department requested \$30.3 million in Federal aid (F) for construction and \$2.1 million in Other (O) funding for planning in 2016. The proposed capital program includes \$29.1 million in (O) funding for construction in 2016, comprised of Community Development Block Grant (CDBG), and New York State Environmental Facilities Corp. (NYS EFC) financing that has been identified by the New York State for this project.

Sewers are to be constructed for connection to SD #3 – Southwest. Initially the project included the sewerage of Oakdale and Great River, but the scope of the project has been amended to include Great River only based on the amount of available funding identified by New York State.

Suffolk County is developing a comprehensive plan to expand sewerage, which will directly reduce nitrogen pollution. This plan starts with targeting several critical areas that will deliver the greatest amount of nitrogen reduction for the dollars invested. The plan involves sewerage neighborhoods around critical river corridors, including the Connetquot River.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program indicates that (O) funding will be used to finance this project. There will be some cost associated with the use of NYS EFC low interest loans, the amount of which depends on a final determination of the degree of utilization of this funding source.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$32,400,000	\$29,100,000	\$29,100,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$32,400,000	\$29,100,000	\$29,100,000

Issues for Consideration

A new project, CP 8197, Planning and Design for Nitrogen Reduction Projects, is included within the proposed capital program. It shows the intent of the County Executive to amend the Adopted 2015 Capital Budget to provide \$22.1 million in State aid for planning and design of the four nitrogen reduction projects included in the proposed capital program; therefore there is no need to budget planning funds within this project as requested by the Department.

Sewering will assist in restoring the natural buffer to storm surges (i.e. sea grass and marshes), helps to preserve the environment and sole source aquifer, and adds to the possibility of future economic development.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding included within the proposed capital budget. However, it should be noted that at this time, it is not clear what the final cost and breakdown of funding sources will be. When these issues are resolved, we will have a better understanding as to whether or not to progress with this project.

EXISTING					
Project Number:	8164	Executive Ranking:	61	BRO Ranking:	71
Project Name:	SEWER FACILITY MAINTENANCE EQUIPMENT PURCHASE FOR VARIOUS SUFFOLK COUNTY SEWER DISTRICTS				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding for periodic fleet/equipment replacement required for the operation and maintenance of County sewage systems. The fleet consists of over 100 pieces of equipment ranging from tanker trailers to support vehicles. This equipment is used for maintenance of County sewage treatment plants and collection system facilities.

Justification

The periodic replacement of fleet/equipment is necessary to ensure the efficient operation and maintenance of the County's sewer districts. Repair costs associated with fleet/equipment of this nature can be significant as it approaches the end of its useful life. The collection system is aging and, due to new regulations and expanded service areas, the workload has increased.

Status

This is an ongoing annual project. The Department continues to replace obsolete and deteriorated equipment used in the maintenance of Suffolk County's wastewater treatment plants and sewage collection systems periodically as required.

The proposed capital program includes \$4 million in 2016-SY indicated as \$1 million in each of 2016-SY for equipment; all designated as Interfund Transfers (T). The Department requested \$9 million 2016-SY; \$2 million in each of 2016-SY designated as Assessment Stabilization Reserve funds (A) and \$1 million designated as (T) for equipment in SY. The previously adopted capital program included \$1 million in each of 2015-SY for equipment; all designated as Interfund Transfers (T).

Total Appropriated:	\$7,750,000	Appropriation Balance:	\$827,076
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

This project is funded via interfund transfer. There is no sewer serial bond financing associated with this project; therefore there is no debt service impact on the operating budget.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
2016	\$1,000,000		\$2,000,000	\$1,000,000	\$1,000,000
2017	\$1,000,000		\$2,000,000	\$1,000,000	\$1,000,000
2018	\$0		\$2,000,000	\$1,000,000	\$1,000,000
SY	\$1,000,000		\$3,000,000	\$1,000,000	\$1,000,000
Total	\$4,000,000		\$10,000,000	\$5,000,000	\$5,000,000

Issues for Consideration

Providing adequate resources to maintain equipment in good working order at Suffolk County's sewer districts is imperative to realize efficiencies, control costs, and protect the environment and citizens. Although the proposed capital program provides significantly less funding than requested, DPW will use proposed funds in conjunction with existing appropriations to prioritize equipment purchases. Mitigating the utilization of the Assessment Stabilization Reserve Fund (ASRF) for capital borrowing is logical given the fact that the County has been authorized to borrow ASRF funds to aid in cash flow management and provide general property tax relief through 2017 via Local Law No. 31-2014.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation as included in the proposed capital program. Although the Department requested a portion of the funding be included as "A", we recommend all funding be designated as "T" monies, as proposed.

8164RD16

EXISTING			
Project Number:	8165	Executive Ranking:	60
		BRO Ranking:	60
Project Name:	SURVEILLANCE, CONTROL AND DATA ACQUISITION SYSTEM FOR SUFFOLK COUNTY SEWER DISTRICTS		
Location:	Countywide	Legislative District:	All

Description

This project provides for a system to allow monitoring, control, and consolidation of data from County owned sewage treatment plants (STP), pumping stations, and related facilities. Three multiple control facilities will be utilized to insure data storage integrity and increase the ability to respond to critical problems.

Justification

This system will allow administrators and managers to monitor, control, and consolidate the data of the sewage treatment plants, remote pumping stations, and STP related facilities owned and operated by Suffolk County. This ability will allow the County to respond expeditiously in the protection of the fragile Long Island aquifer and the Long Island Sound from accidental discharges of pathogen laden wastewater or possible discharges of chemicals.

Status

The proposed capital program includes \$250,000 in Assessment Stabilization Reserve funds (A) for construction in each year 2016 through 2018, as requested by the Department. The previously adopted capital program included \$250,000 in Assessment Stabilization Reserve funds (A) for construction in each year 2015 through 2017.

The funding will be used to continue installing/upgrading the security camera and computer monitoring systems at all of the plants. DPW has contracted vendors that the Department uses to buy and install the security camera and computer monitoring systems as deemed necessary.

Total Appropriated:	\$2,230,000	Appropriation Balance:	\$441,664
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

This project is funded with \$250,000 in each year of 2016-2018 utilizing Assessment Stabilization Reserve funds (A). There is no sewer serial bond financing associated with this project; therefore there is no debt service impact on the operating budget.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
2016	\$250,000		\$250,000	\$250,000	\$250,000
2017	\$250,000		\$250,000	\$250,000	\$250,000
2018	\$0		\$250,000	\$250,000	\$250,000
SY	\$0		\$0	\$0	\$0
Total	\$750,000		\$1,000,000	\$1,000,000	\$1,000,000

Issues for Consideration

Automation of the monitoring and control of County wastewater facilities from several centralized locations constitutes a logical progression for the administration and management of sewer district facilities. In addition to allowing the most expeditious deployment of resources in emergency situations, this system will aid in data storage integrity and management. We support the integration of this technology, as it will be utilized by the County to assist in the protection of its residents and the environment.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation as included in the proposed capital program.

8165RD16

EXISTING					
Project Number:	8170	Executive Ranking:	77	BRO Ranking:	67
Project Name:	IMPROVEMENTS TO SEWAGE TREATMENT FACILITIES - SCSD #3 - SOUTHWEST				
Location:	Bergen Point, West Babylon	Legislative District:	9,10,11,14,15,16,17		

Description

This project involves improvements to maintain treatment reliability, improve infrastructure conditions, and comply with all regulations.

Phase III - Improvements to plant systems, buildings, and equipment rehabilitations

Phase IV - Multi-year improvements to treatment system

Phase V- Multi-year improvements including security, grit/scavenger, influent odor control, shoreline support, storage building, infrastructure and pump station upgrades

Phase VI – Masonry/window replacement; building over sludge chutes; natural gas feed for turbine generator; retrofit atrium for file storage

Justification

All phases include improvements to enhance treatment reliability, flood protection, and infrastructure condition in order to comply with Federal and State regulatory requirements.

Status

The proposed capital program includes \$2 million in 2016 in Southwest ASRF funds (SW) for planning, \$17 million in 2017 (SW) for construction, and \$20 million in 2018 (SW) for construction, which is the same as the Department requested except sewer serial bonds (X) were requested for all funding. The previously adopted capital program included \$1 million (X) in 2016 for planning and \$20 million (X) in 2017 for construction.

Funds requested and proposed in 2016 are for planning and engineering assistance associated with Phase V scavenger building improvements and the newly added Phase VI improvements. Funds requested and proposed in 2017 are for construction of the Phase VI improvements and funds requested and proposed in 2018 are for construction of the scavenger building improvements.

Funding is in place for many elements of the project, but additional funds are being requested for continued repairs/replacement of aging equipment/materials to maintain treatment reliability and infrastructure throughout the wastewater treatment facility. The odor control improvements at the Influent Pumping Station are complete with the units on-line. Construction has begun on the rebuild/replace/clean of grit and scavenger tanks. Nearly all-major processes within the plant have had some degree of repair or replacement in recent history

Total Appropriated:	\$95,211,850	Appropriation Balance:	\$46,086,326
----------------------------	---------------------	-------------------------------	---------------------

Impact on Operating Budget

The proposed capital program includes \$39 million in Southwest ASRF Fund 405 (SW) financing for this project (2016-2018). As proposed, this project will have minimal operating budget impact as it

is anticipated that funds will be transferred from the Southwest ASRF, Fund 405, to finance this project. The proposed capital program estimates savings to taxpayers in the district to be \$39.7 million in debt service costs over the life of the project. However, savings of that magnitude are based upon the issuance of bonds for a term of 40 years, which is unlikely. BRO estimates savings, based on more likely repayment schedules, of \$18.4 million if bonds with a 20 year term are issued or \$31.3 million if bonds with a 30 year term are issued. The County seldom issues debt with a term exceeding 20 years and the Environmental Facilities Corp. does not issue debt for more than 30 years.

As per the Department, this project's improvements focus on decreasing overtime and emergency response. Equipment and system improvements do not require additional staff and make other operation and maintenance expenses more efficient. A slight increase in consumables, electric and water are expected to take place.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$1,000,000		\$2,000,000	\$2,000,000	\$2,000,000
2017	\$20,000,000		\$17,000,000	\$17,000,000	\$17,000,000
2018	\$0		\$20,000,000	\$20,000,000	\$20,000,000
SY	\$0		\$0	\$0	\$0
Total	\$21,000,000		\$39,000,000	\$39,000,000	\$39,000,000



New tank construction is on-going at Southwest Sewer District.

Issues for Consideration

Improvements to this sewage treatment facility help to assure that the County is in compliance with requirements dictated by regulatory agencies, increase treatment quality and operations reliability, and insure the safety of Suffolk County's citizens and the environment.

The Southwest Sewer District has been building up its reserves within Fund 405 in anticipation of significant capital outlays for projects such as this one. The use of its reserve funds in lieu of borrowing is anticipated to save millions of dollars in debt service costs for those whom own or reside within the District.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation as included in the proposed capital program.

8170RD16

EXISTING					
Project Number:	8171	Executive Ranking:	66	BRO Ranking:	73
Project Name:	IMPROVEMENTS TO SCSD #22 - HAUPPAUGE MUNICIPAL				
Location:	Hauppauge	Legislative District:	12		

Description

This project provides for improvements to SCSD #22 - Hauppauge Municipal in phases:

Phase I - Filter rehabilitation and site/infrastructure improvements.

Phase II - Process enhancement to reduce sludge and costs.

Phase III - Recharge (off site) with conveyance system and upgrade electrical controls.

Justification

Improvements are required to meet NYSDEC requirements, increase treatment quality and reliability and comply with SCDHS inspection comments. Recharge continues to be problematic and requires off-site facilities.

Status

The proposed capital program includes \$250,000 in sewer serial bonds (X) in 2016 for planning, \$500,000 (X) in 2016 for construction, and \$2.5 million (X) in 2017 for construction as requested by the Department. The previously adopted capital program included no funding for this project. The current plan is to discharge to a leaching field utilizing abandoned SCSD #18 - Hauppauge Industrial land. Funding proposed and requested in 2016 and 2017 will be used to progress Phase III of this project.

Total Appropriated:	\$1,942,327	Appropriation Balance:	\$254,661
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$3,250,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$3,250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$254,196. Over the life of an 18-year bond this totals \$4,575,524.

Process enhancements have reduced sludge disposal, chemical and labor costs relative to the alternative of increased screening. However, pumping station operation will result in an increased cost. The Department's request indicates an increase in costs of \$89,000.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$750,000	\$750,000	\$750,000
2017	\$0		\$2,500,000	\$2,500,000	\$2,500,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$3,250,000	\$3,250,000	\$3,250,000

Issues for Consideration

This project provides for off-site discharge in order to address concerns with respect to recharge utilized in the proximity of the Nissequogue River headwaters. The progression of the project was delayed due to the initiation of a revised plan.

Budget Review Office Recommendations

The Budget Review Office agrees with funding as proposed and requested.

8171RD16

EXISTING					
Project Number:	8175	Executive Ranking:	69	BRO Ranking:	69
Project Name:	PUMPING STATIONS AND SEWER IMPROVEMENTS AT SCSD #10 - STONY BROOK				
Location:	Stony Brook		Legislative District:	5	

Description

This project provides funding for the rehabilitation of existing sewage pump stations and collection system improvements.

Justification

Original pump stations and sewers require rehabilitation/replacement in order to improve reliability, reduce environmental impacts, and mitigate the need for emergency response.

Status

The proposed capital program includes \$250,000 in sewer serial bonds (X) for construction in 2016 as requested by the Department. The previously adopted capital program included no funding for this project. There are several remote pump stations, one main transfer station, and miles of sewers upon which improvements and replacements are ongoing.

Total Appropriated:	\$1,100,000	Appropriation Balance:	\$768,954
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$250,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$19,554. Over the life of an 18-year bond this totals \$351,963. The debt service for the sewer district will be paid by those who reside and/or own inside the District boundaries.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$250,000	\$250,000	\$250,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$250,000	\$250,000	\$250,000

Issues for Consideration

An evaluation of this sewer system has concluded that additional rehabilitation/replacement is needed. Replacement in-kind could result in reduced operating budget costs attributed to the mitigation of emergency responses.

Budget Review Office Recommendations

The Budget Review Office agrees with funding as proposed and requested.

8175RD16

EXISTING					
Project Number:	8178	Executive Ranking:	65	BRO Ranking:	71
Project Name:	CHEMICAL BULK STORAGE FACILITIES FOR SUFFOLK COUNTY SEWER DISTRICTS				
Location:	Countywide	Legislative District:	All		

Description

This project provides funding for maintaining the chemical bulk storage facilities at various Suffolk County sewerage facilities and maintaining compliance with NYSDEC and SCDHS regulations.

Justification

Mandates exist to comply with Chemical Bulk Storage (CBS) regulations. This ongoing project will bring all chemical bulk storage facilities into compliance with NYSDEC and SCDHS regulations.

Status

The proposed capital program includes \$250,000 in Assessment Stabilization Reserve funds (A) for construction in each of 2016-2018 as requested by the Department. The previously adopted capital program included \$250,000 (A) for construction in 2015. Work is ongoing to meet all CBS regulations at all twenty four Suffolk County Sewer Districts.

Total Appropriated:	\$2,275,000	Appropriation Balance:	\$693,106
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

This project is funded with \$250,000 in each year of 2016-2018 utilizing Assessment Stabilization Reserve funds (A). There is no sewer serial bond financing associated with this project; therefore there is no debt service impact on the operating budget.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
2016	\$0		\$250,000	\$250,000	\$250,000
2017	\$0		\$250,000	\$250,000	\$250,000
2018	\$0		\$250,000	\$250,000	\$250,000
SY	\$0		\$0	\$0	\$0
Total	\$250,000		\$1,000,000	\$1,000,000	\$1,000,000

Issues for Consideration

This project enables the County to meet mandates with respect to CBS regulations.

Budget Review Office Recommendations

The Budget Review Office agrees with funding as proposed and requested.

EXISTING					
Project Number:	8180	Executive Ranking:	72	BRO Ranking:	62
Project Name:	SEWER DISTRICT NO. 3 - SOUTHWEST SLUDGE TREATMENT AND DISPOSAL PROJECT				
Location:	Bergen Point, West Babylon	Legislative District:	9,10,11,14,15,16,17		

Description

This capital project will fund the installation of a natural gas fired turbine to produce electricity for the Bergen Point Plant. Additional funding is needed for a sludge weighing scale.

Phase I - Modifications to the Sludge Disposal Building

Phase II - Additional thickening and dewatering equipment

Phase III - Cogeneration facility

Phase IV - Implementation of the Sludge Management Program

Phase V - Sludge weighing scale

Justification

Implementation of a Sludge Management Program, accurate measurement of waste product, and the development of cogeneration are ways for the County to reduce operating costs associated with the transportation of residual waste out of state.

Status

The previously adopted capital program included \$24.5 million in sewer serial bonds (X) in SY for this project; \$1 million for planning and \$23.5 million for construction. The proposed capital program includes \$27.6 million in Southwest Fund 405 (SW) funds; \$1.6 million for construction in 2016, \$1 million for planning in 2017, and \$25 million for construction in 2018. The Department's request is equal in scheduling and magnitude of funding; however, funding was requested as sewer serial bonds (X).

According to DPW, funds are appropriated for Phases I and II. Clean and Green Recycling Corp. has been selected to progress the long term sludge treatment and disposal management plan (Phase IV) with contract signing pending. Construction funding of \$1.6 million in 2016 is for the Phase V sludge weighing scale and sludge chute modifications. Planning funds of \$1 million in 2017 and construction funds of \$25 million in 2018 are for Phase III cogeneration wherein a four to seven megawatt power plant will be constructed on site that will power the treatment plant. Per DPW's request, this project has the possibility of being eligible for Hazard Mitigation Grant Program (HMGP) and/or Storm Mitigation Loan Program (SMLP) funding, which would provide grants and/or interest free loans. The SMLP application for this project scored low and is no longer a consideration. No grant funding has been identified to date.

Total Appropriated:	\$5,210,000	Appropriation Balance:	\$283,162
----------------------------	--------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$27.6 million in Southwest Fund 405(SW) financing for this project (2016-2018). As proposed, this project will have minimal operating budget impact as it is anticipated that funds will be transferred from the Southwest ASRF, Fund 405, to finance this project.

The proposed capital program estimates savings to taxpayers in the District to be \$28.1 million in debt service costs over the life of the project. However, savings of that magnitude are based upon the issuance of bonds for a term of 40 years, which is unlikely.

BRO estimates savings, based on more probable repayment schedules, of \$13 million if bonds with a 20 year term are issued or \$22.1 million if bonds with a 30 year term are issued. The County seldom issues debt with a term exceeding 20 years and the Environmental Facilities Corp. generally does not issue debt with a duration greater than 30 years.

Cogeneration is expected to result in significant energy savings.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$1,600,000	\$1,600,000	\$1,600,000
2017	\$0		\$1,000,000	\$1,000,000	\$1,000,000
2018	\$0		\$25,000,000	\$25,000,000	\$25,000,000
SY	\$24,500,000		\$0	\$0	\$0
Total	\$24,500,000		\$27,600,000	\$27,600,000	\$27,600,000



The location proposed for Phase V improvements will include sludge chute modifications and a sludge weighing scale.

Issues for Consideration

The plan for a cogeneration facility that would produce electricity to power this wastewater treatment facility could potentially save some or all of the estimated \$5 million to \$6 million annually for electricity consumed at the plant. Utilizing Fund 405 as the funding source to progress this project will result in savings to those in the District.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation as included in the proposed capital program as the use of Fund 405 will save those in the District the interest expense associated with issuing sewer serial bonds to fund this project.

8180RD16

EXISTING					
Project Number:	8181	Executive Ranking:	72	BRO Ranking:	62
Project Name:	INFLOW/INFILTRATION STUDY/REHABILITATION & INTERCEPTOR MONITORING AT SEWER DISTRICT NO. 3 - SOUTHWEST				
Location:	Bergen Point, West Babylon	Legislative District:	9,10,11,14,15,16,17		

Description

This project provides funding in Sewer District No. 3 Southwest for the following:

- Perform a sewer system Inflow/Infiltration(I/I) study with sewer rehabilitation to correct deficiencies for a pilot area; install sewer interceptor monitoring equipment at 26 locations, which will provide continuous flow data with permanent primary weir level instruments, continuous electro-chemical instrument water quality monitoring and auto sampling; Capacity, Management, Operation, and Maintenance (CMOM) regulations will be addressed.
- Perform the I/I program for extended portions of service area in high groundwater areas.
- Protect sewer system and pump stations nine and ten from future storms.

Justification

The purpose of the Suffolk County Sewer District No. 3 – Southwest Inflow and Infiltration (I/I) study is to minimize inputs of storm water and groundwater into sewage infrastructure in order to avoid overburdening the system and limiting its capacity, ensure the continued protection of public health and the environment, and reduce operational and capital improvements costs. To do this, Suffolk County has hired consultants to conduct an evaluation of sewer system infrastructure and develop I/I reduction plans for a significant portion of the collection system area.

The interceptor monitoring will provide surveillance of licensed and illicit discharges of priority pollutants, which disrupt treatment efficiency. The sewer system inflow/infiltration study and rehabilitation will identify the source of extraneous wastewater flows and rehabilitation will reduce

flows resulting in treatment cost reductions and additional capacity. Any extraneous flow reduction will equate to capacity gained and the potential for connection fees to be collected.

Status

The proposed capital program includes \$2 million in Southwest Fund 405 funding (SW) for construction in each of 2016 and 2017. The Department requested funding of the same magnitude and scheduling; however, the requested source of funding is sewer serial bonds. The previously adopted capital program included \$2 million in sewer serial bonds for construction in each year of 2015-2017. According to the Department's request, this project has the possibility of being eligible for Hazard Mitigation Grant Program (HMGP) and/or Storm Mitigation Loan Program (SMLP) funding, which would provide interest-free loans. No grant or loan funding has been identified to date.

The scope of work for the project includes:

- An evaluation of existing sewer system infrastructure;
- Identification of system deficiencies as they relate to I/I;
- Development of strategies to resolve identified I/I issues;
- Analysis of the cost-effectiveness of strategies designed to address I/I;
- Formulation of plans to implement preferred strategies; and
- Implementation of a public education campaign to inform the public of the importance of I/I control and what can be done to assist in preventing or alleviating I/I issues in the district.

The study is close to completion. The three consultant teams performing the work have revised and submitted final drafts of their respective project reports that include recommendations for pipe and manhole rehabilitation. Flow metering, smoke testing, closed circuit TV, and manhole inspections have all been completed. The project is anticipated to go to bid in 2015 with construction to be completed mid-2016.

Total Appropriated:	\$15,575,000	Appropriation Balance:	\$5,949,538
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$4 million in Southwest Fund 405 (SW) financing for this project (2016-2018 and SY). As proposed, this project will have minimal operating budget impact as it is anticipated that funds will be transferred from the Southwest ASRF, Fund 405, to finance this project.

The proposed capital program estimates savings to taxpayers in the District to be \$4.1 million in debt service costs over the life of the project. However, savings of that magnitude are based upon the issuance of bonds for a term of 40 years, which is unlikely.

BRO estimates savings, based on more probable repayment schedules, of \$1.9 million if bonds with a 20 year term are issued or \$3.2 million if bonds with a 30 year term are issued. The County seldom issues debt with a term exceeding 20 years and the Environmental Facilities Corp. generally does not issue debt with a duration greater than 30 years.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
2016	\$2,000,000		\$2,000,000	\$2,000,000	\$2,000,000
2017	\$2,000,000		\$2,000,000	\$2,000,000	\$2,000,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$6,000,000		\$6,000,000	\$6,000,000	\$6,000,000

Issues for Consideration

I/I is an acronym that stands for “inflow and infiltration”. Inflow and infiltration are processes that introduce groundwater and storm water that are not intended to be treated by sewage treatment facilities into the sewer infrastructure.

Inflow is caused by storm water entering sewer infrastructure through improperly connected roof downspouts, foundation drains, storm water cross connections, manhole covers, and sump pump connections. Infiltration is caused by groundwater seeping into cracked or leaky sewer pipes and manholes, thereby decreasing the pipes wastewater conveyance capacity.

Sources of I/I can be identified in a variety of ways including:

- Infrastructure inspections by conducting direct visual assessments or using a closed circuit television that can be injected into sewer piping;
- Smoke tests that involve the injection of a harmless odorless smoke into sewer piping and identifying the locations where the smoke escapes (e.g., through storm water cross connections, roof downspouts, uncapped cleanout pipes, driveway drains, stairwell drains, yard or area drains, foundation perimeter drains, and defective service pipes);
- Dye testing which involves the injection of dyes into downspouts, drains, and other storm water conveyances to see whether the dye is detected in downstream sections of the sewer system; and
- Flow meter analysis which involves an extended data collection period where groundwater, storm water, and wastewater data is collected. Comparing the flows during and after precipitation events to the average daily flows, it is possible to isolate portions of the flow that are attributed to sources of I/I.

Once the sources of I/I are identified some of the potential fixes can include:

- Redirection of illegal connections such as sump pumps, foundation drains, and downspouts;
- Replacement or repair of damaged or defective piping and other infrastructure; and
- Public education.

Any extraneous flow reduction will equate to capacity gained and the potential for connection fees to be collected. Utilizing Fund 405 as the funding source to progress this project will result in savings to those in the District.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation for this project as included in the proposed capital program as the use of Fund 405 will save those in the District the interest expense associated with issuing sewer serial bonds to fund this project.

8181RD16

EXISTING					
Project Number:	8183	Executive Ranking:	77	BRO Ranking:	67
Project Name:	EXPANSION OF SUFFOLK COUNTY SEWER DISTRICT NO. 3 - SOUTHWEST				
Location:	Bergen Point, Sewer District #3	Legislative District:	9, 10, 11, 14, 15, 16, 17		

Description

Expansion of this Sewer District will increase capacity by approximately ten million gallons per day (mgd) from the current capacity of 30.5 mgd to provide redundancy, reliability, and allow connections to adjacent areas. The project will progress in phases.

Phase I - 10 mgd expansion of the waste water treatment plant (WWTP).

Phase II - additional final settling tank

Phase III – new process blowers

Justification

The expansion of the treatment plant's capacity will help reduce possible environmental damage created by on-site systems while allowing for growth and revitalization in the potential expanded service areas.

Status

The proposed capital program includes \$21 million in sewer serial bonds (X); \$500,000 in each of 2016 and 2017 for planning, \$5 million in 2017 for construction, and \$15 million for construction in 2018, as requested by the Department. The previously adopted capital program included \$15.5 million (X): \$500,000 in 2017 for planning and \$15 million in SY for construction.

Phase I funding for the 10 mgd expansion of the wastewater treatment plant has been appropriated and construction is underway. Phase II planning funds of \$500,000 are scheduled in 2017 and construction funds of \$15 million are scheduled in 2018 for an additional final settling tank. Phase III planning funds of \$500,000 are scheduled in 2016 and construction funds of \$5 million are scheduled in 2017 for new process blowers.

The work associated with the expansion generally consists of the upgrade and replacement of the influent pumping system, addition of new primary settling tanks, addition of new aeration tanks and

the rehabilitation of the existing aeration tanks, replacement of the aeration blower control system and upgrades to the return and waste activated sludge systems, addition of a new clarifier and new RAS and WAS pump station, rehabilitation of four existing clarifiers, site work, electrical system upgrade, plumbing system upgrades, HVAC system upgrades and instrumentation system upgrades.

Total Appropriated:	\$75,125,617	Appropriation Balance:	\$6,731,613
----------------------------	---------------------	-------------------------------	--------------------

Impact on Operating Budget

The Department requested, and the County Executive recommended, \$21,000,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$21,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,642,496. Over the life of an 18-year bond this totals \$29,564,923. The debt service for the sewer district will be paid by those who reside and/or own inside the district boundaries.

Although funding is scheduled as sewer serial bonds, the proposed capital program indicates that this project was tentatively awarded Environmental Facilities Corp. (EFC) funding. The Department anticipates receiving a total of \$59 million in EFC zero or low interest loans; \$21 million for this project as scheduled in the proposed capital program and \$38 million for previous expenditures.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$500,000	\$500,000	\$500,000
2017	\$500,000		\$5,500,000	\$5,500,000	\$5,500,000
2018	\$0		\$15,000,000	\$15,000,000	\$15,000,000
SY	\$15,000,000		\$0	\$0	\$0
Total	\$15,500,000		\$21,000,000	\$21,000,000	\$21,000,000

Issues for Consideration

The upgrade is for the existing 30.5 mgd Bergen Point WWTP to a 40.5 mgd WWTP. The expansion of capacity is necessary to accommodate anticipated future demand for sanitary sewer service, including two new nitrogen reduction projects included within the proposed capital program that will connect to the Bergen Point WWTP (CP 8139 and CP 8157). Projects such as this demonstrate the County's dedication to stimulating economic growth while protecting its residents and the environment. The bond resolution needs to be adopted to ensure County support, and is the final piece needed to complete the application with the EFC.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation as included in the proposed capital program.

EXISTING					
Project Number:	8193	Executive Ranking:	37	BRO Ranking:	50
Project Name:	RIVERSIDE REVITALIZATION				
Location:	Riverside	Legislative District:	2		

Description

This project will fund planning related to sewerage for the Riverside Revitalization Project.

Justification

The Town of Southampton has commissioned four studies of the Riverside hamlet over the last 15 years. In April 2014 Southampton selected a master developer that presented a plan to revitalize the area. The plan calls for creating a hamlet center around the traffic circle as well as other districts for town houses, single family houses, and businesses. Progression of the planned revitalization is correlated to its ability to provide adequate wastewater treatment.

Status

The proposed capital program includes \$2 million of general obligation serial bonds (B) for planning in SY which is the same as previously adopted. This project was not requested by the Department.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$2,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$156,428. Over the life of an 18-year bond this totals \$2,815,707.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$2,000,000		\$0	\$2,000,000	\$2,000,000
Total	\$2,000,000		\$0	\$2,000,000	\$2,000,000

Issues for Consideration

The plan developed by the Town of Southampton for revitalization of the Riverside hamlet is reliant on County funding for sewerage.

Budget Review Office Recommendations

The Budget Review Office agrees with funding as included within the proposed capital program.

8193RD16

NEW					
Project Number:	8195	Executive Ranking:	67	BRO Ranking:	50
Project Name:	HUNTINGTON STATION HUB				
Location:	Town of Huntington	Legislative District:	17,18		

Description

The project constructs a pump station and force main to convey the sewage from the redevelopment of the Huntington Station area to the Southwest Sewer District No. 3.

Justification

This project provides for the creation of a transit oriented development for the Huntington Station train depot, redevelopment of a depressed area with blighted properties, and the creation of 25-35 construction jobs and more than 500 permanent jobs providing economic stimulus for Huntington Station. Suffolk County is partnering with the Town in their revitalization efforts, providing jumpstart funds for various infrastructure improvements, and collaborating on the development of veteran's housing. The Huntington Station LIRR stop is a vital east-west transportation connection and a study to examine implementing a bus rapid transit (BRT) line is currently underway. These efforts are part of the Connect Long Island economic development initiative.

Status

The proposed capital program includes \$21 million of sewer serial bonds 2016-SY; \$1 million for planning in 2016 and \$20 million for construction in 2017, as requested by the Department. This project is new; therefore funding was not included in the previously adopted capital program.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$21,000,000 in sewer serial bond financing for this project (2016-2018 and SY). If the entire \$21,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,642,496. Over the life of an 18-year bond this totals \$29,564,923. It is anticipated that the debt service for the sewer district will be paid by those who reside and/or own inside the District boundaries.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$1,000,000	\$1,000,000	\$1,000,000
2017	\$0		\$20,000,000	\$20,000,000	\$20,000,000
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$21,000,000	\$21,000,000	\$21,000,000

Issues for Consideration

These efforts are part of the Connect Long Island economic development initiative and will improve the economic future of Huntington Station. It is unclear at this time if sewer serial bonds are the most appropriate funding source to be utilized to progress this project.

Budget Review Office Recommendations

The Budget Review Office agrees with the inclusion of this project within the proposed capital program.

8195RD16

NEW					
Project Number:	8196	Executive Ranking:	63	BRO Ranking:	64
Project Name:	PATCHOGUE RIVER NITROGEN REDUCTION PROJECT				
Location:	Town of Brookhaven	Legislative District:	7		

Description

The Patchogue River Nitrogen Reduction Project would tie into the Patchogue Sewer District Plant. This project will address the following circumstances:

High Nitrogen/Poor Flushing - Unsewered wastewater is 70% of nitrogen load.

Harmful Algal Blooms - Recurring Brown Tide that obliterate shellfish habitat.

Depleted Coastal Resiliency.

Wetlands Loss - NYSDEC estimates 18-36% loss in the Great South Bay between 1974-2001.

Sea Grass Loss - 90% loss since 1930.

Shellfish Loss - 93% loss of hard clam harvest in past 25 years; loss of more than 6,000 jobs.

Low Dissolved Oxygen - "Impaired water body" declaration by NYSDEC in 2010.

Justification

Nitrogen from wastewater discharge has had a disastrous effect on local water bodies, undermining natural defenses. The cost to expand the County's sewer system will be significant and take decades to implement, but it is critically important that the County begin to address this issue for the future of the sole source aquifer and waterways.

The use and installation of sewers will improve the water quality of the Patchogue River and is essential to economic growth. Additionally, sewerage will assist in restoring the natural buffers to storm surges (i.e. sea grass and marshes).

Status

The proposed capital program includes \$16.6 million in Other (O) funding for construction in 2016. The Department requested \$16.3 million in Federal aid (F) for construction and \$1.6 million in (O) funding for planning in 2016. This is a new project therefore the previously adopted capital program did not include funding for this project. Federal and State funding for this project has been identified as a combination of Community Development Block Grant Disaster Recovery (CDBG-DR) funding and New York State Environmental Facilities Corp (NYS EFC) low interest loans.

Suffolk County is developing a comprehensive plan to expand sewerage, which will directly reduce nitrogen pollution. This plan starts with targeting several critical areas that will deliver the greatest amount of nitrogen reduction for the dollars invested. The plan involves sewerage neighborhoods around critical river corridors, including the Patchogue River.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

There will be no operating budget impact resultant from the issuance of bonds as the proposed capital program indicates that Other (O) funding, identified by the State government, will be used to finance this project. There will be some cost associated with the use of NYS EFC low interest loans, the amount of which depends on a final determination of the degree of utilization of this funding source.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$17,900,000	\$16,600,000	\$16,600,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$17,900,000	\$16,600,000	\$16,600,000

Issues for Consideration

A new project, CP 8197, Planning and Design for Nitrogen Reduction Projects, is included within the proposed capital program. It shows the intent of the County Executive to amend the Adopted 2015 Capital Budget to provide \$22.1 million in State aid for planning and design of the four nitrogen reduction projects included in the proposed capital program; therefore there is no need to budget planning funds within this project as requested by the Department.

Sewering will help to preserve the environment and the County's sole source aquifer as well as add to the possibility of future economic development. Projects of this magnitude have been deferred in the past, at least partially, due to fiscal constraints. A combination of Community Development Block Grant Disaster Recovery funding and NYS Environmental Facilities Corp. low interest loans will help Suffolk County to realize a comprehensive plan to expand sewerage, which will directly reduce nitrogen pollution. The Department anticipates connecting 648 homes in the area via low pressure lines to the Patchogue Sewer District Plant.

Budget Review Office Recommendations

The Budget Review Office agrees with the funding presentation for this capital project as included in the proposed capital program. However, it should be noted that at this time, it is not clear what the final cost and breakdown of funding sources will be.

8196RD16

NEW					
Project Number:	8197	Executive Ranking:	63	BRO Ranking:	64
Project Name:	PLANNING AND DESIGN FOR NITROGEN REDUCTION PROJECTS				
Location:	Forge River, Carlls River, Connetquot River, Patchogue	Legislative District:	3,7,10,15,17		

Description

The planning and design for the following four nitrogen reduction capital projects will fall under this capital project.

- CP 8134 - Forge River Nitrogen Reduction Project
- CP 8139 - Carlls River Nitrogen Reduction Project
- CP 8157 - Connetquot River Nitrogen Reduction Project
- CP 8196 - Patchogue River Nitrogen Reduction Project

Justification

This project provides the necessary planning and design funding for the four nitrogen reduction projects included within the proposed capital program for which the State government has identified funding.

Status

The proposed capital program indicates the County Executive's intention to modify the 2015 Adopted Capital Budget to include \$22.1 million in State aid (S) for planning. The State aid is anticipated in the form of Empire State Development Corp (\$4 million grant) and Environmental Facilities Corp. funding (\$18.1 million low interest loan). This is a new project; therefore no funding

was included for this project in the previously adopted capital program; however, the Department had requested planning funds for each project within the individual projects. Two of the site specific projects listed above (CP 8134, CP 8139) included planning funds of \$10.1 million in the 2015 Adopted Capital Budget; however, the scope, name and funding have changed from last year. The two other projects (CP 8157, CP 8196) were not previously included in the capital program and the Department requested \$3.7 million for planning in 2016. The augmented funding level currently proposed for planning was derived based upon conversations between the County Executive's Budget Office and the Department.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program indicates that State aid (S) funding, identified by the State government, will be used to finance this project. However, since \$18.1 million is expected to be NYS EFC low interest loans, it would appear that there will be a cost over several years to repay these loans. It is also unclear if repayment will be the obligation of one or more sewer districts, the General Fund, or some combination of the two.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$22,100,000	\$0	\$22,100,000	\$22,100,000
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$0	\$22,100,000	\$22,100,000

Issues for Consideration

Suffolk County is developing a comprehensive plan to expand sewerage, which will directly reduce nitrogen pollution. This plan starts with targeting several critical areas that will deliver the greatest amount of nitrogen reduction for the dollars invested. The plan involves sewerage neighborhoods around critical river corridors. Funding this project is the first step in progressing the County's plan.

Budget Review Office Recommendations

At this stage of the process, it is not clear what the final cost and breakdown of funding sources will be. Therefore, based upon available information, the Budget Review Office agrees with the County Executive's intention to modify the 2015 Adopted Capital Budget to accept State Aid and progress the County's plan for the expansion of sewerage and nitrogen reduction.

8197RD16

NEW					
Project Number:	8198	Executive Ranking:	63	BRO Ranking:	42
Project Name:	SEWER FEASIBILITY STUDY FOR DOWNTOWN CENTRAL ISLIP				
Location:	Central Islip	Legislative District:	9,10		

Description

This project will fund a sewer feasibility study for downtown Central Islip.

Justification

Sewering downtown Central Islip could result in increased opportunities and investment into the community. Because of its proximity to existing sewer infrastructure, this downtown is a prime candidate for sewer expansion.

Status

The proposed capital program includes \$200,000 in serial bonds (B) in 2016 for planning. The Department did not request this project. This project is new, therefore there was no funding included in the previously adopted capital program for this project.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$200,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$200,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$15,643. Over the life of an 18-year bond this totals \$281,571.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$200,000	\$200,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$0	\$200,000	\$200,000

Issues for Consideration

A feasibility study is the first step in the process to creating new or expanding existing sewer districts to un-sewered areas. The expansion of sewers to Central Islip will benefit water quality and increase the potential for development in the community. Federal and State monies have been identified recently to progress projects of this nature. Depending on the findings in the feasibility study, the County may be able to offset the cost of sewer expansion with State or Federal aid.

Budget Review Office Recommendations

The Budget Review Office agrees with funding as included within the proposed capital program.

8198RD16

***Home and Community Services:
Water Supply (8200)***

EXISTING					
Project Number:	8220	Executive Ranking:	63	BRO Ranking:	67
Project Name:	UNDERGROUND INJECTION CONTROL (UIC) MANAGEMENT PROGRAM				
Location:	Countywide	Legislative District:	All		

Description

This project will locate, modify or remediate as necessary, and record all wells and pools regulated as Class V underground injection wells under Suffolk County control. The project is a joint concern of the Department of Public Works and the Department of Health Services' Division of Environmental Quality.

Justification

US Environmental Protection Agency (EPA) regulations require registration and, as necessary, modification or closure and remediation of Class V underground injection well systems. Injection systems qualifying for inclusion are drywells, large capacity septic tanks, storm drains, motor vehicle waste disposal wells, and aquifer remediation wells. Motor vehicle waste disposal wells and large capacity cesspools are prohibited Class V Wells, and must be fully abandoned, emptied, and remediated as necessary.

Total Appropriated:	\$750,000	Appropriation Balance:	\$305,203
----------------------------	------------------	-------------------------------	------------------

Status

Resolution No. 117-2015 amended the 2015 Adopted Capital Budget to remove \$300,000 of the adopted \$425,000 construction funding from this project. In the proposed capital program, the \$425,000 has been rescheduled to 2016 (\$200,000) and 2017 (\$225,000).

Construction has been ongoing since completion of the task to locate all Class V underground injection well systems. The Bureau of Groundwater Investigations in the Department of Health Services Division of Environmental Quality has been involved in checking sites for possible contaminants and for assuring that remediation is complete. Planning, reporting, and registration of the wells are now complete. Phase III, closure of violating or unnecessary wells, began in 2012 and will continue into 2016 and beyond. Approximately 30 wells have been remediated so far; according to the Department's request, about 100 wells remain.

Impact on Operating Budget

The Proposed Capital Program includes \$850,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$850,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$66,482. Over the life of an 18-year bond this totals \$1,196,675.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$425,000	\$0	\$425,000	\$0	\$0
2016	\$0		\$300,000	\$200,000	\$200,000
2017	\$0		\$0	\$225,000	\$225,000
2018	\$0		\$0	\$0	\$0
SY	\$425,000		\$425,000	\$425,000	\$425,000
Total	\$850,000		\$1,150,000	\$850,000	\$850,000

Issues for Consideration

DPW currently estimates remaining project construction costs of approximately \$1.15 million; the current appropriation balance, when combined with the proposed funding, is probably sufficient.

The EPA regulations requiring inventory of Class V systems have been in place for approximately 13 years, although the Safe Drinking Water Act (SDWA) became law in 1974. Section 1423 of the SDWA describes the penalties for failing to comply with the Underground Injection Control Program; a civil penalty of up to \$25,000 per day of violation per well may be levied against violators. Since completion of Phase II of the project, registration of Class V systems, the County has been in compliance with these federal regulations.

Enforcement of the underground injection control provisions of the SDWA, at least in the densely populated Northeast, was not until recently aggressive. Suffolk County was fortunate not to have been fined or forced to comply with the regulations; audits of the mapping have occurred, and fines were issued in the Long Island region to other organizations required to conduct Underground Injection Control (UIC) registration and management.

Budget Review Office Recommendations

We concur with the proposed funding for this capital project.

8220CF16

EXISTING					
Project Number:	8224	Executive Ranking:	Discontinued	BRO Ranking:	44
Project Name:	PUBLIC HEALTH RELATED HARMFUL ALGAL BLOOMS				
Location:	Countywide	Legislative District:	All		

Description

This ongoing program is designed to determine and monitor the extent to which harmful algae exist in Suffolk County waters, and to assess the potential impact on public health and the environment.

Justification

A public health threat exists in the case of cyanobacteria (blue-green algae) blooms. New York State does not have resources to address this threat and there is no other entity to conduct this program. There has been no operating budget funding to apply to this surveillance. As such, it has been funded in the capital program. Cyanobacteria are fresh water aquatic microbes that can form dense blooms which can have serious adverse health impacts (illness or death) to both humans and wildlife. In 2009 and 2013, the bathing beach at Lake Ronkonkoma was closed by Suffolk County Department of Health Services (SCDHS) due to the occurrence of a cyanobacteria bloom.

Some forms of “red tide” can cause sickness and even death, e.g., Paralytic Shellfish Poisoning (PSP). Another “rust tide,” *Cochlodinium polykrikoides* can result in shellfish and fish kills. Its widespread occurrence in recent years in the Peconic Estuary potentially affects the Suffolk County Aquaculture Leasing Program.

Status

The majority of the current appropriation balance consists of planning funds of \$100,023 from Resolution No. 350-2014, which appropriated this amount from the Water Quality Protection Fund (Fund 477), to be used to develop a Harmful Algal Bloom Action Plan and Strategy, and a Shellfish Aquaculture Monitoring Program Assessment. This project was not requested by the Department and is discontinued in the proposed capital program.

Total Appropriated:	\$240,323	Appropriation Balance:	\$116,011
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

This project was not included in the proposed capital program, and was not requested by the Department.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$25,000	\$0	\$25,000	\$0	\$0
2016	\$25,000		\$0	\$0	\$0
2017	\$25,000		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$25,000		\$0	\$0	\$0
Total	\$100,000		\$25,000	\$0	\$0

Issues for Consideration

There is no projected date wherein algal blooms will no longer be an issue in Suffolk County waters. This project has been periodically utilized as a partial match for the Peconic Estuary Program. Monitoring of these algal blooms also takes place under the Peconic Estuary Program. The decision to discontinue the project is not based on any decrease in the need to address Harmful Algal Blooms in Suffolk County waters, but rather to shift funding to the operating budget.

Budget Review Office Recommendations

We concur with the discontinuation of this project.

8224CF16

EXISTING			
Project Number:	8226	Executive Ranking:	60
		BRO Ranking:	60
Project Name:	PURCHASE OF EQUIPMENT FOR GROUNDWATER MONITORING AND WELL DRILLING		
Location:	Countywide	Legislative District:	All

Description

This is an ongoing project to provide the Suffolk County Department of Health Services (SCDHS), Office of Groundwater Resources, Bureau of Groundwater Investigation with the equipment and supplies needed to drill wells for groundwater investigation and research, to protect Suffolk County's sole-source aquifer. These investigations support not only County activities, but also other municipal, State and federal projects.

Justification

Activities supported by the equipment purchased through this capital project include investigations of hazardous waste spills, petroleum spills, pesticide and herbicide contamination of soil and groundwater resources, leachate plumes, saltwater intrusion studies, and Brownfield and Superfund sites. All of these contaminants potentially threaten the public water supply and public health. The

2015 Suffolk County Comprehensive Water Resources Management Plan identifies groundwater surveillance and monitoring as key elements in protecting and preserving groundwater resources. The program's ability to provide drilling to other government agencies, especially NYS Department of Environmental Conservation and the United States Environmental Protection Agency, also allows the Division of Environmental Quality to realize revenue of approximately \$186,000 annually.

Pursuant to Resolution No. 459-2012, the Bureau of Groundwater Investigation has also supported the Departments of Parks and Fire, Rescue, and Emergency Services by drilling wells for firefighting purposes.

Status

This project is proposed as requested by the Department of Health Services. Funding for a barge mounted percussion drill, augers, pumps and logging equipment is advanced from SY to 2018. Funding for a sonic drill rig, a barge to replace the Unit's 25' Boston Whaler, another sampling vehicle, augers, drill rods, and sampling equipment is included in SY.

The current appropriation balance is being used for augers, auger heads, drive rods, and sampling equipment. Introductory Resolution No. 1305-2015 appropriates \$215,000 for augers, rods, sampling equipment, a replacement Geoprobe percussion drill, and materials and supplies to support fire well drilling pursuant to Resolution No. 459-2012.

Total Appropriated:	\$250,000	Appropriation Balance:	\$88,410
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$1,440,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$1,440,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$112,628. Over the life of an 18-year bond this totals \$2,027,309.

According to a study performed by Health Services, the ability to conduct well drilling and sampling operations in-house as compared to contracting avoids net contract costs of \$200,000 to \$300,000 annually.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$215,000	\$215,000	\$215,000	\$215,000	\$215,000
2016	\$195,000		\$195,000	\$195,000	\$195,000
2017	\$185,000		\$185,000	\$185,000	\$185,000
2018	\$0		\$185,000	\$185,000	\$185,000
SY	\$410,000		\$875,000	\$875,000	\$875,000
Total	\$1,005,000		\$1,655,000	\$1,655,000	\$1,655,000

Issues for Consideration

Prior to 2012, this project was used primarily to purchase end items such as drilling support trucks and complete drilling rigs. Although some funding was scheduled to purchase replacement augers and auger heads, which have a useful life of five to ten years, these items were more likely to be purchased using operating budget funds. Since 2012, requested and adopted funding has also included items with a useful life of one to three years. The inclusion of more expendable items in the capital program corresponds with the reduction of the Groundwater Investigations Unit's

operating budget for well drilling supplies. Based on information provided by the Department of Health Services, it appears that project funds have been used to the extent possible on items with longer useful lives.

Each year of the proposed capital program includes at least \$40,000 in serial bonds for the annual replacement of augers, rods, and other equipment other than end items. Without the inclusion of these funds the Groundwater Investigations Unit would find it difficult to sustain its important work; however, it results in increased costs to the County due to the use of serial bonds to purchase equipment that would best be purchased through the operating budget.

Budget Review Office Recommendations

We concur with the proposed program for this project.

8226CF16

EXISTING					
Project Number:	8229	Executive Ranking:	56	BRO Ranking:	58
Project Name:	PURCHASE OF SEWAGE PUMP OUT VESSELS				
Location:	County Waters	Legislative District:	1,2,3,5,6,7,8,10,11,13,14, 15,18		

Description

This project assists municipalities in purchasing sewage pump out vessels. Purchase of these vessels is reimbursed up to 75% (not to exceed \$60,000) by the New York State Environmental Facilities Corporation passed through from Federal Clean Water Act funding. The remaining cost to purchase the boats is then split 50/50 between the County and the purchasing municipality.

Justification

Collection of sewage for proper disposal protects water quality. All waterways surrounding Suffolk County are federally designated vessel waste No-Discharge Zones. Availability of pump-out vessels reduces the illegal and harmful dumping of raw sewage into County waters. Over one million gallons of sewage has been collected for proper disposal since the program began in 2000.

According to the US Environmental Protection Agency, the combined effects of waste discharges from boaters, especially in confined areas of water such as those of Suffolk County, can result in significant increases in levels of pollution. In particular, discharges of human waste from boats contribute to an increase in viral and bacterial contamination, which in turn increases beach closings or restricts commercial and recreational shellfish harvesting.

Status

The remaining appropriation balance of \$19,520 will be used for a pending contract with Southampton Township for two vessels. Since 2000, this project has expended \$349,997 for the purchase of 14 pump-out boats and two barges.

This project was not included in the Adopted 2015-2017 Capital Program. Because of recent interest from East Hampton, who purchased a vessel through the project in 2014, and the imminent purchase of two vessels by Southampton, the Department requested \$50,000 for equipment in 2016 to allow the project to continue at least through 2019-2020; the last appropriation for the program was \$100,000, in 2009, pursuant to Resolution No. 764-2009. However, this appropriation expired without being used. The proposed capital program includes the requested funding in 2016, but uses the Water Quality Protection Fund (477) as its funding source; the project was requested by the Department with serial bond funding as has been past practice.

Total Appropriated:	\$250,000	Appropriation Balance:	\$19,520
----------------------------	------------------	-------------------------------	-----------------

Impact on Operating Budget

This project is proposed with “W” funding from the Water Quality Protection and Restoration Program (Fund 477).

The Department requested \$50,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$50,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$3,911. Over the life of an 18-year bond this totals \$70,393.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$50,000	\$50,000	\$50,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$50,000	\$50,000	\$50,000

Issues for Consideration

The project began in 2000; approximately 13 pump-out vessels were purchased in 2006 or earlier. East Hampton and Southampton, as noted, are replacing three vessels. There are approximately ten pump-out vessels at or close to the end of their useful lives. The County’s share for all these vessels would be approximately \$90,000 to \$100,000.

The proposed capital program would allow for the purchase of four or five replacement pump-out vessels. Both State and federal reimbursement has increased, and the County's potential cost per vessel has decreased by about 33% percent.

Budget Review Office Recommendations

- We recommend funding of this project as requested by the Department, with serial bonds instead of using the recommended water quality portion of the quarter-cent sales tax.

- If the project is to be financed as a water quality protection initiative, it should not be included in the capital program. While the project appears to qualify for Water Quality Protection funding pursuant to Chapter 12-2 of the Suffolk County Charter (either as a pollution prevention initiative or as part of the implementation of a No Discharge Zone), the project has not been approved by or even presented to the Water Quality Review Committee; this would usually preclude the use of water quality funds for the project.
- If the entire \$50,000 in serial bond financing recommended by BRO were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$3,902. Over the life of an 18-year bond this totals \$70,393.
- As an alternative, the project could be considered as a subproject of CP 8733, Water Quality Protection – 2014 Referendum – Water Quality Projects. If this method of funding the project is used, the funding source should be changed to “R,” Referendum Bonds.

8229CF16

EXISTING					
Project Number:	8235	Executive Ranking:	60	BRO Ranking:	63
Project Name:	PECONIC BAY ESTUARY PROGRAM				
Location:	Peconic Bay	Legislative District:	1, 2		

Description

This ongoing project is part of the National Estuary Program (NEP), established by the 1987 Clean Water Act and administered by the US Environmental Protection Agency (USEPA). The Peconic Estuary is one of 28 environmentally significant estuaries in the United States; the program is designed to protect and improve water quality and living resources within the estuary. Funds expended in this project may be used as part of the County's required one to one match with the Federal grant funding used for the project.

Justification

The program helps to protect critical open space, water quality, the aquaculture industries, and other marine dependent commercial activity. Funding facilitates pollution prevention, stormwater abatement, natural resource protection, habitat restoration and preservation, and water quality improvement within the Peconic Estuary and its watershed.

Status

This project is proposed as requested by the Department and as previously adopted but with the addition of 2018 funds. In 2016, funding will be used almost entirely on habitat restoration and water quality improvements. The \$150,000 scheduled in 2017, as well as the \$150,000 scheduled in 2018 are for continued implementation of the Comprehensive Conservation Management Plan

(CCMP) for the Estuary, which includes the purchase of marine monitoring equipment, including replacement of a boat hauling vehicle, continuous monitoring water quality devices, and an irradiance meter. SY funding is also for CCMP implementation and replacement equipment for the marine monitoring program.

Currently appropriated balances will be used to support the marine monitoring program and to implement projects within the subwatershed management plans. A Request for Proposals for fish passages in the Peconic River is also supported by previously appropriated funds.

Total Appropriated:	\$865,000	Appropriation Balance:	\$460,589
----------------------------	------------------	-------------------------------	------------------

Impact on Operating Budget

The proposed capital program includes \$750,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$750,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$58,661. Over the life of an 18-year bond this totals \$1,055,890.

Although there are maintenance and fuel costs associated with the purchase of equipment within this project, there should be minimal additional impact to the operating budget, since the items in question are replacement items, and not additional equipment.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
2016	\$150,000		\$150,000	\$150,000	\$150,000
2017	\$150,000		\$150,000	\$150,000	\$150,000
2018	\$0		\$150,000	\$150,000	\$150,000
SY	\$300,000		\$300,000	\$300,000	\$300,000
Total	\$750,000		\$900,000	\$900,000	\$900,000

Issues for Consideration

There are three major components of the project scheduled for funding in the proposed capital program: habitat restoration, marine monitoring, and implementation and design of the Comprehensive Conservation Management Plan (CCMP). Whenever possible, capital funding is used to leverage other funding sources such as grants, to further reduce the County's cost for the program.

Funding in 2015 and 2016 is scheduled for use in habitat restoration. Working with the five East End towns, town trustees and environmental planners developed the Peconic Estuary Program Habitat Restoration Plan. The plan identified 71 restoration projects which include nine different habitat types; these projects will cost approximately \$51 million to fully implement over the long term. Federal NEP grant funding of \$80,000 supported a contractor to develop conceptual habitat restoration design plans for the five highest priority habitat restorations. More NEP funds will be used to conduct another round of conceptual designs. Final design and implementation funding through this project is needed in order to move priority sub-projects through to site improvements and completion. Projects may include fish passage restoration, invasive plant removal and native vegetation replanting, wetland restoration, and nitrogen mitigation.

Much of the program's marine monitoring equipment is beginning to require costly repairs and is being displaced in the scientific community by more accurate equipment with modern interfaces and data management capabilities. The program must maintain its ability to conduct routine sampling and respond to events of concern, such as fish kills and harmful algal bloom events. Using both previously appropriated funds and funds scheduled within the proposed capital program, the Division of Environmental Quality plans to replace equipment and make vessel repairs/upgrades, as previously noted. After these purchases, the next major purchases of equipment are scheduled for 2017, 2018, and SY.

The third component of funding is for the Comprehensive Conservation Management Plan. This includes sub-watershed management planning as well as planning, prioritizing and sequencing habitat restoration.

The table below shows the intended purposes for funding as proposed. Note that funding purposes may change based on program needs, particularly in the outer years of the proposed capital program.

Year	Habitat Restoration	Marine Monitoring	CCMP Design and Implementation	Total Proposed
2015	\$150,000	X	X	\$150,000
2016	\$150,000	X	X	\$150,000
2017	X	\$100,000	\$50,000	\$150,000
2018	X	\$100,000	\$50,000	\$150,000
SY	X	\$200,000	\$100,000	\$300,000

Budget Review Office Recommendations

We concur with the project as proposed.

8235CF16

EXISTING					
Project Number:	8237	Executive Ranking:	Discontinued	BRO Ranking:	62
Project Name:	WATER RESOURCE MANAGEMENT				
Location:	Countywide	Legislative District:	All		

Description

This project provides implementation funding for the Suffolk County Comprehensive Water Resources Management Plan (CWRMP), which is intended to be published in updated final form in 2015. The plan recommends approaches intended to address the most important problems that have emerged since the last plan update in 1987; approaches include limitations on unsewered

density, open space protection, transfer of development right (TDR) programs and innovative sewage collection and treatment systems.

Justification

Implementation of the Comprehensive Water Resources Management Plan's key recommendations will require changes to the Suffolk County Sanitary Code, legislation governing transfers of development rights, peak demand rules and regulations, and other changes to the regulatory environment, as well as technical assessments utilizing the County's groundwater quality model.

Status

The Adopted 2015 Capital Budget includes \$25,000 to evaluate water table rise at Lake Ronkonkoma and at Bishops Lane in Holbrook, to evaluate the volatile organic chemical plume near Speonk, evaluating impacts on the Lloyd Aquifer, and for a public outreach program to reduce water consumption and decrease fertilizer use. The proposed capital program indicates that the County Executive will not submit an appropriating resolution for this funding in 2015 and discontinues the project going forward. The Department requested \$25,000 in each year and SY, as previously adopted.

Requested funding is for ground and surface water impact assessments of additional municipal planning initiatives intended to implement "Smart Growth" development projects, similar to the Montauk Highway Corridor pilot study conducted under the CWRMP.

Total Appropriated:	\$250,000	Appropriation Balance:	\$1,560
----------------------------	------------------	-------------------------------	----------------

Impact on Operating Budget

The Department requested \$100,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$100,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$7,803. Over the life of an 18-year bond this totals \$140,785.

Implementation of the recommendations contained in the CWRMP may have a very significant impact on the Division of Environmental Quality's (DEQ) operating budget. According to the staffing matrix provided by Camp, Dresser and McKee in their assessment of Task 12.2, Plan Implementation, Coordination, and Oversight (August 25, 2010), the DEQ would require 24 additional full time equivalent staff in order to fully implement the CWRMP. Note, however, that the Task 12.2 Memorandum was prepared prior to two events that attrited DEQ staff even further: the 2010 Early Retirement Incentive Program (ERIP) and the 2012 layoffs. As of April 26, 2015, DEQ non-grant staffing (appropriations 4400, 4425, and 4477) included 109.25 full time equivalent employees; 14 employees less than the staffing at the time the recommendation to add 24 personnel was made. Assuming full implementation of the Plan, 38 additional staff would be required. Most of these personnel would be Public Health Sanitarians and Public Health Engineers. Given a ratio of 75% sanitarians to 25% engineers, additional annual personnel costs could be between \$2.3 million to \$2.8 million annually for salary and benefits, assuming all the additional recommended staff was eventually hired.

Implementation of sewerage recommendations may also have an operating budget impact.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$25,000	\$0	\$25,000	\$0	\$0
2016	\$25,000		\$25,000	\$0	\$0
2017	\$25,000		\$25,000	\$0	\$0
2018	\$0		\$25,000	\$0	\$0
SY	\$25,000		\$25,000	\$0	\$0
Total	\$100,000		\$125,000	\$0	\$0

Issues for Consideration

The CWRMP was prepared by the consulting firm Camp Dresser & McKee, in collaboration with the Suffolk County Department of Health Services (SCDHS) and with support of the Suffolk County Water Authority (SCWA). The report was released on May 4, 2015; the original draft report was completed in 2011, but the extended public comment period and the response to the report delayed approval and release of the final version. An Implementation Framework is summarized in Table 9-1 of the CWRMP, with timeframes for recommendations described in the framework. Some implementation measures have already begun. Time ranges for implementation measures are categorized as short (less than five years), medium (five to ten years), and long (over ten years) term. However, as the Plan states in its Implementation Section, “full implementation of groundwater resources management recommendations is likely to take decades, and will also be contingent upon available resources.”

With the discontinuation of this project, the tasks required to implement the CWRMP will necessarily be absorbed into the operating budgets of Health Services, DPW, and EDP. Implementation will also advance as part of the Suffolk County Water Quality Protection and Restoration Program, with NYSDEC and USEPA funding, SDCWA funding, and under other capital projects including CP 4081, Environmental Quality Geographic Information and Database Management System, CP 8235, Peconic Estuary Program, and future projects mentioned in the CWRMP aimed at evaluating and reducing contaminants at industrial and commercial establishments.

Budget Review Office Recommendations

We concur with the discontinuation of the project as proposed.

8237CF16

EXISTING					
Project Number:	8244	Executive Ranking:	58	BRO Ranking:	58
Project Name:	DEVELOPMENT OF BLUEPOINT LAUNDRY SITE				
Location:	Town of Brookhaven	Legislative District:	7		

Description

This was a new legislatively initiated project in 2013, intended to develop future uses for the Blue Point Laundry site, one of the County's Brownfields Program (CP 8223) sites.

Justification

Remediation of the Blue Point Laundry site is complete, allowing for site development or reuse.

Status

Resolution No. 980-2013 appropriated \$50,000 for planning for the project. As of April 1, 2015, there are no expenditures. Although the proposed capital program and the previously adopted capital program designate this as a Department of Public Works project, the Budget Review Office did not receive a Capital Program Request Form for this project. The proposed capital program includes \$250,000 for construction in 2017. The Adopted 2015-2017 Capital Program scheduled this funding in SY.

Total Appropriated:	\$50,000	Appropriation Balance:	\$50,000
----------------------------	-----------------	-------------------------------	-----------------

Impact on Operating Budget

The proposed capital program includes \$250,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$19,554. Over the life of an 18-year bond this totals \$351,963.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$250,000	\$250,000
2018	\$0		\$0	\$0	\$0
SY	\$250,000		\$0	\$0	\$0
Total	\$250,000		\$0	\$250,000	\$250,000

Issues for Consideration

Monitoring at the initial Brownfield site at the Blue Point Laundry is continuing; Health Services' Division of Environmental Quality is waiting for information from the NYS Department of Environmental Conservation (NYSDEC) as to when monitoring may be considered complete. According to the Budget Office, the intended use for the construction funds is to build a park on the site.

While onsite remediation of this site has been completed, significant offsite remediation is still required south of the site on Long Island Railroad property. The investigation of the scope of adjacent contamination by NYSDEC is continuing and remediation work is expected on this site until at least the end of 2015. Construction should not begin until the issues with the adjacent property are resolved.

In order for this project to progress, a coordinated effort with several County departments may be required. Based on available information, the most likely candidates could be Public Works, Health Services and the Parks Department.

Budget Review Office Recommendations

We concur with the funding of this project as proposed.

8244CF16

***Home and Community Services:
Land/Water Quality (8700)***

EXISTING					
Project Number:	8704	Executive Ranking:	37	BRO Ranking:	37
Project Name:	ACQUISITION OF LAND FOR WORKFORCE HOUSING				
Location:	Countywide	Legislative District:	All		

Description

This project provides for the on-going acquisition of land for workforce housing.

Justification

This program is a continuation of funding to support land acquisition for workforce housing projects. It may work in conjunction with CP 6411, Infrastructure Improvements for Workforce Housing/Connect Long Island.

Status

The proposed capital program increases previously adopted land acquisition funding by \$8 million in 2016-2018. Funding is proposed as requested, with the exception of 2016. The Department has approximately \$2.7 million in existing appropriations and \$1 million more available to appropriate in 2015. The proponents of four affordable housing developments currently being considered for funding have requested a total of approximately \$7 million for land acquisition. Requested amounts do not necessarily reflect the amount that the County will ultimately agree to pay, or can afford to pay.

The Department indicates that it intends to utilize existing and requested funding for (1) Riverhead Family Community Life Center; (2) LGBT, Bay Shore; (3) Georgica Green, Riverhead; and (4) a project in Amagansett, East Hampton. The Department is also considering projects in Port Jefferson Village, Lindenhurst Village, Yaphank, Southold, Ronkonkoma, Islip, Huntington Station, Bellport and others.

Total Appropriated:	\$7,000,000	Appropriation Balance:	\$2,679,338
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$10,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$10,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$782,141. Over the life of an 18-year bond this totals \$14,078,535.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
2016	\$1,000,000		\$5,000,000	\$2,500,000	\$2,000,000
2017	\$1,000,000		\$5,000,000	\$5,000,000	\$2,000,000
2018	\$0		\$2,500,000	\$2,500,000	\$2,000,000
SY	\$0		\$0	\$0	\$0
Total	\$3,000,000		\$13,500,000	\$11,000,000	\$7,000,000

Issues for Consideration

The Department's current request, for \$12.5 million, is \$7.5 million more than the \$5 million it requested in the last capital program, \$9.5 million more than the \$3 million ultimately adopted, and \$2.5 million more than the \$10 million included in the Proposed 2016-2018 Capital Program.

The foreword of the proposed capital program identifies this project (in conjunction with similar projects for the revitalization of downtowns, enhancement of transportation options, and creation of desirable workforce housing) as a priority focus of the capital program. As with related economic development projects, there is a significant demand from businesses and nonprofits for funding support of this nature. Several major projects are under review; however, the County must determine an appropriate level of support. To assist the Legislature, the Department of Economic Development and Planning should develop criteria to determine whether the projects that the County has invested in are having the desired impact. It may take a few years to fully evaluate the benefits related to County costs, but the Department should collect and provide data on occupancy rates and demographics for completed projects.

The project is set up in a similar fashion to the old land acquisition procedure for open space, where funds are first appropriated for the project, then a "planning step" resolution for a particular site is introduced, and finally funds are allocated for a specific project. Like with open space acquisitions, planning step resolutions for workforce housing authorize ancillary costs to also be paid out of the project, such as costs for appraisals, surveys, engineering reports, environmental audits, and title search. The workforce housing resolutions may authorize planning for both acquisition and/or infrastructure improvements. Ancillary costs may be incurred whether or not the property is acquired.

Transactions related to the purchase of land can often be slow, but acquisition of land is often one of the first steps in a project. Unlike related CP 6411, Infrastructure Improvements for Workforce Housing, for which payment is made only after occupancy occurs; land acquisition is paid for in the early stages of this project, making it a somewhat riskier investment.

According to the Department, the requested funding is needed to continue discussions and negotiations on projects it is considering. It makes sense then, to continue funding at a predictable rate over the course of the capital program, for planning purposes. The potential expenditure is sizable; it is difficult to quantify the benefits, and the appropriate amount to include in this project is a policy decision.

Budget Review Office Recommendations

- The proposed funding is not unreasonable, if based solely on the level of demand, but we consider the level of funding discretionary. Consequently, we recommend decreasing funding

for land acquisition by \$500,000 in 2016, by \$3 million in 2017, and by \$500,000 in 2018, to provide a total of \$6 million over the course of the 2016-2018 Capital Program.

- If the entire \$4 million decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$312,856. Over the life of an 18-year bond this totals \$5,631,414.
- We recommend that the Department evaluate whether any facets of the new "Triple A" land acquisition procedure for open space would be relevant for the acquisition of land for workforce housing.

8704LH16

EXISTING					
Project Number:	8710	Executive Ranking:	62	BRO Ranking:	62
Project Name:	WATER QUALITY PROTECTION AND RESTORATION PROGRAM NISSEQUOGUE TRIBUTARY HEADWATERS				
Location:	Smithtown	Legislative District:	12		

Description

This project involves construction work on the Nissequogue River Tributary Headwaters. It addresses a segment of the Northeast Branch from Clearbrook Drive to the beginning of Miller's Pond. This segment lies within the Village of the Branch boundary and flows through Village and County parkland. The following construction and stormwater management measures will be implemented to improve the water quality of the subject segment:

- Replace Branch Drive Culvert of Northeast Branch: Replace three 36 inch concrete pipe culverts with 12 foot wide open-bottom box culverts with concrete headwalls.
- Replace Terrace Lane Culvert of Northeast Branch: Replace three 36 inch by 54 inch corrugated metal pipe culverts with 12 foot wide open-bottom box culverts with concrete headwalls.
- Remove 200 cubic yards of sediments from 475 linear feet of channel of Northeast Branch in the vicinity of NYS Route 111 and Old Hauppauge Road.

Justification

This is part of an ongoing project to remediate the Nissequogue River. The area is mostly unsewered, and the groundwater table is high. Present conditions may periodically cause basement flooding as well as the discharge of raw, untreated wastes directly into groundwater. The project has been reviewed by the Water Quality Review Committee in the past, and was found to be a worthwhile and effective use of County funds. The installation of structural best management

practices will treat urban runoff from County Roads, before it is discharged to adjacent waterbodies.

Status

This CP number has been used for multiple unrelated water quality projects and the appropriation balance reflects all of these projects. Of the multiple sub-projects included within the \$2,113,641 uncommitted appropriation balance, only \$61,742 appears related to the Nissequogue Tributary Headwaters (CP 8710.128). Existing funding and encumbrances will be used for the consultant design contract, expected to be completed by December 2015.

The proposed capital program includes \$1,273,610 (\$955,208 State, \$318,402 serial bonds) for construction in 2016, as requested. The \$500,000 in FEMA aid scheduled in SY in the Adopted 2015-2017 Capital Program has been deleted. DPW's request indicates that a 75% State grant was approved November 5, 2014. Funding was increased and advanced to 2016 to reflect the awarded grant and a more detailed cost estimate. Construction is expected to be completed by December 2016. The County must first instance fund construction and inspection of the projects.

Total Appropriated:	\$5,682,765	Appropriation Balance:	\$2,113,641
----------------------------	--------------------	-------------------------------	--------------------

Impact on Operating Budget

The proposed capital program includes \$318,402 in serial bond financing for this project (2016-2018 and SY). If the entire \$318,402 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$24,904. Over the life of an 18-year bond this totals \$448,263.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$1,273,610	\$1,273,610	\$1,273,610
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$500,000		\$0	\$0	\$0
Total	\$500,000		\$1,273,610	\$1,273,610	\$1,273,610

Issues for Consideration

It is our understanding that the property borders County park property, which drains into the stream. The property line runs down the center of the stream. The availability of 75% State funding for this project enhances County efforts to improve the quality of ground and surface waters.

Budget Review Office Recommendations

We concur with funding as proposed.

8710LH16

EXISTING					
Project Number:	8715	Executive Ranking:	37	BRO Ranking:	37
Project Name:	RESTORATION OF CANAAN LAKE				
Location:	Brookhaven	Legislative District:	7		

Description

This project will fund future restoration improvements to Canaan Lake.

Justification

This project involves the removal of invasive species from Canaan Lake, and the project will contribute to the Lake's restoration.

Status

The Department of Public Works did not submit a request for this project. Previously appropriated planning funds remain uncommitted, and funding for site improvements is proposed as previously scheduled in 2015 and SY.

Total Appropriated:	\$500,000	Appropriation Balance:	\$500,000
----------------------------	-----------	-------------------------------	-----------

Impact on Operating Budget

The proposed capital program includes \$250,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$19,554. Over the life of an 18-year bond this totals \$351,963.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$500,000	\$500,000	\$0	\$500,000	\$500,000
2016	\$0		\$0	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$250,000		\$0	\$250,000	\$250,000
Total	\$750,000		\$0	\$750,000	\$750,000

Issues for Consideration

The Department of Environmental Conservation (DEC) website notes that Canaan Lake is a small, shallow, man-made lake, with available, but limited, shoreline access. The DEC notes that it stocks the lake with trout to provide seasonal fishing opportunities in the spring and fall, but heavy aquatic plant growth in the summer makes fishing difficult.

Eradication of invasive species in a lake is not easily accomplished, and any method chosen may have unintended environmental consequences. There is likely to be a long planning phase, which, upon completion, will enable a better understanding of project timeline and costs, the environmental implications and permits needed, and restoration options with the most potential for success.

The Department of Economic Development and Planning issued a Request for Proposals (RFP) for Aquatic Invasive Plant Species Eradication at Canaan Lake, North Patchogue, on April 15, 2015. The RFP noted that an earlier feasibility report to eradicate aquatic invasive species, in Canaan Lake and in Upper and Lower Yaphank Lakes, was completed in April 2011. That feasibility report indicated that the optimum solution would be to remove 30,000 cubic yards of sediment to achieve a sand bottom, and concluded that a traditional dredge project would be warranted. Due to challenging past experiences with traditional dredge projects on comparable lakes in the County, the current RFP seeks alternatives to traditional dredging for the removal of non-native aquatic plants and approximately 30,000 cubic yards of soft organic sediment in Canaan Lake.

It may be worth investigating whether a State agency, such as the Department of Environmental Conservation, would consider undertaking this project, or otherwise support the County in this endeavor.

Budget Review Office Recommendations

The Budget Review Office concurs with funding as proposed, but we recommend that no funding for site improvements be appropriated unless an appropriate action plan can be identified.

8715LH16

EXISTING					
Project Number:	8716	Executive Ranking:	37	BRO Ranking:	29
Project Name:	REHABILITATION OF GUGGENHEIM LAKE (DEER LAKE) TOWNS OF BABYLON AND ISLIP				
Location:	Towns of Babylon and Islip	Legislative District:	11, 17		

Description

This project will fund the rehabilitation of Guggenheim Lake (Deer Lake).

Justification

This project uses Suffolk County serial bonds for future rehabilitation of the Lake.

Status

The Department of Public Works did not submit a request for this project. The project was a Legislative initiative included in the Adopted 2014-2016 Capital Program by Omnibus Resolution No. 417-2013. No funds have been appropriated. The proposed budget includes funding as previously scheduled. Current year funding is for planning and 2016 funding is for construction.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$250,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$250,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$19,554. Over the life of an 18-year bond this totals \$351,963.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$25,000	\$25,000	\$0	\$25,000	\$25,000
2016	\$250,000		\$0	\$250,000	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$275,000		\$0	\$275,000	\$25,000

Issues for Consideration

It is our understanding that this is a privately owned, man-made lake, with no public access. The surrounding property owners are concerned about periodic drops in the water level of the lake that appear related to naturally occurring conditions. Suffolk County serial bond financing cannot be used for private purposes. If the public were to be granted access to a portion of the lake, there may be options for County involvement, but we understand that private property owners on the lake have not been interested in this option. This will be an issue for bond counsel to evaluate, should the Legislature decide to include this project.

The Department of Public Works met with concerned property owners and the sponsoring Legislator in late April, to explore possible solutions, but there was no consensus at that time.

The Budget Review Office has limited information about this project, but as the situation has not changed since last year, we cannot endorse the use of public funds for a purely private benefit, and do not recommend inclusion of this project in the capital program.

Budget Review Office Recommendations

- A public access agreement should be in place prior to the appropriation of any funds for this purpose. Delete \$250,000 for construction in 2016.
- If the entire \$250,000 decrease in serial bond financing recommended by BRO were adopted, the estimated average annual fiscal impact to the operating budget for debt service payments is a savings of \$19,554. Over the life of an 18-year bond, this totals \$351,963.

8716LH16

NEW					
Project Number:	8732	Executive Ranking:	69	BRO Ranking:	61
Project Name:	WATER QUALITY PROTECTION - 2014 REFERENDUM - LAND PURCHASES				
Location:	Countywide	Legislative District:	All		

Description

In November of 2014, two-thirds of Suffolk County voters approved Proposition 5-2014, enacting the provisions of Resolution No. 579-2014, "A Charter Law Amending the 1/4% Suffolk County Drinking Water Protection Program (DWPP) For Enhanced Water Quality Protection, Wastewater Infrastructure And General Property Fund Tax Relief For Suffolk County." This capital project provides \$20 million in "Referendum Bonds" (R) funding for land acquisition (to acquire, by fee, lease, or easement, interests in land associated with the Suffolk County Drinking Water Protection Program).

Justification

This capital project was instituted to implement one of the provisions of Proposition 5-2014, which recognized the importance of the Drinking Water Protection Program to the well-being of the County's drinking water supply and required that \$29.4 million in General Fund serial bonds be issued through the capital program for related purposes.

Status

This is a new, one-time capital project which was not requested by the Department of Economic Development and Planning. The proposed capital program includes \$20 million for land acquisition, denoted with new funding category "R." The "R" funding category is meant to denote bonds required by the 2014 Water Quality Referendum.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	------------	-------------------------------	------------

Impact on Operating Budget

The proposed capital program includes \$20,000,000 in serial bond financing (denoted as "R" funding in this case) for this project (2016-2018 and SY). If the entire \$20,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$1,564,282. Over the life of an 18-year bond this totals \$28,157,069.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$20,000,000	\$20,000,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$0	\$20,000,000	\$20,000,000

Issues for Consideration

The inclusion of \$20 million in 2016 satisfies one of the requirements of voter-approved Proposition 5-2014. Per the relevant section of Resolution No. 579-2014, which adopted the associated Local Law, a new Article XIIA was added to the Suffolk County Charter to create the 2014 Enhanced Water Quality Program, with the purpose of protecting groundwater in Suffolk County's sole source aquifer from discharges of pollutants, to begin on December 1, 2014, and end on December 31, 2020.

Serial bond funding of \$29.4 million, to be funded by the General Fund, not the quarter-cent sales tax program, is provided in the 2016 Capital Budget for three components, as follows:

- \$20 million in this project, CP 8732, for land acquisition.
- \$4.7 million in CP 8733 for water quality projects.
- \$4.7 million in CP 8734 for sewer improvement projects.

The full amount of \$29.4 million in serial bonds must be adopted in the 2016-2018 Capital Program, no later than December 31, 2015, must be fully appropriated in 2016, and must be issued and expended by the County, regardless of any intervening circumstances, via duly enacted resolutions and administrative actions of the County, no later than December 31, 2020.

Budget Review Office Recommendations

This project is mandated by voter approval, and is meant to provide drinking water protection. The Budget Review Office concurs with the inclusion of this project as recommended.

8732LH16

NEW					
Project Number:	8733	Executive Ranking:	69	BRO Ranking:	61
Project Name:	WATER QUALITY PROTECTION - 2014 REFERENDUM - WATER QUALITY PROJECTS				
Location:	Countywide	Legislative District:	All		

Description

In November of 2014, two-thirds of Suffolk County voters approved Proposition 5-2014, enacting the provisions of Resolution No. 579-2014, "A Charter Law Amending the 1/4% Suffolk County Drinking Water Protection Program (DWPP) For Enhanced Water Quality Protection, Wastewater Infrastructure And General Property Fund Tax Relief For Suffolk County." This capital project provides \$4.7 million in "Referendum Bonds" (R) funding to be used for water quality protection and restoration program and land stewardship initiatives projects as set forth in the Suffolk County Drinking Water Protection Program.

Justification

This capital project was instituted to implement one of the provisions of Proposition 5-2014, which recognized the importance of the Drinking Water Protection Program to the well-being of the County's drinking water supply and required that \$29.4 million in General Fund serial bonds be issued through the capital program for related purposes.

Status

This is a new, one-time capital project which was not requested by the Department of Economic Development and Planning. The proposed capital program includes \$4.7 million for construction for water quality-related projects and land stewardship, denoted with new funding category "R". The "R" funding category is meant to denote bonds required by the 2014 Water Quality Referendum.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$4,700,000 in serial bond financing (denoted as "R" funding in this case) for this project (2016-2018 and SY). If the entire \$4,700,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$367,606. Over the life of an 18-year bond this totals \$6,616,911.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$4,700,000	\$4,700,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$0	\$4,700,000	\$4,700,000

Issues for Consideration

The inclusion of \$4.7 million in 2016 satisfies one of the requirements of voter-approved Proposition 5-2014. Per the relevant section of Resolution No. 579-2014, which adopted the associated Local Law, a new Article XIIA was added to the Suffolk County Charter to create the 2014 Enhanced Water Quality Program, with the purpose of protecting groundwater in Suffolk County's sole source aquifer from discharges of pollutants, to begin on December 1, 2014, and end on December 31, 2020.

Serial bond funding of \$29.4 million, to be funded by the General Fund, not the quarter-cent sales tax program, is provided in the 2016 Capital Budget for three components, as follows:

- \$20 million in CP 8732 for land acquisition.
- \$4.7 million in this project CP 8733 for water quality projects.
- \$4.7 million in CP 8734 for sewer improvement projects.

The full amount of \$29.4 million in serial bonds must be adopted in the 2016-2018 Capital Program, no later than December 31, 2015, must be fully appropriated in 2016, and must be issued and expended by the County, regardless of any intervening circumstances, via duly enacted resolutions and administrative actions of the County, no later than December 31, 2020.

Budget Review Office Recommendations

This project is mandated by voter approval, and is meant to provide drinking water protection. The Budget Review Office concurs with the inclusion of this project as recommended.

8733LH16

NEW					
Project Number:	8734	Executive Ranking:	69	BRO Ranking:	65
Project Name:	WATER QUALITY PROTECTION - 2014 REFERENDUM - SEWER IMPROVEMENT PROJECTS				
Location:	Countywide	Legislative District:	All		

Description

In November of 2014, two thirds of Suffolk County voters approved Proposition 5-2014, enacting the provisions of Resolution No. 579-2014, "A Charter Law Amending the 1/4% Suffolk County Drinking Water Protection Program (DWPP) for Enhanced Water Quality Protection, Wastewater Infrastructure and General Fund Property Tax Relief for Suffolk County." This proposition recognized the essential nature of the Drinking Water Protection Program to the well-being of the County's drinking water supply and required \$29.4 million in serial bonds be issued through the capital program for water quality protection program projects.

This capital project provides \$4.7 million in serial bond funding to be used for installation, improvements, maintenance and operation of sewer infrastructure and sewage treatment plants and for the installation of residential and commercial enhanced nitrogen removal septic systems as set forth in the Suffolk County Drinking Water Protection Program.

Justification

This project is required to satisfy the voter approved Proposition 5-2014, enacting the provisions of Resolution No. 579-2014.

Status

This is a new, one-time capital project which was not requested by the Department. The proposed capital program includes \$4.7 million for construction in 2016, denoted with the new funding category "R". The "R" funding category is meant to denote bonds required by the 2014 Water Quality Referendum. This is a new project; therefore no funding was included in the previously adopted capital program.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The proposed capital program includes \$4,700,000 in serial bond financing (denoted as "R" funding in this case) for this project (2016-2018 and SY). If the entire \$4,700,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$367,606. Over the life of an 18-year bond this totals \$6,616,911.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$0	\$0	\$0	\$0
2016	\$0		\$0	\$4,700,000	\$4,700,000
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$0	\$4,700,000	\$4,700,000

Issues for Consideration

The inclusion of \$4.7 million in 2016 for installation, improvements, maintenance and operation of sewer infrastructure and sewage treatment plants and for the installation of residential and commercial enhanced nitrogen removal septic systems, satisfies one of the requirements of voter-approved Proposition 5-2014. This funding must be fully appropriated in 2016, and must be issued and expended by the County, regardless of any intervening circumstances, via duly enacted resolutions and administrative actions of the County, no later than December 31, 2020.

Budget Review Office Recommendations

The Budget Review Office agrees with funding as included in the proposed capital program.

NEW					
Project Number:	8735	Executive Ranking:	69	BRO Ranking:	61
Project Name:	SUFFOLK COUNTY SUPPLEMENTAL ENVIRONMENTAL PROJECT-FOR LAND ACQUISITION				
Location:	Countywide	Legislative District:	All		

Description

Suffolk County has agreed to a Consent Judgment, Civil Action No. CV-13-7183, with the United States Environmental Protection Agency (USEPA), concerning County underground storage tanks maintenance violations. The Consent Judgment stipulated that the County must pay \$500,000 as a monetary penalty, which has already been paid, and also stipulated that the County provide \$1.5 million for land acquisition, for groundwater protection purposes, as well as any ancillary expenses needed for the land acquisition.

Justification

This project is required to fulfill the terms of the Consent Judgment. In addition, purchasing open space in deep aquifer recharge areas, or where future development could significantly impact groundwater and surface waters, assists in preserving the quality of our drinking water.

Status

The Department requested \$1.5 million for land acquisition and \$500,000 for ancillary expenses in 2016 and indicated that this project must be completed by February 24, 2018. The proposed capital program shows the intent of the County Executive to appropriate the requested funding in 2015 by amending the Adopted 2015 Capital Budget. Land acquisition is expected to be completed in 2017.

According to the Department, the focus of this project will be on acquisition of properties in Groundwater Management Zones III, V, and VI, to protect the areas where possible degradation from future development would impact groundwater quality.

Total Appropriated:	\$0	Appropriation Balance:	\$0
----------------------------	-----	-------------------------------	-----

Impact on Operating Budget

The Department requested \$2,000,000 in serial bond financing for this project (2016-2018 and SY). If the entire \$2,000,000 were borrowed at once, the estimated average annual fiscal impact to the operating budget for debt service payments is \$156,428. Over the life of an 18-year bond this totals \$2,815,707.

	2015-2017 Adopted	2015 Modified	Requested	Executive Recommended	BRO Recommended
2015	\$0	\$2,000,000	\$0	\$2,000,000	\$2,000,000
2016	\$0		\$2,000,000	\$0	\$0
2017	\$0		\$0	\$0	\$0
2018	\$0		\$0	\$0	\$0
SY	\$0		\$0	\$0	\$0
Total	\$0		\$2,000,000	\$2,000,000	\$2,000,000

Issues for Consideration

Resolution No. 1183-2013 authorized the execution of the Consent Judgment. Of the \$2 million settlement, \$500,000 was a monetary penalty (which has already been paid) and \$1.5 million was for the Supplemental Environmental Project (SEP), involving land acquisition. In addition, the fifth "whereas" clause indicated that, under the terms of the Consent Judgment, the County would also be responsible for ancillary costs related to the SEP, estimated not to exceed \$150,000. Costs related to the SEP may include surveys, appraisals, environmental audits, and other costs necessary for the acquisitions.

The proposed inclusion of \$500,000 for ancillary costs appears high; \$150,000 would normally be a more reasonable estimate. It is our understanding that the inclusion of the higher amount is intended to provide a cushion, to account for unforeseen circumstances that may prevent fulfillment of the SEP in a timely manner. The land acquisition process can take years; all required activities under the agreement must be completed within four years of the effective date.

Budget Review Office Recommendations

We agree with funding this project as proposed, with the understanding that the amount reserved for planning purposes should only be used to the extent necessary to accomplish the land acquisitions required to fulfill the SEP required by the Consent Judgment.

8735LH16

PROPOSED 2016-2018 CAPITAL PROGRAM AND BUDGET \$433,398,111 \$431,125,090 \$536,099,803 \$259,869,734 \$209,787,726 \$302,400,258

NO.	TITLE	New/Discontinued(D)					
		2015 Adopted	2015 Proposed Adopted/Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
1109	FORENSIC SCIENCES MEDICAL AND LEGAL INVESTIGATIVE CONSOLIDATED LABORATORY	\$100,000	\$0	\$100,000	\$300,000	\$500,000	\$500,000
1124	ALTERATIONS TO CRIMINAL COURTS BUILDING, SOUTHAMPTON	\$0	\$0	\$0	\$200,000	\$150,000	\$0
1125	RENOVATIONS/IMPROVEMENTS TO COHALAN COURT COMPLEX	\$0	\$0	\$0	\$500,000	\$0	\$1,000,000
1130	CIVIL COURT RENOVATIONS AND ADDITION - COURTROOMS, RIVERHEAD	\$0	\$0	\$0	\$200,000	\$100,000	\$0
1132	EQUIPMENT FOR MED-LEGAL INVESTIGATIONS AND FORENSIC SCIENCES	\$335,000	\$435,000	\$427,000	\$443,000	\$213,000	\$485,000
1133	RENOVATIONS TO SURROGATE'S COURT	\$700,000	\$700,000	\$0	\$1,500,000	\$0	\$0
1136	DISTRICT ATTORNEY CASE MANAGEMENT SYSTEM	\$150,000	\$0	\$0	\$0	\$0	\$275,000
1138	VEHICLES FOR MED-LEGAL INVESTIGATIONS AND FORENSIC SCIENCES	\$0	\$0	\$125,000	\$50,000	\$225,000	\$55,000
1459	IMPROVEMENTS TO BOARD OF ELECTIONS	\$0	\$0	\$0	\$0	\$0	\$3,630,000
1603	BUILDING SAFETY IMPROVEMENTS	\$100,000	\$100,000	\$100,000	\$100,000	\$0	\$0
1616	FUEL MANAGEMENT/PREVENTIVE MAINTENANCE AND PARTS INVENTORY CONTROL SYSTEM	\$0	\$0	\$0	\$250,000	\$0	\$250,000
1623	ROOF REPLACEMENT ON VARIOUS COUNTY BUILDINGS	\$600,000	\$600,000	\$500,000	\$500,000	\$500,000	\$750,000
1643	IMPROVEMENTS TO COUNTY CENTER C-001, RIVERHEAD	\$250,000	\$250,000	\$0	\$2,500,000	\$0	\$0
1647	D EMERGENCY GENERATORS COUNTYWIDE	\$0	\$0	\$0	\$0	\$0	\$0
1659	ENERGY CONSERVATION & SAFETY IMPROVEMENTS TO THE H. LEE DENNISON BUILDING	\$100,000	\$100,000	\$0	\$0	\$0	\$0
1664	ENERGY CONSERVATION AT VARIOUS COUNTY FACILITIES	\$4,025,000	\$4,025,000	\$0	\$2,025,000	\$2,025,000	\$4,050,000
1665	DECOMMISSIONING AND DEMOLITION OF COUNTY FACILITIES	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000

NO.	TITLE	New/Discontinued (Q)					2015 Proposed Adopted/ Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
		2015 Adopted	2015 Proposed	2016 Proposed	2017 Proposed	2018 Proposed					
1678	REHABILITATION OF PARKING LOTS, SIDEWALKS, DRIVES AND CURBS AT VARIOUS COUNTY FACILITIES	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$2,000,000	
1681	UPGRADING COURT MINUTES APPLICATION	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$0	\$0	\$0	
1706	REPLACEMENT/CLEAN UP OF FOSSIL FUEL, TOXIC & HAZARDOUS MATERIAL STORAGE TANKS	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$200,000	\$100,000	\$250,000	\$500,000	
1710	INSTALLATION OF FIRE, SECURITY AND EMERGENCY SYSTEMS AT COUNTY FACILITIES	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$750,000	\$750,000	\$750,000	\$500,000	
1715	RIVERHEAD COUNTY CENTER POWER PLANT UPGRADE	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$250,000	
1724	IMPROVEMENTS TO WATER SUPPLY SYSTEMS	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$100,000	\$0	\$200,000	\$200,000	
1726	FIBER CABLING NETWORK AND WAN TECHNOLOGY UPGRADES	\$250,000	\$250,000	\$572,000	\$572,000	\$720,000	\$720,000	\$812,000	\$850,000	\$0	
1729	SUFFOLK COUNTY DISASTER RECOVERY	\$250,000	\$250,000	\$492,000	\$492,000	\$680,000	\$680,000	\$240,000	\$240,000	\$0	
1732	REMOVAL OF TOXIC AND HAZARDOUS BUILDING MATERIALS AND COMPONENTS AT VARIOUS COUNTY FACILITIES	\$100,000	\$100,000	\$100,000	\$100,000	\$200,000	\$200,000	\$100,000	\$100,000	\$0	
1737	REPLACEMENT OF MAJOR BUILDINGS OPERATIONS EQUIPMENT AT VARIOUS COUNTY FACILITIES	\$400,000	\$400,000	\$400,000	\$400,000	\$450,000	\$450,000	\$500,000	\$500,000	\$700,000	
1738	MODIFICATIONS FOR COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000	\$350,000	\$200,000	\$200,000	\$200,000	
1740	UPGRADE PAYROLL SYSTEM DATABASE	\$320,000	\$320,000	\$0	\$0	\$250,000	\$250,000	\$0	\$0	\$0	
1749	PURCHASE AND REPLACEMENT OF NUTRITION VEHICLES FOR THE OFFICE OF THE AGING	\$112,058	\$112,058	\$112,058	\$112,058	\$137,768	\$137,768	\$78,750	\$89,726	\$0	
1751	OPTICAL DISK IMAGING SYSTEM	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$0	\$0	\$0	
1755	INFRASTRUCTURE IMPROVEMENTS FOR TRAFFIC AND PUBLIC SAFETY AND PUBLIC HEALTH	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	
1758	REAL PROPERTY INTEGRATED LAND INFORMATION SYSTEM	\$20,000	\$20,000	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	
1760	ELEVATOR CONTROLS AND SAFETY UPGRADING AT VARIOUS COUNTY FACILITIES	\$250,000	\$250,000	\$250,000	\$250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	

NO.	TITLE	New/Discontinued (Q)					2015 Proposed Adopted/ Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
		2015 Adopted	2015 Proposed	2016 Proposed	2017 Proposed	2018 Proposed					
1762	WEATHERPROOFING COUNTY BUILDINGS	\$200,000	\$200,000	\$0	\$200,000	\$0	\$200,000	\$200,000	\$200,000	\$400,000	
1766	BUILDING FOR WILDLIFE RESCUE AND EDUCATION, MARINE SCIENCE CENTER	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$0	
1769	PUBLIC WORKS FLEET MAINTENANCE EQUIPMENT REPLACEMENT	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	
1782	SUFFOLK COUNTY FINANCIAL MANAGEMENT SYSTEM	\$200,000	\$400,000	\$750,000	\$0	\$750,000	\$750,000	\$0	\$0	\$0	
1796	IMPROVEMENTS TO THE SUFFOLK COUNTY FARM	\$100,000	\$100,000	\$165,000	\$100,000	\$165,000	\$1,600,000	\$100,000	\$100,000	\$150,000	
1806	PUBLIC WORKS BUILDINGS OPERATION AND MAINTENANCE EQUIPMENT	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$0	\$0	\$250,000	
1807	GLOBALLY MANAGED NETWORK PROTECTION AND SECURITY	\$210,000	\$330,000	\$96,000	\$330,000	\$96,000	\$70,000	\$0	\$0	\$0	
1811	D COUNTY ATTORNEY CASE MANAGEMENT SYSTEM	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
1813	REPLACEMENT OF WEIGHTS AND MEASURES INSPECTION VEHICLES	\$109,000	\$109,000	\$0	\$109,000	\$0	\$0	\$0	\$0	\$125,000	
1816	COUNTYWIDE REPLACEMENT OF COMPUTER EQUIPMENT/INFRASTRUCTURE	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	
1819	COUNTYWIDE LICENSING PROGRAM	\$1,035,000	\$500,000	\$535,000	\$500,000	\$535,000	\$250,000	\$250,000	\$250,000	\$0	
1820	VIDEO EQUIPMENT FOR LEGISLATIVE AUDITORIUMS	\$96,000	\$96,000	\$0	\$96,000	\$0	\$0	\$0	\$0	\$0	
1821	NEW PURCHASE OF VEHICLES FOR THE DEPARTMENT OF SOCIAL SERVICES	\$0	\$185,000	\$0	\$185,000	\$0	\$0	\$0	\$0	\$0	
1822	NEW AUDIT MANAGEMENT SYSTEM ENHANCEMENTS	\$0	\$0	\$230,000	\$0	\$230,000	\$0	\$0	\$0	\$0	
2114	RENOVATION OF KREILING HALL - AMMERMAN CAMPUS	\$0	\$0	\$3,180,000	\$0	\$3,180,000	\$0	\$0	\$0	\$0	
2118	RENOVATION TO SAGTIKOS BUILDING - GRANT CAMPUS	\$0	\$0	\$0	\$0	\$0	\$5,700,000	\$0	\$0	\$0	
2141	RENEWABLE ENERGY AND STEM CENTER - GRANT CAMPUS	\$18,600,000	\$18,600,000	\$0	\$18,600,000	\$0	\$0	\$0	\$0	\$0	
2144	PLANT OPERATIONS BUILDING - GRANT CAMPUS	\$0	\$0	\$3,400,000	\$0	\$3,400,000	\$0	\$0	\$0	\$0	
2145	WAREHOUSE BUILDING - EASTERN CAMPUS	\$0	\$0	\$630,000	\$0	\$630,000	\$0	\$0	\$0	\$0	

NO.	TITLE	2015 Adopted	2015 Proposed Adopted/ Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
2149	INFRASTRUCTURE - COLLEGE WIDE	\$0	\$0	\$5,150,000	\$0	\$5,150,000	\$0
2186	MASTER PLAN UPDATE FOR SUFFOLK COUNTY COMMUNITY COLLEGE	\$500,000	\$500,000	\$0	\$0	\$0	\$0
3008	D NEW REPLACEMENT CORRECTIONAL FACILITY AT YAPHANK	\$2,000,000	\$0	\$0	\$0	\$0	\$0
3009	RENOVATIONS AT THE YAPHANK CORRECTIONAL FACILITY	\$400,000	\$400,000	\$850,000	\$750,000	\$750,000	\$750,000
3014	IMPROVEMENTS TO THE COUNTY CORRECTIONAL FACILITY C-141 - RIVERHEAD	\$1,300,000	\$1,300,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000
3019	IMPROVEMENTS TO VARIOUS SHERIFF'S OFFICE FACILITIES	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
3047	REPLACEMENT OF HEAVY DUTY EQUIPMENT FOR SHERIFF'S OFFICE	\$0	\$0	\$135,000	\$0	\$0	\$0
3060	PURCHASE OF COMMUNICATION EQUIPMENT	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
3063	RENOVATIONS AND ALTERATIONS TO PROBATION BUILDINGS	\$250,000	\$250,000	\$0	\$0	\$0	\$0
3065	NEW REPLACEMENT OF THE JAIL TIME AND ACCRUAL SYSTEM	\$0	\$0	\$20,000	\$690,000	\$280,000	\$0
3111	FIREARMS SHOOTING RANGE, SAFETY IMPROVEMENTS	\$100,000	\$100,000	\$0	\$0	\$0	\$0
3117	D PURCHASE OF ADDITIONAL HELICOPTERS	\$1,300,000	\$0	\$0	\$0	\$0	\$0
3135	PURCHASE OF HEAVY DUTY VEHICLES FOR THE POLICE DEPARTMENT	\$175,000	\$175,000	\$125,000	\$200,000	\$125,000	\$0
3153	PURCHASE OF CUSTOM FITTED BALLISTIC SOFT BODY ARMOR VESTS	\$421,600	\$421,600	\$0	\$0	\$0	\$0
3198	PURCHASE OF MARINE BUREAU DIESEL ENGINES	\$0	\$0	\$0	\$0	\$0	\$150,000
3238	UPGRADE AND REINFORCEMENT OF HAUPPAUGE TOWER	\$0	\$0	\$0	\$0	\$0	\$4,500,000
3239	REPAIR OF YAPHANK TOWER	\$0	\$0	\$0	\$150,000	\$0	\$0
3243	COMMUNICATION SYSTEM MICROWAVE SPUR UPGRADE	\$225,000	\$225,000	\$0	\$0	\$0	\$0
3244	700/800 MHZ TRUNKED RADIO COMMUNICATION SYSTEM UPGRADE	\$11,917,000	\$11,917,000	\$10,000,000	\$0	\$0	\$0

NO.	TITLE	New/Discontinued (Q)					2015 Proposed Adopted/ Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
		2015 Adopted	2015 Proposed Adopted/ Modified	2016 Proposed	2017 Proposed	2018 Proposed					
3246	COMMUNICATION SYSTEM SITE REHABILITATION	\$0	\$0	\$250,000	\$400,000	\$700,000	\$0	\$0			
3301	SAFETY IMPROVEMENTS AT VARIOUS INTERSECTIONS	\$350,000	\$350,000	\$0	\$350,000	\$450,000	\$0	\$0	\$450,000	\$0	
3308	COUNTYWIDE INTELLIGENT TRANSPORTATION SYSTEM (ITS)	\$450,000	\$450,000	\$2,950,000	\$0	\$0	\$0	\$0	\$0	\$0	
3309	COUNTY SHARE FOR CLOSED LOOP TRAFFIC SIGNAL SYSTEM	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	
3313	COMPLETE STREETS FUND	\$0	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0	
3405	IMPROVEMENTS TO SUFFOLK COUNTY FIRE TRAINING CENTER	\$150,000	\$150,000	\$1,000,000	\$3,900,000	\$1,900,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	
3416	FIRE RESCUE C.A.D. SYSTEM	\$750,000	\$750,000	\$1,500,000	\$5,000,000	\$0	\$0	\$0	\$0	\$0	
3418	FIRE RESCUE MAIN BUILDING RENOVATIONS AND IMPROVEMENTS	\$0	\$0	\$250,000	\$0	\$0	\$8,800,000	\$0	\$0	\$0	
3512	PUBLIC SAFETY VEHICLES	\$5,000,000	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	
3514	BUILDING EXTENSION FOR PROPERTY BUREAU	\$140,000	\$140,000	\$0	\$500,000	\$5,500,000	\$0	\$0	\$0	\$0	
3515	FRES VEHICLE REPLACEMENT PROGRAM	\$525,000	\$525,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3516	EQUIPMENT FOR POLICE INVESTIGATIONS	\$132,000	\$132,000	\$0	\$234,850	\$0	\$0	\$0	\$0	\$0	
3519	NEW REPLACEMENT OF MARINE BUREAU PATROL BOAT	\$0	\$0	\$0	\$372,000	\$0	\$0	\$0	\$0	\$0	
3520	NEW RANGE BERM RECONSTRUCTION AT THE FIREARMS RANGE	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	
3521	NEW POLICE HEADQUARTERS LOBBY SECURITY UPGRADE	\$0	\$0	\$0	\$0	\$0	\$350,000	\$0	\$0	\$0	
4079	ENVIRONMENTAL HEALTH LABORATORY EQUIPMENT	\$250,000	\$250,000	\$270,000	\$250,000	\$265,000	\$515,000	\$515,000	\$515,000	\$515,000	
4081	ENVIRONMENTAL QUALITY GEOGRAPHIC INFORMATION AND DATABASE MANAGEMENT	\$900,000	\$900,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	
4084	D STORAGE AND DEPLOYMENT SPACE FOR EMERGENCY RESPONSE AND DISASTER PREPAREDNESS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4087	NEW NEW PATCHOGUE HEALTH CENTER	\$0	\$7,546,167	\$0	\$1,228,834	\$0	\$0	\$0	\$0	\$0	
4088	NEW NEW WYANDANCH HEALTH CENTER	\$0	\$6,830,000	\$0	\$1,170,000	\$0	\$0	\$0	\$0	\$0	

NO.	TITLE	New/Discontinued (Q)					2015 Adopted	2015 Proposed Adopted/Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
		NEW										
4089	PURCHASE OF REPLACEMENT AUTOMATED EXTERNAL DEFIBRILLATORS		\$0	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	
5001	MEDIAN IMPROVEMENTS ON VARIOUS COUNTY ROADS		\$525,000	\$0	\$550,000	\$0	\$600,000	\$600,000	\$625,000	\$650,000	\$650,000	
5014	STRENGTHENING AND IMPROVING COUNTY ROADS		\$6,000,000	\$6,525,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	
5024	RECONSTRUCTION OF DRAINAGE SYSTEMS ON VARIOUS COUNTY ROADS		\$400,000	\$400,000	\$450,000	\$400,000	\$450,000	\$450,000	\$450,000	\$600,000	\$600,000	
5037	APPLICATION AND REMOVAL OF LANE MARKINGS		\$425,000	\$425,000	\$4,900,000	\$425,000	\$500,000	\$500,000	\$500,000	\$1,000,000	\$1,000,000	
5039	IMPROVEMENTS TO CR 76, TOWNLINE ROAD		\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$3,000,000	\$3,000,000	
5047	PUBLIC WORKS HIGHWAY MAINTENANCE EQUIPMENT		\$2,750,000	\$2,750,000	\$2,750,000	\$2,750,000	\$2,750,000	\$2,750,000	\$2,750,000	\$5,500,000	\$5,500,000	
5048	CONSTRUCTION AND REHABILITATION OF HIGHWAY MAINTENANCE FACILITIES		\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,650,000	\$1,650,000	
5054	TRAFFIC SIGNAL IMPROVEMENTS		\$1,175,000	\$1,175,000	\$1,225,000	\$1,175,000	\$1,225,000	\$1,225,000	\$1,225,000	\$2,450,000	\$2,450,000	
5060	ASSESSMENT OF INFORMATION SYSTEM AND EQUIPMENT FOR PUBLIC WORKS		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$200,000	\$200,000	
5072	IMPROVEMENTS TO COUNTY ENVIRONMENTAL RECHARGE BASINS		\$325,000	\$325,000	\$325,000	\$325,000	\$325,000	\$325,000	\$365,000	\$350,000	\$350,000	
5090	RECONSTRUCTION OF CR 86, BROADWAY-GREENLAWN ROAD - TOWN OF HUNTINGTON		\$0	\$0	\$0	\$0	\$1,600,000	\$2,000,000	\$2,000,000	\$0	\$0	
5116	SAFETY AND DRAINAGE IMPROVEMENTS TO THE CENTER MEDIANS ON VARIOUS COUNTY ROADS		\$250,000	\$250,000	\$0	\$250,000	\$0	\$0	\$0	\$5,000,000	\$5,000,000	
5138	IMPROVEMENTS TO CR 21, FROM NYS ROUTE 25 TO YAPHANK AVENUE AT L.I.E., NORTH SERVICE ROAD		\$0	\$0	\$0	\$0	\$2,350,000	\$800,000	\$0	\$0	\$0	
5141	EQUIPMENT FOR PUBLIC WORKS MATERIAL TESTING LABORATORY		\$80,000	\$80,000	\$110,000	\$80,000	\$110,000	\$110,000	\$100,000	\$100,000	\$100,000	
5168	RECONSTRUCTION OF PORTIONS OF CR 11, PULASKI ROAD - TOWN OF HUNTINGTON		\$300,000	\$300,000	\$0	\$0	\$150,000	\$0	\$0	\$2,100,000	\$2,100,000	

NO.	TITLE	New/Discontinued		2015 Adopted	2015 Proposed Adopted/Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
5172	RECONSTRUCTION OF CR 67, MOTOR PARKWAY FROM NORTH SERVICE ROAD OF THE L.I.E. (EXIT 55) TO VETERANS MEMORIAL HIGHWAY (NYS ROUTE 454)			\$0	\$0	\$0	\$450,000	\$3,500,000	\$0
5175	IMPROVEMENTS TO CR 99, WOODSIDE AVE.			\$0	\$0	\$150,000	\$1,900,000	\$0	\$0
5180	INSTALLATION OF GUIDE RAIL AND SAFETY UPGRADES AT VARIOUS LOCATIONS			\$275,000	\$275,000	\$300,000	\$325,000	\$350,000	\$375,000
5190	DRAINAGE IMPROVEMENTS ON CR 52, SANDY HOLLOW ROAD			\$950,000	\$0	\$0	\$0	\$950,000	\$0
5194	RENOVATIONS TO PUBLIC WORKS BUILDING, YAPHANK			\$150,000	\$150,000	\$150,000	\$200,000	\$0	\$0
5195	IMPROVEMENTS TO CR 14, INDIAN HEAD ROAD			\$600,000	\$600,000	\$0	\$0	\$0	\$0
5196	COUNTY-WIDE HIGHWAY SIGN MANAGEMENT PROGRAM	D		\$0	\$0	\$0	\$0	\$0	\$0
5197	ALTERATIONS TO PUBLIC WORKS MATERIALS TESTING LAB, YAPHANK	NEW		\$0	\$0	\$100,000	\$750,000	\$0	\$0
5200	DREDGING OF COUNTY WATERS			\$4,300,000	\$4,300,000	\$2,100,000	\$3,000,000	\$3,000,000	\$5,250,000
5201	REPLACEMENT OF DREDGE SUPPORT EQUIPMENT			\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$700,000
5343	RECONSTRUCTION OF SHINNECOCK CANAL LOCKS, TOWN OF SOUTHAMPTON			\$1,500,000	\$1,500,000	\$0	\$500,000	\$0	\$1,500,000
5348	RECONSTRUCTION OF SHINNECOCK CANAL JETTIES AND BULKHEADS			\$0	\$0	\$0	\$300,000	\$0	\$2,500,000
5371	RECONSTRUCTION OF CULVERTS			\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$1,200,000
5375	BULKHEADING AT VARIOUS LOCATIONS			\$2,500,000	\$500,000	\$0	\$2,250,000	\$2,250,000	\$2,250,000
5377	RECONSTRUCTION OF BULKHEAD AT TIMBER POINT MARINA			\$0	\$0	\$0	\$250,000	\$0	\$0
5497	CONSTRUCTION OF SIDEWALKS ON VARIOUS COUNTY ROADS			\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$1,000,000
5502	COUNTY-WIDE HIGHWAY CAPACITY STUDY			\$0	\$0	\$75,000	\$75,000	\$75,000	\$150,000
5505	IMPROVEMENTS TO CR 38, NORTH SEA ROAD			\$0	\$0	\$0	\$0	\$650,000	\$4,500,000
5510	COUNTY SHARE FOR RECONSTRUCTION OF CR 3, PINELAWN ROAD, TOWNS OF HUNTINGTON AND BABYLON			\$0	\$230,000	\$0	\$0	\$0	\$0

NO.	TITLE	New/Discontinued (Q)					2015 Adopted	2015 Proposed Adopted/Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
5511	IMPROVEMENTS TO CR 16, HORSEBLOCK ROAD/PORTRION ROAD/SMITHTOWN BOULEVARD/TERRY ROAD		\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,750,000	\$5,300,000	
5512	RECONSTRUCTION OF CR 97, NICOLLS ROAD		\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,300,000	
5515	RECONSTRUCTION OF CR 46, WILLIAM FLOYD PARKWAY		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	
5519	IMPROVEMENTS TO CR 35, PARK AVENUE		\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$1,600,000	\$3,300,000	\$0	
5520	IMPROVEMENTS TO VECTOR CONTROL BUILDING YAPHANK		\$250,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	
5526	RECONSTRUCTION OF CR 48, MIDDLE ROAD FROM HORTON AVENUE TO MAIN STREET		\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$0	
5528	IMPROVEMENTS TO CR 39, NORTH ROAD/OLD NORTH ROAD/FLYING POINT ROAD		\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000	
5535	IMPROVEMENT TO CR 93, LAKE LAND AVENUE/OCEAN AVENUE/ROSEVALE AVENUE		\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5538	IMPROVEMENTS TO CR 13, CLINTON AVENUE/FIFTH AVENUE/CROOKED HILL ROAD		\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$1,000,000	\$0	\$4,500,000	
5539	CR 7, WICKS ROAD CORRIDOR STUDY AND IMPROVEMENTS		\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5541	IMPROVEMENTS TO CR 36, SOUTH COUNTRY ROAD		\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$0	\$5,900,000	
5542	IMPROVEMENTS TO CR 40, THREE MILE HARBOR ROAD		\$550,000	\$550,000	\$550,000	\$0	\$0	\$0	\$5,500,000	\$0	\$0	
5548	IMPROVEMENTS TO CR 83, NORTH OCEAN AVENUE - PATCHOGUE-MT. SINAI ROAD, TOWN OF BROOKHAVEN		\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$700,000	\$4,000,000	
5554	CR 85, MONTAUK HIGHWAY FROM CR 97, NICOLLS ROAD TO WEST AVENUE, TOWN OF BROOKHAVEN		\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	
5557	INTERSECTION IMPROVEMENTS ON CR 94, NUGENT DRIVE AT CR 51 AND CR 63/CR 104/SR 24		\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$4,000,000	\$0	
5558	IMPROVEMENTS TO CR 10, ELWOOD ROAD		\$4,500,000	\$4,570,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

NO.	TITLE	New/Discontinued(D)						2015 Proposed Adopted/ Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
		2015 Adopted	2015 Proposed Adopted/ Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed					
5560	CR 4, COMMACK ROAD FROM THE VICINITY OF NICOLLS ROAD TO JULIA CIRCLE, TOWNS OF HUNTINGTON AND BABYLON	\$0	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	
5565	SAGTIKOS CORRIDOR	\$0	\$0	\$100,000	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	
5569	INTERSECTION IMPROVEMENTS ON CR 80, MONTAUK HIGHWAY AT CR 31, OLD RIVERHEAD ROAD	\$450,000	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5575	IMPROVEMENTS TO CR 12, OAK STREET/HOFFMAN AVENUE/RAILROAD AVENUE	\$7,500,000	\$7,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5581	IMPROVEMENTS TO CR 1, COUNTY LINE ROAD	\$300,000	\$300,000	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	
5582	IMPROVEMENTS TO CR 41, SPRINGS/FIREPLACE ROAD	\$750,000	\$750,000	\$0	\$0	\$0	\$6,500,000	\$0	\$0	\$0	\$0	
5583	IMPROVEMENTS TO CR 79, BRIDGEHAMPTON-SAG HARBOR TURNPIKE	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$9,000,000	
5584	IMPROVEMENTS TO CR 4, COMMACK ROAD IN THE HAMLETS OF DEER PARK. BRENTWOOD, COMMACK AND DIX HILLS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000,000	
5597	CONNECT LONG ISLAND - NICOLLS ROAD	\$0	\$0	\$4,000,000	\$3,000,000	\$0	\$12,000,000	\$0	\$0	\$0	\$90,000,000	
5601	PURCHASE OF HYBRID ELECTRIC VEHICLES	\$913,000	\$913,000	\$1,500,000	\$1,500,000	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	
5602	CLEAN CITIES - ALTERNATIVE FUEL INFRASTRUCTURE AND COMPRESSED NATURAL GAS (CNG) VEHICLES	\$410,000	\$410,000	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	
5603	CONSTRUCTION OF COMPRESSED NATURAL GAS (CNG) FUELING FACILITIES	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	
5648	EQUIPMENT FOR PUBLIC TRANSIT VEHICLES	\$700,000	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5651	PURCHASE OF SIGNS AND STREET FURNITURE	\$400,000	\$400,000	\$400,000	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$0	
5658	PURCHASE OF PUBLIC TRANSIT VEHICLES	\$6,943,945	\$6,943,945	\$8,190,000	\$9,660,000	\$0	\$11,400,000	\$0	\$0	\$0	\$13,450,000	
5702	D RENOVATION & CONSTRUCTION OF FACILITIES AT FRANCIS S. GABRESKI AIRPORT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5709	TOWER REPLACEMENT AT FRANCIS GABRESKI AIRPORT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,120,258	
5726	REHABILITATION OF RUNWAY LIGHTING SYSTEMS AT FRANCIS S. GABRESKI AIRPORT	\$0	\$0	\$0	\$170,300	\$0	\$1,530,000	\$0	\$0	\$0	\$0	

NO.	TITLE	New/Discontinued(D)		2015 Adopted	2015 Proposed Adopted/Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
5731	AIRPORT OBSTRUCTION REMEDIATION PROGRAM AT FRANCIS S. GABRESKI AIRPORT			\$45,000	\$0	\$45,000	\$300,000	\$0	\$0
5734	AVIATION UTILITY INFRASTRUCTURE			\$0	\$0	\$0	\$0	\$0	\$350,000
5737	AIRPORT SNOW REMOVAL EQUIPMENT AT FRANCIS S. GABRESKI AIRPORT	D		\$0	\$0	\$0	\$0	\$0	\$0
5738	MASTER PLAN FOR AVIATION AND ECONOMIC DEVELOPMENT AT FRANCIS S. GABRESKI AIRPORT			\$100,000	\$100,000	\$0	\$0	\$0	\$0
5739	PAVEMENT MANAGEMENT REHABILITATION AT FRANCIS S. GABRESKI AIRPORT			\$2,388,508	\$3,755,320	\$5,005,425	\$0	\$195,000	\$1,300,000
5806	MOVEABLE BRIDGE NEEDS ASSESSMENT AND REHABILITATION			\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$2,050,000
5813	REPLACEMENT OF SMITH POINT BRIDGE, TOWN OF BROOKHAVEN			\$3,000,000	\$3,000,000	\$0	\$33,125,000	\$19,875,000	\$0
5815	PAINTING OF COUNTY BRIDGES			\$1,250,000	\$1,250,000	\$0	\$500,000	\$1,100,000	\$1,200,000
5850	REHABILITATION OF VARIOUS BRIDGES & EMBANKMENTS			\$2,000,000	\$2,000,000	\$1,000,000	\$8,650,000	\$4,300,000	\$6,500,000
5855	HORSEBLOCK ROAD/LIRR TRACKS ROAD DECK REPLACEMENT, CR 16, TOWN OF BROOKHAVEN			\$16,500,000	\$0	\$2,500,000	\$0	\$0	\$0
5903	CONSTRUCTION OF THE PORT JEFFERSON-WADING RIVER RAILS TO TRAILS PEDESTRIAN AND BICYCLE PATH			\$0	\$0	\$0	\$8,970,000	\$0	\$0
6411	INFRASTRUCTURE IMPROVEMENTS FOR WORKFORCE HOUSING/CONNECT LONG ISLAND			\$2,500,000	\$2,500,000	\$5,000,000	\$5,000,000	\$2,500,000	\$0
6412	SUFFOLK COUNTY DOWNTOWN REVITALIZATION PROGRAM			\$500,000	\$500,000	\$750,000	\$750,000	\$750,000	\$0
6424	JUMPSTART SUFFOLK/CONNECT LONG ISLAND			\$2,500,000	\$2,500,000	\$5,000,000	\$2,500,000	\$2,500,000	\$0
6425	IMPROVEMENTS TO SUFFOLK COUNTY BALLPARK	D		\$1,000,000	\$0	\$0	\$0	\$0	\$0
6427	START-UP NY/SUFFOLK COUNTY			\$500,000	\$500,000	\$5,000,000	\$5,000,000	\$0	\$0
7007	FENCING AND SURVEYING VARIOUS COUNTY PARKS			\$50,000	\$50,000	\$0	\$50,000	\$50,000	\$100,000

NO.	TITLE	New/Discontinued (Q)					2015 Adopted	2015 Proposed Adopted/Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
7009	IMPROVEMENTS TO CAMPGROUNDS		\$450,000	\$450,000	\$0	\$500,000	\$1,000,000	\$1,800,000				
7011	HEAVY DUTY AND OTHER EQUIPMENT FOR COUNTY PARKS		\$220,000	\$220,000	\$0	\$200,000	\$200,000	\$400,000				
7050	IMPROVEMENTS TO PECONIC DUNES COUNTY PARK		\$0	\$0	\$150,000	\$1,650,000	\$0	\$0				
7079	IMPROVEMENTS AND LIGHTING TO COUNTY PARKS		\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$250,000				
7080	IMPROVEMENTS AT CUPSOGUE COUNTY PARK		\$450,000	\$750,000	\$2,500,000	\$2,150,000	\$500,000	\$0				
7096	RESTORATION OF WEST NECK FARM (AKA COINDRE HALL), HUNTINGTON		\$300,000	\$300,000	\$0	\$0	\$3,000,000	\$0				
7099	RECONSTRUCTION OF SPILLWAYS IN COUNTY PARKS		\$75,000	\$75,000	\$0	\$275,000	\$275,000	\$0				
7109	IMPROVEMENTS TO COUNTY MARINAS		\$0	\$0	\$0	\$250,000	\$750,000	\$350,000				
7143	CONSTRUCTION OF A RECHARGE BASIN AT NORTH FORK PRESERVE, TOWN OF RIVERHEAD		\$900,000	\$900,000	\$0	\$0	\$0	\$0				
7162	RESTORATION OF SMITH POINT COUNTY PARK		\$0	\$0	\$0	\$500,000	\$500,000	\$0				
7163	BEACH REPLENISHMENT AT MESCHUTT COUNTY PARK		\$0	\$0	\$50,000	\$750,000	\$50,000	\$50,000				
7164	IMPROVEMENTS TO GARDINER COUNTY PARK/SAGTIKOS MANOR		\$0	\$0	\$0	\$350,000	\$0	\$1,500,000				
7166	IMPROVEMENTS TO COUNTY GOLF COURSES		\$0	\$0	\$200,000	\$0	\$100,000	\$2,700,000				
7169	COMPUTERIZED RESERVATION SYSTEM (POS) IN COUNTY PARKS		\$260,000	\$260,000	\$0	\$0	\$0	\$0				
7173	CONSTRUCTION OF MAINTENANCE AND OPERATIONS FACILITIES		\$0	\$0	\$0	\$900,000	\$0	\$1,220,000				
7176	IMPROVEMENTS TO OLD FIELD HORSE FARM		\$50,000	\$50,000	\$50,000	\$0	\$0	\$0				
7185	REMOVAL OF TOXIC AND HAZARDOUS MATERIALS IN COUNTY PARKS		\$75,000	\$75,000	\$100,000	\$100,000	\$100,000	\$150,000				
7189	IMPROVEMENTS TO NORTH FORK COUNTY PRESERVE		\$0	\$0	\$200,000	\$0	\$1,800,000	\$1,500,000				
7190	IMPROVEMENTS TO SHINNECOCK WEST PARKING LOT		\$0	\$0	\$0	\$200,000	\$0	\$0				
7191	NEW CONNECT TRAILS - SUFFOLK COUNTY		\$0	\$0	\$100,000	\$1,000,000	\$1,000,000	\$0				

NO.	TITLE	New/Discontinued		2015 Adopted	2015 Proposed Adopted/Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
7192	NEW			\$0	\$0	\$0	\$1,000,000	\$0	\$0
7433				\$0	\$0	\$100,000	\$1,000,000	\$0	\$0
7437				\$0	\$0	\$115,000	\$0	\$0	\$0
7439				\$400,000	\$400,000	\$0	\$400,000	\$200,000	\$200,000
7441				\$0	\$0	\$0	\$1,100,000	\$0	\$1,100,000
7445				\$50,000	\$50,000	\$0	\$0	\$0	\$0
7450				\$0	\$0	\$130,000	\$100,000	\$100,000	\$0
7453				\$35,000	\$0	\$0	\$100,000	\$250,000	\$0
7454	NEW			\$0	\$0	\$235,000	\$75,000	\$75,000	\$150,000
7507				\$500,000	\$500,000	\$0	\$0	\$450,000	\$1,000,000
7510				\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$1,000,000
8103				\$800,000	\$800,000	\$900,000	\$600,000	\$1,000,000	\$0
8108				\$207,000,000	\$207,000,000	\$0	\$0	\$0	\$0
8115				\$0	\$0	\$100,000	\$1,000,000	\$0	\$0
8117				\$1,250,000	\$1,250,000	\$1,750,000	\$5,250,000	\$2,500,000	\$0
8121				\$0	\$0	\$50,000	\$1,000,000	\$500,000	\$15,000,000
8122				\$2,000,000	\$0	\$2,000,000	\$0	\$0	\$0

NO.	TITLE	New/Discontinued (Q)						2018 Proposed	2017 Proposed	2016 Proposed	2015 Proposed Adopted/ Modified	2015 Adopted	SY Proposed
8123	IMPROVEMENTS TO SCSD #13 - WINDWATCH				\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8126	IMPROVEMENTS TO SCSD #18 - HAUPPAUGE INDUSTRIAL				\$2,000,000	\$2,000,000	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$0
8134	FORGE RIVER NITROGEN REDUCTION PROJECT				\$8,100,000	\$0	\$181,100,000	\$0	\$0	\$0	\$0	\$0	\$0
8138	IMPROVEMENTS TO SCSD #15 - NOB HILL				\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8139	CARLLS RIVER NITROGEN REDUCTION PROJECT				\$2,000,000	\$0	\$126,100,000	\$0	\$0	\$0	\$0	\$0	\$0
8142	IMPROVEMENTS TO RIVERHEAD COUNTY CENTER SEWAGE PUMP STATION				\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0
8144	IMPROVEMENTS TO SCSD #6 - KINGS PARK				\$0	\$0	\$2,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0
8147	IMPROVEMENTS TO SCSD #20 - WILLIAM FLOYD (RIDGEHAVEN)				\$3,000,000	\$3,000,000	\$500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0
8148	IMPROVEMENTS TO SCSD #20 - WILLIAM FLOYD (LEISURE)				\$0	\$0	\$1,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$0
8149	IMPROVEMENTS TO SCSD #23 COVENTRY MANOR				\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8150	SUFFOLK COUNTY SEWER DISTRICT NO. 7 - MEDFORD - SEWER SYSTEM IMPROVEMENTS				\$500,000	\$500,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0
8151	SUFFOLK COUNTY SEWER DISTRICT NO. 14 - PARKLAND - SEWER SYSTEM IMPROVEMENTS				\$0	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0
8153	SEWER EXPANSION FOR THE SMITHTOWN, AND KINGS PARK, MAIN STREET COMMERCIAL AREA				\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
8154	EXPANSION OF SEWER DISTRICT #1 - PORT JEFFERSON				\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
8156	RONKONKOMA HUB				\$25,000,000	\$25,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8157	CONNETQUOT RIVER NITROGEN REDUCTION PROJECT				\$0	\$0	\$29,100,000	\$0	\$0	\$0	\$0	\$0	\$0
8158	IMPROVEMENT TO YAPHANK COUNTY CENTER SEWAGE TREATMENT PLANT				\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0
8164	SEWER FACILITY MAINTENANCE EQUIPMENT PURCHASE FOR VARIOUS SUFFOLK COUNTY SEWER DISTRICTS				\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000

NO.	TITLE	New/Discontinued					2015 Adopted	2015 Proposed Adopted/Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
8165	SURVEILLANCE, CONTROL AND DATA ACQUISITION SYSTEM FOR SUFFOLK COUNTY SEWER DISTRICTS		\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$0	
8166	DIVISION OF SANITATION LABORATORY INSTRUMENTATION		\$300,000	\$300,000	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	
8169	IMPROVEMENTS TO SCSD #1 - PORT JEFFERSON		\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	
8170	IMPROVEMENTS TO SEWAGE TREATMENT FACILITIES - SCSD #3 - SOUTHWEST		\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$17,000,000	\$20,000,000	\$0	\$0	
8171	IMPROVEMENTS TO SCSD #22 - HAUPPAUGE MUNICIPAL		\$0	\$0	\$750,000	\$0	\$750,000	\$2,500,000	\$0	\$0	\$0	
8175	PUMPING STATIONS AND SEWER IMPROVEMENTS AT SCSD #10 - STONY BROOK		\$0	\$0	\$250,000	\$0	\$250,000	\$0	\$0	\$0	\$0	
8178	CHEMICAL BULK STORAGE FACILITIES FOR SUFFOLK COUNTY SEWER DISTRICTS		\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$0	
8180	SEWER DISTRICT NO. 3 - SOUTHWEST SLUDGE TREATMENT AND DISPOSAL PROJECT		\$0	\$0	\$1,600,000	\$0	\$1,600,000	\$1,000,000	\$25,000,000	\$0	\$0	
8181	INFLOW/INFILTRATION STUDY/REHABILITATION & INTERCEPTOR MONITORING AT SEWER DISTRICT NO. 3 - SOUTHWEST		\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0	
8183	EXPANSION OF SUFFOLK COUNTY SEWER DISTRICT NO. 3 - SOUTHWEST		\$0	\$0	\$500,000	\$0	\$500,000	\$5,500,000	\$15,000,000	\$0	\$0	
8193	RIVERSIDE REVITALIZATION		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	
8194	IMPROVEMENTS TO SD #7 - WOODSIDE/FARBER EXPANSION		\$250,000	\$250,000	\$1,750,000	\$250,000	\$1,750,000	\$0	\$0	\$0	\$0	
8195	HUNTINGTON STATION HUB	NEW	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$20,000,000	\$0	\$0	\$0	
8196	PATCHOGUE RIVER NITROGEN REDUCTION PROJECT	NEW	\$0	\$0	\$16,600,000	\$0	\$16,600,000	\$0	\$0	\$0	\$0	
8197	PLANNING AND DESIGN FOR NITROGEN REDUCTION PROJECTS	NEW	\$0	\$22,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
8198	SEWER FEASIBILITY STUDY FOR DOWNTOWN CENTRAL ISLIP	NEW	\$0	\$0	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$0	
8220	UNDERGROUND INJECTION CONTROL (UIC) MANAGEMENT PROGRAM		\$425,000	\$0	\$200,000	\$0	\$200,000	\$225,000	\$0	\$0	\$425,000	

NO.	TITLE	2015 Adopted	2015 Proposed Adopted/ Modified	2016 Proposed	2017 Proposed	2018 Proposed	SY Proposed
8223	BROWNFIELDS PROGRAM	\$1,305,000	\$800,000	\$0	\$0	\$0	\$0
8224	D PUBLIC HEALTH RELATED HARMFUL ALGAL BLOOMS	\$25,000	\$0	\$0	\$0	\$0	\$0
8226	PURCHASE OF EQUIPMENT FOR GROUNDWATER MONITORING AND WELL DRILLING	\$215,000	\$215,000	\$195,000	\$185,000	\$185,000	\$875,000
8229	PURCHASE OF SEWAGE PUMP OUT VESSELS	\$0	\$0	\$50,000	\$0	\$0	\$0
8235	PECONIC BAY ESTUARY PROGRAM	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$300,000
8237	D WATER RESOURCE MANAGEMENT	\$25,000	\$0	\$0	\$0	\$0	\$0
8241	STORMWATER REMEDIATION TO THE YAPHANK LAKES AND CARMENS RIVER AT CR 21, MAIN STREET/YAPHANK-MIDDLE ISLAND ROAD	\$750,000	\$750,000	\$0	\$0	\$0	\$0
8244	DEVELOPMENT OF BLUEPOINT LAUNDRY SITE	\$0	\$0	\$0	\$250,000	\$0	\$0
8704	ACQUISITION OF LAND FOR WORKFORCE HOUSING	\$1,000,000	\$1,000,000	\$2,500,000	\$5,000,000	\$2,500,000	\$0
8710	WATER QUALITY PROTECTION AND RESTORATION PROGRAM NISSEQUOQUE TRIBUTARY HEADWATERS	\$0	\$0	\$1,273,610	\$0	\$0	\$0
8715	RESTORATION OF CANAAN LAKE	\$500,000	\$500,000	\$0	\$0	\$0	\$250,000
8716	REHABILITATION OF GUGGENHEIM LAKE (DEER LAKE) TOWNS OF BABYLON AND ISLIP	\$25,000	\$25,000	\$250,000	\$0	\$0	\$0
8732	NEW WATER QUALITY PROTECTION - 2014 REFERENDUM - LAND PURCHASES	\$0	\$0	\$20,000,000	\$0	\$0	\$0
8733	NEW WATER QUALITY PROTECTION - 2014 REFERENDUM - WATER QUALITY PROJECTS	\$0	\$0	\$4,700,000	\$0	\$0	\$0
8734	NEW WATER QUALITY PROTECTION - 2014 REFERENDUM - SEWER IMPROVEMENT PROJECTS	\$0	\$0	\$4,700,000	\$0	\$0	\$0
8735	NEW SUFFOLK COUNTY SUPPLEMENTAL ENVIRONMENTAL PROJECT-FOR LAND ACQUISITION	\$0	\$2,000,000	\$0	\$0	\$0	\$0