

1 **PUBLIC WORKS, TRANSPORTATION & ENERGY COMMITTEE**

2
3 **Of the**

4 **Suffolk County Legislature**

5
6
7 A Special Meeting of the Public Works, Transportation & Energy
8 Committee was held in the Rose Y. Caracappa Legislative Auditorium
9 of the William H. Rogers Legislature Building, 725 Veterans
10 Memorial Highway, Smithtown, New York, on Wednesday, May 17, 2017,
11 at 9:30 a.m., to discuss the matter of the 2018-2020 Capital
12 Budget.

13
14 **Members Present:**

15 ***Legislator Al Krupski - Chairman***
16 ***Legislator Tom Muratore - Vice-Chair***
17 ***Legislator Robert Calarco***
18 ***Legislator Bridget Fleming***

19
20 **Members Not Present:**

21 ***Legislator Steve Stern***
22 ***Legislator Kate Browning***
23 ***Legislator Robert Trotta***

24
25 **Also in Attendance:**

26 ***Presiding Officer DuWayne Gregory - District #15***
27 ***Legislator Leslie Kennedy - District #12***
28 ***Legislator Sarah Anker - District #6***
29 ***Legislator Monica Martinez - District #9***
30 ***George Nolan - Counsel to the Legislature***
31 ***Robert Lipp - Director/Legislative Budget Review Office***
32 ***Roz Gazes - Assistant Director/Legislative Budget Review Office***
33 ***Bob Doering - Legislative Budget Analyst/Budget Review Office***
34 ***Craig Freas - Legislative Budget Analyst/Budget Review Office***
35 ***Laura Haloran - Legislative Budget Analyst/Budget Review Office.***
36 ***Andrew Tarantowicz-Legislative Budget Analyst/Budget Review Office***
37 ***Thomas Corcoran - Legislative Budget Analyst/Budget Review Office***
38 ***William O'Brien - Legislative Budget Analyst/Budget Review Office***
39 ***Amy Ellis - Chief Deputy Clerk/Suffolk County Legislature***
40 ***Catherine Stark - Aide to Legislator Krupski***
41 ***Bob Martinez - Aide to Legislator Muratore***
42 ***Liz Sutton - Aide to Legislator Fleming***
43 ***Justin Littell - Aide to Legislator D'Amaro***
44 ***Ali Nazir - Aide to Legislator Kennedy***
45 ***Debbie Harris - Aide to Legislator Stern***
46 ***Alyssa Turano - Aide to Legislator Hahn***
47 ***Rob Fonti - Aide to Presiding Officer Gregory***
48 ***Katie Horst - Director/Intergovernmental Relations-CE's Office***
49 ***John Marafino - Intergovernmental Relations/CE's Office***
50 ***Gil Anderson - Commissioner/SC Department of Public Works***
51 ***Darnell Tyson - Deputy Commissioner/SC Department of Public Works***
52 ***All Other Interested Parties***

53
54 **Minutes Taken By:**

55 ***Alison Mahoney - Court Stenographer***

1 (**The meeting was called to order at 9:35 a.m.**)

2
3 **CHAIRMAN KRUPSKI:**

4 We'll get started here. All rise for Pledge of Allegiance led by
5 Legislator Fleming

6
7 **Salutation**

8
9 Good morning. We have some representatives from the Public Works
09:35AM 10 Department I see here, if you can join us in the front here,
11 Darnell. And you'll have to represent your department and answer
12 all of our questions.

13
14 Will we be joined by Budget Review in any capacity?

15
16 **MR. DOERING:**

17 I'm happy to join you. I'm not sure -- I believe Dr. Lipp is
18 coming in.

19
09:36AM 20 **CHAIRMAN KRUPSKI:**

21 Okay. I'm pretty sure we scheduled these at 9:30. We should
22 check the -- I guess check the calendar. You scheduled this for
23 9:30, right?

24
25 **MS. STARK:**

26 We didn't.

27
28 **CHAIRMAN KRUPSKI:**

29 We didn't. Who scheduled it?

30
31 **DEPUTY COMMISSIONER TYSON:**

32 Yeah, there's a bit of confusion between this and the Working Group
33 that I believe is scheduled for 11:30, and so if you take a quick
34 glance at the agenda, it might appear that the actual meeting was
35 at 11:30.

36
37 **CHAIRMAN KRUPSKI:**

38 So how should we start? We'll just vote no for everything and then
39 it'll be a lot easier.

09:37AM 40
41 **MR. FREAS:**

42 There's no Internet anyway.

43
44 **LEG. FLEMING:**

45 Oh, that's what it is? I've been trying to figure it out. What's
46 going on with the Internet?

47
48 **MR. FREAS:**

49 Don't know, but it just like -- Outlook was out.

50
51 **MS. GELLERSTEIN:**

52 This was scheduled for 9:30; I just wanted to clarify that.

53
54 **MR. LIPP:**

55 We can blame everyone who's not here for the problem with the
56 computers.

1 **CHAIRMAN KRUPSKI:**
2 Now that you've arrived.

3
4 **MR. LIPP:**
5 It's Darnell's fault.

6
7 **DEPUTY COMMISSIONER TYSON:**
8 It's Dr. Lipp's fault.

9
09:37AM 10 **CHAIRMAN KRUPSKI:**
11 Well, maybe Darnell has something to add about the transportation
12 portion of the -- talk about the buses?

13
14 **DEPUTY COMMISSIONER TYSON:**
15 Certainly, if there's a question.

16
17 **CHAIRMAN KRUPSKI:**
18 Do you have anything to report on the buses?

19
09:38AM 20 **DEPUTY COMMISSIONER TYSON:**
21 So we did just have a press conference, it's going to be a week or
22 so --

23
24 **MS. MAHONEY:**
25 I'm sorry, can you pull the microphone closer? I can't hear you.

26
27 **DEPUTY COMMISSIONER TYSON:**
28 Oh, sorry. And we actually did just have a press conference a week
29 or so ago to mark the first -- the new hybrid buses that we have
09:38AM 30 coming on-line. We have approximately 30 of them coming in and a
31 number of them, a number of the larger buses, 40-foot buses will go
32 out east, actually, to serve the S-92 route and then the rest are
33 going to be distributed around the County.

34
35 **LEG. FLEMING:**
36 I'm sorry, I can't hear you. Can you repeat that?

37
38 **DEPUTY COMMISSIONER TYSON:**
39 Oh, okay. I'm sorry. Can you hear me now? Okay. Yeah, so I was
09:38AM 40 just saying, we did hold a press conference last week to mark the
41 first of a new set of hybrid busses that will be coming on-line
42 over the next couple of months. Some of the largest of them will
43 be 40-footers, they'll actually be going out to separate the S-92
44 route which serves both of your districts, and the smaller 35-foot
45 buses will be distributed around the rest of the County.

46
47 **CHAIRMAN KRUPSKI:**
48 Is that going to increase the ridership capacity per bus, the
49 40-footers, or get rid of the old ones?

09:39AM 50
51 **DEPUTY COMMISSIONER TYSON:**
52 Yeah, I think some of the largest buses are the 40-foot variety.
53 And so particularly on the 92 that does have peak loading during
54 the Summer, this should be more efficient, it will be able to carry
55 more people on the bus, the buses will be newer so you would
56 anticipate that you would have lower maintenance costs. And so,

1 yeah, it represents at least on the capital side we're continuing
2 to invest in the system; we've having difficulties on the operating
3 side.

4

5 **CHAIRMAN KRUPSKI:**

6 Legislator Fleming has a transportation related question.

7

8 **LEG. FLEMING:**

09:39AM

9 It is directly related to that. How many riders are there on the
10 S-92 on any given day?

11

12 **DEPUTY COMMISSIONER TYSON:**

13 So on the 92 we probably have about maybe 2500, give or take. It's
14 not the busiest route in the County, but it's the second busiest.

15

16 **LEG. FLEMING:**

17 Okay. Rather than probably give or take, could you give me a real
18 number?

19

09:39AM

20 **DEPUTY COMMISSIONER TYSON:**

21 Absolutely. If you can give me maybe a couple of minutes I will
22 get you something.

23

24 **LEG. FLEMING:**

25 And if you can give me peak season and off season, that would be
26 helpful.

27

28 **DEPUTY COMMISSIONER TYSON:**

09:40AM

29 Well, what I have, the breakdown would be for the entire year. So
30 it shows that a combined ridership of 284,000 customers a year, and
31 again that's second to the S-1 which has 245,000 customers in a
32 given year.

33

34 **LEG. FLEMING:**

35 All right, I just think to make a decision we're probably going to
36 need more robust numbers. As you know, it is a seasonal ridership
37 with, you know, gross disparities between on-season and off-season,
38 so a year-round number isn't really going to be enough for us to
39 work with with regard to the allocation of those resources on a
40 62-mile bus route that hasn't been changed in decades.

09:40AM

41

42 **DEPUTY COMMISSIONER TYSON:**

43 Absolutely. I mean, we certainly could break out that annual
44 number to give you an average daily ridership. So, you know, we've
45 had discussions ongoing, both on, you know, the East End
46 transportation front as well as the Transportation Work Group and,
47 you know, we're with you, we're committed to making sure that the
48 system is as efficient as it is and as it can be, and certainly to
49 that end, getting more granular data on the ridership is important.

09:41AM

50 And we do actually have -- we get route-specific data on a
51 month-by-month basis, it's just that in terms of what I have in
52 front of me right now, I have annual ridership which is, you know,
53 not cumulative, but we can get you more specific data.

54

55

56

1 **LEG. FLEMING:**

2 Great. And with regard to the allocation of those resources,
3 specifically the new buses, while I appreciate the offer of more
4 granular data, I know there is an ongoing planning process and
5 so -- as there has been for decades. And my question is what -- at
6 this point, what specific adjustments have been made based on what
7 specific examinations of granular data in the past year.

8
9 **DEPUTY COMMISSIONER TYSON:**

09:42AM 10 So typically what happens on the S-92 route, for example, is we do
11 recognize that there are different loading profiles for the summer
12 versus the non-summer.

13
14 **LEG. FLEMING:**

15 Just to stop you, Deputy Commissioner.

16
17 **DEPUTY COMMISSIONER TYSON:**

18 Sure.

19
20 **LEG. FLEMING:**

21 Rather than talk about typical, my question is specifically within
22 the last year, what adjustments have been made to the way that
23 particular bus line operates based on granular data?

24
25 **DEPUTY COMMISSIONER TYSON:**

26 So what happens on the 92 is from the Spring into the Summer there
27 are one or two trips that are added to --

28
29 **LEG. FLEMING:**

09:42AM 30 I'm sorry. My question was within the last year, what specific
31 adjustments have been made to that 62-mile route based on the
32 granular data you're saying that you have?

33
34 **DEPUTY COMMISSIONER TYSON:**

35 I would say that specific in this past year we cannot say that
36 there have been any major modifications that have been made
37 specifically --

38
39 **LEG. FLEMING:**

09:42AM 40 Thank you. That's the question I asked. Thank you, Mr. Chair.

41
42 **CHAIRMAN KRUPSKI:**

43 Did you want to follow that up as to why that bus route hasn't been
44 altered in 32 years?

45
46 **DEPUTY COMMISSIONER TYSON:**

09:43AM 47 I would say from my perspective I think that it has been sort of a
48 historical route. I mean, most of these routes, as they are -- and
49 Legislator Fleming is correct, they haven't changed marketly over
50 the past few years. They tend to have been grandfathered from
51 companies that were operating and as those companies went bankrupt
52 they were then assumed by the County to operate. You know, so the
53 routes do in general operate at a loss and the process by which
54 they can be updated is in need of attention. But I think that, you
55 know, certainly through actions such as the work group that has
56 been convened, the goal would be to take a fresh look at what's

1 happening with the ridership on routes, figure out which
2 intersections and routes that are -- that perform and which of them
3 probably don't necessarily need the amount of service that they
4 have. And then, you know, through -- over time, refine the route
5 to make it more closely reflect what the demand is. But that's
6 something that you can't just do -- it's a process, you can't just
7 do it at all at once. You need to -- even in terms of the service
8 cuts that unfortunately happened last year, there is a public
9 involvement process that needs to be taken. So what one could do
10 is come up with, you know, sort of a list of actions that would
11 make sense, but you still need to engage with the public and make
12 sure that those actions that you're taking make sense and they're
13 not unfairly disadvantaging any populations.

09:44AM

14
15 **CHAIRMAN KRUPSKI:**

16 But I thought there was a \$135,000 study being undertaken by
17 Economic Development and Planning currently; what's the purpose of
18 that study?

09:44AM

19
20 **DEPUTY COMMISSIONER TYSON:**

21 Right, so that study is under way.

22
23 **CHAIRMAN KRUPSKI:**

24 They haven't reached out to the ridership or the drivers or the
25 companies, as far as I know.

26
27 **DEPUTY COMMISSIONER TYSON:**

28 So the purpose of that study, again, was to, again, step back and
29 take a wholistic look at the system and figure out in terms of
30 policy what kind of changes should be made in the future, but then
31 also actionable stats. And so one of the things that came out of
32 the work group that was convened, the meeting that was about a
33 month ago, was that we do need to increase the public participation
34 component of that. And so what one might see in the future would
35 be -- you know, whether it be a summit or some sort of -- some
36 group of meetings, you know, to engage the public and let them know
37 about -- and get their input. So, you know, its one thing to
38 conduct a study which is fine, but again, I think to that point, at
39 some point you do need to come to the public, you know, present
40 what you have and get their input on how it should be refined.

09:45AM

09:45AM

41
42 **CHAIRMAN KRUPSKI:**

43 Do you think we needed a \$135,000 study to say we need to get some
44 input from the people who are affected by this?

45
46 **DEPUTY COMMISSIONER TYSON:**

47 No. I think the 130,000 study -- the \$130,000 study would give you
48 sort of high level recommendations on how you could change the
49 network. And if you're going to do a more database, data-driven
50 analysis, you would spend more than 130K. I mean, the
51 Abrams-Cherwony Study that was conducted a number of years ago was
52 more on the order of 300 to 400K. You're talking about 3,000 bus
53 stops, you know, over 40 routes, to be able to get out and collect
54 that data, again, on a stop-by-stop basis does take a lot of
55 resources. But certainly out of the study we would expect to,
56 again, engage with the public and then hopefully follow up with

09:46AM

1 more actionable items, again, to make the system -- to make
2 changes; again, changes to a system that hasn't changed marketly in
3 a positive way in the past 20 or 30 years.

4
5 **CHAIRMAN KRUPSKI:**
6 Legislator Fleming.

7
8 **LEG. FLEMING:**
9 I'm glad you brought up the Abrams-Cherwony Study. You said that
09:46AM 10 was \$300,000?

11
12 **DEPUTY COMMISSIONER TYSON:**
13 I think it was actually more closer to 400K.

14
15 **LEG. FLEMING:**
16 And when was that one conducted?

17
18 **DEPUTY COMMISSIONER TYSON:**
19 That was conducted in the timeframe of 2007, it goes from '07 to
09:47AM 20 maybe '10.

21
22 **LEG. FLEMING:**
23 And to what extent were adjustments made to the route based on that
24 study?

25
26 **DEPUTY COMMISSIONER TYSON:**
27 So the Abrams-Cherwony Study actually gave -- it was a whole
28 appendix of recommended changes that could be made and some of
29 those included the formulation of transit centers at locations such
09:47AM 30 as Bay Shore, Hauppauge --

31
32 **LEG. FLEMING:**
33 I'm sorry. We have a long day ahead of us and I just -- I don't
34 mean to cut you off, but the question was what adjustments were
35 made specifically to routes based on the Abrams-Cherwony Study?

36
37 **DEPUTY COMMISSIONER TYSON:**
38 I can go down the list with you, you know, of changes. I would
39 think that there are probably only a handful of changes that
09:47AM 40 were --

41
42 **LEG. FLEMING:**
43 Okay, thank you. And are you familiar with the Sustainable East
44 End Development Strategy Study, the SEEDS Study?

45
46 **DEPUTY COMMISSIONER TYSON:**
47 Yes.

48
49 **LEG. FLEMING:**
09:47AM 50 Okay. And are you familiar with what, if any, changes were made to
51 the routes based on the money that was expended for the SEEDS
52 Study?

53
54 **DEPUTY COMMISSIONER TYSON:**
55 Again, I think that those were, again, higher level visionary
56 studies that made recommendations, but the recommendations actually

1 also cost -- you know, our recommendations --

2

3 **LEG. FLEMING:**

4 I guess my -- it's probably clear what my -- where I'm going here
5 with this, is we are spending tons of money on planning and making
6 no changes.

7

8 **DEPUTY COMMISSIONER TYSON:**

9 *(Nodded head yes).*

09:48AM 10

11 **LEG. FLEMING:**

12 So last question, the Volpe Study which was conducted in 2009, also
13 an expensive study, also made a number of recommendations. What,
14 if any, adjustments were made to routes based on that study?

15

16 **DEPUTY COMMISSIONER TYSON:**

17 So the Volpe Study actually made more of a recommendation of more
18 of these transit centers that would sort of provide sort of other
19 service. But I think to your point, yes, there haven't been major
20 changes that have occurred as a result of those recommendations. I
21 would love to see something different with that, you know, in --

09:48AM 22

23

24 **LEG. FLEMING:**

25 So I guess what we are -- what we're looking at when we have a debt
26 problem in the County and we're trying to figure out how to pare
27 down the Capital Budget, when we're asked to expend any funding,
28 and I certainly support expenditures of funding on public
29 transportation, it makes it difficult when we're spending another
30 \$135,000 on another study and we know of at least four studies that
31 have been conducted that resulted in very good recommendations and
32 absolutely no action.

09:49AM 33

34

35 **DEPUTY COMMISSIONER TYSON:**

36 I think good recommendations sort of is something that would need
37 to be examined. There were recommendations that were made, but
38 again, I think there is still a vetting process that you would need
39 to conduct. I mean, we could take those recommendations --

40

41 **LEG. FLEMING:**

42 Would you agree -- we started talking about the S-92.

09:49AM 43

44

45 *(*Legislator Anker entered the meeting at 9:49 a.m.*)*

46

47 **DEPUTY COMMISSIONER TYSON:**

48 Yes.

49

50 **LEG. FLEMING:**

51 Would you agree that a 62-mile route that starts -- that has one
52 terminis in Orient and one terminis in Montauk and goes the whole
53 fork, the whole North Fork and South Fork, is a route that with
54 careful examination could be improved upon?

09:49AM 55

56

57 **DEPUTY COMMISSIONER TYSON:**

58 Possibly. I think you need to look at the profile of the ridership
59 on the route. Now, the information that I have --

60

1 **LEG. FLEMING:**

2 How long have we been looking at it in studies, Darrell? That's my
3 concern. And I guess in order to expend monies in the Capital
4 Budget or propose monies to be expended into anything with regard
5 to public transportation, which I am desperately supportive of, we
6 need to know that what's happening is cost effective, and
7 unfortunately the history here doesn't really reflect that.

8
9 So you mentioned the Working Group and you mentioned public input
09:50AM 10 and we've talked about all these studies now. I really need to
11 understand myself, in service to my community which has suffered
12 from these bus cuts significantly, I need to understand what --
13 from a bird's eye view, what coordination is happening amongst
14 these various efforts? And when are we going to see, rather than a
15 press conference about a hybrid vehicles, real changes that will
16 make these routes cost effective and serve the public?

17
18 **DEPUTY COMMISSIONER TYSON:**

09:51AM 19 I think you raise a good point. I think there are two different
20 things that should be considered, though. When we're talking about
21 the hybrid buses or any of these new buses coming in, they
22 represent capital expenditures. We have no problem sort of
23 gathering or acquiring or using capital money. All the issues that
24 you just described are more operating issues that --

25
26 **LEG. FLEMING:**

27 I've got to disagree with you. If we're expending those capital
28 monies on hybrid buses, and you say you're sending one out to the
29 East End to cover the S-92, but we don't have any adjustments that
09:51AM 30 have been made in 30 years to the S-92 route itself. I'm just --
31 with all due respect, Deputy Commissioner, I don't think that's a
32 smart expenditure of capital dollars.

33
34 **DEPUTY COMMISSIONER TYSON:**

35 I -- actually, I still think that sending new buses out there is
36 counteractive of the buses that have been out there since 1999 that
37 are running that could break down at any time is better, is better
38 to have new buses. But to your point, I agree with you that we do
39 need to make changes to the network. The 92 is sort of a
09:52AM 40 particular route because from the profile, the ridership that I
41 understand, the great number of those folks that are riding the
42 route are actually coming from the north fork, riding through
43 Riverhead and going down to the south end onto -- on to the side
44 of, you know, East Hampton and so forth. The route actually comes
45 into East Hampton, it doesn't go to Montauk. So in order to serve
46 those people effectively, you need to have a straight-thru route.
47 It's not like you could break the route up and have like, you know,
48 buses coming in at Riverhead or transferring. So it's true, it
49 could be better, but right now our understanding is that the route
09:52AM 50 operates as -- operates efficiently. But we could do it better, I
51 agree, and we should look into that.

52
53 **LEG. FLEMING:**

54 And I don't think it serves the agenda of this particular meeting
55 to belabor one particular route, but I do just really need to
56 emphasize that the planning and the design of the network is

1 faulty. And to continue to expend dollars on it or to continue to
2 see services lost because of poor planning is just not acceptable
3 from this particular Legislator's standpoint. But I thank you for
4 your time, Mr. Chair. And I thank you for your answers and I hope
5 that we can do a better job going forward.

6
7 **DEPUTY COMMISSIONER TYSON:**
8 I look forward to working with you.

9
09:53AM 10 **CHAIRMAN KRUPSKI:**
11 Certainly to be continued. And it's always good to keep hammering
12 away at these problems that historically haven't been addressed.
13 So, thank you.

14
15 Oh, Legislator Calarco had a question about the BRT?

16
17 **DEPUTY COMMISSIONER TYSON:**
18 Okay.

19
09:54AM 20 **D.P.O. CALARCO:**
21 I just thought maybe, Darnell, you could just give us an update on
22 what -- where things are with the BRT. I'm not even sure exactly
23 what it's got in the Capital Budget in terms of for the next year
24 or two out, but maybe you can give us some info what we're looking
25 at.

26
27 **DEPUTY COMMISSIONER TYSON:**
28 Right. So in terms of Bus Rapid Transit, preliminary engineering
29 is under way for the Nichols Road corridor and it's been under way
09:54AM 30 for about a year now. We had an alternatives analysis, a study
31 that was conducted directly before PE that resulted in
32 identification of Bus Rapid Transit as the optimum mode. It also
33 made some recommendations as to the alignment of where the route
34 would operate. And so where we're at in PE is to now get more
35 specific into the alignment and figure out which sections of the
36 route will be best suited for bus lanes, either in the median of
37 the roadway, perhaps on the right lane or on the shoulder. And so
38 at this point, the preferred alignment has a median bus lane
39 proposed for the section from Patchogue-Holbrook Road along
09:55AM 40 Nichols, through the LIE interchange up to Suffolk Community
41 College, and then the bus lane would transition to the right lane
42 from that point north. And so we expect preliminary engineering
43 and I guess the environmental NEPA to continue for the next year or
44 so, so that that study is proceeding, it's going well. And we
45 would hope also to get into preliminary engineering for the second
46 corridor, Route 110, during this calendar year.

47
48 **CHAIRMAN KRUPSKI:**
49 Good? Okay, anyone else have any questions about the -- let's see,
09:56AM 50 anybody know any jokes?

51
52 **D.P.O. CALARCO:**
53 You've got Schroeder here; maybe you can have him come up and ask
54 questions about energy improvement.

1 **CHAIRMAN KRUPSKI:**
2 Joe, could you come up and join us?

3
4 **D.P.O. CALARCO:**
5 There was a couple of questions on that yesterday.

6
7 **LEG. FLEMING:**
8 BRT. Rob, where is BRT in the book?

9
09:56AM 10 **D.P.O. CALARCO:**
11 I don't know.

12
13 **CHAIRMAN KRUPSKI:**
14 Oh, it's here.

15
16 **D.P.O. CALARCO:**
17 I was looking for it, too, and I couldn't find it.

18
19 **CHAIRMAN KRUPSKI:**
09:56AM 20 Thanks, Joe.

21
22 **MR. SCHROEDER:**
23 Good morning.

24
25 **CHAIRMAN KRUPSKI:**
26 Legislator Calarco, go ahead.

27
28 **D.P.O. CALARCO:**
09:56AM 29 Yeah, I think the question that came up during the work group
30 yesterday, or Monday I guess, was the BRO recommendation to advance
31 a million dollars into '18 and there was -- it was stated that
32 there are potentially, I guess, two big projects at the jail, if I
33 remember correctly, that rebates may or may not be going away in
34 the very near future and we wanted to take advantage of that. Does
35 that sound about -- can you elaborate on that; am I about accurate?

36
37 **MR. SCHROEDER:**
09:57AM 38 Sure. We have a living list of projects that we constantly bundle
39 to achieve the highest possible return on investment while meeting
40 the County's needs. We have been evaluating several combined heat
41 and power projects, typically known as cogeneration. We've
42 installed one at the H. Lee Dennison Building already, one at the
43 Cohalan facility and we're in the process of installing a tri-gen
44 project down at the Bergen Point facility.

45
46 Recently the utility offered a very attractive rebate to support
47 that work, and so while we hadn't scheduled to do those projects in
48 the next year, we were just informed in the last month or two that
49 those rebates are either going to go down significantly or go away
09:57AM 50 completely. The cumulative potential rebate for the projects we're
51 considering at both the Yaphank and the Riverhead jail would be in
52 excess of \$500,000, which would bring the installed cost of those
53 projects at a preliminary estimate from about \$1.3 million down to
54 about \$700,000. That brings our return on investment up
55 significantly from about 20 -- or about 30% up to over 50% and it
56 makes the payback less than two years in terms of the total cost of

1 the project. If we lose those incentives, we can still save money
2 but we're not going to save in the time span of that two-year
3 period. And when you look at the investment based on the bonding
4 of the funding to support those projects, the savings net of debt
5 service in the first year is almost \$300,000.

6
7 So the net -- the debt service on that \$1 million that we'd be
8 advancing I believe was in the \$140,000 range annually over a
9 12-year period. So since the savings are estimated to be
09:59AM 10 approximately \$400,000 a year, that gives you just under \$300,000 a
11 year net of debt service savings.

12
13 **D.P.O. CALARCO:**

14 So Joe, the project is a \$1.3 million project for the two jails?

15
16 **MR. SCHROEDER:**

17 Well, that's our preliminary estimate. Again, we hadn't scheduled
18 that in 2018 when we were reviewing this project list.

19
09:59AM 20 **D.P.O. CALARCO:**

21 Sure.

22
23 **MR. SCHROEDER:**

24 But we're working on it now.

25
26 **D.P.O. CALARCO:**

27 So the Executive's budget includes two million, which I think, you
28 know, we had a very long discussion on this stuff last year and we
29 decided to make it a two million per year investment. So is there
09:59AM 30 other projects that could be rescheduled for a later point in time
31 in order to move these projects up, could we just shuffle projects
32 around or is that not possible?

33
34 **MR. SCHROEDER:**

35 Well, as you know, anything is possible. It's possible to defer
36 those projects to a later time, but then you'd also defer the
37 savings. And just as an illustration, the \$2 million worth of
38 project funding that we got last year is largely going to support
39 lower cost but high return on investment projects such as lighting.
10:00AM 40 We were able to secure rebates of about \$1.2 million to support the
41 lighting upgrades that we're doing this year.

42
43 *(*Commissioner Anderson entered the meeting at 10 a.m.*)*

44
45 Those are projected to save about 4.8 million kilowatt hours, or
46 over \$700,000 in the first year. So those are the kind of savings
47 that can be achieved in the near term if we don't put off the
48 scheduling of the projects that we had contemplated before the
49 rebate reduction.

10:00AM 50
51 **D.P.O. CALARCO:**

52 Well, what are the projects that are contemplated? There are these
53 lighting fixture projects, like --

1 **MR. SCHROEDER:**

2 There's more lighting projects that are contemplated, there's
3 chiller optimization projects, those are essential cooling plants,
4 there's building management system upgrades, there's boiler
5 upgrades. We have targeted our largest volume-consuming facilities
6 as our first-tier priority, but we've been addressing efficiency
7 upgrades across a number of our facilities. We still have a lot of
8 work to do. It's a target rich environment for us. And again,
9 with the bundle of projects that we've been able to do on an annual
10:01AM 10 basis, we have achieved the highest quality of work which has
11 resulted in a return on investment that's immediate. So in all the
12 years that we've got funding for this project since 2009, our
13 savings have exceeded debt service in the first year.

14
15 So it's important to point out that we are in the second year of a
16 three-year LIPA rate plan which has seen cost increases progressing
17 for us. The last year of that rate plan is next year and they are
18 expected to file for another rate proceeding next year so that in
19 the following year there would be even more rate increases. They
10:01AM 20 did not get the rate increases that they were looking for the last
21 cycle, so I expect that they would be as aggressive in their
22 initial proposals for rate adjustments as they were the last cycle,
23 which was the first time in 20 years that they had filed for a rate
24 hearing.

25
26 We're also in the first year of a natural gas rate increase, the
27 first of a three-year rate plan for natural gas which is also
28 resulting in an increase in cost. The LIPA and the National Grid
29 rate proceedings effect the delivery cost of commodity -- of
10:02AM 30 service. Commodity costs have increased by over 56% this year
31 compared to last year, and that's forecasted to increase in the
32 next two years. So while it is possible to defer these projects,
33 we see this as a very effective means of attacking the cost of
34 operating these facilities which speaks to reduced operating costs
35 generally in the -- you know, contribute to reducing the budget
36 shortfalls that we have in the operating budget.

37
38 We have been able to save roughly a million dollars a year net of
39 debt service on most of these projects that we've bundled over the
10:03AM 40 years. This last cycle where we asked for just under -- well, I
41 think it was just \$4 million that we asked for last year, we got \$2
42 million. And because we deferred projects in this calendar year or
43 last calendar year, it's put off some of the savings that we might
44 have achieved in the near term. So as costs are increasing, when
45 we complete these projects we're avoiding those costs increase. If
46 you wait until after the costs have gone up, then you're incurring
47 those costs increases and you can still save after the fact but
48 you've lost that opportunity in the near term.

49
10:03AM 50 **D.P.O. CALARCO:**

51 Sure. I mean, we can invest \$10 million I'm sure and realize
52 savings, it's just -- it's the balance that we have to decide on.
53 But I understand what you're saying and I appreciate it. Thank
54 you.

1 **MR. SCHROEDER:**

2 Well, I would add also that in the course of our investment over
3 the years, we've gotten over five and a half million dollars of
4 utility rebates.

5
6 **D.P.O. CALARCO:**

7 You guys have done a terrific job, it's not a criticism at all.

8
9 **MR. SCHROEDER:**

10:04AM 10 Oh no, I understand. But as the incentive values decline, our
11 ability to leverage the money that we're investing goes down as
12 well.

13
14 **D.P.O. CALARCO:**

15 Thank you.

16
17 **CHAIRMAN KRUPSKI:**

18 Thank you, Joe. It's easy to support. I just -- I have one
19 question before Legislator Fleming has a question. You mentioned
10:04AM 20 that some of the proposal is work at the two jails; one we refer to
21 it as the new jail. What needs to be done there? Why do we need
22 to do work at the new jail?

23
24 **MR. SCHROEDER:**

25 Well, so some of the projects that we're doing at the two jails
26 include lighting upgrades, which is not going to happen at the new
27 portion of the jail in Yaphank. Actually, tomorrow we have a site
28 visit at the Yaphank new portion of the jail; that would be just
29 for cogeneration.

10:05AM 30
31 *(*Presiding Officer Gregory entered the meeting at 10:05 a.m.*)*

32
33 When the mechanical systems were laid out in that building, it was
34 contemplated that we might one day want to do a combined heat and
35 power project there. And the opportunity is right now to pursue
36 that, but we haven't thoroughly scoped that project at this time,
37 that's why we're moving quickly to do that. And I would add also
38 that if it proves that the projects are less feasible than we
39 anticipate them to being, we can always recommend that the million
10:05AM 40 dollars that we're proposing to advance, that those bonds not be
41 issued next year when we go to do those projects.

42
43 **CHAIRMAN KRUPSKI:**

44 What budget lines, Dr. Lipp, are we talking about here?

45
46 **MR. LIPP:**

47 The main budget line would be light, power and water, right?

48
49 **MR. SCHROEDER:**

10:05AM 50 On the operating side, yeah.

51
52 **MR. LIPP:**

53 On the Capital side obviously it would be debt service.

54
55 **CHAIRMAN KRUPSKI:**

56 So if we put in the recommended -- is this a Budget Review

1 recommendation to put this money into light, power and water line?

2

3 **MR. LIPP:**

4 No, no, no. This is Capital Project, so the money would be --
5 would come in terms of the financing through borrowing bonds and
6 then it would filter into the Operating Budget the year after the
7 bonds were issued in the form of debt service.

8

9 **CHAIRMAN KRUPSKI:**

10:06AM 10 But what specific capital line?

11

12 **LEG. FLEMING:**

13 164.

14

15 **MR. LIPP:**

16 Well, 1664 would be the work that we're talking about.

17

18 **CHAIRMAN KRUPSKI:**

19 All right. Thank you. That's fine. Legislator Fleming has a
10:06AM 20 question.

21

22 **LEG. FLEMING:**

23 Thank you. I have a couple of questions. Thank you, Joe, for all
24 your work. I know you're kind of -- you don't have the support
25 that you could use in terms of staffing, this is difficult stuff.

26

27 So the recommendation is -- has been \$2 million every year for
28 construction costs. No; am I wrong?

29

10:07AM 30 **MR. SCHROEDER:**

31 Well, that's what is included in the recommended budget, yes.

32

33 **LEG. FLEMING:**

34 Okay.

35

36 **MR. SCHROEDER:**

37 With the exception of subsequent years which is three million.

38

39 **LEG. FLEMING:**

10:07AM 40 Okay, great. And so did you expend the two million last year, or
41 in '17 will you expend the full amount?

42

43 **MR. SCHROEDER:**

44 The balance currently is approximately \$900,000, that money is
45 actually being disbursed now. The -- in anticipation -- based on
46 the projects list that we have this year, when we reviewed that in
47 January we had to move \$5 million worth of work that was
48 potentially implementable in the next calendar year. So it is more
49 than expected that the money would be depleted, yes.

10:07AM 50

51 **LEG. FLEMING:**

52 Okay. And it will be on all the items that we have listed in the
53 recommended, increased insulation, solar film, weather stripping
54 and caulking, energy efficient lighting, high efficiency motors,
55 direct-filtered chillers, economizer cycles on air handlers and
56 water conservation equipment?

1 **MR. SCHROEDER:**

2 That's correct. In fact, one of the potential projects is a solar
3 PV array on the roof of this auditorium, and a solar thermal array
4 up there as well that would displace fuel that would be used to
5 generate hot water for the building.

6
7 **LEG. FLEMING:**

8 And is that what you anticipate expending the \$100,000 balance or
9 this is going to be in the '17 monies, or you're looking -- that's
10 a project that would be undertaken in 2018?

10:08AM

11
12 **MR. SCHROEDER:**

13 If the money was advanced as recommended, then we would be able to
14 pursue the projects that we had on our projects list more
15 aggressively than if the money is not advanced; then we would put
16 off some of those projects, as Legislator Calarco had suggested.
17 Which means that depending on the cost of the bundle of the
18 projects that we pursued, we may or may not be able to do -- we
19 significantly would have to curtail the projects that we wanted to
20 pursue.

10:09AM

21
22 **LEG. FLEMING:**

23 Understood. But you see potential savings in operating costs in
24 the expenditure of the total allocated budget of \$2 million per
25 year.

26
27 **MR. SCHROEDER:**

28 Absolutely.

29
30 **LEG. FLEMING:**

31 Okay. Just with regard to the rate increases that you talked
32 about. And, you know, with LIPA, it's like following the bouncing
33 ball; very challenging to anticipate what they're up to with regard
34 to rates. You know, as the rates go up and usage goes down, it
35 makes it difficult to budget in terms of operating costs. Can you
36 give us any insights in terms of that interplay between what your
37 planning, what your thinking is with regard to the Capital
38 expenditures in trying to -- in trying to watch that interplay
39 between rates going up and usages going down; could you just give
40 us a little insight into that?

10:10AM

41
42 **MR. SCHROEDER:**

43 Are you asking how we evaluate -- how I assess what our operating
44 expenditures for energy are going to be in context to our capital
45 investments?

46
47 **LEG. FLEMING:**

48 How do you do the planning knowing that the rate increases are
49 promised and anticipated, but then oftentimes it's based on, for
50 instance, demand that was recently dramatically reduced, you know,
51 the planning for the demand. Suddenly they're saying demand is
52 going to be far less than they originally had projected, and so
53 obviously that's going to affect rate planning on the LIPA Trustee
54 Board. So how do we know? In other words, I know we can't know
55 with certainty, but how do we anticipate in kind of a rational,
56 educated way what kind of savings we're actually going to see by

10:10AM

1 bringing usage down? I would think that it would be better the
2 more the rates increase; I mean, just obvious math. But how do you
3 actually do that? How should we be looking at that as we're trying
4 to, as Rob said, to make a balance in terms of how much we can
5 actually spend to recognize how much in savings?
6

7 **MR. SCHROEDER:**

8 So it would take a bit to explain the process that I employ to
9 forecast, but I'm happy to review that with you any time you'd
10 like. We do look at our own building consumption and our target is
11 to reduce consumption. We're not targeting the dollar amounts,
12 we're targeting the energy use, because that's the only way you can
13 ensure that you will realize cost reductions. Fluctuations in
14 rates, fluctuations in commodity costs could result in a nominal
15 increase in expenditures, but that would be captured -- the savings
16 in energy use illustrates the avoided costs that would have been
17 incurred if we hadn't done the projects. So no matter what happens
18 with the rates, we're either saving nominally on our year-over-year
19 budgets or we're saving in the form of avoided costs. That's a bit
20 theoretical --
21

22 **LEG. FLEMING:**

23 No, that's helpful. That is helpful. With regard to the
24 incentives that you talked about, I'm sorry, I'm not sure I caught
25 exactly what you were saying with regard to how you're capitalizing
26 on incentives or how this particular Capital Project is
27 capitalizing on incentives and where you're anticipating that they
28 go.
29

30 **MR. SCHROEDER:**

31 So my counterpart in Department of Public Works and I both were
32 employed over at the utility for more than a decade. We're very
33 familiar with utility operations and with their incentive programs
34 and how they're created and managed, and we are very aggressive on
35 the part -- on behalf of the County in pursuing those
36 opportunities. And as I mentioned earlier, in combination with
37 some limited incentive dollars that we've gotten from NYSERDA and
38 some other limited funding that's come from other sources, we
39 have -- Suffolk County has received the greatest nominal incentive
40 rebates from both LIPA and National Grid of any other customer that
41 they have.
42

43 **LEG. FLEMING:**

44 But did you say those programs were in jeopardy?
45

46 **MR. SCHROEDER:**

47 They are modifying their incentive programs as we speak and they
48 have been for the past year. So some of the incentives that were
49 just recently announced are either going away entirely or being
50 significantly reduced. We're not sure what their motivation is for
51 that. Most often when an incentive is offered it's to induce some
52 sort of behavior, and then as that technology or behavior becomes
53 more than norm, then those incentives are reduced or they go away,
54 and that's what they should do. In this particular case, we have
55 rebates that were announced last year and they're going away this
56 year. So again, as you might find in the write-up, we did an

1 analysis on a thermal storage project at the Riverhead Powerhouse,
2 and before we were able to complete the scoping of that project the
3 rebate was cut by more than 50% which rendered that project
4 uneconomical for us to pursue. But that would have created a
5 significant reduction in peak demand use by that facility, which is
6 the larger -- largest consumer of energy that we have, and would
7 have also provided system benefits to the utility grid out in the
8 Riverhead area. I actually requested some feedback from the
9 Department of Public Service on why those incentives were reduced
10 but I haven't yet gotten a response.

10:14AM

11
12 **LEG. FLEMING:**

13 Well, let us know if we can support those inquiries. Obviously
14 there's an advantage to reducing peak usage outside of budgetary
15 impacts. And, you know, the East End of Long Island is such a high
16 user at peak times; anything we can do to reduce it and reduce our
17 carbon footprint, especially as we're talking about taking those
18 old power plants off-line, you know, I would certainly support.

10:15AM

19
20 Last question. With regard to charging stations, are there any --
21 are there any programs that you're looking at? Is there any
22 opportunity to reduce cost to our -- to our fleet and to our, you
23 know, fuel usage in the County's fleet and would that fall within
24 this 1664 if you were able to find a program that would be cost
25 effective?

26
27 **MR. SCHROEDER:**

28 Yes. Typically funding for that would be -- either entirely or
29 partially cover that 1664, would cover incremental costs of some
30 items. We are investing in some slow-fill type slow charge
31 connection points at DPW in the parking field behind the building.
32 Those charging devices are very expensive to install. Fast charge
33 devices actually have a dramatic impact on the local electric grid
34 because of the amount of energy that is drawn.

10:16AM

35
36 And also, as we had discussed, if the County's going to choose as a
37 policy matter to invest in those types of facilities, we also have
38 to decide on a policy basis whether or not those are going to be
39 free for anyone who pulls up to charge or whether we're going to
40 install a card swipe device which increases the cost and also
41 maintenance of that facility. So -- and then we have to configure
42 those facilities so they're not connected to a building meter,
43 because the instantaneous draw of those charging systems is
44 significant and that would -- if on a building meter, would result
45 in a significant increase in the demand charge for that building.
46 Demand charges kill us, especially in the summer months, and that's
47 been the focus of our efficiency upgrades is reducing demand.

10:16AM

48
49 **LEG. FLEMING:**

50 When you say demand charge, you mean surplus charge based on peak
51 demand?

10:17AM

52
53 **MR. SCHROEDER:**

54 The electric utility peak demand season runs from June 1st through
55 September 30th. The cost for the instantaneous draw of electricity
56 during any 15-minute interval on any monthly bill is what

1 determines what your demand charge is for that month. So if
2 somebody pulls up to a charging station and draws off of one of
3 those charging stations and it's during that peak period, from
4 seven in the morning till ten at night, then your meter and what
5 you pay each month based on -- you know, separate from the energy
6 consumption, the kilowatt hours that you consume, is a demand
7 charge.

8
9 **LEG. FLEMING:**

10 Right.

11
12 **MR. SCHROEDER:**

13 That's a prohibitive cost in excess of \$27 per KW during the summer
14 peak period. And when LIPA had applied for its initial rate
15 proceeding last time around, it was proposed that that demand
16 charge increase significantly; in fact, they were looking at an 11%
17 increase each year of their rate plan. So that would have been a
18 significant hit to County facilities and our Operating Budget. And
19 again, in response to Legislator Calarco's questions earlier,
20 deferring these projects leaves us vulnerable to those things that
21 we can't anticipate in terms of demand charge adjustments.

22
23 **LEG. FLEMING:**

24 And so you said that charging stations, which obviously are not in
25 the plan at the moment, would fall under 1664, there's no other
26 place in the Capital Budget where something forward thinking like
27 that would -- where you could find dollars for that; is that right?
28 Maybe, Dr. Lipp, that's a question for you. Is this the only place
29 that energy efficiency measures are accounted for in the Capital
30 Budget?

31
32 **MR. SCHROEDER:**

33 So Capital Project 5601, which isn't in the recommended budget
34 here, is for the purchase of hybrid electric vehicles. 5602 is for
35 the purchase of compressed natural gas vehicles, and 5603 is
36 targeted at investment and compressed natural gas dispensing
37 infrastructure. There is no Capital Project for electric charging
38 stations per se.

39
40 **LEG. FLEMING:**

41 You said it's not in the proposed, so where is it?

42
43 **MR. LIPP:**

44 So there is one project, construction of compressed natural gas
45 fueling stations, and there's money in it but it's -- the money's
46 in subsequent years.

47
48 **CHAIRMAN KRUPSKI:**

49 Is that as a result of the increase in cost of the natural gas and
50 the difficulty of changing over the fleet and maintaining the
51 fleet? Is that a -- or what's the -- because I know there was a
52 great deal of interest in this among a lot of municipalities maybe
53 ten years ago, but it seems to have cooled off a great deal. Are
54 we going to pursue this or not?

1 **MR. SCHROEDER:**

2 Well, that's an open question. But I would say that the County has
3 built two compression stations already, one at Commack DPW Yard and
4 one at the Westhampton yard. The way we constructed those
5 stations, the County owns and operates those stations. That's a
6 departure from the more typical model pursued by municipalities
7 which is they contract with a private sector developer who builds,
8 owns and operates the stations on their property and then those
9 sites and funding for those projects are supported through the
10 Department of Energy's Clean Cities Program of which the County is
11 a member, and this funding that's in the budget is largely from
12 that organization as well. But the ridership of outside fleets
13 that those projects typically invite in helps to improve the
14 economics of the station overall, and so they're running it
15 profitably.

16
17 Our unit cost of energy is higher because the company that was
18 initially contracted to invite and secure outside vendors wasn't
19 successful at doing that. We have a new contract. The vendor
20 that's currently employed has increased ridership through our
21 facilities but they're still on a growing curve. And the number of
22 CNG vehicles that the County has purchased -- well, we've stopped
23 purchasing vehicles in the last two years.

24
25 **CHAIRMAN KRUPSKI:**

26 Uh-huh.

27
28 **MR. SCHROEDER:**

29 Both hybrid electric and compressed natural gas vehicles.

30
31 *(*Legislator Kennedy entered the meeting at 10:22 a.m.*)*

32
33 **CHAIRMAN KRUPSKI:**

34 Why is that, with the compressed natural gas? Have you -- are we
35 kind of losing interest in that --

36
37 **MR. SCHROEDER:**

38 Well -- oh, I didn't see you there, Gil.

39
40 **COMMISSIONER ANDERSON:**

41 I snuck in. Originally we were buying the CNG vehicles through
42 CMAC funding. The CMAC funding has -- have been restricted that
43 only vehicles that are constructed wholly within the United States
44 can be funded through that program, so we haven't been able to
45 purchase that equipment. We've also found that the restrictions in
46 the CNG vehicles, especially when it comes to like trucks and heavy
47 equipment, they're not as effective or as fuel efficient as the
48 normal diesel-type engines. So we've gotten away from that. We
49 kept the money in there for subsequent years with the intent that
50 maybe the landscape changes, maybe there is a change in the
51 environment that we could, you know, access these funds again. We
52 have one yard -- one yard in Commack we do get a relatively decent
53 amount of use from outside vendors, specifically garbage trucks
54 from the Town of Smithtown. They always access the Commack yard.
55 The one in Westhampton, it would be our vehicles and that's really
56 it, nobody else uses it.

1 **CHAIRMAN KRUPSKI:**

2 Okay. All right, well, thanks for staying on top of that. Like
3 you said, changing landscape. Legislator Anker had a question
4 about it.

5
6 **LEG. ANKER:**

7 Yeah. Again, this is from Bridget's question about the electric
8 charging stations. Is there -- you mentioned \$27, is that per
9 kilowatt? That's crazy. I mean, what's the normal kilowatt cost?

10:23AM 10

11 **MR. SCHROEDER:**

12 The cost ranges across a number of different charging periods. It
13 can go down as low as \$5, but during peak demand periods, that's
14 when it's highest.

15
16 **LEG. ANKER:**

17 So what about looking into solar charging for these electric
18 charging stations? I know over in California they have quite a
19 few, I just Googled -- you know, as far as charging stations near
20 my area, there's only two, Ramp Ford in Port Jefferson, Port Jeff
21 Station, and at Stony Brook University. Maybe we can look into
22 partnering with Tesla, because I have the Tesla Museum right in
23 Shoreham. Maybe there's some creative ways that we can look into
24 bringing these charging stations, again, partnering with private
25 corporations, you know, to cover the costs, and also so we don't
26 have to spend that \$27 per kilowatt. You know, by using a
27 renewable energy source, but I know we'll have to have the battery
28 capacity to save that renewable source. Your thoughts on that?

10:24AM 20

10:25AM 30

31 **MR. SCHROEDER:**

32 So we had actually begun looking at a solar charging station that
33 we were going to deploy one here, one in Yaphank and one in
34 Riverhead, but a private vendor who was proposing that
35 demonstration project backed out because they couldn't support the
36 vehicle charging off of their array.

37 It's not inexpensive because solar energy is an intermittent
38 source. Even during the daytime it's not a guaranteed 100% output,
39 so there's battery backup that's required. And then if you're
40 going to have a charging station -- again, we go back to the
41 policy -- if there's going to be a card swipe and it's going to be
42 available to the public, then you need to have it available when
43 the public comes. And so we were going to connect those charging
44 stations to outside electric circuits from our parking lot lighting
45 so that there would always be a charge available, but that's very
46 expensive and we didn't pursue it.

10:25AM 40

47
48 **LEG. ANKER:**

49 It just seems that, you know, here we have a perfect renewable
50 energy source, the sun which is there, and I know we need the
51 battery capacity because at night there's no sun, but I would be
52 interested maybe in working together with some of the Legislators
53 in pursuing another path to access this type of project.

10:26AM 50

1 The other issue I know that Legislators had asked about, how do you
2 keep track of our energy costs? And it's basically almost
3 impossible to decide or to know what's going to happen a year,
4 five years, ten years down the road because of the increased energy
5 costs. And we have been working, again, on, you know, the energy
6 committee that I have just within my district and the charges, you
7 know, for the wind power project; we have an increase in charge,
8 we're paying also for closing down the nuclear plants Upstate,
9 increase in cost; we're paying for National Grid's additional --
10 increasing their ability to put more pipes in our area, increase in
11 cost. And this all just happened last year.

10:27AM

12
13 And you talked about, you know, how do you know what LIPA is going
14 to do with their rebate program. And working with Leisure Village,
15 we were able to enlighten them as far as what's needed, because
16 what we found out was that they didn't understand or maybe it
17 wasn't a high priority at the time that our seniors are paying
18 three to four times the price of normal because of their all
19 electric rates. And now, just recently, just this year, after last
20 year they toured all the Leisures, I met with them at their
21 headquarters, you met with them; they now have created rebates to
22 help with some of their energy costs. With that in mind, I think
23 it would be a good idea if we could, even as, you know, a group of
24 Legislators, meet with the LIPA folks, and of course yourself, and
25 let them know what we're working on. You mentioned the facility
26 out in Riverhead that you were going to pursue -- what was that
27 when you were talking about the rebates?

10:27AM

28
29 **MR. SCHROEDER:**

30 Well, we were looking at the possibility of doing a thermal storage
31 project at the Riverhead Powerhouse; that doesn't seem likely at
32 this point.

10:28AM

33
34 I would add, though, since you seem to have an interest in how
35 we're evaluating this, the success of our efforts. When a utility
36 runs an incentive program, they calculate how much energy you're
37 going to save and they base their projections on energy savings on
38 their calculation, and the regulators except that; we don't. So on
39 our projects, we've installed interval meters on our buildings, so
40 we're actually monitoring our utility meters so we can keep better
41 track of our energy use. And that's our own measurement and
42 verification protocol, so we want to know that we're getting the
43 savings that we're telling you we're getting.

10:28AM

44
45 **LEG. ANKER:**

46 Is there any way that Suffolk County can create its own power
47 station like some of these other agencies where we -- again, not
48 that we're going to be free and clear of PSEG, but we are a very
49 large agency. We're a large business -- not business, but
50 government agency. Is there anything like that available that
51 other municipalities or government agencies are doing?

10:29AM

52
53 **MR. SCHROEDER:**

54 Well, we have discussed a couple of times since 2004 the
55 possibility of the County, through the Suffolk County Electrical
56 Agency, making such an investment. That's a policy decision that

1 would have to be made at a higher level.

2

3 **LEG. ANKER:**

4 And we're dealing again with some fiscal issues, but perhaps -- you
5 know, again, if we're able to get maybe funding from -- we're suing
6 the pharmaceutical companies for the Opiate issue, maybe we'll get,
7 you know, hundreds of millions of dollars. This could be a project
8 maybe we could focus on to help -- and of course in addition to
9 addressing that issue of the Opiate addiction.

10:30AM 10

11 Joe, again, I just want to thank you for all the work that you have
12 been doing pertaining to energy. And, you know, again, looking
13 forward to working with you and creating awareness of what people
14 can do. And just to let you guys know, we're working with the
15 Stony Brook University's Alan Alda Center to create a presentation
16 on, you know, understanding the utilities. Because I describe it
17 as a shell game; as soon as you understand the rebates, the
18 stakeholders, the rates just in general, everything changes. And,
19 you know, there's no one -- there's really no accountability at the
20 top of under -- of providing that information to the consumer.

10:30AM 20

21

22 So, you know, whether it's the Public Service Commission, the
23 Department of Public Service, there needs to be more
24 accountability, and I think here in Suffolk we're trying to do
25 that. And I want to thank you in particular for helping us with
26 that.

27

28 **CHAIRMAN KRUPSKI:**

29 And Legislator Anker, you're right. As soon as you get a rebate
30 for, like, say people in my district, that means the people in your
31 district are going to pay more. So you're just pushing it all
32 around and it's hard to get a handle on, and unfortunately the
33 people in my district should get the rebates. (*Laughter*). No, I'm
34 kidding. But you know what I'm saying; you just keep pushing it
35 around.

10:31AM 30

36

37 **LEG. ANKER:**

38 Right.

39

40 **CHAIRMAN KRUPSKI:**

41 Legislator Fleming has a question.

42

43 **LEG. FLEMING:**

44 Yeah, I don't know if this is a question for Joe or just for the
45 Commissioner; and I hope you can have patience with me as I'm
46 trying to understand so much of this. But with regard to the
47 Riverhead County Center power plant upgrade. The proposed -- the
48 CE's budget proposes \$1.3 million in '18 and BRO has proposed that
49 we decrease that because bids were received under budget; is this
50 something you handle, Joe, or that's just Commissioner?

10:32AM 50

51

52 **MR. SCHROEDER:**

53 Just a correction; the funding reduction, the decrease was in 2019.
54 So the funding --

55

56

1 **LEG. FLEMING:**

2 Oh, okay, good. So that is your bailiwick. Could you just explain
3 what -- as we're considering the different proposals --

4
5 **MR. SCHROEDER:**

6 Sure.

7
8 **LEG. FLEMING:**

9 Where you recommend or what your understanding of it is.

10:32AM 10

11 **MR. SCHROEDER:**

12 Gil, you want me to explain this? I'll tell you what, I'll start
13 and he can finish.

14
15 **COMMISSIONER ANDERSON:**

16 If you have some insight, that would help.

17
18 **MR. SCHROEDER:**

10:32AM 20

19 Okay. So the Riverhead powerhouse has the main electric feeds for
20 the entire complex come into the power house. So all of the
21 electric service to that property, to the Riverhead Jail, the
22 Criminal Courts Building and the County Center all go through the
23 powerhouse. There's an outside main switch gear that you can see
24 from the parking lot that's on the north side of the building
25 there, and then inside the building there's a separate set of
26 switch gear that synchronizes the electric output from three
27 different standby generators that are in the powerhouse. So if
28 utility service is lost to the complex, those three generators have
29 to fire, and if you don't synchronize the current that comes off of
30 those generators, you can wind up with a catastrophic event.

10:33AM 30

31
32 So the main switch gear is original to the site from the 1950s,
33 it's no longer supported by the manufacturer. The internal switch
34 gear I believe is 27 years old and that is also no longer supported
35 by the manufacturer, and both need to be upgraded; and this is a
36 project that's been in planning and design for several years.

37
38 Last year DPW got some updates on their projected costs and that
39 was going to result in a significant increase in the overall
40 projects cost. This year when they got the actual bids, the bids
41 came in much lower than they anticipated and so when I was doing
42 the review of Capital Project 1715, which is what you're referring
43 to --

10:34AM 40

44
45 **LEG. FLEMING:**

46 That's right.

47
48 **MR. SCHROEDER:**

10:34AM 50

49 -- the feedback I got from DPW was that we were going to be able to
50 complete all the work that we had identified at that site
51 relating to this upgrade and relating to additional upgrades that
52 we were going to do for our measurement and verification protocol,
53 would be able to be funded out of current funding and funding that
54 was scheduled and recommended for 2018, but that the additional
55 \$1.3 million that was requested for 2019 would no longer be
56 required. But I'll defer to the Commissioner.

1 **COMMISSIONER ANDERSON:**
2 Yeah, you said it in much more detailed terms than I would have. I
3 basically, that was what was the response was, that we got the bids
4 and after we submitted the form 14s. So as Joe mentioned, we only
5 need the 1.35 million in '18.

6
7 **LEG. FLEMING:**
8 So there's consensus that this 1.3 should be moved out of '19 to
9 subsequent years?

10:35AM 10
11 **COMMISSIONER ANDERSON:**
12 That's my understanding.

13
14 **LEG. FLEMING:**
15 Okay. That's good to know.

16
17 **MR. SCHROEDER:**
18 Well, I think the recommendation was to remove it from the budget.

19
10:35AM 20 **COMMISSIONER ANDERSON:**
21 Right.

22
23 **LEG. FLEMING:**
24 Even better.

25
26 **COMMISSIONER ANDERSON:**
27 That's BRO's recommendation.

28
10:35AM 29 **LEG. FLEMING:**
30 And you both concur that we'll still be able to meet our goals with
31 regard to the power plant.

32
33 **COMMISSIONER ANDERSON:**
34 Correct.

35
36 **LEG. FLEMING:**
37 Great. Thank you.

38
10:35AM 39 **CHAIRMAN KRUPSKI:**
40 Does anyone have any other questions for Joe on the energy use?
41 What's wrong with the Mets, anything at all.

42
43 *(*Laughter*)*

44
45 **COMMISSIONER ANDERSON:**
46 Nobody has the answer for that.

47
48 **CHAIRMAN KRUPSKI:**
49 We're looking for answers.

50
51 **LEG. FLEMING:**
52 The burning question.

53
54 **CHAIRMAN KRUPSKI:**
55 All right, Commissioner Anderson?

1 **COMMISSIONER ANDERSON:**

2 Good morning. And I apologize for my tardiness, I had a scheduling
3 snafu.

4
5 **CHAIRMAN KRUPSKI:**

6 Sure. Do you still have your cleats on?

7
8 **COMMISSIONER ANDERSON:**

9 *(Laughter)* My Pro Keds.

10:36AM 10

11 **CHAIRMAN KRUPSKI:**

12 So do you have anything you would like to highlight for us?

13
14 **COMMISSIONER ANDERSON:**

15 Again, I commend both budget groups in their review and
16 recommendations. At this point I don't really have any real
17 request or recommendation other than one particular Capital Project
18 at this time.

19
10:36AM 20

21 If I could, CP 5048 which is construction and rehabilitation of
22 highway maintenance facilities. We had requested 2.85 million in
23 2018, the Exec's Office recommended that be pushed back to 750,000
24 in '19, '20, in subsequent years 800,000, and BRO concurred. My
25 concern from the department's standpoint is right now we have an
26 appropriation of around 1.3 million that we've appropriated, this
27 year we'll be appropriating another 750,000 which gets us a little
28 over \$2 million. We need that -- those funds are going to be
29 expended over the course of this year, probably towards the end of
30 the year, but we are going to be reconstructing our yard on CR 97.
31 It's been damaged for some time, you know, we've made it through a
32 few winters. We'll make it through this winter, but we really need
33 to have that replaced; so we have a program to relocate it, replace
34 it and internal reconstruction and site improvements.

10:37AM 30

35 There are -- when discussions were had with both the Budget Office
36 and BRO, the question came up of whether we could push back the
37 truck washing facility, and we had no problem with that. I mean,
38 it would be nice to have, it would help us maintain our equipment,
39 but our real needs are with regard to the Yaphank salt barn
40 replacement and then Riverhead, that little barn replacement, as
41 well as -- what else do we have? There was three of them here, I
42 apologize; one in Yaphank, one in Riverhead.

10:38AM 40

43
44 **CHAIRMAN KRUPSKI:**

45 If you -- I have a question about the one in Riverhead; if you
46 replace it, where will the squirrels and pigeons live?

47
48 **COMMISSIONER ANDERSON:**

49 *(Laughter)*. We figured on top of the building roof that you're in
50 right now, so.

10:39AM 50

51
52 **CHAIRMAN KRUPSKI:**

53 There are actually access points in that building, also.

54

55

56

*(*Laughter*)*

1 **COMMISSIONER ANDERSON:**
2 Yeah, yeah. Actually, we're actually considering relocating that
3 at this point. This is internal discussions within DPW, but we may
4 relocate that over to the Riverhead County Complex up near the
5 power plant.

6
7 **CHAIRMAN KRUPSKI:**
8 Sure.

9
10 **COMMISSIONER ANDERSON:**
11 Building a building there rather than in the constricted area
12 that --

13
14 **CHAIRMAN KRUPSKI:**
15 And that would create more parking there --

16
17 **COMMISSIONER ANDERSON:**
18 Yeah, absolutely.

19
20 **CHAIRMAN KRUPSKI:**
21 -- which is sorely needed.

22
23 **COMMISSIONER ANDERSON:**
24 Right. But my request is if we could get some of the funding put
25 back in 5048 so that we can -- certainly we need to -- we lost one
26 of our domes for salt under Nemo.

27
28 **CHAIRMAN KRUPSKI:**
29 Oh.

10:39AM 30
31 **COMMISSIONER ANDERSON:**
32 And we haven't been able to get to the point where -- you know, we
33 have one dome on-site, but we don't have that other dome.

34
35 **CHAIRMAN KRUPSKI:**
36 So how does the Health Department let you get away with that?

37
38 **COMMISSIONER ANDERSON:**
39 Well, we have one salt dome on the site. We just -- you know, I
10:39AM 40 guess maybe I misunderstood the question.

41
42 **CHAIRMAN KRUPSKI:**
43 Oh, because they're intolerant of imperfect salt storage on
44 municipalities.

45
46 **COMMISSIONER ANDERSON:**
47 Oh, yeah, and so is DEC. Yeah, they'd be all over us. Right now
48 we -- what happened prior to Sandy was we had the ability to store,
49 you know, a lot of salt. Right now we obviously have less because
10:40AM 50 we only have one salt barn rather than two. Last year, using our
51 own forces as well as some contractors, we repaired the one that we
52 had that was also damaged during a previous storm. But our hope is
53 in '18 to replace that -- what was the round salt storm, salt barn
54 with a new salt barn on-site.

55
56

1 **CHAIRMAN KRUPSKI:**

2 Okay.

3

4 **COMMISSIONER ANDERSON:**

5 But thank you.

6

7 **CHAIRMAN KRUPSKI:**

8 Yes, Legislator Anker.

9

10:40AM 10 **LEG. ANKER:**

11 I'm just looking at -- you mentioned the 5348, dredging funds.
12 Where are the funds for Mt. Sinai Harbor's dredging; is that in
13 this budget?

14

15 **COMMISSIONER ANDERSON:**

16 The -- we had a million, I believe, if not more, appropriated for
17 that project. It's still being held in that project in reserves,
18 so.

19

10:40AM 20 **LEG. ANKER:**

21 So I think it was 2.1 million.

22

23 **COMMISSIONER ANDERSON:**

24 Right.

25

26 **LEG. ANKER:**

27 And I know they're working on the jetties right now.

28

29 **COMMISSIONER ANDERSON:**

10:41AM 30 Correct.

31

32 **LEG. ANKER:**

33 Hopefully they should be done this year, so the dredging will be
34 hopefully done by the County next year. So again, the Town of
35 Brookhaven received both Federal and State funding to repair the
36 jetties and then next year, 2018, the County, we're hoping, will
37 provide the dredging. Is that what you're analyzing?

38

39 **COMMISSIONER ANDERSON:**

10:41AM 40 That's our current plan, I believe. As soon as they're finished
41 with what they need to do, we'll come in and do our work.

42

43 **LEG. ANKER:**

44 Great. Okay, thank you.

45

46 **COMMISSIONER ANDERSON:**

47 You're welcome.

48

49 **CHAIRMAN KRUPSKI:**

10:41AM 50 Okay. So if we could, we could have a -- if you have nothing else
51 that's outstanding, if we could look at the list that Dr. Lipp
52 provided us with. There were a number of questions. So there's a
53 number of things that there were questions, we had -- that were
54 generated from our meeting on Monday, if I could go through them.
55 One was 5072.

56

1 **COMMISSIONER ANDERSON:**

2 Yes, sir.

3

4 **CHAIRMAN KRUPSKI:**

5 So is there any way -- I mean, that's got to be a great bulldozer.
6 Is there any way you can use -- I know Parks -- didn't parks just
7 buy an excavator last year or two years ago? Is there any way you
8 can use the, what do you call it, municipal agreement or
9 inter-municipal agreement and cost sharing? Well, there's a fancy
10 name for it now. You're borrowing someone else's equipment to do
11 the work, or do you need this piece of equipment on like a regular
12 basis so you have to have your own?

10:42AM

13
14 **COMMISSIONER ANDERSON:**

15 There seems to be some confusion on this one, only because we
16 appropriated funds this past year and we actually have a dozer on
17 order, so.

18

19 **D.P.O. CALARCO:**

20 You're going in and out.

10:43AM

21

22 **COMMISSIONER ANDERSON:**

23 Oh, sorry. There seems to be some confusion on this. We have
24 appropriated funds and we have actually in order a dozer, so.

25

26 **D.P.O. CALARCO:**

27 So you don't need the dozer that BRO is recommending?

28

29 **COMMISSIONER ANDERSON:**

30 No, but the plan would be to use this for other equipment, small,
31 you know, track loaders, things like that that can work within the
32 confines of environmental, you know, recharge basins so that we can
33 do this work in-house.

10:43AM

34

35 **D.P.O. CALARCO:**

36 So you don't need a dozer but you'll take the money.

37

38 **COMMISSIONER ANDERSON:**

39 Absolutely.

10:43AM

40

41 **CHAIRMAN KRUPSKI:**

42 Okay. All right, so we're in the process of making a copy for
43 Dr. Lipp; somehow he's in trouble if I'm making him a copy.

44

45 **MR. LIPP:**

46 We're getting the computer up and running now, so.

47

48 **CHAIRMAN KRUPSKI:**

49 What else did we have --

10:44AM

50

51 **LEG. KENNEDY:**

52 Can I just ask a question?

53

54 **CHAIRMAN KRUPSKI:**

55 Please do.

56

1 **LEG. KENNEDY:**

2 Gil, this is just a question on the recharge basin. I do not
3 understand, and I never did, why when you have recharge basins that
4 have tree-lined or trees on the side walls, those are taken down
5 when you do cleaning. From past knowledge, I've learned that an
6 adult tree takes 20 gallons of water per hour and absorbs. So why
7 in a recharge basin would we not want trees in high groundwater
8 areas?
9

10:44AM

10 **COMMISSIONER ANDERSON:**

11 The -- any vegetation that's within a recharge basin impacts the
12 ability to recharge back into the strata. So even though a tree
13 will soak up water, the leaves and the debris from a tree can
14 actually impact the effectiveness of a recharge basin and effect
15 the percolation. Generally when we go in there, we're going into
16 -- let me put it this way. A brand new recharge basin will allow
17 recharge both on the bottom and on the sides, with time and a very
18 short time the bottom will clog up between sediment and debris and
19 everything else, and then the sides are still effective.

10:45AM

20 Eventually we have to go back in there because vegetation is
21 essentially clogging the side pores leading the -- leading, you
22 know, the recharge basin in effect.
23

24 **LEG. KENNEDY:**

25 Oh.
26

27 **COMMISSIONER ANDERSON:**

28 So to answer your question, it impacts the ability, even at high --
29 in high groundwater areas, you're looking for lateral flow. You're
30 not looking for necessarily downward, just get it out and get it
31 moving, because everything tends to move laterally as well as
32 downward. So in those areas, the intent is to move it until it
33 gets to a point where it can move further, you know, in a vertical
34 strata.
35

10:45AM

36 **LEG. KENNEDY:**

37 Okay.
38

39 **COMMISSIONER ANDERSON:**

40 You know, it's really our recharge basin with the exception of
41 around the perimeter, we don't believe. And if the trees are
42 coming down around the perimeter, there may be other issues
43 involved.
44

10:46AM

45 **LEG. KENNEDY:**

46 Okay. Just so you're aware of some of my recharge basins.
47

48 **COMMISSIONER ANDERSON:**

49 Yep, absolutely.
50

51 **LEG. LINDSAY:**

52 And when the groundwater level rises they flood up to the top. So
53 my concern with one of them that was stripped of everything, I'd
54 see the water rising at a great rate at this point in time --
55
56

1 **COMMISSIONER ANDERSON:**

2 Right.

3

4 **LEG. KENNEDY:**

5 And I -- maybe we could think about the areas when we do the
6 remediation.

7

8 **COMMISSIONER ANDERSON:**

10:46AM

9 Yeah, I mean, absolutely. Again, those places where you do have
10 high ground water, you're looking for a horizontal movement of the
11 water.

12

13 **LEG. KENNEDY:**

14 Okay. Thank you.

15

16 **COMMISSIONER ANDERSON:**

17 Thank you.

18

19 **CHAIRMAN KRUPSKI:**

10:46AM

20 So there were a number of road projects that have been deferred,
21 the suggestion by BRO is to defer them: 5175, 5532, 5558, 5565.
22 And we wanted to -- the question of some of the committee members
23 was why are these being deferred. The explanation in the document
24 was that it was just -- you just physically couldn't do all the
25 projects that had been funded, and so these are the ones that
26 aren't going to be done because, you know, there's just not enough
27 manpower, etcetera, to do those in '18. So I just wanted to hear
28 it, and I think some of the committee members wanted to, I guess,
29 hear you say that.

10:47AM

30
31 **COMMISSIONER ANDERSON:**

32 Yeah, essentially that's correct. What's happened is we've had
33 retirements. We're in the process of refilling those positions,
34 but what we're bringing in is young engineers who don't have the
35 experience and so there's a certain time element that they need to
36 be brought up-to-speed with how we do things, design in general.
37 And we've lost a couple of key Highway professionals, both in Jim
38 Peterman and recently Bill Colavito. So we looked at our program
39 to say, *Okay, what are our priorities, what could be pushed off a*
40 *year or two*, and this was, you know, what we felt would be best.
41 We are working with the County Exec's Office and Budget to refill
42 those positions so we can continue to --

10:48AM

43

44 **CHAIRMAN KRUPSKI:**

45 Uh-huh.

46

47 **COMMISSIONER ANDERSON:**

48 And hopefully bring them in sooner rather than later, but that's
49 the issue.

10:48AM

50

51 **CHAIRMAN KRUPSKI:**

52 Okay, thank you. And I think that covers all of those projects.

53

54 **LEG. KENNEDY:**

55 I have another.

56

1 **CHAIRMAN KRUPSKI:**
2 Legislator Kennedy.

3
4 **LEG. KENNEDY:**
5 Hi, Gil. Let's see, 8153 we left out, that is the sewer expansion
6 for Smithtown and Kings Park. The County Executive's budget zeros
7 everything out, Budget Review puts in five million in subsequent
8 years. I called yesterday and confirmed, we did get the 40 million
9 for that project, it is in the State budget for us. This morning I
10 was only able to get to speak with one Town Councilman who said
11 move it up, move it up to this year, and I just got an e-mail that
12 Pete Scully called because the Supervisor did call him for some
13 clarification. So while I have to check into that one, what are
14 the plans of DPW?

10:49AM

15
16 **COMMISSIONER ANDERSON:**
17 With regard to the funding, well, we have and the Governor has made
18 the statement that we do have that funding and we know it's coming
19 and it's real. We don't know the format of it. Similar to the 380
20 million that we had for those four other projects in the area,
21 until we get the detail on how that funding is coming in, whether
22 it's a CDBG grant, FEMA grants, things like that, we don't -- we
23 know it's real, but we just don't know how we're going to process
24 it. However, that being said, the discussions that we're having
25 currently, we're in good shape with Kings Park, the design is
26 there. The only thing we have to do is locate the pump station
27 that takes it from Main Street in Kings Park up to the treatment
28 plant.

10:50AM

29
30 Smith Point -- not Smith Point, Smithtown is a different, you know,
31 thing all together. We have a general design but we don't have a
32 site for a treatment plant. So we're in discussions with the Town
33 about that to try to determine where we can get that, so it's a
34 much longer process. But currently right now the thinking is 20
35 million will be sufficient to get us to construct what we need to
36 do for Kings Park, and the remaining 20 million will go towards
37 Smithtown, whether a portion of it be design or design and
38 construction.

10:50AM

39
40 **LEG. KENNEDY:**
41 So do we need planning money for Smithtown?

10:51AM

42
43 **COMMISSIONER ANDERSON:**
44 I believe the 20 million that we're getting from the State will be
45 used towards that planning.

46
47 **LEG. KENNEDY:**
48 Okay. And do you think -- so we probably will definitely not be
49 ready in 2018. Can we move this up from subsequent years?

10:51AM

50
51 **COMMISSIONER ANDERSON:**
52 Again, as a planning document, I don't have an issue with being out
53 in subsequent years, and once we get that -- once we know more
54 about what we're faced with is how we're going to process these
55 funds. We can next year, in next year's budget, put it where it
56 should be. So again, I would go back to as far as Kings Park,

1 we'll have the grant funding, we can go to construction, we're that
2 far along that, you know, once we identify where we're putting that
3 pump station, we're ready to rock and roll. Smith Point --
4 Smithtown, thank you, is -- you know, again, there's a lot more
5 work to be done.

6
7 **LEG. KENNEDY:**

8 Would it be harmful moving it up? Because I know for a fact we're
9 that ready for Kings Park to be done. Would it be harmful in any
10 way or would it just be impossible? Because I think by the end of
11 2018, if we don't have the 40 million we're never going to get it.
12 But I have the guarantee from the Senator's office that we're
13 getting it, so.

14
15 **COMMISSIONER ANDERSON:**

16 Yeah, we believe it's real funding. And again, the plans in Kings
17 Park are about 90% complete, so we're in good shape with that one.
18 And then I think, you know, I would envision by '18 we'll be able
19 to go into construction.

20
21 **D.P.O. CALARCO:**

22 Gil, we're anticipating State money coming in on this project?

23
24 **LEG. KENNEDY:**

25 Yes, 20 million .

26
27 **COMMISSIONER ANDERSON:**

28 Yes, it's \$40 million in grant funding.

29
30 **LEG. KENNEDY:**

31 Twenty in '20.

32
33 **D.P.O. CALARCO:**

34 So is there a need for County funds for this project?

35
36 **COMMISSIONER ANDERSON:**

37 Again, at this point we don't know, but we're told it's all 100%
38 grant funded.

39
40 **D.P.O. CALARCO:**

41 So couldn't we -- I mean, we have really two options here. If you
42 leave it out and the 20 million comes in in '18, we can add it in
43 mid-year next year because it's all State funded and we can just
44 add it into the budget without having an offset. But by the same
45 regards, couldn't we just -- I mean, we're not talking about serial
46 bonds here, it's not going to impact our bottom line. Couldn't we
47 just add it in and denote it as State monies in the budget in
48 anticipation of getting the State money in? I mean, it's not going
49 to hurt the bottom line in terms of serial bonds, am I correct?
50 Maybe that's a better question for Dr. Lipp? I mean, if it's a
51 State grant we're anticipating coming in, can't we just book it as
52 a State grant in the budget and call it a day?

53
54 **MR. LIPP:**

55 The problem is we don't have any verification what the cost will be
56 to us. If you look up on the screen, you'll see that the small

1 amount of money that's in the budget subsequent years five million,
2 we're saying --

3
4 **MS. GAZES:**
5 It's not in.

6
7 **MR. LIPP:**
8 I'm sorry, it's not in the recommended budget, it's in the
9 department's budget as well as our recommendation for subsequent
10 years, but we're saying that the serial bond piece of this would be
11 half. That being said, it's not clear, so to put it all in as
12 State aid is problematic.

13
14 **LEG. KENNEDY:**
15 Right.

16
17 **D.P.O. CALARCO:**
18 But I thought the Commissioner just said it's State-aided, that
19 this is a 100% State grant. And the Legislator is saying we're
20 getting 40 million from the State to do this project.

21
22 **LEG. KENNEDY:**
23 The way that this project is put in is Smithtown/Kings Park. We're
24 getting 20 for Kings Park and 20 for Smithtown. Kings Park needs
25 an upgrade and a pump station, Smithtown needs everything. I think
26 it's not humanly possible to build what Smithtown needs on 20
27 million.

28
29 **D.P.O. CALARCO:**
30 But you're not building --

31
32 **LEG. LINDSAY:**
33 And I know the County -- the Town has money that they have put
34 aside for these programs. And as a matter of fact, this morning
35 they said, *What do you need; do you need 500,000? We'll send it*
36 *over to the County. What do you need, a million? We'll send it*
37 *over to the County.*

38
39 **D.P.O. CALARCO:**
40 But Smithtown needs engineering work to be done yet?

41
42 **COMMISSIONER ANDERSON:**
43 Yes, there is a significant amount.

44
45 **D.P.O. CALARCO:**
46 Then that's never getting constructed in '18.

47
48 **LEG. KENNEDY:**
49 No, that's what I said.

50
51 **COMMISSIONER ANDERSON:**
52 No. And that 20 million, we've recognized that 20 million isn't
53 going to be able to do it.

54
55 **D.P.O. CALARCO:**
56 So why don't we book the State 20 million for Kings Park in '18 and

1 leave the other monies for the Smithtown portion of the project out
2 in subsequent years and we'll deal with it -- if next year we find
3 that we can move it forward faster, then we do that next year,
4 right?

5
6 **LEG. KENNEDY:**

7 To be honest with you, I don't think Smithtown, even though they he
8 asked this morning, I don't think they can get that done in '18. I
9 think '19 would be more --

10:56AM 10

11 **D.P.O. CALARCO:**

12 Yeah, there's no way they're getting into Smithtown.

13
14 **LEG. KENNEDY:**

15 Well, Kings Park --

16
17 **D.P.O. CALARCO:**

18 So you're saying just put the State aid in the '19?

10:56AM 20

21 **COMMISSIONER ANDERSON:**

22 At this point, the reason we left it blank was because we don't
23 have the detail. We know the funding's out there, but to just put
24 it into the budget we felt was premature.

25
26 **D.P.O. CALARCO:**

27 So if for some reason we're ready to accept the State money in '18
28 as a grant to move it forward, we can just do that mid-year then.

29 **COMMISSIONER ANDERSON:**

30 And hopefully we get to accept it this year.

10:57AM 31

32 **D.P.O. CALARCO:**

33 Okay. Well, I mean, we can always do that, too, as Legislator
34 Kennedy is -- if it's State grant money, we can just accept it
35 mid-year, we don't need -- we wouldn't need an offset for that.

36
37 **LEG. KENNEDY:**

38 We can accept it but we have to --

10:57AM 40

39
40 **D.P.O. CALARCO:**

41 Oh, we can add it to the Capital Budget without having an offset
42 mid-year.

43
44 **LEG. KENNEDY:**

45 We'll have to wait till next year to move it up to a year.

46
47 **D.P.O. CALARCO:**

48 No. What the Commissioner is saying is he's actually hoping that
49 we would get the State money this year even, potentially, which
50 would be something we can add to the Capital Budget without having
51 an offset in mid-year. Whenever you have a 50% aided project that
52 you can add into the Capital Budget without needing an offset.

10:57AM 50

53
54 **LEG. KENNEDY:**

55 I understand that, but we will need additional County funds in
56 there plus grants.

1 **D.P.O. CALARCO:**

2 But why?

3

4 **LEG. KENNEDY:**

5 Because it costs -- what is it now? To build for the length of
6 Main Street, Smithtown.

7

8 **MR. LIPP:**

9 So if you look up on the board --

10:57AM 10

11 **COMMISSIONER ANDERSON:**

12 Yeah, Smithtown you will need additional funding, correct.

13

14 **LEG. KENNEDY:**

15 Eighty million.

16

17 **MR. LIPP:**

18 We have that, if you look up on the board.

19

10:58AM 20

21 **LEG. KENNEDY:**

22 Yeah, that's subsequent years, and I don't know if --

23

24 **D.P.O. CALARCO:**

25 Yeah, that's why we plan on doing Kings Park now and we keep the
26 Smithtown portion out until -- when it's more realistic that it's
going to come to fruition, right?

27

28 **COMMISSIONER ANDERSON:**

10:58AM 30

29 Well, again, that's why we -- I mean, however you want to handle
30 it. It's our opinion it was best until we know exactly how this is
31 going to be funded when we have the funds in hand. You know, it
32 can be added into the Capital Program because of the 50% rule, but
33 at this point we're speculating -- again, I would defer to you all
34 how you want to --

35

36 **D.P.O. CALARCO:**

37 Even if we're kicking -- if the State's giving us 20 million for
38 the Smithtown portion and we're kicking in five million for that
39 project, and we can still even add that mid-year if we really
40 wanted to.

10:58AM 40

41

42 **LEG. KENNEDY:**

43 Can we do that?

44

45 **D.P.O. CALARCO:**

46 Right, Dr. Lipp?

47

48 **MR. LIPP:**

49 Sorry, can you repeat that?

10:58AM 50

51 **D.P.O. CALARCO:**

52 So if we're getting 20 million towards the Smithtown project from
53 the State and we need to kick in five million for that initial
54 outlay, can we do that as a mid-year addition?

55

56

1 **MR. LIPP:**
2 Oh, most definitely.

3
4 **D.P.O. CALARCO:**
5 If we need to move it forward for some reason and the stars align
6 line, then we can do that for you.

7
8 **MR. LIPP:**
9 Yeah, and if it's -- as the 50% rule, you could then in theory do
10 sewer serial bonds for the other 20 million to get you to 50; not
11 that you'd want to, it would depend upon what comes through.

12
13 **LEG. KENNEDY:**
14 Okay. As long as we can do that mid-year, I'm okay with that.

15
16 **D.P.O. CALARCO:**
17 I'm okay.

18
19 **CHAIRMAN KRUPSKI:**
20 Okay. We're ready to go? Good. So I still have a long list here.
21
22 7163, there were questions about the beach replenishment at
23 Meschutt. The recommendation was to delete the financing as there
24 are existing appropriation balances, and I think the Legislator
25 from that district just wants assurances that there's -- somewhere
26 there's \$50,000 worth of sand that's going to be put on the beach.
27 You want that nice orange sand?

28
29 **LEG. FLEMING:**
30 *(Inaudible)*

31
32 **COMMISSIONER ANDERSON:**
33 I would note that last year we did a full beach nourishment project
34 there, so.

35
36 **CHAIRMAN KRUPSKI:**
37 I'm not familiar with the conditions, so I'm not --

38
39 **COMMISSIONER ANDERSON:**
40 No, understood. But yeah, we did it in-house with our own forces
41 and we moved it from an adjacent area.

42
43 **CHAIRMAN KRUPSKI:**
44 You got it from the dredging, right, at the canal?

45
46 **COMMISSIONER ANDERSON:**
47 We actually went to the west of the canal.

48
49 **CHAIRMAN KRUPSKI:**
50 Okay. So is it -- are you satisfied with the conditions there?
51 I mean, I'm not familiar with it.

52
53 **LEG. FLEMING:**
54 Well, I mean, you know beaches, they come and they go. But I
55 wanted to just in -- just to confirm with the department that there
56 is a sufficient existing balance. Is there still an existing

1 balance should we come upon a need there?

2

3 **COMMISSIONER ANDERSON:**

4 There is an existing balance. Most of that is slated for other
5 projects. I would state that if, you know, we were -- in our plan
6 we were looking for that 50,000 in '18, we would like to see the
7 '18 in there, but if we have to go back in we could. There's a
8 number of ways to skin a cat here, we could go in with our own
9 forces and do that as we did last year as long as the area, the
10 borrow area has been replenished. You know, we --

11:01AM

11

12 **LEG. FLEMING:**

13 Right, there could be a cost to the sand itself, the materials.

14

15 **COMMISSIONER ANDERSON:**

16 Correct.

17

18 **LEG. FLEMING:**

19 No, it seems consistent to me based on the work that was already
20 done, that if there is indeed existing funding in the -- in that
21 line, that this is probably right. I needed to put the question.

11:01AM

22

23 **COMMISSIONER ANDERSON:**

24 Understood. Could we -- yes, there is funding in there.
25 It generally is -- yes, the answer is yes.

26

27 **LEG. FLEMING:**

28 Okay, that's great. I haven't had a chance to check with
29 Southampton Town Parks, but I'll definitely do that and confirm it.
30 Not that I doubt what your recommendation is, but there is -- you
31 know, we did do the project and it looks good from what I recall at
32 the end of last year.

11:02AM

33

34 **COMMISSIONER ANDERSON:**

35 Correct.

36

37 **LEG. FLEMING:**

38 Particularly when we went out to inspect the sanitary system that
39 was installed, so we'll keep an eye on that, but thank you. Thank
40 you, Mr. Chair.

11:02AM

41

42 **CHAIRMAN KRUPSKI:**

43 Okay, absolutely.

44

45 So the next one I have here 7165, renovations to the Long Island
46 Maritime Museum. And so the question was -- the recommendation is
47 to defer it for a year, from '18 to '19? And we just wanted, you
48 know, an explanation on that so we can move forward with that.

49

50 And the planning -- and why -- the question I had on the planning
51 was if you're replacing bulk heading, why do you need \$250,000 in
52 planning? If you put out an RFP you want to replace the bulkhead,
53 whether it's in-kind in place or at low sill, and the contractors
54 give bids and then they're the ones who do the actual permitting.

11:03AM

55

56

1 **COMMISSIONER ANDERSON:**
2 Actually, we get the permits.

3
4 **CHAIRMAN KRUPSKI:**
5 But I mean the DEC issues bulkhead replacement permits on a daily
6 basis, so it's not complicated either. I've been there a long
7 time.

8
9 **COMMISSIONER ANDERSON:**
11:03AM 10 Right, understood, understood. But this is an interesting -- you
11 know, this is that one area right near, obviously, the Maritime
12 Museum where -- I have the wrong one. Are we talking about 17 --
13 7164?

14
15 **MS. GAZES:**
16 Five.

17
18 **CHAIRMAN KRUPSKI:**
19 7165.

20
21 **COMMISSIONER ANDERSON:**
22 Oh, 65.

23
24 **LEG. FLEMING:**
25 Oh, that was the mix-up; see, there we go.

26
27 **COMMISSIONER ANDERSON:**
28 Oh, okay. Yeah, I mean that -- this marina, if you will, is -- has
29 a number of issues. I mean, the funding's needed for the
11:04AM 30 permitting. You know, we have to do -- it's not just a matter of
31 when we go in there and just asking for a permit to replace
32 in-kind, we still have to do, you know, the environmental studies
33 that are required and everything else. So this is our estimate
34 for, you know, the --

35
36 **CHAIRMAN KRUPSKI:**
37 It's just -- I mean, the core sampling is not that expensive. I
38 mean, if you get into where you're going to dispose of the
39 material.

11:04AM 40
41 **COMMISSIONER ANDERSON:**
42 Yeah, this material is very fine, it's very mucky. This has been
43 catching a lot of --

44
45 **CHAIRMAN KRUPSKI:**
46 Sure.

47
48 **COMMISSIONER ANDERSON:**
49 -- ugly stuff for a long time.

11:04AM 50
51 **CHAIRMAN KRUPSKI:**
52 When was the last time it was dredged?

53
54 **COMMISSIONER ANDERSON:**
55 I can tell you not in my tenure. I don't know exactly when.

56

1 **CHAIRMAN KRUPSKI:**

2 So you're looking at -- I mean, the cost of removal is going to be
3 more significant than anything there.

4
5 **COMMISSIONER ANDERSON:**

6 Absolutely.

7
8 **LEG. FLEMING:**

9 You have to cart it off the Island.

11:05AM 10

11 **COMMISSIONER ANDERSON:**

12 And one of the things we've always spoken about is there's an old
13 canal that is just to the west of this which adds a lot of sediment
14 into this area, and we talked about trying to block that off as
15 well.

16
17 **CHAIRMAN KRUPSKI:**

18 So why would we do this now, then? I mean, is this -- what is the
19 priority here for actually doing this project? In light of all --
20 you know, we toured the -- many of us toured the jail yesterday and
21 this is a facility where, you know, County employees work in and
22 there was a lot of interest in trying to do something there because
23 it is a well-worn facility there in the kitchen and obviously in
24 need of repair. And I think a lot of us were looking to try to
25 find savings elsewhere in the Capital Budget and kind of substitute
26 this and that, things where the County employees actually work and
27 people work every day. So the question is why would we -- why
28 would we dredge this at all?

11:05AM 20

29
30 **COMMISSIONER ANDERSON:**

31 This is an -- again, this is a County park facility that, you know,
32 has kind of been laying fallow for a long time.

11:06AM 30

33
34 **CHAIRMAN KRUPSKI:**

35 Uh-huh.

36
37 **COMMISSIONER ANDERSON:**

38 We're in the process of making improvements to the Maritime Museum
39 and this was felt was integral to those improvements.

40
41 **CHAIRMAN KRUPSKI:**

42 Uh-huh.

43
44 **COMMISSIONER ANDERSON:**

45 Could it be pushed off a year? Yeah, I don't see that as a --

46
47 **CHAIRMAN KRUPSKI:**

48 Yeah. And I think that's what we have to balance, is say, *Gee, it*
49 *would be nice to do everything everywhere for everyone*, but you
50 have to look at the facilities where County employees are working
51 first and I think we have to make sure that those are safe enough.

11:06AM 50

52
53 **COMMISSIONER ANDERSON:**

54 And as you can see from the pictures that were in the report,
55 they're not really getting used right now.

1 **CHAIRMAN KRUPSKI:**

2 No, that's what I mean. I mean, it's not like it's a -- it's not
3 like the Shinnecock locks which is on that list where it's a
4 heavily used County facility and we can address that afterwards.

5
6 **D.P.O. CALARCO:**

7 But this facility gets use. I mean, Gil, we do have -- the museum
8 does launch boats. I mean, it's not as if this marina is not
9 utilized.

11:07AM 10

11 **COMMISSIONER ANDERSON:**

12 Right, but you really can't dock a --

13
14 **D.P.O. CALARCO:**

15 Well, we can come up with all sorts of people who are operating off
16 of our property for museums. But, I mean, the facility operator
17 who's operating our park has utilized this marina.

18
19 **COMMISSIONER ANDERSON:**

11:07AM 20 Without question, but not to the full capacity because --

21
22 **D.P.O. CALARCO:**

23 Sure, because the marina's shot and they can't use it to the full
24 capacity. I mean, listen, I'm not necessarily disputing the
25 ability to postpone, I'm just saying we can't just ignore this.
26 We have to deal with this at some point, right?

27
28 **COMMISSIONER ANDERSON:**

29 Absolutely. Similar to all our parks.

11:07AM 30

31 **D.P.O. CALARCO:**

32 Okay.

33
34 **CHAIRMAN KRUPSKI:**

35 Yeah, the same as every other park that we have that needs
36 improvements.

37
38 We could get into the Vanderbilt first, but I think Legislator
39 Fleming had questions about the -- I can't find them here, but
11:08AM 40 questions about the locks.

41
42 **LEG. FLEMING:**

43 Yes, I do appreciate the point about the savings for the Meschutt
44 Beach replenishment, and I think we have agreement probably from
45 the town on that.

46
47 With regard to 5343, which is the reconstruction of the locks at
48 the canal. It is -- has been recommended by BRO that we move
49 planning dollars up from 2020 to 2019 -- this is 5343.

11:08AM 50

51 **COMMISSIONER ANDERSON:**

52 Thank you.

53
54 **LEG. FLEMING:**

55 -- to make a decision about the four additional funds are required
56 to maintain that existing structure. I want to echo what Al said

1 about the use there, I think everyone knows that -- first of all,
2 it's the only working lock system in New York, or at least on Long
3 Island. I think in New York.

4
5 **D.P.O. CALARCO:**
6 Long Island.

7
8 **LEG. FLEMING:**
9 Are you sure?

11:09AM 10
11 **COMMISSIONER ANDERSON:**
12 Yeah, on Long Island there is --

13
14 **LEG. FLEMING:**
15 Where else?

16
17 **COMMISSIONER ANDERSON:**
18 -- the Erie Canal which does operate, but this is the only
19 non-State operated lock system.

11:09AM 20
21 **LEG. FLEMING:**
22 I see. And it's very, very heavily used. As a matter of fact,
23 this Friday I have a ribbon cutting for life rings that the
24 rotaries and we, the Parks Department, have installed along the
25 canal because there have been -- you know, once those locks are
26 opened, the current is just brutally quick and can be dangerous.
27 So I'm happy to work with the rotaries and they've installed these
28 locks and DPW and Parks were very, very helpful to do it so that
29 life rings can be tossed if somebody gets in trouble. And there
11:09AM 30 are 21 of them, I think they're spaced far enough apart that
31 someone could run if someone's in trouble and the coordinates are
32 on the pole, so very important. But it just speaks to the use
33 there and how important it is to get it right and how dangerous it
34 could be if you don't get it right with regard to the lock. So I
35 appreciate BRO's suggestion that we move that funding up for a
36 feasibility study. It is a very complicated infrastructure and not
37 something that we can just copy what other people do, so the
38 engineering is undoubtedly challenging, too.

11:10AM 39
40 I am informed by Town Trustees that -- well, first of all, if it
41 were to break down there's no access to the Peconics. So it's an
42 intercoastal waterway that allows commercial fishermen to get from
43 one system to another, and it's very important for the economy of
44 the whole region with regard to commercial fishing, not to mention
45 recreational boating. But it's also extremely heavily used, and
46 the President of the Southampton Town Trustees says needs to happen
47 as soon as possible for those reasons. So I'm hoping that you
48 could support moving it and don't know if you've looked into it
49 since you put in your original proposal or what you think about
11:11AM 50 BRO's suggestion.

51
52 **COMMISSIONER ANDERSON:**
53 The locks are something that's under a lot of use, we're
54 continually repairing them. Anybody who's been there when the
55 locks are down -- the mechanical locks, not the tide gates --
56 understands how difficult it is to get through that area, just

1 based on the tide. And we essentially can't have two-way traffic
2 during the tide flows, so it is important that we maintain this.
3 We recommended that it be placed into '18. You know, the County
4 Executive is trying to work within a budget and he moved it out to
5 '19, it's a planning tool next year, and again, BRO has moved it
6 up. To be honest with you, either way is fine because it is a
7 planning tool. We would like to see this sooner rather than later.

8
9 **LEG. FLEMING:**

11:12AM 10 Thank you, I appreciate that. Can I ask Dr. Lipp, what -- this is
11 just a rookie's question, I guess. But what impact, what economic
12 impact do we see from these future years shifts? Like if we move
13 it from 2020 to 2019 or vice versa, what are the various impacts to
14 the budget, to our credit rating, whatever that might be?

15
16 **MR. LIPP:**

17 It probably doesn't have much of an effect if what you're saying
18 basically is in terms of what our ability or capacity to borrow is,
19 you know, in terms of required measurements are, in terms of what
11:13AM 20 the maximum is before you have a problem. In the eyes of the
21 credit rating agencies, they don't consider it a problem that we're
22 well below that limit. That being said --

23
24 **LEG. FLEMING:**

25 Right. How much below that limit are we, generally?

26
27 **MR. LIPP:**

28 We haven't -- we're always quite a bit below; very low, in fact.
29 I could pull up some numbers, if you give me a couple of minutes.
11:13AM 30 That being said --

31
32 **LEG. FLEMING:**

33 I can give you a couple of hours.

34
35 **MR. LIPP:**

36 Okay. Well, the being said, the bigger issue here is not what the
37 credit rating agencies are thinking about our borrowing, but rather
38 what impact it has on the Operating Budget debt service, especially
39 given the size of the budget deficit.

11:13AM 40
41 **LEG. FLEMING:**

42 So could you speak to that for this particular funding amount, the
43 500,000?

44
45 **MR. LIPP:**

46 Right. So the 500,000 would probably be another 250,000 in
47 interest over 12 years, so it would be 750,000.

48
49 **LEG. FLEMING:**

11:14AM 50 This is from moving it from 2020 to 2019.

51
52 **D.P.O. CALARCO:**

53 That's just -- I mean really we're just talking about planning.
54 It has no budgetary impact because nothing can be appropriated.

1 **LEG. FLEMING:**
2 That's my point; I just wanted it on the record with Dr. Lipp.

3
4 **D.P.O. CALARCO:**
5 Right, and I guess Dr. Lipp wasn't understanding the question.

6
7 **CHAIRMAN KRUPSKI:**
8 Do you have any other --

9
10 **MR. LIPP:**
11 Do you want to rephrase the question?

12
13 **LEG. FLEMING:**
14 No, no. I'm just asking you with regard -- I think you've answered
15 the question, that it wouldn't have a dramatic impact if we move
16 the planning dollars from '20 to '19 --

17
18 **MR. LIPP:**
19 Correct.

20
21 **LEG. FLEMING:**
22 -- as the Southampton Town Trustees have asked us to do.

23
24 **MR. LIPP:**
25 Correct.

26
27 **LEG. FLEMING:**
28 Thank you.

29
30 **CHAIRMAN KRUPSKI:**
31 Is there any -- Dr. Lipp, I have a question about the locks. Is
32 there any -- and I know they just have a new set of locks on the
33 Panama Canal. Have the lock technologies changed in the last
34 hundred years?

35
36 **MR. LIPP:**
37 That's a Gil question, definitely.

38
39 **CHAIRMAN KRUPSKI:**
40 Oh, come on. I've been told that you know a lot of things.

41
42 **MR. LIPP:**
43 Well, I mistook locks as being spelt L-0-X, so.

44
45 *(*Laughter*)*

46
47 **LEG. FLEMING:**
48 What happened with Gil?

49
50 **CHAIRMAN KRUPSKI:**
51 No, he left. He got disgusted with our questioning and he left, I
52 think. I don't blame him, by the way.

53
54 **LEG. KENNEDY:**
55 He's coming back. There he is.

56

1 **CHAIRMAN KRUPSKI:**

2 Commissioner Anderson, they said that you left for the day.

3

4 **COMMISSIONER ANDERSON:**

5 No.

6

7 **CHAIRMAN KRUPSKI:**

8 And I didn't blame you. I had a question, and Legislator Fleming
9 has more questions about Shinnecock, but the question I had about
10 the locks is -- and I know at Panama they just replaced -- they
11 have a new set of locks now, and they still use the old ones which
12 are a hundred years old. Is there a new lock technology? I mean,
13 is this -- what would you study there or would it just be a
14 straight up like this is what we have -- these are the confines of
15 the canal, this is what we have to use.

11:15AM

16

17 **COMMISSIONER ANDERSON:**

18 Yeah, we don't have -- unfortunately we don't have -- or
19 fortunately we don't have the luxury that, you know, the Federal
20 government had down at Panama to build a canal next to the new one;
21 we'd never get the permitting for that.

11:16AM

22

23 **CHAIRMAN KRUPSKI:**

24 Sure.

25

26 **COMMISSIONER ANDERSON:**

27 As logical as that may be. The study itself would look at, you
28 know, upgrading technology. Our technology in there is 1950's
29 circa, so looking at that, looking at the -- we've made emergency
30 repairs over my tenure, we've made a number of emergency repairs
31 more often than we've made planned repairs because the system is so
32 well. It is generally under -- you know, used under, I don't want
33 to say hazardous, but extreme conditions.

11:16AM

34

35 **CHAIRMAN KRUPSKI:**

36 Dangerous, sure.

37

38 **COMMISSIONER ANDERSON:**

39 So those are the things we would be looking at. I don't know that
40 there's any new technology. I mean, yeah, the motors and the
41 electronics are going to be updated, probably digital, or we may be
42 {dio'd}, you know, or even older technology in the building
43 (*laughter*), which would probably work better but, you know.

11:16AM

44

45 **CHAIRMAN KRUPSKI:**

46 Probably, yeah. Okay.

47

48 **COMMISSIONER ANDERSON:**

49 But that's what we would study.

11:17AM

50

51 **CHAIRMAN KRUPSKI:**

52 All right. Legislator Fleming.

53

54 **LEG. FLEMING:**

55 Thank you. So we were just talking about the possibility of moving
56 a half of million from '20 to '19 for the locks. I wanted to ask

1 about Capital Program 7190, the improvement to the Shinnecock West
2 County Park parking lot which is along the canal there. I
3 appreciate the BRO's suggestion that 550,000, which is 50,000 more
4 than what we were talking about for the locks which are critically
5 important, that that be deferred from '19 to subsequent years, and
6 I think that's probably a very good move. But I wanted to double
7 check with you, Gil. I know the Town of Southampton is working
8 with Rechler at that location because Rechler is doing a large
9 Planned Development District that includes the restoration of the
10 Canoe Place Inn and the construction of townhouses that's on either
11 side of the canal. And I would expect -- I know there were
12 discussions they have to make -- in order to get their approvals
13 for that PDD, they had to commit funding for a park on the west
14 side of the canal. And I would think that we could work with the
15 Town and the Rechlers to ensure that whatever improvements are made
16 there to the park which abuts the parking lot should include it or
17 somehow mitigate the cost to the County on that parking lot. I
18 don't know if you're familiar with that or if you would concur with
19 Budget Review that that would be appropriate to move that to
20 future -- to subsequent years.

11:19AM

21
22 **COMMISSIONER ANDERSON:**

23 I'm aware of the Shinnecock West parking lot, I'm not as aware of
24 what's been proposed with the Rechler company. Certainly we would
25 be willing to work with them to make improvements, you know, again,
26 from a priority standpoint. You know, from a departmental
27 standpoint, we don't see an issue with it being in subsequent
28 years. However, we recognize the County Executive's interest in
29 trying to move this forward to, you know -- based on -- I'm
30 assuming based on interest in parks, but also the Town of
31 Southampton's interest in trying to redevelop that area within the
32 center of the park to make it more, you know, water quality
33 friendly.

11:19AM

34
35 **LEG. FLEMING:**

36 It's bulk headed all the way along the canal, so in terms of water
37 quality --

38
39 **COMMISSIONER ANDERSON:**

40 This is -- no, I believe -- I could be completely wrong on this.
41 My understanding is this is the site at the end of Dune Road, you
42 go past like Oaklands and --

11:20AM

43
44 **CHAIRMAN KRUPSKI:**

45 No, we're talking about different entities. I thought it was by
46 the Canoe Place Inn.

47
48 **COMMISSIONER ANDERSON:**

49 Oh, did you?

11:20AM

50
51 **LEG. FLEMING:**

52 Yeah. Are we sure?

53
54 **CHAIRMAN KRUPSKI:**

55 I'm not sure. I'm thinking of one place, I could be wrong.

1 **COMMISSIONER ANDERSON:**

2 There is a --

3
4 **LEG. FLEMING:**

5 No, you're right. I think you're right.

6
7 **COMMISSIONER ANDERSON:**

8 Yeah. Yeah, this is -- the one you're speaking of is County
9 parkland. It's an area that we had an agreement with the town to
10 maintain, but we've become more and more involved in the
11 maintenance because they're having trouble getting everything they
12 need to do. But that area over near Canoe Place we use for staging
13 of work in the canal itself, in the locks. So, but to answer your
14 question with regard to that; yes, we would be willing to work with
15 Rechler and come up with a plan. But this one I believe is the
16 area at the end of Dune, on the east end of Dune.

17
18 **LEG. FLEMING:**

19 And so, excuse me, I was mistaken about the location, and that is
20 an important location along -- what is it with regard to water
21 quality that needs to happen there?

22
23 **COMMISSIONER ANDERSON:**

24 In the center of the parking lot, it's really almost like, if you
25 will, a giant square with a sand center. But when Sandy hit, all
26 the -- the entire area was basically covered with a foot or so of
27 sand. So what happened was, there was an area in the center of the
28 parking lot that was used to -- for storm water to go to and then
29 recharge into the ground and, you know, eventually where it goes
30 into the harbor or into the Great South Bay or whatever. That now
31 has piles of sand on it. The plan, the Town is very interested in
32 trying to get that area renovated, again, for water quality
33 purposes. But as far as drainage, it tends to work in that it's
34 sand and the water goes into the sand, so.

35
36 **CHAIRMAN KRUPSKI:**

37 But if you take the sand out you can use that at Meschutt or
38 elsewhere, right? That's got to be clean sand after Sandy, right?

39
40 **COMMISSIONER ANDERSON:**

41 Yeah, you could -- yeah.

42
43 **CHAIRMAN KRUPSKI:**

44 It's got to be consistent with --

45
46 **COMMISSIONER ANDERSON:**

47 Right. The only thing that's in there that you wouldn't want on
48 the beach is when Sandy hit, a lot of the chinks in the jetty came
49 out and they're all mixed in there as well, so that could be
50 separated with a screen.

51
52 **CHAIRMAN KRUPSKI:**

53 A screen-out, yeah.

54
55 **LEG. FLEMING:**

56 But that is a -- I mean, that is a very shallow water table.

1 **COMMISSIONER ANDERSON:**

2 Yep.

3

4 **LEG. FLEMING:**

5 Very short distance to surface waters. You can -- it's not far
6 from Cupsogue where you can stand on the temporary structure and
7 basically throw a rock either into the ocean or to the bay.

8

9 **COMMISSIONER ANDERSON:**

10 Right.

11

12 **LEG. FLEMING:**

13 You know, it's very wet.

14

15 **COMMISSIONER ANDERSON:**

16 Yeah.

17

18 **LEG. FLEMING:**

11:23AM 19 So I'm going to withdraw that suggestion, and I appreciate your
20 concerns about that. So you feel that it is advisable to keep the
21 funding where the County Executive's proposal has it.

22

23 **COMMISSIONER ANDERSON:**

24 Yes.

25

26 **LEG. FLEMING:**

27 Okay, thank you. I tried.

28

29 **CHAIRMAN KRUPSKI:**

11:23AM 30 Commissioner, we're going to have a Working Group at 11:30, if we
31 could ask you to join us for that. We're working through some of
32 these issues and I think we're ready to vote on some of these that
33 we've been working through. If you could join us and we can work
34 through the other ones that have been highlighted here any others
35 that anyone might have, we'll take advantage of your time.

36

37 **COMMISSIONER ANDERSON:**

38 Absolutely.

39

40 **CHAIRMAN KRUPSKI:**

41 Thank you.

42

43 **D.P.O. CALARCO:**

44 I have a question before we break for Working Group.

45

46 **CHAIRMAN KRUPSKI:**

47 Go ahead.

48

49 **D.P.O. CALARCO:**

11:23AM 50 I know we're only a couple of minutes off from the Working Group,
51 but I did have a question. Something came over from one of my
52 colleagues, a project for a dredging of a -- hold on, Flax Pond;
53 are you familiar with that project, Gil?

54

55 **COMMISSIONER ANDERSON:**

56 Yes, very.

1 **D.P.O. CALARCO:**

2 So it's a request to add some money into the Capital Budget for
3 this. My question for you is are you guys at a point where you're
4 ready to do dredging? Have you submitted an application for
5 permits from DEC and other regulatory bodies? What's a realistic
6 timeframe on that project?

7
8 **COMMISSIONER ANDERSON:**

9 Right now that project, we just got a request to dredge the
10 entrance to Flax Pond.

11:24AM

11
12 **D.P.O. CALARCO:**

13 I guess that's -- is that an estuary, basically, off the Sound.

14
15 **COMMISSIONER ANDERSON:**

16 Yeah, it's up in Old Field. It's actually a site that's jointly
17 owned by DEC as well as SUNY Stony Brook. Stony Brook does
18 research up there, DEC permits -- you know, they permit the site to
19 be used for hunting water foul and other --

11:24AM

20
21 **D.P.O. CALARCO:**

22 So we got a dredging request for it.

23
24 **COMMISSIONER ANDERSON:**

25 We have a dredging request, we're working out the dredging request,
26 then we have to bring it to the Dredge Project Screening Committee.
27 Then we have to go for the permits, Stony Brook has been working
28 with us on -- and I would anticipate will help us get the permits,
29 but --

11:25AM

30
31 **D.P.O. CALARCO:**

32 You're talking DEC permits, the Army -- do we need Army Corps?

33
34 **COMMISSIONER ANDERSON:**

35 Yes, we do.

36
37 **D.P.O. CALARCO:**

38 Army Corp, so you're talking at least --

39
40 **CHAIRMAN KRUPSKI:**

41 Fish and Wildlife.

42
43 **D.P.O. CALARCO:**

44 At least a year in the permitting process, right?

45
46 **COMMISSIONER ANDERSON:**

47 Absolutely.

48
49 **D.P.O. CALARCO:**

11:25AM

50 Okay. So do you need planning money for that permitting process?

51
52 **COMMISSIONER ANDERSON:**

53 Yes, we would need planning money for that permitting process.

54
55 **D.P.O. CALARCO:**

56 How much would you need for that?

1 **COMMISSIONER ANDERSON:**

2 Uh --

3

4 **D.P.O. CALARCO:**

5 I've been told the project is a \$700,000 project; at least that's
6 the request.

7

8 **COMMISSIONER ANDERSON:**

11:25AM

9 Yeah, for the actual dredging, based on the volume that was
10 determined by Stony Brook, that was correct. I think it was
11 750,000, maybe 700,000.

12

13 **D.P.O. CALARCO:**

14 I got a request for 700.

15

16 **COMMISSIONER ANDERSON:**

17 Okay, 700. Yeah, I provided it, I just don't remember. But yeah,
18 in that range; I mean, if you did 10% of that.

19

11:25AM

20 **D.P.O. CALARCO:**

21 Then you need about 70.

22

23 **COMMISSIONER ANDERSON:**

24 Seventy five, and then, you know, if you're going to put that in
25 for planning.

26

27 **D.P.O. CALARCO:**

28 Is that something that we could work into your existing dredging?

29

11:26AM

30 **COMMISSIONER ANDERSON:**

31 Yeah.

32

33 **D.P.O. CALARCO:**

34 So you would just need an increase in your dredging line.

35

36 **COMMISSIONER ANDERSON:**

37 Yeah, if that's what was -- again, you know -- yes; to answer the
38 question, yeah. I think 5200, we could put it in there and that
39 would be --

11:26AM

40 **D.P.O. CALARCO:**

41 What would be the appropriate years?

42

43 **CHAIRMAN KRUPSKI:**

44 It depends on when the State funding comes through to dredge it.

45

46

47

(*Laughter*)

48

49 **D.P.O. CALARCO:**

11:26AM

50 Well, I guess the request has been made, just like there's many
51 town waterways that we maintain and dredge at the request of the
52 towns. I guess that's basically what we're looking at is another
53 waterway that's being requested for us to dredge. The question is
54 when is it appropriate to put it into the -- to work it into the
55 schedule.

56

1 **COMMISSIONER ANDERSON:**
2 I mean, if I -- at this point I would say put it into '18.

3
4 **D.P.O. CALARCO:**
5 The planning money.

6
7 **COMMISSIONER ANDERSON:**
8 The planning money.

9
10 **D.P.O. CALARCO:**
11 With an actual increase in dredging money in '19?

12
13 **COMMISSIONER ANDERSON:**
14 I mean, right now you have to do '19. You know, obviously next
15 year we'll have a better handle on where we are.

16
17 **D.P.O. CALARCO:**
18 Best case scenario would be '19, because you have to go through all
19 this regulatory processes.

20
21 **COMMISSIONER ANDERSON:**
22 Right.

23
24 **D.P.O. CALARCO:**
25 And I know those are --

26
27 **COMMISSIONER ANDERSON:**
28 It would be --

29
30 **D.P.O. CALARCO:**
31 It's usually a year and a half to two years to get those permits.

32
33 **COMMISSIONER ANDERSON:**
34 Correct, and I'd be very impressed if we got it done, if we're
35 lucky a year and a half.

36
37 **D.P.O. CALARCO:**
38 Yeah, I know. I've experienced it. Thanks.

39
11:27AM 40 **CHAIRMAN KRUPSKI:**
41 Flax Pond, has this been dredged by the County before?

42
43 **COMMISSIONER ANDERSON:**
44 No, this would be a whole new -- that's why it has to go before the
45 Dredge Project Screening Committee.

46
47 **CHAIRMAN KRUPSKI:**
48 Oh, this will be -- yeah, permitting wise, if it's not a -- if it's
49 not a maintenance dredging it's a long road to go through with the
11:27AM 50 State and Federal Fish and Wildlife. It's going to be at --

51
52 **D.P.O. CALARCO:**
53 Two years.

54
55 **CHAIRMAN KRUPSKI:**
56 It's not -- '19 is even --

1 **D.P.O. CALARCO:**
2 Probably '20 best case scenario.

3
4 **CHAIRMAN KRUPSKI:**
5 Yeah.

6
7 **COMMISSIONER ANDERSON:**
8 DEC -- for what it's worth, the DEC has been intimately involved in
9 this project as we've been moving forward. So they're not -- I
10 don't see them as the issue, but you still have to get beyond the
11 Federal agencies which is the Core, and they're the good guys.
12 Then you've got the Fish and Wildlife folks.

11:27AM

13
14 **CHAIRMAN KRUPSKI:**
15 Sure. They're the good guys on a good day.

16
17 **COMMISSIONER ANDERSON:**
18 On a good day.

11:28AM

19
20 **D.P.O. CALARCO:**
21 Fish and Wildlife, DEC, State, Department of State; it's a
22 nightmare.

23
24 **CHAIRMAN KRUPSKI:**
25 Yeah, I know, I've been there.

26
27 So, Legislator Fleming has a question on the S-92 -- no, I'm
28 kidding.

11:28AM

29
30 *(*Laughter*)*

31
32 **DEPUTY COMMISSIONER TYSON:**
33 *(Laughter)*. I look forward to working together, seriously. I mean
34 that seriously.

35
36 **D.P.O. CALARCO:**
37 We're going to keep them here for Working Group. I'll do most of
38 these questions. You're going to stick around, Gil?

11:28AM

39
40 **COMMISSIONER ANDERSON:**
41 Yeah, I'm here.

42
43 **CHAIRMAN KRUPSKI:**
44 It's just one more question for the public portion.

45
46 **LEG. FLEMING:**
47 I'm looking for the Gabreski improvements. Does anybody have the
48 Gabreski improvement list? 5734.

11:29AM

49
50 So I appreciate the work that the department has done, along with
51 the Police Department and my office and the volunteer fire
52 departments, particularly Bridgehampton, to try to improve the
53 dismal facility at the -- that the Medevac folks have and the
54 Police Department special projects has at Gabreski. I appreciate
55 that work has been done on upgrading the heating system, the
56 generator, the lighting, although I understand it's still very

1 inadequate. But the biggest question is, you know, I believe it
2 was Sandy funding that allowed them to get a fuel tank in the
3 Medevac hangar that would allow the pilots who are responding to an
4 emergency to fill their tanks right there in the hangar as opposed
5 to having to drive over to -- take the plane over to the fueling
6 facility at Gabreski which could cost very critical minutes when
7 you're trying to answer the Medevac emergencies that, as you know,
8 are very, very distant from the Gabreski facility, you know, in
9 situations where minutes can make the difference between life and
10 death.

11:30AM

11
12 So we have been working for two years to try to figure out how to
13 allow them to use that fuel tank, and the question is -- they need
14 a slab, they need a concrete platform to store the fuel tank on.
15 And we've had these discussions, Chief Cameron has been involved in
16 the discussions, but we seem to be at an impasse with regard to
17 funding sources that would allow them to use a fuel tank that they
18 already have that's sitting there, but because of regulation they
19 can't tap into. So they're still having to drive all the way over
20 to the airport facility. Are you familiar with whether this
21 350,000 includes any appropriations for that, or is it just for
22 lights and heat which we've made some progress on but not much.

11:31AM

23
24 **COMMISSIONER ANDERSON:**

25 I believe the funding that's proposed is intended to make
26 improvements along the south side. I don't know -- it doesn't go
27 into the details of what those expenditures are. But if that's an
28 issue, we're talking about -- so I understand it, your request is
29 they need a concrete slab so they can support -- and I'm assuming
30 some type of enclosed facility so that they can support a fuel tank
31 and then fuel up.

11:32AM

32
33 **LEG. FLEMING:**

34 I don't think they need an enclosure. They really -- my
35 understanding is the approvals they're speaking would be available
36 if they just were able to install it on the concrete slab.

37
38 **COMMISSIONER ANDERSON:**

39 Do you know if it's self -- what I meant by enclosure was really,
40 you know, in case of a spill. There's usually --

11:32AM

41
42 **LEG. FLEMING:**

43 Oh, yes, you have to have somewhere, a lip.

44
45 **COMMISSIONER ANDERSON:**

46 Right, right. But I don't -- I can look into this. It doesn't
47 seem like it should be that big of a lift, and it certainly could
48 be included within the \$350,000 that we're talking here. If you're
49 talking about essentially a concrete enclosure that, you know,
50 supports the structure but also eliminates potential for any spill
51 outside of the immediate -- underneath the tank, so.

11:32AM

52
53 **LEG. FLEMING:**

54 Yeah. We have been in touch with your department for a while on
55 this. But if -- I would just ask at least that we not take a vote
56 on this particular one until we get some of those answers, we as a

1 Working Group. Just because this is really critically important to
2 the safety --

3
4 **COMMISSIONER ANDERSON:**
5 I understand.

6
7 **LEG. FLEMING:**
8 Okay.

9
10 **COMMISSIONER ANDERSON:**
11 So your question is you want to know what the \$350,000 is intended
12 for.

13
14 **LEG. FLEMING:**
15 Right, and if it accommodates that very important safety upgrade.

16
17 **COMMISSIONER ANDERSON:**
18 Okay, I will find out.

19
11:33AM 20 **LEG. FLEMING:**
21 Thank you.

22
23 *(*Legislator Martinez entered the meeting at 11:33 a.m.*)*

24
25 **CHAIRMAN KRUPSKI:**
26 And is this -- I've got to just -- I've got to ask the question for
27 clarification; is this -- the fuel storage, is this a Suffolk
28 County Health Department requirement, that it have containment?

29
11:33AM 30 **COMMISSIONER ANDERSON:**
31 Yes, it is to have containment, but I don't know if that's the
32 entire issue with this. I'm not -- this is the first I'm hearing
33 about it, so.

34
35 **CHAIRMAN KRUPSKI:**
36 Okay. It's just that they have different rules and different
37 interpretations on fuel storage and fuel dispensing facilities.

38
39 **COMMISSIONER ANDERSON:**
40 Right.

41
42 **CHAIRMAN KRUPSKI:**
43 And it's been an ongoing discussion between different communities
44 with the Health Department on how these are -- in fact, we changed
45 Article 7 two years ago, the Board of Health voted to change it to
46 reflect some different interpretations. So you might want to just
47 double check on what's actually required.

48
11:34AM 49 **COMMISSIONER ANDERSON:**
50 Yes.

51
52 **LEG. FLEMING:**
53 In substance, what's required, though, I think there's general
54 recognition and concurrence on the need to make the change.

55
56

1 **CHAIRMAN KRUPSKI:**
2 Well, the need's one thing --

3
4 **LEG. FLEMING:**
5 Because we haven't been able to find the funding.

6
7 **CHAIRMAN KRUPSKI:**
8 What's required to have it might be subject to be interpretation.

9
10 **LEG. FLEMING:**
11 True, but we need to make headway.

12
13 **CHAIRMAN KRUPSKI:**
14 Oh, yes. All right, so thank you, Commissioner, for your time
15 here. And we welcome you to stay for the -- we're going to close
16 this out, the public. And I should ask the public, is there anyone
17 in the public who would like to make any comment on the Department
18 of Public Works, Transportation and Energy Capital Budget? Seeing
19 none, then we'll close this hearing and we will move on to the
20 Working Group.

21
22 **LEG. MARTINEZ:**
23 Just quickly, I know in terms of the Working Group, we had one
24 question regarding something in my district that we were going to
25 discuss.

26
27 **CHAIRMAN KRUPSKI:**
28 Sorry, next year, you're too late.

29
30 *(*Laughter*)*

31
32 **LEG. MARTINEZ:**
33 The Working Group hasn't started, so I'm actually on time.

34
35 **CHAIRMAN KRUPSKI:**
36 We did ask the Commissioner earlier this morning. Feel free to ask
37 him again. We grouped those together, and he's going to stay for
38 the rest of the time.

39
40 **LEG. MARTINEZ:**
41 Perfect. Thank you.

42
43 **D.P.O. CALARCO:**
44 Yeah, we're going to hold him.

45
46 **LEG. MARTINEZ:**
47 I like that.

48
49 *(*The meeting was adjourned at 11:35 a.m.*)*

50
51 { } - Denotes Spelled Phonetically.

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