

PUBLIC WORKS, TRANSPORTATION & ENERGY COMMITTEE

OF THE

SUFFOLK COUNTY LEGISLATURE

Minutes

A special meeting of the Public Works, Transportation & Energy Committee of the Suffolk County Legislature was held in the Rose Y. Caracappa Legislative Auditorium of the William H. Rogers Legislature Building, 725 Veterans Memorial Highway, Smithtown, New York on May 15, 2019 to discuss the Capital Budget.

MEMBERS PRESENT:

Leg. Al Krupski, Chairperson
Leg. Robert Calarco, Deputy Presiding Officer
Leg. Bridget Fleming
Leg. Susan A. Berland
Leg. Tom Donnelly

ALSO IN ATTENDANCE:

Presiding Officer DuWayne Gregory, 15th Legislative District
Amy Ellis, Chief Deputy Clerk
Robert Lipp, Director/Budget Review Office
Rosalind Gazes, BRO
Laura Halloran, BRO
Craig Freas, BRO
Joe Muncey, BRO
Robert Doering, BRO
Acting Commissioner Darnell Tyson/DPW
William Hillman, Chief Engineer/Highway/DPW
Lori Baldassare, Fleet Management/DPW
Keith Larsen, Capital Projects Manager/DPW
Robert Martinez, Aide to Leg. Muratore
Irene Donohue, Aide to Leg. Fleming
Karen Klafter, Aide to Leg. Donnelly
Tom Iwanejko, Director/Vector Control
And all other interested parties

MINUTES TAKEN BY:

Diana Flesher, Court Stenographer

MINUTES TRANSCRIBED BY:

Denise Weaver, Legislative Aide

THE MEETING WAS CALLED TO ORDER AT 9:38 AM

CHAIRPERSON KRUPSKI:

Please rise for the Pledge of Allegiance led by Legislator Berland.

SALUTATION

Good morning, everyone. Thank you for coming. We are going to start now because everyone's here and it's late and we're still waiting for a few members but it'd be unfair to keep everyone waiting.

So, we'll start, if Dr. Lipp, if you could give us an overview of the work that you've done on your review and we can -- we can go from there.

DR. LIPP:

Okay. So for starters, we have up on the screen, unfortunately, it doesn't all fit in a simple space, a few things about the financing related to the Capital Program. So for this current year, which was adopted last year, you could see what the different levels of finance are for the Capital Projects. So, for instance, in yellow, -- I'm sorry, excuse me for a second. Okay.

So last year there was \$104 million that was adopted for B money, which is serial bonds for everything except for sewers. And for the sewer part it's less than -- less than a million dollars -- no, here I am, I'm sorry, it's \$4.8 million for the sewer parts. So you got a \$104 million 2019 Adopted for serial bonds except for sewers; and the sewers are the additional four million and change. If you go down to what the current -- what the proposed -- what our recommended --

CHAIRPERSON KRUPSKI:

I'm sorry, that's -- those -- that's difficult to read for me.

DR. LIPP:

Okay.

CHAIRPERSON KRUPSKI:

Where do I find that?

DR. LIPP:

That's in a file that is not accessible to you.

CHAIRPERSON KRUPSKI:

That's okay.

DR. LIPP:

Okay.

CHAIRPERSON KRUPSKI:

You can just explain it then.

DR. LIPP:

Okay, I'll just explain it then. So we're recommending about a \$4

1 million increase in serial bonds, B money, that is all serial bonds
2 except for sewers, okay. And that's the predominant source of
3 funding in the Capital Program. And that relates mostly to the
4 General Fund, okay. The difference going from 104 million to 108
5 million, that small difference is more than explained by the
6 kitchen at the jail. So the jail -- the jail in Yaphank, we
7 advanced the money from 2021 to 2020, I believe, let's see, we'll
8 take a look at this; yes, from 2021 to 2020. The jail has been out
9 -- the jail kitchen has been a problem for several years. They've
10 been trying to get that fast-tracked, there's a lot of problems
11 with it in terms of health and safety, in terms of its ability --

12
13 **LEG. DONNELLY:**

14 Dr. Lipp, is any of this in the book that we could follow along
15 because I'd like to be able to --

16
17 **DR. LIPP:**

18 No.

19
20 **LEG. DONNELLY:**

21 You're working off your own fact sheet?

22
23 **DR. LIPP:**

24 Yes. So this particular project in --

25
26 **LEG. DONNELLY:**

27 So I don't want to cut you off again, but, so where would the --

28
29 **DR. LIPP:**

30 Right. So I'm going to tell you that now. So the --

31
32 **LEG. DONNELLY:**

33 -- the jail info because that's a focus point.

34
35 **DR. LIPP:**

36 The jail -- the jail kitchen can be found for Capital Project 3014.
37 So the -- the Capital Projects you can -- are in numerical order,
38 so you could page over to 3014. And what you'll see is at the
39 bottom of the page or bottom of the write-up on 3014 is our
40 explanation.

41
42 So there a lot of issues in terms of should you defer projects,
43 should you advance projects. This is the one big project that we
44 said advance, it's taken several years to get to where it is and
45 there are a lot of health and safety issues. It only gets more
46 expensive because things break down even more. The problem with
47 the initial year of the Capital Program and the initial year is
48 2020, next year, so what we're doing is we're adopting a capital
49 program, three-year program for 2020, 2021, and 2022 and then
50 subsequent years are in theory supposed to be the last; would be
51 two years after 2022. So it's considered a five-year program. The
52 last two are considered under SY or subsequent years. The only
53 thing you'll be able to vote on for next year will be the first
54 year of the program and that's the Capital Budget for 2020. So
55 even if you have -- whatever you have in 2021 or 2022, you won't be
56 able to vote on that next year; only what's in 2020. So it's

1 considered the 2020 Capital Budget and the 2020 through 2022
2 Capital Program; and then there's the subsequent years; means
3 there's something going on that we're going to have to get to
4 eventually but that's a bunch of years out, okay. So that's our --
5 that's the explanation of how the -- the different years fit in.

6
7 And what we're doing here is we're -- we're advancing money. It's
8 \$7 million in the kitchen -- for the kitchen at the jail from 2021
9 up to 2020 itself, so. And the reason why we're doing that is
09:44AM 10 because that's the only year you can vote on it. And we're saying
11 that we've deferred it long enough, there are health and safety
12 issues; there are cost increase issues; that it would be wise to
13 spend the money next year. That being said, those are our
14 recommendations. It does not mean that you're going to actually
15 take that reservation -- recommendation, I'm sorry, take it to
16 heart and actually make that change. It's up to the working group.

17
18 **LEG. DONNELLY:**

09:44AM 19 Mr. Chairman, is there anybody from the Administration from Public
20 Works that could speak on this project?

21
22 **CHAIRPERSON KRUPSKI:**

23 Unless you want to -- do you want to go through one at a time now
24 and get into it? Or you want to do the -- go through the overview?

25
26 **DR. LIPP:**

27 Whatever you want. We could satisfy whatever you need to do.

28
29 **LEG. DONNELLY:**

09:45AM 30 I'm good whatever you want to do. I just -- because I know that
31 this project is a priority so we should -- it was a priority last
32 year, we should try and dig into it.

33
34 **CHAIRPERSON KRUPSKI:**

35 I don't disagree with you but it is --

36
37 **DR. LIPP:**

09:45AM 38 So the protocol typically to try to complete the explanation of the
39 how -- how the process works is there's a working group, I believe
40 the first formal -- well, we had one meeting already before we had
41 the review out, but the first nuts and bolts meeting will be next
42 Monday, I believe. So there's Monday, Tuesday and Wednesday the
43 working group have dates set up already. And that'll be vetted out
44 there. So one way to look at it is even if you're -- I had you
45 sold on hello, let's wait for the process to complete itself. And
46 if you're in the working group or if you want to tell the working
47 group that you want to support this or not, then that's how the
48 process will work starting Monday.

49
50 **CHAIRPERSON KRUPSKI:**

51 Yeah, this is, I mean, this is little unusual that we're having
52 hearings first.

53
54 **LEG. DONNELLY:**

55 Okay.

1 **CHAIRPERSON KRUPSKI:**

2 But, again, feel free to give your opinion. I don't want to get
3 into that yet, I don't think. I'd like to hear the overview and
4 then we can open it up to the different departments.

5
6 **DR. LIPP:**

7 Right. Okay. So we just put down a few big-ticket items here. So
8 let me see if I can make this a little larger. Yeah, that's pretty
9 good. Okay, so what we were just talking about is over here that's
09:46AM 10 the -- whoops, that's not good. Sorry about that. So what we were
11 talking about is \$7 million advancing the jail kitchen.

12
13 Next, there's another 1.4 million advanced for the dining hall at
14 Peconic Dunes. So Peconic Dunes really does not have a workable
15 dining hall and we're advancing the money for a similar reason.
16 And it's a service provision -- maintaining the service provision
17 and advancing it for similar reasons, health and safety issues,
18 increase in costs as you move along. So part of the trade-off is
19 to continue with the track before in terms of how the process
09:47AM 20 works.

21
22 There is a incentive to want to keep pressure down on the first
23 year of the Capital Budget 2020 and, therefore, not have too much
24 in there because that's what you'll vote on next year to actually
25 -- then actually when it's ready to advance the money next year and
26 then have the project taken up and then you have -- we'd have to
27 issue serial bonds to do that. And there's an incentive to not
28 want to put too much money in 2020 because then we're going to wind
29 up having debt service and that's -- it'll start the ball rolling
09:48AM 30 for an increase in Operating Budget costs associated with debt
31 service.

32
33 **LEG. DONNELLY:**

34 What's the project number?

35
36 **DR. LIPP:**

37 The project number for the Peconic Dunes is 7050.

38
39 **LEG. DONNELLY:**

09:48AM 40 Okay, thanks.

41
42 **DR. LIPP:**

43 Sure. So, you should know that this a Parks particular Capital
44 Project. What I'm doing here is I'm not going specifically at DPW,
45 but rather what all the big-ticket items are that may be worth your
46 understanding. Okay.

47
48 So, next, the third and final one in terms of big-tickets items are
49 we're advancing three quarters of a million dollars for the seawall
09:48AM 50 at Vanderbilt.

51
52 **CHAIRPERSON KRUPSKI:**

53 Would that be under Parks or would that be under DPW?

54
55 **DR. LIPP:**

56 That's under Parks and that is 7453.

1
2 Okay, so what we're doing next is in the second year the jail
3 ticket -- the jail kitchen, rather, is advanced so, therefore,
4 we're moving it out of 2021 and into 2020. So the jail kitchen is
5 in the proposed Capital Program already. And all we're
6 recommending is to advance it from 2021 to 2020. That's where that
7 seven million comes from. That being said, as I stated before,
8 there is an incentive to not want to increase 2020 because that
9 will be a more immediate impact. It's the only year you could
09:49AM 10 actually vote on anything next year.

11
12 Next, the same thing. And since we advanced money for the
13 kitchen -- we recommended to advance money for the kitchen, it
14 doesn't mean you're -- you're going to accept that from 2021 to
15 2020, that's a big-ticket item in 2021. So what we're doing is
16 we're lowering the second year of the Capital Program by doing both
17 of those -- each of those two things, if that's what you want to
18 do. And by lowering the second year, we're advancing and,
19 therefore, increasing by the same dollar amount in the first year
09:50AM 20 of the program, the budget for 2020.

21
22 And then next, construction for Jumpstart Long Island, we're
23 reducing, or recommending to reduce, I should say, a million each
24 year. And that's Capital Project 6424. So we speak to it then. I
25 believe part of the statements in our review for 6424 is there is
26 sufficient funds given what their needs are. So you could -- you
27 could look over the details then of that project. I will send the
28 committee this document as soon as we're finished here. Okay.

29
09:51AM 30 Okay. And then next, the third year of the program is 2022. Once
31 again, just to make sure we're on the same page, if you lower it or
32 increase it, there's nothing you can do about it anyhow next year;
33 it just sets up an idea of, okay, back in 2019 this is what we were
34 thinking of doing. And then as you get to next -- the year after,
35 it's this time next year, then you say, *okay, this is something*
36 *that we were going to do in 2022, are we still -- is the County*
37 *Executive still proposing or recommending to do it that year or is*
38 *he advancing it or is he deferring it*, that kind of stuff.

39
09:51AM 40 So here for 2022 we have a decrease of 3.6 million in terms of our
41 recommendations. So that's deferrals mostly. So construction for
42 estimation at Smith Point County Park, \$2 million in serial bonds
43 we're decreasing in 2022. It's a timing issue. The Capital
44 Project, if you'd like to look it up, is 7162. So there's a
45 reduction in the third year of the Capital Program.

46
47 Three more items that we're decreasing, Jumpstart Long Island
48 decreased by a million dollars in each of the years and that's
49 Capital Project 6424.

50
51 Okay. The next project is -- the next project then would be
52 Jumpstart. Once again, we're decreasing by a million dollars in
53 each year. We stated it already but that's one of the million
54 dollars that we're reducing is each -- of each year is in 2022.

55
56 Next is the Vanderbilt Planetarium, we're advancing money from --

1 right, from 2022 to 2021. And that once again is project number 64
2 -- no, 7437. Yes. And then also the Vanderbilt we're reducing --
3 we're advancing money actually for the Vanderbilt seawall from 2022
4 to 2020. Okay, so that's -- there's a lot of problems with the
5 Vanderbilt overall. There's a lot of stuff that we deferred and
6 it's, you know, it's getting a little worse each year. If we're
7 going to ever fix stuff up, it's just going to be more expensive
8 the longer we wait.

09:53AM

9
10 And then lastly there's subsequent years. There's a total decrease
11 of \$6.2 million. The Vanderbilt seaplane hangar, I think, that's a
12 priority for Legislator Krupski. (Laughter). The seaplane hangar
13 we're advancing from subsequent years to 2022. So subsequent years
14 is usually a placeholder almost because it's far enough way. It's
15 years four and five in theory that a placeholder in terms of, okay,
16 we want to put money in and do this project, but we don't know
17 when. So let's put it out there. We're saying, well, let's make
18 more of a firm commitment because of the -- the increase in costs
19 that'll be in the future otherwise. That's project 3418.

20
21 So the moral of the story is those are the big picture items. And
22 as they relate to the funding, one of the important considerations
23 are not just the project itself but rather what is the funding
24 source. And like we said, we're focusing on the B money, which is
25 the serial bonds for everything except for the sewers. And it's
26 predominantly General Fund. And even if it isn't predominantly --
27 even if it is General Fund, like for instance, with computers or
28 with cars, public safety vehicles, most of that stuff is General
29 Fund anyhow. Okay.

30
31 That's basically -- the only other -- okay, so the only other thing
32 I'd like to talk about that, unless you have specific questions is,
33 pay-as-you-go. Okay. Pay-as-you-go is either G money, G starting
34 for General Fund, and we're paying cash there instead of borrowing.
35 So pay-as-you-go policy is a good financial thing to do. It's
36 harder to do when you're in times where the finances aren't that
37 good, which is the case now unfortunately. And on the
38 pay-as-you-go stuff, it has a couple of items to it. The
39 pay-as-you-go stuff is 340-something thousand dollars. So the
40 bottom line is there's less than a million dollars for
41 pay-as-you-go from the General Fund. And in part we would like to
42 do more instead of less, but and it's a very small modest amount.

09:56AM

43
44 And then the other pay-as-you-go numbers are mostly in the sewers.
45 And there are two things there. There's what's referred to as A
46 money, that's assessment stabilization reserve. And that's
47 typically for all sewer projects; have that source other than
48 Southwest. Southwest does have that source, but they have their
49 own source, too, which is SW. And SW is \$14.9 million adopted for
50 this year and for 2020 it's 3.1 million.

09:57AM

51
52 The problem with -- the good thing -- there's a good and bad about
53 using the A money that's using Operating Budget cash or using SW.
54 The good thing is that you don't have to incur non-productive
55 interests and you don't have to be paying it off over -- 12 years
56 is the average one typically, but it could be 20 years also. And

1 the third problem or reason that you want to make a consideration
2 about SW or A, that is cash from the Assessment Stabilization
3 Reserve Funds, the problem with that is we have cash flow problems
4 in the County. And part of the approach that we have in the County
5 to try to meet our cash needs is to borrow from these reserve
6 funds; borrow from Assessment Stabilization Reserve and the
7 Southwest Sewer Assessment Stabilization Reserve. So the more
8 money we spend in terms of pay-as-you-go for those particular sewer
9 districts, the better off those districts are. However, there's a
10 competing need for those monies because it helps to supplement that
11 cash flow needs if they're still there. If we spend everything in
12 reserve funds, then we won't be able to do that.

09:58AM

13
14 Okay, so that's a brief explanation of stuff. If you'd like to go
15 over anything in particular or to go over something that we didn't
16 talk about or wasn't clear, we're here.

17
18 **CHAIRPERSON KRUPSKI:**

19 Thank you for that assessment. So is it -- before we start with
20 the Commissioner -- and, Commissioner, you can come up, if you
21 could and we'll start in with DPW. Is there any way to convene the
22 working group today after this hearing or is that going to be --

09:58AM

23
24 **DR. LIPP:**

25 Well, there's been a memo that went out from the Presiding
26 Officer's Office. And it said the working group -- that the first
27 three meetings basically are next Monday, Tuesday and Wednesday.

28
29 **CHAIRPERSON KRUPSKI:**

30 Okay. All right, thank you. Welcome.

09:59AM

31
32 **ACTING COMMISSIONER TYSON:**

33 Thank you. Good morning.

34
35 **CHAIRPERSON KRUPSKI:**

36 So do you have any -- do you have any presentation for us or -- of
37 what you would like to highlight in your budget; any changes
38 between '20, '21 and '22, etcetera?

39
40 **ACTING COMMISSIONER TYSON:**

41 Nothing major to report. I mean, you know, I guess first off I'd
42 really like to say, you know, good morning and thanks to Dr. Lipp
43 and the BRO staff, you know, for their review of the Capital
44 Program. , you know, their interactions with us have been very
45 professional and we appreciate, you know, their diligence with
46 regard to the projects.

47
48 So in summary from, you know, my review of the Capital Program, you
49 know, DPW has a -- you know, a slate of projects approximately 155
50 projects, so they're represented in the Capital Program, totalling
51 an amount of 456 million for 2020 out of the total over \$500
52 million budget. And the projects range, you know, serving all of
53 the divisions, some sanitation, some highway, engineering, fleet,
54 transportation. And so those projects, you know, again sort of are
55 spread amongst all of those different uses.

10:00AM

1 You know, so in summary I really have no major -- major issues with
2 the report. And, you know, we stand by the figures that we've
3 requested. And we're just available to answer any questions on any
4 particular projects that we have at this time.

5
6 **CHAIRPERSON KRUPSKI:**

7 Does anyone on the Committee have any questions for the
8 Commissioner?
9

10 **LEG. FLEMING:**

11 I do have a question. I don't know if the chief engineer is here
12 who might want to talk a little bit about cost overruns and what
13 we're anticipating just across the board in terms of funding. I
14 don't know if you wanted to address that. It might be helpful for
15 us in crafting the Capital Budget moving forward.
16

17 **MR. HILLMAN:**

18 Sure thing. We have received five bids in the Highway Division
19 thus far this year. Each of those bids has been in excess of our
10:01AM 20 engineer's estimate that was originally prepared a year-and-a-half
21 ago for the Capital -- 2019 Capital Program. We do continuously
22 update those engineers' estimates. And it's about -- the numbers
23 we're seeing are anywhere from 30 to 40% higher than the estimates
24 used to create the 2019 Capital Program. They are anywhere from
25 three to eight percent higher than our updated estimates prior to
26 letting. So we're seeing an unprecedented increase in costs. If
27 that trend continues, five projects is a small sample size;
28 however, it's not insignificant. So if that trend continues, we
10:02AM 29 did not have this information when we prepared the 2020 Capital
30 Program. So, again, if the trend continues, we will likely see
31 shortfalls come 2020 as we let those projects.
32

33 **LEG. FLEMING:**

34 And I know you've been in the County, I think, 15 years. So you
35 said it's unprecedented. Can you just expand on that a little bit?
36 Is this -- I mean, I think this is really something we need to look
37 closely at. It could be sort of a source for alarm in terms of --
38 it looks a little bit like it's becoming a steady trend.
39

40 **MR. HILLMAN:**

41 If it does become a steady trend without a doubt. And we are
42 investigating, trying to figure out what's going on. But, yes, I
43 have been here for 15 years. Our standard operating procedure is
44 to use the best data available to prepare the estimates for the
45 upcoming Capital Program. And then depending on if it's a year,
46 two years, three years, we use 5% a year on top of that for every
47 year. That has served us very well for the past 15 years.
48 Historically we have not had a series of projects come in, you
49 know, significantly over our estimates and needed to look for
10:04AM 50 additional funding. We have the one off project here and there
51 that is an anomaly, but historically our methodology to estimate
52 long-term projections for these projects has served us well. I'm
53 not really sure what's going on right now.
54

55 **LEG. FLEMING:**

56 What kind of projects are we talking about? These are critical

1 road repairs, that sort of thing?

2

3 **MR. HILLMAN:**

4 Yes, these are highway reconstruction projects: Drainage, curb,
5 sidewalk, pavement, resurfacing.

6

7 **CHAIRPERSON KRUPSKI:**

8 And what's the -- so you have a plan. And certainly I've got
9 nothing but respect for the work that you and your department have
10 done in my district because there was critical roads that were
11 really in bad shape and you've done a wonderful job in
12 reconstruction. You know, the North Road in Southold and Roanoke
13 in Riverhead are two really good examples of really fine work; of
14 work that wasn't really discretionary. These roads were in bad
15 shape.

10:04AM

16

17 So how do you prioritize and say, *gosh, we'd like to fix that*
18 *intersection, it'd be better if we fixed that and spent how many*
19 *millions of dollars fixing that intersection versus saying that*
20 *road's in bad shape, we need to do major reconstruction.* And
21 there's really no -- there's no option. A million cars use it
22 every day and, you know, and it's not -- and if we do the
23 reconstruction we can make it like Roanoke, we can make it safer
24 for pedestrians and bicycle riders and everything, I mean. So how
25 do you prioritize that?

10:05AM

26

27 **MR. HILLMAN:**

28 Very good question. First and foremost, public safety. As we go
29 -- as we evaluate projects, if there are patterns of accidents or
30 just obvious public safety issues, those projects rise to the top.
31 Things that, you know, if you delay a project, if there are minimal
32 public safety issues and you choose to -- but there are structural
33 deficiencies on the roadway and you choose to delay that project,
34 you're not endangering public safety but what you're doing is
35 increasing your cost to some future date because the degradation of
36 the roadway is exponential, you'll probably end up paying more for
37 it and cost increase; so it's a double-dip there in the negative.

10:05AM

38

39 So, first and foremost, it'll be -- it'll be public safety, roads
40 that are in dire need, without a public safety issue; and then we
41 also have a -- many of our projects are projects that are in need,
42 but may not be dire, but they're in a fiscally sound environment.
43 I would say it would be prudent to move them forward because if you
44 wait too long, you have those cost increases. So those are the
45 projects that we would target and hope that the roads hold together
46 better than we would estimate. And we wouldn't see those cost
47 increases as we go on.

10:06AM

48

49 So we have the three tiers: Things that are definitely public
50 safety and need to be addressed; things that are in poor shape and
51 should be addressed; and then I'll say preventative projects, not
52 really preventative but on the borderline of preventative. And
53 that's the area where we have some flexibility.

10:07AM

54

55 **LEG. FLEMING:**

56 Can I ask you where we would find that prioritizing? Do you

1 designate in your capital requests other than what year they're in,
2 what level of -- I mean, because we may need to start making some
3 very hard decisions here. I mean, there's a lot of --

4
5 **CHAIRPERSON KRUPSKI:**

6 Yeah.

7
8 **LEG. FLEMING:**

9 You're talking about a \$4 million project turning into a \$5 million
10 project and then down the road, so to speak, even more.

11
12 **CHAIRPERSON KRUPSKI:**

13 Yeah, that's what -- that's the discussion, right, which one do you
14 put off at that point.

15
16 **MR. HILLMAN:**

17 Right. And that's where we are going right now. We will
18 eventually come back and have a conversation with the
19 Administration about which projects from an engineering
20 perspective -- I know there's all different perspectives here --
21 but from an engineering perspective which projects do we feel would
22 be an opportunity to possibly delay.

23
24 **LEG. FLEMING:**

25 Can I just note, I appreciate your efforts and we've worked
26 together for a few years now in my district, which is remote and a
27 little bit different from a lot of other places. We have long
28 winding country roads that need to keep their, you know, tourist
29 appeal. But that the engineering perspective's obviously a
30 priority -- the priority. But that local -- I think, we've had a
31 couple of meetings, like for instance, with Tom Talmadge in East
32 Hampton, you have local engineers as well who might be able to give
33 you feedback on where you could find cost savings. I'm just
34 thinking about the original proposal on Springs Fireplace Road that
35 we have a sidewalk on both sides that came from the community, but
36 we learned that it would be another \$2 million. The community
37 faced with that reality said, *forget it, we don't need that.*

38
39 So it's staff cost, you know, involved and that kind of
40 interaction; you certainly take advantage of the local
41 representatives, but I think in the long run, especially if we're
42 going to have to be making these tough decisions, the more
43 information we have from local electeds, local engineers, building
44 departments may be helpful. We should all be engaged in that kind
45 of assistance as well on the Legislature.

46
47 **CHAIRPERSON KRUPSKI:**

48 So instead of doing -- and I was going to bring that up. I'd like
49 the North Road going through Peconic, there was a lot of cement
50 poured there. And the community wasn't too happy about it, they
51 said *why are you putting all these curbs, hardening the medians,*
52 *hardening the intersections where it was never done before.* People
53 were satisfied with the way it was. They would have been happy
54 with the resurfacing. And, of course, you did the drainage, which
55 is important and everyone appreciates that.

1
2 So is there a way of cutting back on some of those other details to
3 the project that are really unnecessary for public safety. They're
4 really just -- or road integrity.

5
6 **MR. HILLMAN:**

7 Yes, we will definitely be looking at those options. I would just
8 point out that the -- what do I want to call them, the concrete
9 median ends, I'll call them --

10:10AM

10
11 **CHAIRPERSON KRUPSKI:**

12 Sure.

13
14 **MR. HILLMAN:**

15 -- that were constructed were for highway -- those ends were an
16 issue for highway maintenance. They had to repeatedly go out and
17 treat those -- not treat those, but take care of those areas. They
18 would get ripped up with the snowplow and then have to go out and
19 regrade. So that was done at their request, but that's definitely
20 something that I understand the community may not be happy about
21 it, but there were reasons for doing that. But, yeah, in fiscally
22 tight environment, maybe those things have to be eliminated.

10:11AM

23
24 **CHAIRPERSON KRUPSKI:**

25 And it goes back to what Legislator Fleming said, if there's areas
26 where you could -- you think you could scale back and still do a
27 professional job but scale back certain details that would save
28 significant money, you should come to the community and say, *hey,*
29 *you know, do you really want all that there.* Chances are you might
30 get the answer that you want; maybe the answer's, *no, we don't*
31 *really need all that.*

10:11AM

32
33 **MR. HILLMAN:**

34 Agreed. And we definitely -- that will be part of our -- an
35 overall analysis, without a doubt.

36
37 **CHAIRPERSON KRUPSKI:**

38 Okay. Because sometimes you don't need the Cadillac. The Ford's
39 just fine.

10:11AM

40
41 **MR. HILLMAN:**

42 Agreed, hundred percent.

43
44 **CHAIRPERSON KRUPSKI:**

45 Legislator Donnelly.

46
47 **LEG. DONNELLY:**

48 So, if I may, Mr. Chairman, I have several questions.

49
50 **CHAIRPERSON KRUPSKI:**

51 Of course.

52
53 **LEG. DONNELLY:**

54 So a point of personal privilege, so to speak.

55
56 So we've been discussing -- just, and forgive me, I have a bunch of

1 questions here, I am going to miss a couple of the meetings next
2 week so I just wanted to try and get it on -- couple things on the
3 record. So, we've been discussing road projects in the various 18
4 Legislative districts as well as sidewalk projects. I just want to
5 focus the discussion for the next couple of minutes on the County
6 infrastructure, meaning County buildings, County facilities that
7 play a vital role in how we deliver government services.

8
9 So I just took a couple notes off of what Dr. Lipp said, so he
10 identified, I guess, three -- three priority projects, the jail
11 being one, Peconic Hall being another and the seawall project being
12 another. Are we including the -- while it's still an open
13 discussion, are we including the Police Department's new
14 identification building in the Capital Budget for next year or no?
15 That would be a fair question, right, Legislator Calarco?

16
17 **ACTING COMMISSIONER TYSON:**

18 Yeah, I believe although discussion continues about exactly how the
19 building would be laid out, the Capital Project, it's still there
20 in the Capital Program.

21
22 **LEG. DONNELLY:**

23 Okay, good. So, you referenced, Bill, you referenced that the cost
24 overrun going, you know, continuing to go up, so I guess the
25 question really becomes, as Legislator Fleming said, these are
26 difficult decisions, but we have an obligation, right, to fulfill
27 our basic role. So we have to fund some of these projects. Is
28 that a -- is that a fair analysis from the DPW side?

29
30 **MR. HILLMAN:**

31 Yes. We're talking about, I'll just use a round number, eight to
32 ten projects in a year. We may have to delay one or two projects.
33 So the majority of the projects, I feel, will get funded and built
34 but we -- there is a possibility to maybe not move forward with one
35 or two projects.

36
37 **LEG. DONNELLY:**

38 Okay. So I just now want to kind of just turn to Public Safety
39 since I head up that Committee. So, the jail project, and we had
40 this discussion last year with Legislator Calarco, Legislator
41 Berland, myself, Legislator Fleming, we visited the jail, Sheriff
42 Toulon took us. So in your analysis where are we, like, at this
43 point? Are we ready; almost shovel ready?

44
45 See, the concern that I have, and just from hearing from members of
46 the Public Safety Committee is if the kitchen goes down, we're in a
47 really, really bad position and it's going to wind up costing us, I
48 think, more is the -- is the concern. So I'm just trying to kind
49 of get some -- some feel for where do you think we're at from the
50 DPW side. Dr. Lipp gave the BRO analysis, but where are we from
51 your side of the house, so to speak?

52
53 **ACTING COMMISSIONER TYSON:**

54 Right. I would actually ask Keith Larsen to come up here to speak
55 about where we are with respect to that project.

1 **MR. LARSEN:**

2 Okay. Good morning, everyone. I'm Keith Larsen, Capital Projects
3 Manager for Buildings, DPW. And regarding the jail, we have a
4 contract that's being executed right now. We awarded to a firm
5 called LiRo. And I think that the approximate fee was about
6 840,000. And they should be wrapping up the contract very shortly
7 and should be able to start next month.

8
9 **LEG. DONNELLY:**

10 Is that just in planning? I'm up here. Is that just in planning
11 or actual work to kind of get started with a new kitchen facility?
12

13 **MR. LARSEN:**

14 Okay, I'm sorry. Yeah, that's to start the planning; the actual
15 design.
16

17 **LEG. DONNELLY:**

18 So then Dr. Lipp referenced Peconic Hall as well as the seawall
19 project, which is kind of critical for the Vanderbilt because it's
10:16AM 20 -- it's a real mess. So where are we with those two projects?
21

22 **MR. LARSEN:**

23 Peconic -- Peconic Dunes we've awarded to an engineering firm H2M,
24 so they've -- they're well into that. I would say they're about
25 30% complete on the design. And they should have that complete
26 certainly this year.
27

28 As far as the seawall project, I believe Bill Hillman's division's
29 handling that aspect. I'm not sure where we're at with that right
10:17AM 30 now. Bill could probably answer that.
31

32 **CHAIRPERSON KRUPSKI:**

33 You could talk about those, if you want.
34

35 **LEG. DONNELLY:**

36 Just because I'm not going to be here next week, I just wanted to
37 get some of this stuff on the record.
38

39 **CHAIRPERSON KRUPSKI:**

10:17AM 40 Oh, too late. (Laughter)
41

42 **MR. HILLMAN:**

43 Legislator, unfortunately, I don't have the details on the seawall.
44 I have to get back to you on that. If you have any specific
45 questions, I'd be more than happy --
46

47 **LEG. DONNELLY:**

48 No, just because Dr. Lipp had identified that it was a priority in
49 some of the funding; so I just from your side is it progressing?
10:17AM 50

51 **MR. HILLMAN:**

52 I do know we do have a consultant on board. If the funding's
53 available, we can progress the project, that shouldn't be a
54 problem.
55
56

1 **LEG. DONNELLY:**

2 Okay.

3

4 **CHAIRPERSON KRUPSKI:**

5 Well, I'm sorry, Legislator Donnelly, if I could, because I want to
6 follow up on the seawall.

7

8 **MR. HILLMAN:**

9 Sure.

10:18AM 10

11 **CHAIRPERSON KRUPSKI:**

12 I mean, it's a structural thing on the coastline. And if you let
13 that deteriorate further, it's just going to become more of a mess.
14 And you're going to, you know, interrupt the structural integrity
15 of the whole hill there, the open parkland. So that should be --
16 that should be a real priority. And wouldn't you just get a marine
17 -- bids from marine contractors to say we need to -- this is what
18 we'd like to do here and give us an estimate, give us a bid. I
19 mean that's just -- like if you were a homeowner, you'd go to a
20 marine contractor and you'd say, *this is my problem, it's a big*
21 *job, but --*

10:18AM 20

22

23 **MR. HILLMAN:**

24 Yeah, I wish it were that simple. We have -- we have bidding rules
25 and regs.

26

27 **CHAIRPERSON KRUPSKI:**

28 Right.

29

30 **MR. HILLMAN:**

31 It's much more detailed than say what we could do with a work order
32 because we can do certain things under work orders where it's
33 simple --

34

35 **CHAIRPERSON KRUPSKI:**

36 Sure.

37

38 **MR. HILLMAN:**

39 -- paving on a work order. This is going to need a permit with the
40 DEC and other regulatory agencies; they'll want to see plans.

10:18AM 40

41

42 **CHAIRPERSON KRUPSKI:**

43 Sure.

44

45 **MR. HILLMAN:**

46 So, unfortunately, plans will need to be developed. So I wish we
47 could go out and, like you say, work with a contractor, kind of
48 like a design-build.

49

50 **CHAIRPERSON KRUPSKI:**

51 Sure.

52

53 **MR. HILLMAN:**

54 But, unfortunately, that's not going to work in this situation.

55

56

1 **CHAIRPERSON KRUPSKI:**

2 This is a very -- I mean, this is very specialized work.

3

4 **MR. HILLMAN:**

5 Yep.

6

7 **CHAIRPERSON KRUPSKI:**

8 And the contractor, or whoever does this is also going to know
9 what's going to be appropriate with the regulatory authority there.
10 So, it's not going to be years of getting a permit; it's going to
11 be this is what they're going to find acceptable and that's -- and
12 that's why it's designed that way.

10:19AM

13

14 **MR. HILLMAN:**

15 Absolutely. And our consultant -- engineering consultant on the
16 project is well-versed in all those things, too, and I think can
17 prepare a adequate design, which will meet the regulatory needs and
18 we could, you know, move that project forward effectively through
19 our normal process.

10:19AM

20

21 **CHAIRPERSON KRUPSKI:**

22 Oh, that'd be encouraging because -- and I agree with Budget
23 Review, this should be advanced. With sea level rise, it's going
24 to get worse there in a hurry. Thank you.

25

26 **MR. HILLMAN:**

27 Thank you.

28

29 **CHAIRPERSON KRUPSKI:**

30 Legislator Donnelly, back to your question.

10:20AM

31

32 **LEG. DONNELLY:**

33 No, just -- and that was kind of the concern, we know that the
34 Vanderbilt is a challenge for all of us but, you know, protecting
35 the environment has to be critical, I think, in that area.

36

37 So, I guess, the last question that I had, it wasn't on the
38 priority list, but you and I spoke. And I think there's a general
39 concern, and I know this was brought up last year at last year's
40 Capital -- during the Capital work groups is the FRES facility.
41 It's very, very outdated. The emergency operation center is in the
42 basement. It's not in any ideal location. It's susceptible to
43 flooding possibly. So I know that our BRO had made a
44 recommendation to advance some of the planning money into 2020. Is
45 that going to be possible to at least get started? I know it's a
46 long-range project, Darnell, and it's going to get into a
47 significant cost. But in that facility alone besides FRES,
48 Probation is housed there. It's a main kind of -- it's a main
49 County facility so it should probably try and get some attention
50 sooner rather than later, I think. I don't know what your thoughts
51 are on it.

10:20AM

10:21AM

52

53 **ACTING COMMISSIONER TYSON:**

54 So, you know, we do understand your concerns. You know, staff has
55 been out to -- to the site. And, you know, we had kind of echo,
56 you know, the condition of the building. It's an old building.

1 It's in pretty poor shape. You know, sections of the roof are, you
2 know, in disrepair. It was built, you know, to standards from the
3 50s, you know, the basement has the fallout shelter, you know,
4 capabilities so it is certainly a facility that has, you know,
5 probably reached, you know, near the end of its useful life. And
6 so although we have, you know, obvious workforce and, you know, a
7 heavy workload, we will -- if the decision is made to advance that
8 money, we'll work with the user group to, you know, to work to get
9 into the planning.

10:22AM 10

11 **LEG. DONNELLY:**

12 Okay, very good. And then, doctor -- or, BRO, I guess, just a kind
13 of couple simple questions. So when we issue a serial bond for a
14 Capital Project, the general timeline is 12 years; is that a fair
15 analysis?

16
17 **MS. GAZES:**

18 That's what -- that's what we use, yes. Now, the actual time would
19 be -- could vary depending on what it is. When we buy vehicles,
20 sometimes we use a lesser term, perhaps five years, but average is
21 the 12.

10:22AM 20

22
23 **LEG. DONNELLY:**

24 Okay. And, then, I just had a couple more questions and forgive
25 me, Mr. Chairman, I just want to kind of delve into this. So
26 pay-as-you-go in our Operating Budget, what was the number that Dr.
27 Lipp gave of available cash on hand?

28
29 **MS. GAZES:**

30 In the Capital Program there's 400 -- 420 -- 412,000 in 2019 in
31 General Fund or G money. In the Capital Program there's also
32 other, what we would call, pay-as-you-go money in other funds such
33 as the ballpark has its own fund and money, cash; from that fund is
34 sometimes used for capital improvements. But that's not a General
35 Fund obligation; that has a separate fund, as does the airport.

10:23AM 30

36
37 **LEG. DONNELLY:**

38 Yeah, no, I just -- I was zoning in on the Capital only, just the
39 pay-as-you-go available in the Capital.

40
41 **MS. GAZES:**

42 Yeah, this is for Capital as well.

43
44 **LEG. DONNELLY:**

45 Oh, it would be available for Capital.

46
47 **MS. GAZES:**

48 It comes from other funds. It's not the General Fund.

49
50 **LEG. DONNELLY:**

51 Okay, I've got it. Okay. I think that's it for now, Mr. Chairman,
52 thank you for letting me take a few minutes.

53
54 **CHAIRPERSON KRUPSKI:**

55 Oh, anytime. Anyone else? Legislator Fleming.

1 **LEG. FLEMING:**
2 Could we talk a little bit about public transportation.

3
4 **CHAIRPERSON KRUPSKI:**
5 Oh, no.

6
7 **MR. HILLMAN:**
8 Sure.

9
10 **LEG. FLEMING:**
11 No, that's all right. On page 239 of the BRO book, just if, you
12 know, obviously I think you know my position that the public
13 transportation services in the County are inadequate and, you know,
14 sort have been very heavy slog to try to move that forward. Such a
15 critically important part of municipal planning, which, as you
16 probably know, I feel, has been underprioritized. So, just if you
17 -- with that in mind, Darnell, if you wouldn't -- sorry to be
18 informal, we have had very little sleep.

19
20 **ACTING COMMISSIONER TYSON:**
21 I understand.

22
23 **LEG. FLEMING:**
24 If you wouldn't mind just giving us an overview, a sense of where
25 we are, we're going to be getting an additional \$2 million maybe in
26 STOA funding, which is an operational cost. Most of our
27 transportation funding is funded at 80, 10 and 10: Federal dollars
28 at 80, 10% State and our contribution is 10%. With those things in
29 mind, is there any kind of overall vision in the department with
10:25AM 30 regard to how we can address this critically important and grossly
31 underfunded part of County government?

32
33 **ACTING COMMISSIONER TYSON:**
34 Yes. So, you know, you're exactly right with the terms of the
35 funding, how it is broken out for us. And we are pretty fortunate
36 in that for Capital expenditures from the FTA, are essentially
37 funded at -- we, the County, contribute ten cents for every dollar
38 for, you know, these Capital Projects that are represented. So,
39 you know, in particular for 5648, you know, with regard to public
10:26AM 40 transit vehicles, you know, for the \$9 million that we are getting
41 in total to be invested in the project, we are only contributing
42 900,000. And so that for us is a significant, you know, benefit.

43
44 We do try to, you know, purchase vehicles on a regular basis
45 because we have, you know, a fleet that is continuing to age. You
46 know, on the fixed-route side we have approximately 150 vehicles.
47 And on the power transit side we have almost 200. So vehicles are
48 constantly kind of reaching the end of their useful life. We
49 continue to interact with the FTA, you know, to get money in to
10:27AM 50 continue to purchase vehicles to bring -- to bring vehicles into
51 replace the ones that are outgoing.

52
53 So that is something that we seen in past years; in particular in
54 this coming year we are anticipating receiving a delivery of 22
55 hybrid transit buses. We are expecting delivery of 45 to 50
56 para-transit buses and we anticipate getting another 21 hybrid

1 buses in 2020. So, again, this is an ongoing effort for us, you
2 know, to try to keep -- on the Capital side to do as much as we can
3 to make sure that we have fleet to support our ridership.

4
5 **LEG. FLEMING:**

6 I mean, I think we're going to move into, you know, looking at --
7 after the public hearings, we'll move into looking at project by
8 project that'll include some of that.

9
10:27AM 10 I guess my question for you is with regard to the overall vision of
11 the current administration and the department, we are in the --
12 we're about to or have already launched into a second phase of
13 another study that, in my opinion, may not lead to significant
14 changes as the four other transit studies that I have on my shelf
15 have not led to it because there is no funding to implement the
16 various visions that are reflected in these studies that keep
17 happening.

18
19 My concern at this point, and what I would love to hear from the
10:28AM 20 department other than Nicolls Road BRT that there is a commitment
21 to revisiting the very real funding challenges; and rather than
22 continuing to, you know, sort of make pie in the sky plans, to
23 actually look at the hard numbers, what the reality is with the
24 80,10,10 funding and start to dig into solutions that are realistic
25 and that will get us, as a coastal community, out of our cars, you
26 know, facing climate change, reducing carbon emissions and
27 providing to our workforce and our businesses an actually viable
28 way to get on the bus and get to work without getting in your car.

29
10:29AM 30 So that's why I -- I'm hoping to hear that there's a vision. And
31 I've run the transportation working group for a couple years. I'm
32 not hearing that vision. And every time we look at the budget, I
33 think it's a very good opportunity to say, well, should we try to
34 implement, for instance, the on-demand fixed-route pilot that was
35 begun and abandoned or other sort of alternative approaches to
36 carbon emission, multi-passenger vehicles that are sometimes empty,
37 often late. That's what I'm asking for. We don't have a reliable
38 public transportation system. We don't see a real solution
39 reflected in the Capital Budget. And I think it's time to start
10:30AM 40 shifting our focus and be realistic about what the problems are and
41 what can be achieved.

42
43 **CHAIRPERSON KRUPSKI:**

44 No, that's fine. Are you done?

45
46 **LEG. FLEMING:**

47 Yes.

48
49 **LEG. DONNELLY:**

10:30AM 50 Mr. Chairman, if I could just ask a question.

51
52 **CHAIRPERSON KRUPSKI:**

53 Go right ahead.

54
55 **LEG. DONNELLY:**

56 So I think a lot of us maybe echo, I'm sure you do as well, in

1 trying to improve the public transportation. I think the question
2 I really have is how much staff do you actually have dedicated to
3 public transportation? Is that a separate division? I mean, when
4 we get to the Operating Budget, if we were able to advocate for
5 some additional positions in research, as Legislator Fleming said,
6 I'm just trying to be practical about where we're at.

7
8 *(*P.O. Gregory entered the meeting*)*
9

10 **ACTING COMMISSIONER TYSON:**
11 Right.

12
13 **LEG. DONNELLY:**
14 Would that be helpful? Or --

15
16 **ACTING COMMISSIONER TYSON:**
17 You know, I guess -- I guess two things. Actually I kind of wanted
18 to respond to Legislator Fleming's comment because I think that it
19 sort of, you know, does bear one.

20
21 So, I do agree with you somewhat in terms of the study; some of the
22 studies sort of not necessarily yielding a large slate of tangible
23 changes, but it's not -- I would not totally agree with that
24 because even out of -- if you go back to the Abrams-Cherwony study
25 that was conducted, there were a number of recommendations from
26 that study that actually did happen. From that study, we actually
27 saw Sunday service implemented on 12 routes out of -- out of the
28 system. We did also see some service increases on a number of
29 routes and those were recommendations that came out of that study.
30 So that did happen.

31
32 You know, I would also add to that, that during phase I of the
33 visioning study that was just completed by ARUP, there were some --
34 although it did sort of take a high-level holistic look of how to
35 set up transportation and where, you know, where to maybe deploy
36 certain modes, there are other -- other components that we actually
37 will get into in phase II that I'm pretty excited about. Like, in
38 particular, the concept or the notion of having -- increasing
39 service on particular routes that are already heavily utilized,
40 that's an idea that was from phase I that I would actually hope to
41 see implemented in some fashion and what that would mean is --

42
43 **LEG. FLEMING:**
44 I'm sorry to interrupt, what routes are you talking about?

45
46 **ACTING COMMISSIONER TYSON:**
47 So it could be -- you could be talking about, you know, our top ten
48 routes, your S1, your S92 in your district; the S40, that runs from
49 Babylon to Patchogue. If you -- if those routes are currently
50 operating at a 30-minute headway and you instead increase service
51 on them to a 15-minute headway, what it does is it starts to
52 provide a service that customers can sort of expect to see. And
53 they don't so much worry about whether or not they missed their
54 bus, if they, you know, would not be able to get a ride to work or
55 they need to catch a ride with someone. So that -- that's an idea.
56 And it's just a, you know, one component that came from the initial

1 visioning that -- that is progressing through phase II that I would
2 actually hope to see some sort of implementation of.

3
4 You mentioned the \$2 million of STOA money that -- that is coming
5 in, we do actually have ideas about, you know, how we would utilize
6 that funding. You know, those details will be worked out, you
7 know, to the extent that we can with -- with the transportation
8 work group but we do have ideas about how to implement that. So we
9 will be working on that.

10
11 I would also mention that over the past couple of years, although
12 we had the service cuts in 2016, we were able to partner with
13 Suffolk Bus in order to release an app that, you know, for the
14 first time allows you to know where your bus is, you know, in real
15 time. We did that in '17.

16
17 In '18 we followed up on that with fare payment by phone, which,
18 again, was another partnership with Suffolk Bus. Those are things
19 that -- that we believe will encourage riders to use the system and
10:34AM 20 to keep them better informed. And while we are -- and I would also
21 add to that, we have the schedule revision study that we have, you
22 know, that we intend to initiate this year. You know, that was
23 funding that we advocated for from the FTA. Revising the schedule
24 system is a massive effort. You're talking about 45 routes that
25 need to interconnect and interrelate in a very, you know, real and
26 organized way. And so we have plans to conduct a comprehensive
27 review and update and upgrade of the schedules based on information
28 that we're getting from the AVL system.

29
10:35AM 30 So those are some things that we do have in the near term that we
31 do plan to get into. So, you know, while I understand that there
32 are constraints. The transportation division is a relatively small
33 group; you're talking maybe about ten employees. And most of them
34 do wind up having to deal with day-to-day issues. They're dealing
35 with, you know, real time transportation sort of present issues.

36
37 They do also have, and are agreeable to, taking a longer term
38 vision of what the system would look like. And I didn't think they
39 were onboard with making the transportation network more of system
10:35AM 40 that some of our discretionary users -- some people that don't
41 necessarily use the system. We were trying to figure out how to
42 get more riders. And so I do believe that they have that, you
43 know, vision in their minds. They just need the -- we need to
44 consultant support at this time to effect some of that vision. And
45 it is possible that maybe, you know, a long-range plan or two could
46 assist in that, but we do work on the today front and we're also
47 looking forward, you know, to the future as well.

48
49 **LEG. FLEMING:**

10:36AM 50 Thank you. This is a little far afield from the Capital Budget but
51 just in response to Legislator Donnelly's concerns about staffing,
52 I would just note something that's very unusual in Suffolk County
53 in that our transportation system is actually implemented by four
54 private operators who do not the feel the risk and reward of the
55 fare box or of service; they get paid the same per mile fee under
56 their contracts regardless of whether the service is good, bad,

1 indifferent; they have many passengers, few passengers, what have
2 you. It's a very unusual system. I don't know any other place
3 that does it. And they -- the operators themselves have no control
4 over what the routes are, where the routes go. They have to go
5 through these ten people that the Acting Commissioner is talking
6 about. It's a very arcane, odd, bureaucratic setup. And that's
7 one of the reason why I'm seeing a really radical look at what
8 we're doing here if we're serious as a coastal community facing
9 huge traffic problems and, you know, issues with lower-income
10 people trying to get to work, we really need to take a radical
11 vision about what the structure of this public transportation
12 system looks like. But that's not for you, sorry.

10:37AM

13
14 **CHAIRPERSON KRUPSKI:**

15 Point well made. Legislator Calarco has a question.

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

18 Thank you. Commissioner, I'm actually just following up on the
19 questions about the jail project. And I just had a question about
20 timing. So we approved the funding for the planning portion last
21 June. So can somebody explain to me why it's taken just about a
22 year now to get a contract for that company to start that work? I
23 think, in fact, if I remember the discussion well, from the Capital
24 Budget process last year, we all identified this as a dire need,
25 and we all wanted to see this project moved as quickly as possible,
26 which is why we approved the appropriating resolution in June for
27 those -- those planning monies so that we could get a company on
28 board and get that ball rolling.

10:37AM

29
30 **MR. LARSEN:**

31 Okay. So, yes, that money was appropriated, a million dollars,
32 like last June you say.

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

35 June 5th.

36
37 **MR. LARSEN:**

38 Okay. So we put together an RFP; was a public type RFP that went
39 out. And that took, I guess, a little bit longer than we
40 anticipated.

10:39AM

41
42 **D.P.O. CALARCO:**

43 When did you put it out to bid? Because, I mean, I understand the
44 bidding process is not fast. But when did you actually put it out
45 to bid?

46
47 **MR. LARSEN:**

48 I'm afraid I can't answer that right now. I'd have to look back at
49 the notes and the timeline that we had for the project. We have
50 another -- actually another architect in our office working on that
51 particular project, who is not here today, but we'll get back to
52 you on that timeline.

10:39AM

53
54 **D.P.O. CALARCO:**

55 That would be appreciated because I very vividly remember the
56 Sheriff's office explaining their concern that the monies would not

1 be appropriated for the planning until the end of the year. And
2 then they wouldn't be getting a contract in place for design for --
3 into this year, which would push the construction back into 2021,
4 which is exactly what seems to be happening. And it is exactly the
5 concern they had and exactly the reason why we -- we as a body, you
6 know, made the point of moving that funding up and getting it
7 approved in a timely fashion.

8
9 So I'd like to understand why it took so long to do a contract. It
10 shouldn't take a year. So if you could give me that information
11 I'd appreciate it.

12
13 **MR. LARSEN:**

14 Absolutely. It does take a little bit of time from when we do get
15 the receipt of the proposals to the time we get a fully executed
16 contract; could be as much as three months.

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

19 Okay.

20
21 **LEG. DONNELLY:**

22 So timeline, then, where are we relative to the kitchen and the
23 work actually kind of starting, so to speak?

24
25 **MR. LARSEN:**

26 We think it's imminent. It's been in through the process, through
27 Budget, through Law and so on so we're just waiting for the final
28 contract; and then we can have a kickoff meeting and actually start
29 the design with the consultant.

30
31 **LEG. DONNELLY:**

32 Okay, thank you.

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

35 Okay. All's out of the room. Anybody else have any questions for
36 the Commissioner? Oh, go ahead, Legislator Fleming.

37
38 **LEG. FLEMING:**

39 Yeah, could we talk a little bit about dredging? Just same
40 question we will be drilling into, so to speak, into other
41 projects, you know, as specific projects. My question is, overall
42 department vision, we're seeing rising sea levels; we're seeing
43 erosion; we're seeing shoaling that we have not seen before.
44 Extreme weather events seem to be trending upward. And we just
45 heard from, for instance, in North Ferry in Shelter Island, they
46 have additional infrastructure cost because they have to raise
47 their docks because of sea level rise. Just wondering if the
48 dredge program is looking at these weather trends and environmental
49 trends and if there's any kind of shift, kind of a pun, shifting,
50 or how in sort of a broad overview are you looking at the impacts
51 that we're seeing in climate change on the dredge program?

52
53 **MR. HILLMAN:**

54 At the moment, that's not really a charge of our dredge program.
55 We're charged with maintaining 300 plus/minus channels for
56 navigation.

1
2 **LEG. FLEMING:**
3 Right.

4
5 **MR. HILLMAN:**

6 Our waterways program overall has a shoreline component where we
7 have several projects FIMI, Cupsogue, Smith Point Beach where we
8 have historic erosion problems, but we're really reactionary on
9 those things. When Mother Nature comes in, takes the sand away,
10 we, you know, work with our State and Federal partners to, you
11 know, try and mitigate those things. But at least in my division
12 there's no real group or initiative to study climate change and sea
13 level rise.

14
15 **LEG. FLEMING:**

16 Well, one of the reasons why I ask is it comes up every day in my
17 district, but you and I spoke actually about Shelter Island, the
18 Reels Point shoaling not long ago. And I bring it up because,
19 again -- well, first of all, we have Suffolk Share, right, this
20 initiative by the County Executive to look for partnership
21 opportunities and grant opportunities from the State government
22 that are -- flow from -- God, another pun, sorry -- that come from
23 shared efforts. And I know, for instance, on the Reels Point issue
24 we just -- Irene and I just took a walk with town board members
25 because they at the Shelter Island town have -- have contracted a
26 consultant to talk about a living shoreline solution. And their
27 calculations are looking at a one-and-a-half million dollar savings
28 over a five-year span to the dredge program.

29
30 Because what's happening is, you know, the littoral drift is
31 pulling the sand around and shoaling in the channel and it's a very
32 important channel at Coecles Harbor, you gotta get the boats in and
33 out. So to the extent that we can figure out a way to look at
34 partnership opportunities with the local folks and some of these
35 consultants are very focused on what's happening with sea level
36 rise and increased erosion.

37
38 So, again, I don't -- you know, doesn't necessarily impact specific
39 projects, but it seems to me like a very good thing, Acting
40 Commissioner, for the department to look at opportunities. And
41 we'll be bringing this Reels Point project. We're going to set a
42 meeting with Mr. Hillman, but there are other opportunities. I'm
43 sure in our district we can try to save money in the long run by,
44 you know, mostly re-nourishing land masses to prevent that kind of
45 shoaling that we're going to start seeing more and more of, I
46 think. Thank you.

47
48 **CHAIRPERSON KRUPSKI:**

49 So I have a question about fleet management and purchase of
50 vehicles. And it's the nonpublic safety vehicles, 1823. And how
51 -- how are we working on fleet management; basically who gets a car
52 and what they get to do with it. Is there an ongoing review?

53
54 **ACTING COMMISSIONER TYSON:**

55 So, yes, there actually is a committee that is -- that has, I
56 guess, recently started reviewing on a division or even department

1 by department basis, the equipment that is being requested, making
2 sure that it falls in line with -- that we're not -- that we're not
3 basically just allowing everybody to get what they want so there is
4 a group that is reviewing these requests.

5
6 **CHAIRPERSON KRUPSKI:**

7 And how is that going to be -- I mean, what's going to happen with
8 that -- like who makes the determination on that review process?
9 Is there a County policy on vehicle use?

10:46AM 10

11 **ACTING COMMISSIONER TYSON:**

12 Yes, I believe -- well, actually -- yes, is the short answer to the
13 question. I would actually ask Lori Baldassare to come up to give
14 you some more details on this.

15
16 **CHAIRPERSON KRUPSKI:**

17 Welcome.

18
19 **MS. BALDASSARE:**

10:47AM 20

21 Good morning.

22 **CHAIRPERSON KRUPSKI:**

23 I mean, this is just a matter of managing one of the many County
24 resources. How is the committee structured and what authority do
25 you have to make any changes based on current policy? And are you
26 going to make recommendations to change policy after you -- if you
27 see something that could be addressed differently?

28
29 **MS. BALDASSARE:**

10:47AM 30

31 So, I've only been the director for a few months now, but during
32 that time I've been doing a lot of research into seeing exactly how
33 we purchase cars across the whole County. And there's been a
34 variety of answers to that question.

35 So what we did, from a policy standpoint, there is an SOP that went
36 out late last year that basically gave the Fleet Division the
37 authority to more or less centralize the operation. So along those
38 lines, we've been centralizing different aspects of Fleet with
39 regard to purchasing vehicles.

40
41 So we recently reached out to the County and told everyone as they
42 -- instead of doing a requisition, buying a vehicle and letting
43 Fleet know to fleet it, we were starting the process in Fleet. So
44 basically if there was a request for a vehicle, the request would
45 come to Fleet. We would review the request, make sure that it met
46 some standards so that our vehicles can become standardized so that
47 we didn't have a variety of sedans and SUVs and makes and models.

48
49 And then we would go to committee. We have a small committee in
10:49AM 50 DPW. It's made up of the Deputy Commissioner, myself, Chuck
51 Jacquin from Finance and -- who's my fourth person? I'm trying
52 remember who my fourth person is. Who is it? Oh, Brian, I'm
53 sorry, Brian Oakley from my division. Brian, actually works on
54 spec writing for the Division of Fleet.

55
56 We review each and every request. And we look at -- what I'm

1 trying to build out by next year, in fact, in a few -- few short
2 weeks you should have a complete inventory of the fleet but by next
3 year I'd like to build out a replacement schedule so that there's
4 more predictability about when we need to replace different
5 vehicles in the fleet and how much funding that's going to require.

6
7 **CHAIRPERSON KRUPSKI:**

8 So are you looking at vehicle type versus the appropriate vehicle
9 for the task?

10:50AM 10

11 **MS. BALDASSARE:**

12 Yes, so instead of -- in the past what people used to do is just
13 request a vehicle. So what they're doing now is they're requesting
14 a vehicle, but they're also saying how they use the vehicle. So,
15 depending on what -- what the requirements are for that vehicle,
16 we're trying to standardize a small SUV as opposed to a big SUV, a
17 pickup truck, a sedan to meet the needs better and to better align
18 the fleet with -- with the needs of the County overall.

19
20 **CHAIRPERSON KRUPSKI:**

21 Now who sets that vehicle policy? Is it internal within DPW or is
22 it the Legislature that has to approve and adopt that policy of
23 vehicle use?

24
25 **MS. BALDASSARE:**

26 Actually in the Code it lays out that the Fleet Division of DPW
27 should set the standards; and that they should be reviewed at least
28 once every two years. So I am in the process of doing that right
29 now. I can't really tell you the last time it was done.

10:51AM 30

31 **CHAIRPERSON KRUPSKI:**

32 Well, if you could -- maybe when you get a little more information
33 and get a little -- flush that out a little more as far as, you
34 know, standardizing the fleet, vehicle types. And we had this --
35 at a meeting we had this discussion. You know, the appropriate
36 vehicle for the appropriate use and also the -- any recommendations
37 to the vehicle use policy that you could come into a transportation
38 committee meeting and you could give a presentation, I think that'd
39 be helpful for all of us to see.

40
41 **MS. BALDASSARE:**

42 Absolutely.

43
44 **CHAIRPERSON KRUPSKI:**

45 Thank you. We've been joined a little while ago by the Presiding
46 Officer. Do you have any questions for DPW?

47
48 **P.O. GREGORY:**

49 No.

10:51AM 50

51 **CHAIRPERSON KRUPSKI:**

52 Anyone? Oh, Legislator Donnelly.

53
54 **LEG. DONNELLY:**

55 Thank you, Mr. Chairman. So, Darnell, can you just give us an
56 update, I know that it's been talked about a little bit relative to

1 the community college, the automotive initiative building, the
2 training facility at the college, where we're at? It should be --
3 I think it's project number 2203.

4

5 **ACTING COMMISSIONER TYSON:**

6 So, I apologize, I actually don't have detail on that project. Is
7 this a buildings project? So, yeah, I think it's something we're
8 acting on in conjunction with Suffolk Community College.

9

10 **LEG. DONNELLY:**

11 So, if you could just maybe at your leisure, not a rush, I'd just
12 be curious to know because I know when I was still the Chair of the
13 Education Committee, I had had a meeting with the college folks
14 about this. Just give us an update from the DPW side of the house,
15 kind of where we're at with it.

16

17 **ACTING COMMISSIONER TYSON:**

18 Absolutely, I'll get that for you.

19

20 **LEG. DONNELLY:**

21 Thank you, sir. Thank you.

22

23 **CHAIRPERSON KRUPSKI:**

24 All right. Anyone else have any -- any questions? Would you like
25 to ask Vector Control to come up.

26

27 **LEG. FLEMING:**

28 They're here?

29

30 **CHAIRPERSON KRUPSKI:**

31 They are.

32

33 **ACTING COMMISSIONER TYSON:**

34 Yes, Tom Iwanejko is here.

35

36 **CHAIRPERSON KRUPSKI:**

37 They've been waiting patiently. Welcome.

38

39 **DIRECTOR IWANEJKO:**

40 Good morning, Legislators.

41

42 **LEG. FLEMING:**

43 Good morning, Director Iwanejko. From my perspective, Vector
44 Control has been hitting it out of the park in terms of shared
45 services, finding cost savings, really committing to public health
46 concerns, environmental concerns in the community. So I
47 congratulate you on that.

48

49 And I wanted to ask you, well, first of all, with ticks, the -- I
50 guess you -- what's your Capital funding in the ticks? I know
51 there's a project being discussed at the moment. Just my concern
52 is do you have adequate funding and what exactly are you looking
53 forward to do from the Capital perspective in this year?

54

55 **DIRECTOR IWANEJKO:**

56 All right.

10:53AM

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10:54AM

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10:56AM

LEG. FLEMING:

Or in the three years that are included in the project.

DIRECTOR IWANEJKO:

Legislator Fleming, you're familiar -- originally, we put this project proposal before the State of New York, try to get funding through them that fell through. So in consultation with former Commissioner Anderson who said, let's put it out there because back in 2013 Vector Control was tasked with reduction of tickborne diseases; 2014 the TCAC, Tick Control Advisory Committee was reestablished, again, looking to tick control options throughout the County.

So I felt at this point we kind of have idea where we want to go with tick issues, tick control, at least on County land. And it was time to try to get funding to start the study to start the environmental review. So we brought that proposal to the County. At the same time there were some issues; ticks in the news so that definitely got renewed interest for tick control plan.

So this is our original proposal. Hopefully the funding is still adequate. But the whole idea is we originally were going to start with the pilot project, look at different control techniques on the county parcel, the county parks, like Indian Island and see which tick control methods worked, which ones needed further study, which ones we shouldn't implement.

But going through CEQ there are concerns about going ahead with the pilot project so at this point we want to reevaluate, hire a consultant to start looking, do an environmental review of different policies out in the literature, what tick control methods we should definitely be looking at, kind of go through the -- because we have controlled techniques out in the literature and find which ones have data, support them, and then reevaluate going ahead with the pilot project once we have, you know, more concise environmental review with different techniques out there.

LEG. FLEMING:

So, all right, so where is the Capital funding? Is this 8739?

DIRECTOR IWANEJKO:

Correct.

LEG. FLEMING:

Okay. And we have \$280,000 in the '19 Capital Program and 445,000 in the '20 program. Do you anticipate -- first of all, I think it's increasingly recognized that tickborne illness is impacting more and more and more people. We're seeing -- again, with the warmer weather we're seeing species of ticks that we've never seen before; the longhorned tick has arrived on Long Island. Luckily there are no human pathogens that are associated -- human disease that are associated with that particular tick at the moment but I think it does -- first of all it is dangerous to livestock, but also does indicate that we're seeing more and more ticks and, unfortunately, the various diseases that are associated with ticks

1 are always on the rise. We're trending up for a long time now and
2 whereas it used to be sort of a problem on the East End,
3 particularly with Lyme disease, now Lyme -- Lyme ticks are moving
4 west and we have lone star ticks and the disease, ehrlichiosis
5 e-h-r-l-i-c-h-i-o-s-i-s that are -- that's associated with that
6 tick. So it's no longer an isolated problem. It's a very, very
7 real public health problem and we do have lots of good efforts on
8 the public health side as well. We've got a new -- we're about to
9 hire a new entomologist in the health lab as soon as he or she, I
10 forget which, finishes their PhD but -- so I think it's critically
11 important that we offer as much support as we can to the great work
12 that you've been doing.

10:58AM

13
14 These numbers that I've just read off the Capital Program, are
15 these adequate, Director Iwanejko, or should there be any
16 adjustment; what is your position on the funding for the tick
17 program in this year's Capital Program?

18
19 **DIRECTOR IWANEJKO:**

10:58AM

20 Well, we'd really like to do is, you know, vet a proposal out to
21 have a consultant bid on looking at the literature, coming up with
22 a review of the viable methods out in the literature; direct the
23 County which ones we should, you know, continue looking at; which
24 ones might have impacts that we don't want to deal with, which we
25 could just immediately cut from the program.

26
27 **LEG. FLEMING:**

10:59AM

28 I appreciate that. I know you got pushback on some of the
29 techniques that you proposed in the pilot program so I appreciate
30 that you've taken that seriously. Is the consultant's funding
31 going to come from these dollars in the Capital Program?

32
33 **DIRECTOR IWANEJKO:**

34 Correct.

35
36 **LEG. FLEMING:**

10:59AM

37 Okay. And you think even though you've changed your course, you're
38 going to be okay to continue full speed ahead on this -- this very
39 critical public health threat.

40
41 **DIRECTOR IWANEJKO:**

42 It'll be a start and hopefully the funding will be adequate. You
43 know, we might be back next year asking for additional funds if the
44 consultant finds it'll take longer or -- but at this point, you
45 know, these numbers are hopefully enough to get us to start the
46 environmental review and at least get through the EAF so we could
47 at least start a pilot project. Then we might have to come back
48 for the full EIS to add to the vector plan at the end, but, this
49 will be enough to at least show the environmental impacts of
50 starting a pilot project.

10:59AM

51
52 **LEG. FLEMING:**

53 So the EIS is the 44 -- 445 that's in the 2020?

54
55 **DIRECTOR IWANEJKO:**

56 Correct.

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11:00AM

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11:02AM

LEG. FLEMING:
Okay, so the 280 will cover your new approach with the consultant.

DIRECTOR IWANEJKO:
Yes.

LEG. FLEMING:
And then by 2020 you'll be able to embark on the SEQRA.

DIRECTOR IWANEJKO:
Hopefully, yes.

LEG. FLEMING:
Hopefully, okay. I want to deal with reality rather than hope so I want to make sure that we, as the Legislature, are supporting these efforts because it's really important. I mean, I don't think there's anybody who doesn't know someone who's been impacted. I used to say that -- and to knock on wood because my family wasn't and now my doing got ehrlichiosis from the beach. So, it's a very serious problem. And these diseases are not something you want to mess with. They can cause really serious illness and even death.

So I'm glad to hear that. And then the other point I just wanted to make, same issue that we've talked about, for instance, with the dredging, that with Suffolk Share, there's tremendous opportunity for grant funding and interconnected cooperative efforts. I know the County Executive is doing a very good job with that right now and moving forward with some -- you know, I know Village of Saltaire, Village of Belle Terre, Village of Head of the Harbor, there are a lot places throughout the County that are looking individually, Village of Northaven in my district, Town of Southampton. So I would encourage you to continue to look at those inter-cooperative opportunities because that means grant funding, which can be used for some of this Capital work.

But thank you for your efforts and please keep us posted if there's anything we can do to support your efforts because they're very important. Thank you.

DIRECTOR IWANEJKO:
The -- I'm sorry, the development of the tick plan is something we hope to be able to share with the towns, the villages, something, you know, for the Suffolk Share as well that we could all collaborate on and assist one other.

LEG. FLEMING:
That's great. You know, and I understand there's data-sharing that can happen as well as procurement, cooperative procurement to lower costs. Suffolk Share is kind of set up for these programs and you see throughout the County we have individual small municipalities dealing with terrible, terrible problems with tickborne illness. So, to the extent that this funding that we're looking at today and in the future on this Capital Program could support that, I think, it's critically important. Thank you.

1 **CHAIRPERSON KRUPSKI:**

2 Director Iwanejko, so when you were working with a consultant,
3 there's been so much work already in this -- in this area because
4 it has been a problem on the East End for an awfully long time; so
5 will you be coordinating with Brookhaven National Lab, because
6 they've done a tremendous amount of work on ticks and, you know,
7 the correlation obviously between deer population. And they've
8 certainly, you know, put those two things together. And Southold
9 Town has done exactly the same thing, working with, you know, tick
10 population versus the deer population versus the, you know,
11 environmental degradation because of the deer population.

11:03AM

12
13 So if you could certainly gather up all that information and you --
14 because you don't have to reinvent the wheel; a lot of this has
15 been, as you know, has been done before, so.

16
17 **DIRECTOR IWANEJKO:**

18 Correct. And, yeah, we'll work with all the existing programs on
19 Long Island and the northeast as well. There's some others in
20 Rhode Island. New Jersey's starting all sorts of tick control; all
21 their counties have been directed to start tick research and
22 control programs.

11:03AM

23
24 **CHAIRPERSON KRUPSKI:**

25 Block Island, too.

26
27 **DIRECTOR IWANEJKO:**

28 Yeah. So we're going to be working with all of them nationally and
29 internationally as well.

11:03AM

30
31 **CHAIRPERSON KRUPSKI:**

32 Okay, wonderful. Thank you. All right. Is anyone else who has
33 any questions for DPW? Commissioner, any -- I'm sure when we start
34 with the working group next week, we'll have more questions for you
35 and your staff so please be available for us.

36
37 **ACTING COMMISSIONER TYSON:**

38 Yes, we will remain available and we'll try to get you answers or
39 show up as soon as practicable.

11:04AM

40
41 **CHAIRPERSON KRUPSKI:**

42 Thank you.

43
44 **ACTING COMMISSIONER TYSON:**

45 No problem.

46
47 **CHAIRPERSON KRUPSKI:**

48 Well, thank you everyone. The meeting's adjourned.

49
50 **THE MEETING CONCLUDED AT 11:04 AM**
51 **{ } DENOTES SPELLED PHONETICALLY**
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INDEX

[Occurrence of Word] - Page Number:Line Number

<p style="text-align: center;">\$</p> <hr/> <p>\$104 [2] - 2:25, 2:29 \$280,000 [1] - 28:46 \$500 [1] - 8:51</p> <hr/> <p style="text-align: center;">'</p> <hr/> <p>'17 [1] - 21:15 '18 [1] - 21:17 '19 [1] - 28:46 '20 [2] - 8:38, 28:47 '21 [1] - 8:38 '22 [1] - 8:38</p> <hr/> <p style="text-align: center;">1</p> <hr/> <p>1.4 [1] - 5:13 10 [2] - 18:27 10% [2] - 18:28 104 [1] - 3:4 108 [1] - 3:4 11:04 [1] - 31:50 12 [4] - 7:55, 17:14, 17:21, 20:27 14.9 [1] - 7:49 15 [4] - 1:15, 9:34, 9:43, 9:47 15-minute [1] - 20:51 150 [1] - 18:46 155 [1] - 8:49 15th [1] - 1:28 18 [1] - 13:3 1823 [1] - 24:50</p> <hr/> <p style="text-align: center;">2</p> <hr/> <p>2 [4] - 6:42, 11:36, 18:25, 21:4 20 [1] - 7:56 200 [1] - 18:47 2013 [1] - 28:10 2014 [1] - 28:11 2016 [1] - 21:12 2019 [6] - 1:15, 2:29, 6:33, 9:21, 9:24, 17:30 2020 [25] - 3:7, 3:8, 3:48, 3:49, 3:54, 3:56, 4:1, 4:9, 5:23, 5:28, 6:4, 6:6, 6:8, 6:15, 6:20, 7:4, 7:50, 8:51, 9:29, 9:31, 16:44, 19:1, 29:53, 30:9 2021 [11] - 3:7, 3:8, 3:49, 3:55, 4:8, 6:4, 6:6, 6:14, 6:15, 7:1, 23:3 2022 [12] - 3:49, 3:51,</p>	<p>3:55, 4:1, 6:30, 6:36, 6:40, 6:43, 6:54, 7:1, 7:3, 7:13 21 [1] - 18:56 22 [1] - 18:54 2203 [1] - 27:3 239 [1] - 18:11 280 [1] - 30:3</p> <hr/> <p style="text-align: center;">3</p> <hr/> <p>3.1 [1] - 7:50 3.6 [1] - 6:40 30 [1] - 9:23 30% [1] - 14:25 30-minute [1] - 20:50 300 [1] - 23:55 3014 [3] - 3:36, 3:38, 3:39 340-something [1] - 7:39 3418 [1] - 7:19</p> <hr/> <p style="text-align: center;">4</p> <hr/> <p>4 [2] - 2:56, 11:9 4.8 [1] - 2:28 40% [1] - 9:23 400 [1] - 17:30 412,000 [1] - 17:30 420 [1] - 17:30 44 [1] - 29:53 445 [1] - 29:53 445,000 [1] - 28:46 45 [2] - 18:55, 21:24 456 [1] - 8:51</p> <hr/> <p style="text-align: center;">5</p> <hr/> <p>5 [1] - 11:9 5% [1] - 9:46 50 [1] - 18:55 50s [1] - 17:3 5648 [1] - 18:39 5th [1] - 22:35</p> <hr/> <p style="text-align: center;">6</p> <hr/> <p>6.2 [1] - 7:11 64 [1] - 7:1 6424 [3] - 6:24, 6:25, 6:49</p> <hr/> <p style="text-align: center;">7</p> <hr/> <p>7 [2] - 4:8, 5:11 7050 [1] - 5:37 7162 [1] - 6:44 725 [1] - 1:14 7437 [1] - 7:2</p>	<p>7453 [1] - 5:56</p> <hr/> <p style="text-align: center;">8</p> <hr/> <p>80 [2] - 18:27, 18:28 80,10,10 [1] - 19:24 840,000 [1] - 14:6 8739 [1] - 28:40</p> <hr/> <p style="text-align: center;">9</p> <hr/> <p>9 [1] - 18:40 900,000 [1] - 18:42 9:38 [1] - 2:1</p> <hr/> <p style="text-align: center;">A</p> <hr/> <p>abandoned [1] - 19:35 ability [1] - 3:11 able [1] - 3:15, 3:53, 3:56, 8:12, 11:32, 14:7, 20:4, 20:54, 21:12, 30:9, 30:43 Abrams [1] - 20:24 Abrams-Cherwony [1] - 20:24 absolutely [4] - 16:15, 23:14, 26:42, 27:18 accept [1] - 6:14 acceptable [1] - 16:11 accessible [1] - 2:44 accidents [1] - 10:29 achieved [1] - 19:41 Acting [3] - 1:36, 22:5, 24:39 acting [1] - 27:8 ACTING [17] - 8:32, 8:40, 13:17, 13:53, 16:53, 18:20, 18:33, 20:10, 20:16, 20:46, 24:54, 25:11, 27:5, 27:17, 27:33, 31:37, 31:44 actual [3] - 14:11, 14:14, 17:18 add [3] - 20:32, 21:21, 29:48 additional [6] - 2:30, 9:50, 18:25, 20:5, 23:46, 29:43 address [2] - 9:14, 18:30 addressed [3] - 10:50, 10:51, 25:27 adequate [5] - 16:17, 27:52, 28:23, 29:15, 29:42 adjourned [1] - 31:48 adjustment [1] - 29:16 Administration [2] -</p>	<p>4:19, 11:19 administration [1] - 19:11 adopt [1] - 26:22 adopted [3] - 2:21, 2:25, 7:49 Adopted [1] - 2:29 adopting [1] - 3:48 advance [7] - 3:43, 3:44, 5:25, 6:6, 6:13, 16:44, 17:7 advanced [5] - 3:7, 5:13, 6:3, 6:12, 16:23 advancing [10] - 4:7, 5:11, 5:15, 5:17, 5:49, 6:18, 6:38, 6:56, 7:3, 7:13 advantage [1] - 11:40 Advisory [1] - 28:11 advocate [1] - 20:4 advocated [1] - 21:23 afield [1] - 21:50 afraid [1] - 22:48 age [1] - 18:45 agencies [1] - 15:40 ago [3] - 9:21, 24:18, 26:45 agree [3] - 16:22, 20:21, 20:23 agreeable [1] - 21:37 agreed [2] - 12:34, 12:42 ahead [5] - 19:53, 23:36, 28:29, 28:36, 29:38 Aide [4] - 1:40, 1:41, 1:42, 1:51 airport [1] - 17:35 AI [1] - 1:20 al's [1] - 23:35 alarm [1] - 9:37 align [1] - 26:17 Allegiance [1] - 2:4 allowing [1] - 25:3 allows [1] - 21:14 almost [3] - 7:14, 13:43, 18:47 alone [1] - 16:47 ALSO [1] - 1:27 alternative [1] - 19:35 AM [2] - 2:1, 31:50 amount [4] - 6:19, 7:42, 8:51, 31:6 Amy [1] - 1:29 analysis [5] - 12:35, 13:28, 13:42, 13:50, 17:15 Anderson [1] - 28:9 anomaly [1] - 9:51</p>	<p>answer [5] - 9:3, 12:30, 14:30, 22:48, 25:12 answer's [1] - 12:30 answers [2] - 25:33, 31:38 anticipate [2] - 18:56, 28:47 anticipated [1] - 22:40 anticipating [2] - 9:13, 18:54 anyhow [2] - 6:32, 7:29 anytime [1] - 17:55 apologize [1] - 27:6 app [1] - 21:13 appeal [1] - 11:29 appreciate [5] - 8:45, 11:25, 23:11, 29:28, 29:29 appreciated [1] - 22:55 appreciates [1] - 11:55 approach [2] - 8:4, 30:3 approaches [1] - 19:35 appropriate [4] - 16:9, 26:8, 26:35, 26:36 appropriated [2] - 22:31, 23:1 appropriating [1] - 22:26 approve [1] - 26:22 approved [3] - 22:20, 22:26, 23:7 approximate [1] - 14:5 arcane [1] - 22:6 architect [1] - 22:50 area [3] - 10:53, 16:35, 31:3 areas [2] - 12:17, 12:25 arrived [1] - 28:51 ARUP [1] - 20:33 aspect [1] - 14:29 aspects [1] - 25:38 assessment [2] - 7:46, 8:19 Assessment [3] - 8:2, 8:6, 8:7 assist [2] - 21:46, 30:45 assistance [1] - 11:45 associated [5] - 5:30, 28:52, 28:53, 28:56, 29:5 AT [2] - 2:1, 31:50 ATTENDANCE [1] -</p>
---	--	--	--	--

INDEX

[Occurrence of Word] - Page Number:Line Number

- 1:27
attention [1] - 16:49
Auditorium [1] - 1:13
authority [3] - 16:9,
25:24, 25:37
automotive [1] - 27:1
available [8] - 9:3,
9:44, 14:53, 17:27,
17:39, 17:45, 31:35,
31:38
average [2] - 7:56,
17:20
AVL [1] - 21:28
awarded [2] - 14:4,
14:23
awfully [1] - 31:4
-
- B**
-
- Babylon** [1] - 20:49
bad [6] - 7:52, 10:11,
10:14, 10:20, 13:47,
21:56
BALDASSARE [5] -
25:19, 25:29, 26:11,
26:25, 26:41
Baldassare [2] - 1:38,
25:13
ball [2] - 5:29, 22:28
ballpark [1] - 17:33
based [2] - 21:27,
25:25
basement [2] - 16:42,
17:3
basic [1] - 13:27
basis [2] - 18:44, 25:1
Beach [1] - 24:7
beach [1] - 30:20
bear [1] - 20:19
become [3] - 9:41,
15:13, 25:46
becomes [1] - 13:25
becoming [1] - 9:38
begun [1] - 19:35
Belle [1] - 30:30
benefit [1] - 18:42
Berland [3] - 1:23, 2:4,
13:41
best [1] - 9:44
better [6] - 8:9, 10:18,
10:46, 21:20, 26:17
between [2] - 8:38,
31:7
bicycle [1] - 10:24
bid [4] - 15:18, 22:43,
22:45, 29:21
bidding [2] - 15:24,
22:44
bids [3] - 9:18, 9:19,
15:17
- big** [8] - 3:43, 5:7,
5:45, 5:48, 6:15,
7:21, 15:20, 26:16
big-ticket [3] - 5:7,
5:45, 6:15
big-tickets [1] - 5:48
Bill [2] - 13:23, 14:28
bill [1] - 14:30
bit [9] - 9:12, 9:35,
9:38, 11:27, 18:2,
22:39, 23:14, 23:39,
26:56
block [1] - 31:25
board [4] - 9:13,
14:52, 22:28, 24:24
boats [1] - 24:32
body [1] - 23:5
bolts [1] - 4:41
bond [1] - 17:13
bonds [7] - 2:26, 2:29,
3:1, 5:27, 6:42, 7:25
book [2] - 3:14, 18:11
borderline [1] - 10:52
borrow [2] - 8:5, 8:6
borrowing [1] - 7:34
bottom [3] - 3:39, 7:40
box [1] - 21:55
break [1] - 3:46
Brian [3] - 25:52,
25:53
Bridget [1] - 1:22
brief [1] - 8:14
bring [4] - 11:48,
18:50, 24:18
bringing [1] - 24:41
BRO [10] - 1:31, 1:32,
1:33, 1:34, 1:35,
8:43, 13:50, 16:43,
17:12, 18:11
broad [1] - 23:50
broken [1] - 18:35
Brookhaven [1] - 31:5
brought [2] - 16:39,
28:18
BRT [1] - 19:20
Budget [15] - 1:15,
3:54, 4:1, 5:23, 5:30,
7:53, 9:15, 13:14,
16:22, 17:26, 19:39,
20:4, 21:50, 22:24,
23:27
budget [4] - 6:20,
8:37, 8:52, 19:32
build [3] - 15:48, 26:1,
26:3
building [6] - 11:43,
13:14, 13:19, 16:56,
27:1
Building [1] - 1:14
buildings [2] - 13:6,
27:7
- Buildings** [1] - 14:3
built [2] - 13:33, 17:2
bunch [2] - 4:4, 12:56
bureaucratic [1] - 22:6
bus [3] - 19:28, 20:54,
21:14
Bus [2] - 21:13, 21:18
buses [3] - 18:55,
18:56, 19:1
businesses [1] -
19:27
buy [1] - 17:19
buying [1] - 25:42
BY [2] - 1:47, 1:50
-
- C**
-
- Cadillac** [1] - 12:38
CALARCO [6] - 22:17,
22:34, 22:42, 22:54,
23:18, 23:34
Calarco [4] - 1:21,
13:15, 13:40, 22:15
calculations [1] -
24:27
CALLED [1] - 2:1
capabilities [1] - 17:4
Capital [56] - 1:15,
1:39, 2:20, 2:22, 3:3,
3:36, 3:37, 3:47,
3:54, 4:1, 4:2, 5:23,
5:43, 6:5, 6:16, 6:24,
6:43, 6:45, 6:49,
8:43, 8:48, 8:50,
9:15, 9:21, 9:24,
9:29, 9:45, 13:14,
13:19, 13:20, 14:2,
16:40, 17:14, 17:30,
17:31, 17:38, 17:39,
17:42, 17:45, 18:36,
18:38, 19:2, 19:39,
21:50, 22:23, 27:50,
27:53, 28:40, 28:46,
29:14, 29:17, 29:31,
30:35, 30:54
capital [3] - 3:48, 11:1,
17:34
car [2] - 19:28, 24:51
Caracappa [1] - 1:13
carbon [2] - 19:26,
19:36
care [1] - 12:17
cars [4] - 7:28, 10:21,
19:25, 25:32
case [1] - 7:37
cash [8] - 7:34, 7:53,
8:2, 8:3, 8:5, 8:11,
17:27, 17:33
catch [1] - 20:55
- cement** [1] - 11:49
center [1] - 16:41
centralize [1] - 25:37
centralizing [1] -
25:38
cents [1] - 18:37
CEQ [1] - 28:29
certain [3] - 12:27,
15:32, 20:36
certainly [6] - 10:8,
11:40, 14:26, 17:4,
31:8, 31:13
Chair [1] - 27:12
chairman [1] - 4:19
Chairman [5] - 12:48,
17:25, 17:51, 19:50,
26:55
CHAIRPERSON [57] -
2:3, 2:34, 2:40, 2:46,
2:52, 4:22, 4:34,
4:50, 5:1, 5:52, 8:18,
8:29, 8:35, 9:6, 10:7,
11:5, 11:12, 11:47,
12:11, 12:24, 12:37,
12:44, 12:50, 14:32,
14:39, 15:4, 15:11,
15:27, 15:35, 15:42,
15:50, 16:1, 16:7,
16:21, 16:29, 17:54,
18:4, 19:43, 19:52,
22:14, 24:48, 25:6,
25:16, 25:22, 26:7,
26:20, 26:31, 26:44,
26:51, 27:23, 27:30,
27:36, 31:1, 31:24,
31:31, 31:41, 31:47
Chairperson [1] - 1:20
challenge [1] - 16:34
challenges [1] - 19:21
chances [1] - 12:29
change [6] - 2:30,
4:16, 19:26, 23:51,
24:12, 25:26
changed [1] - 29:37
changes [4] - 8:37,
19:14, 20:23, 25:25
channel [2] - 24:31,
24:32
channels [1] - 23:55
charge [1] - 23:54
charged [1] - 23:55
Cherwony [1] - 20:24
chief [1] - 9:11
Chief [2] - 1:29, 1:37
choose [2] - 10:32,
10:33
Chuck [1] - 25:50
clear [1] - 8:16
Clerk [1] - 1:29
climate [3] - 19:26,
23:51, 24:12
- closely** [1] - 9:37
coastal [2] - 19:25,
22:8
coastline [1] - 15:12
Code [1] - 26:26
Coecles [1] - 24:32
collaborate [1] - 30:45
college [3] - 27:1,
27:2, 27:13
College [1] - 27:8
coming [4] - 2:8,
18:54, 21:4, 29:21
comment [1] - 20:18
COMMISSIONER [17]
- 8:32, 8:40, 13:17,
13:53, 16:53, 18:20,
18:33, 20:10, 20:16,
20:46, 24:54, 25:11,
27:5, 27:17, 27:33,
31:37, 31:44
Commissioner [9] -
1:36, 8:20, 9:8, 22:5,
23:36, 24:40, 25:50,
28:9
commissioner [2] -
22:18, 31:33
commitment [2] -
7:18, 19:20
COMMITTEE [1] - 1:1
committee [6] - 6:28,
24:55, 25:24, 25:49,
26:38
Committee [6] - 1:12,
9:7, 13:39, 13:46,
27:13, 28:11
committing [1] - 27:45
community [9] -
11:35, 11:36, 11:50,
12:20, 12:28, 19:25,
22:8, 27:1, 27:46
Community [1] - 27:8
company [2] - 22:22,
22:27
competing [1] - 8:10
complete [5] - 4:38,
4:45, 14:25, 26:2
completed [1] - 20:33
component [2] -
20:56, 24:6
components [1] -
20:36
comprehensive [1] -
21:26
computers [1] - 7:27
concept [1] - 20:38
concern [8] - 13:45,
13:48, 16:33, 16:39,
19:19, 22:56, 23:5,
27:51

INDEX

[Occurrence of Word] - Page Number:Line Number

- concerns** [5] - 16:54, 21:51, 27:46, 28:29
concise [1] - 28:36
CONCLUDED [1] - 31:50
concrete [1] - 12:8
condition [1] - 16:56
conduct [1] - 21:26
conducted [1] - 20:25
congratulate [1] - 27:47
conjunction [1] - 27:8
consideration [1] - 8:1
considerations [1] - 7:22
considered [3] - 3:51, 3:52, 4:1
constantly [1] - 18:48
constraints [1] - 21:32
constructed [1] - 12:15
construction [3] - 6:22, 6:41, 23:3
consultant [1] - 14:52, 16:15, 21:44, 23:29, 24:26, 28:31, 29:21, 29:44, 30:3, 31:2
consultant's [1] - 29:30
consultants [1] - 24:35
consultation [1] - 28:8
continue [6] - 5:19, 18:49, 18:50, 29:23, 29:38, 30:33
continues [4] - 9:27, 9:28, 9:30, 13:18
continuing [3] - 13:24, 18:45, 19:22
continuously [1] - 9:21
contract [7] - 14:4, 14:6, 22:22, 23:2, 23:9, 23:16, 23:28
contracted [1] - 24:25
contractor [3] - 15:20, 15:47, 16:8
contractors [1] - 15:17
contracts [1] - 21:56
contribute [1] - 18:37
contributing [1] - 18:41
contribution [1] - 18:28
Control [5] - 1:43, 27:25, 27:44, 28:10, 28:11
- control** [9] - 22:3, 28:12, 28:16, 28:20, 28:24, 28:26, 28:32, 31:20, 31:22
controlled [1] - 28:34
convene [1] - 8:21
conversation [1] - 11:18
cooperative [3] - 30:27, 30:34, 30:49
coordinating [1] - 31:5
correct [4] - 28:43, 29:34, 29:56, 31:18
correlation [1] - 31:7
cost [13] - 4:12, 9:12, 10:35, 10:37, 10:44, 10:46, 11:33, 11:39, 13:23, 16:47, 18:26, 23:46, 27:45
costing [1] - 13:47
costs [5] - 5:18, 5:30, 7:18, 9:26, 30:50
counties [1] - 31:21
country [1] - 11:28
county [2] - 28:25
COUNTY [1] - 1:5
County [27] - 1:12, 6:36, 6:42, 8:4, 9:34, 13:5, 13:6, 16:49, 18:13, 18:31, 18:37, 21:52, 24:20, 25:9, 25:23, 25:32, 25:41, 26:18, 28:13, 28:16, 28:18, 29:23, 30:28, 30:31, 30:51
couple [10] - 7:38, 11:31, 13:1, 13:2, 13:5, 13:9, 17:13, 17:24, 19:31, 21:11
course [3] - 11:54, 12:51, 29:37
Court [1] - 1:48
cover [1] - 30:3
crafting [1] - 9:15
Craig [1] - 1:33
create [1] - 9:24
critical [5] - 9:56, 10:10, 14:19, 16:35, 29:39
critically [4] - 18:15, 18:30, 29:10, 30:55
Cupsogue [1] - 24:7
curb [1] - 10:4
curbs [1] - 11:51
curious [1] - 27:12
current [4] - 2:20, 2:31, 19:11, 25:25
customers [1] - 20:52
cut [2] - 3:27, 29:25
- cuts** [1] - 21:12
cutting [1] - 12:2
-
- ## D
-
- D.P.O** [6] - 22:17, 22:34, 22:42, 22:54, 23:18, 23:34
dangerous [1] - 28:54
Darnell [4] - 1:36, 16:46, 18:17, 26:55
data [3] - 9:44, 28:35, 30:48
data-sharing [1] - 30:48
date [1] - 10:35
dates [1] - 4:43
day-to-day [1] - 21:34
deal [3] - 21:34, 29:24, 30:15
dealing [2] - 21:34, 30:52
death [1] - 30:22
debt [2] - 5:29, 5:30
DEC [1] - 15:40
decision [1] - 17:7
decisions [3] - 11:3, 11:42, 13:26
decrease [2] - 6:40, 7:10
decreased [1] - 6:48
decreasing [3] - 6:43, 6:47, 6:52
dedicated [1] - 20:2
deer [3] - 31:7, 31:10, 31:11
defer [1] - 3:42
deferrals [1] - 6:41
deferred [2] - 4:11, 7:5
deferring [1] - 6:38
deficiencies [1] - 10:33
definitely [6] - 10:49, 12:7, 12:19, 12:34, 28:20, 28:33
degradation [2] - 10:35, 31:11
delay [4] - 10:31, 10:33, 11:22, 13:32
deliver [1] - 13:7
delivery [2] - 18:54, 18:55
delve [1] - 17:25
demand [1] - 19:34
Denise [1] - 1:51
DENOTES [1] - 31:51
department [8] - 10:9, 18:29, 19:11, 19:20, 23:42, 24:40, 24:56, 25:1
- Department's** [1] - 13:13
departments [2] - 5:4, 11:44
deploy [1] - 20:35
Deputy [3] - 1:21, 1:29, 25:50
design [6] - 14:15, 14:25, 15:48, 16:17, 23:2, 23:29
design-build [1] - 15:48
designate [1] - 11:1
designed [1] - 16:12
detail [1] - 27:6
detailed [1] - 15:31
details [6] - 6:27, 12:2, 12:27, 14:43, 21:6, 25:14
deteriorate [1] - 15:13
determination [1] - 25:8
developed [1] - 15:46
development [1] - 30:42
Diana [1] - 1:48
difference [2] - 3:4, 3:5
different [11] - 2:21, 4:5, 5:4, 8:55, 11:20, 11:27, 25:38, 26:4, 28:24, 28:32, 28:37
differently [1] - 25:27
difficult [2] - 2:35, 13:26
dig [2] - 4:32, 19:24
diligence [1] - 8:45
dining [2] - 5:13, 5:15
dip [1] - 10:37
dire [3] - 10:40, 10:42, 22:24
direct [1] - 29:22
directed [1] - 31:21
director [2] - 25:30, 31:2
DIRECTOR [13] - 27:39, 27:55, 28:5, 28:42, 29:19, 29:33, 29:41, 29:55, 30:5, 30:11, 30:41, 31:17, 31:27
Director [2] - 27:43, 29:15
Director/Budget [1] - 1:30
Director/Vector [1] - 1:43
disagree [1] - 4:35
discretionary [2] - 10:14, 21:40
- discuss** [1] - 1:15
discussed [1] - 27:51
discussing [2] - 12:56, 13:3
discussion [7] - 11:13, 13:5, 13:13, 13:18, 13:40, 22:23, 26:35
disease [3] - 28:52, 29:3, 29:4
diseases [3] - 28:11, 28:56, 30:21
disrepair [1] - 17:2
District [1] - 1:28
district [6] - 10:10, 11:26, 20:48, 24:17, 24:43, 30:32
districts [3] - 8:9, 13:4
Division [4] - 9:18, 25:36, 25:54, 26:26
division [5] - 20:3, 21:32, 24:11, 24:56, 25:53
division's [1] - 14:28
divisions [1] - 8:53
docks [1] - 23:47
doctor [1] - 17:12
document [1] - 6:28
Doering [1] - 1:35
dollar [3] - 6:19, 18:37, 24:27
dollars [11] - 2:27, 5:49, 6:48, 6:52, 6:54, 7:39, 7:40, 10:19, 18:27, 22:31, 29:31
done [10] - 2:14, 10:10, 10:11, 11:52, 12:19, 19:44, 26:29, 31:6, 31:9, 31:15
Donnelly [6] - 1:24, 1:42, 12:45, 15:5, 16:30, 26:52
DONNELLY [32] - 3:13, 3:20, 3:26, 3:32, 4:18, 4:29, 4:54, 5:33, 5:39, 12:47, 12:53, 13:22, 13:37, 14:9, 14:17, 14:35, 14:47, 15:1, 16:32, 17:11, 17:23, 17:37, 17:44, 17:50, 19:49, 19:55, 20:13, 23:21, 23:31, 26:54, 27:10, 27:20
Donnelly's [1] - 21:51
Donohue [1] - 1:41
double [1] - 10:37
double-dip [1] - 10:37
doubt [2] - 9:41, 12:35

INDEX

[Occurrence of Word] - Page Number:Line Number

down [6] - 2:31, 3:46, 5:7, 5:22, 11:10, 13:46
DPW [13] - 5:44, 5:53, 8:21, 8:49, 13:28, 13:50, 14:3, 25:50, 26:21, 26:26, 26:46, 27:14, 31:33
Dr [8] - 2:13, 3:14, 8:42, 13:9, 13:50, 14:18, 14:48, 17:26
DR [16] - 2:17, 2:37, 2:43, 2:49, 2:55, 3:17, 3:23, 3:29, 3:35, 4:26, 4:37, 5:6, 5:36, 5:42, 5:55, 8:24
drainage [2] - 10:4, 11:54
 dredge [4] - 23:48, 23:51, 23:54, 24:28
dredging [2] - 23:39, 30:26
drift [1] - 24:30
drilling [1] - 23:40
Dunes [4] - 5:14, 5:37, 14:23
during [3] - 16:40, 20:32, 25:30
DuWayne [1] - 1:28

E

EAF [1] - 29:46
East [3] - 11:31, 29:2, 31:4
echo [2] - 16:55, 19:56
Education [1] - 27:13
effect [1] - 21:44
effectively [1] - 16:18
effort [2] - 19:1, 21:24
efforts [7] - 11:25, 24:23, 29:7, 30:17, 30:27, 30:37, 30:38
ehrlichiosis [2] - 29:4, 30:20
EHRlichiosis [1] - 29:5
eight [2] - 9:25, 13:31
EIS [2] - 29:48, 29:53
either [1] - 7:33
electeds [1] - 11:43
eliminated [1] - 12:22
Ellis [1] - 1:29
embark [1] - 30:9
emergency [1] - 16:41
emission [1] - 19:36
emissions [1] - 19:26
employees [1] - 21:33
empty [1] - 19:36

encourage [2] - 21:19, 30:33
encouraging [1] - 16:22
End [2] - 29:2, 31:4
end [5] - 10:36, 17:5, 18:48, 23:1, 29:48
endangering [1] - 10:34
ends [2] - 12:9, 12:15
ENERGY [1] - 1:1
Energy [1] - 1:11
engaged [1] - 11:44
engineer [1] - 9:11
engineer's [1] - 9:20
Engineer/Highway/DPW [1] - 1:37
engineering [6] - 8:53, 11:19, 11:21, 11:29, 14:23, 16:15
engineers [2] - 11:32, 11:43
engineers' [1] - 9:22
entered [1] - 20:8
entomologist [1] - 29:9
environment [3] - 10:42, 12:22, 16:35
environmental [8] - 23:48, 27:46, 28:18, 28:31, 28:37, 29:46, 29:49, 31:11
equipment [1] - 25:1
erosion [3] - 23:43, 24:8, 24:36
especially [1] - 11:41
essentially [1] - 18:36
estimate [4] - 9:20, 9:51, 10:46, 15:18
estimates [5] - 9:22, 9:23, 9:25, 9:44, 9:49
estimation [1] - 6:42
et cetera [1] - 8:38
evaluate [1] - 10:29
events [1] - 23:44
eventually [2] - 4:4, 11:18
exactly [8] - 13:18, 18:34, 23:4, 23:5, 25:31, 27:52, 31:9
examples [1] - 10:13
except [4] - 2:26, 2:29, 3:2, 7:25
excess [1] - 9:19
excited [1] - 20:37
excuse [1] - 2:23
executed [2] - 14:4, 23:15
Executive [3] - 6:37,

24:20, 30:28
existing [1] - 31:18
expand [1] - 9:35
expect [1] - 20:52
expecting [1] - 18:55
expenditures [1] - 18:36
expensive [2] - 3:46, 7:7
explain [3] - 2:53, 2:56, 22:21
explained [1] - 3:5
explaining [1] - 22:56
explanation [4] - 3:40, 4:5, 4:38, 8:14
exponential [1] - 10:36
extent [3] - 21:7, 24:33, 30:53
extreme [1] - 23:44

F

faceted [1] - 11:37
facilities [1] - 13:6
facility [6] - 14:11, 16:40, 16:47, 16:49, 17:4, 27:2
facing [2] - 19:26, 22:8
fact [3] - 3:21, 22:23, 26:1
fair [3] - 13:15, 13:28, 17:14
fallout [1] - 17:3
falls [1] - 25:2
familiar [1] - 28:6
family [1] - 30:19
far [5] - 7:14, 9:19, 14:28, 21:50, 26:33
fare [2] - 21:17, 21:55
fashion [2] - 20:41, 23:7
fast [2] - 3:10, 22:44
fast-tracked [1] - 3:10
Federal [1] - 24:10
federal [1] - 18:27
fee [2] - 14:5, 21:55
feedback [1] - 11:33
fell [1] - 28:8
felt [1] - 28:15
Ferry [1] - 23:45
few [9] - 2:10, 2:19, 5:7, 11:26, 17:52, 22:1, 25:30, 26:1
figure [3] - 9:42, 21:41, 24:33
figures [1] - 9:2
file [1] - 2:44
FIMI [1] - 24:7

final [2] - 5:48, 23:27
Finance [1] - 25:51
finance [1] - 2:22
finances [1] - 7:36
financial [1] - 7:35
financing [1] - 2:19
fine [3] - 10:13, 12:39, 19:44
finished [1] - 6:28
finishes [1] - 29:10
Fireplace [1] - 11:34
firm [3] - 7:18, 14:4, 14:23
first [15] - 3:53, 4:40, 4:41, 4:52, 5:22, 6:19, 8:26, 8:41, 10:28, 10:39, 21:14, 24:19, 27:49, 28:47, 28:54
fiscally [2] - 10:42, 12:21
fit [2] - 2:19, 4:5
five [6] - 3:51, 7:15, 9:18, 9:27, 17:20, 24:28
five-year [2] - 3:51, 24:28
fix [2] - 7:7, 10:17
fixed [3] - 10:18, 18:46, 19:34
fixed-route [2] - 18:46, 19:34
fixing [1] - 10:19
Fleet [8] - 1:38, 25:36, 25:38, 25:43, 25:45, 25:54, 26:26
fleet [10] - 8:53, 18:45, 19:3, 24:49, 24:51, 25:43, 26:2, 26:5, 26:18, 26:34
Fleming [9] - 1:22, 1:41, 12:25, 13:25, 13:41, 17:55, 20:5, 23:36, 28:6
FLEMING [28] - 9:10, 9:33, 9:55, 10:55, 11:8, 11:24, 18:1, 18:10, 18:23, 19:5, 19:46, 20:43, 21:49, 23:38, 24:2, 24:15, 27:27, 27:42, 28:2, 28:39, 28:45, 29:27, 29:36, 29:52, 30:2, 30:8, 30:14, 30:47
Fleming's [1] - 20:18
Flesher [1] - 1:48
flexibility [1] - 10:53
flooding [1] - 16:43
flow [3] - 8:3, 8:11, 24:22

flush [1] - 26:33
focus [3] - 3:33, 13:5, 19:40
focused [1] - 24:35
focusing [1] - 7:24
folks [2] - 24:34, 27:13
follow [2] - 3:14, 15:6
followed [1] - 21:17
following [1] - 22:18
Ford's [1] - 12:38
foremost [2] - 10:28, 10:39
forget [2] - 11:37, 29:10
forgive [2] - 12:56, 17:24
formal [1] - 4:40
former [1] - 28:8
fortunate [1] - 18:35
forward [8] - 9:15, 10:43, 13:34, 16:18, 18:14, 21:47, 27:53, 30:29
four [4] - 2:30, 7:15, 19:14, 21:53
fourth [2] - 25:51, 25:52
Freas [1] - 1:33
free [1] - 5:2
FRES [2] - 16:40, 16:47
front [1] - 21:46
FTA [3] - 18:36, 18:49, 21:23
fulfill [1] - 13:26
full [2] - 29:38, 29:48
fully [1] - 23:15
fund [4] - 13:27, 17:33, 17:35
Fund [9] - 3:4, 7:26, 7:27, 7:29, 7:34, 7:41, 17:31, 17:35, 17:48
funded [3] - 13:33, 18:27, 18:37
funding [29] - 3:3, 7:22, 7:23, 9:13, 9:50, 14:49, 18:26, 18:27, 18:35, 19:15, 19:21, 19:24, 21:6, 21:23, 22:20, 23:6, 26:5, 27:50, 27:52, 28:7, 28:17, 28:22, 28:40, 29:16, 29:30, 29:42, 30:27, 30:34, 30:53
funding's [1] - 14:52
Funds [1] - 8:3
funds [6] - 6:26, 8:6, 8:12, 17:32, 17:48,

INDEX

[Occurrence of Word] - Page Number:Line Number

- 29:43
future [4] - 7:19,
10:35, 21:47, 30:54
-
- G**
- gather** [1] - 31:13
Gazes [1] - 1:31
GAZES [4] - 17:17,
17:29, 17:41, 17:47
General [9] - 3:4, 7:26,
7:27, 7:28, 7:34,
7:41, 17:31, 17:34,
17:48
general [2] - 16:38,
17:14
given [1] - 6:26
glad [1] - 30:24
God [1] - 24:22
gosh [1] - 10:17
gotta [1] - 24:32
government [3] - 13:7,
18:31, 24:21
grant [3] - 24:21,
30:27, 30:34
great [2] - 29:11,
30:48
Gregory [2] - 1:28,
20:8
GREGORY [1] - 26:48
grossly [1] - 18:30
group [14] - 4:16,
4:39, 4:43, 4:46,
4:47, 8:22, 8:26,
17:8, 19:31, 21:8,
21:33, 24:12, 25:4,
31:34
groups [1] - 16:40
guess [1] - 8:41,
13:10, 13:24, 16:37,
17:12, 19:10, 20:17,
22:39, 24:56, 27:50
-
- H**
- H2M** [1] - 14:23
half [2] - 9:20, 24:27
hall [2] - 5:13, 5:15
Hall [2] - 13:11, 14:18
Halloran [1] - 1:32
Hampton [1] - 11:32
hand [1] - 17:27
handling [1] - 14:29
hangar [2] - 7:11, 7:12
happy [4] - 11:50,
11:53, 12:20, 14:45
Harbor [2] - 24:32,
30:30
hard [2] - 11:3, 19:23
hardening [2] - 11:51,
11:52
harder [1] - 7:36
head [1] - 13:39
Head [1] - 30:30
headway [2] - 20:50,
20:51
health [9] - 3:11, 3:45,
4:11, 5:17, 27:45,
29:7, 29:8, 29:9,
29:39
hear [4] - 5:3, 19:19,
19:30, 30:24
heard [1] - 23:45
hearing [3] - 8:22,
13:45, 19:32
hearings [2] - 4:52,
19:7
heart [1] - 4:16
heavily [1] - 20:39
heavy [2] - 17:7, 18:14
held [1] - 1:12
hello [1] - 4:45
helpful [4] - 9:14,
11:44, 20:14, 26:39
helps [1] - 8:10
high [1] - 20:34
high-level [1] - 20:34
higher [2] - 9:23, 9:25
highlight [1] - 8:37
Highway [2] - 1:14,
9:18
highway [4] - 8:53,
10:4, 12:15, 12:16
hill [1] - 15:15
Hillman [2] - 1:37,
24:42
HILLMAN [24] - 9:17,
9:40, 10:3, 10:27,
11:16, 12:6, 12:14,
12:33, 12:41, 13:30,
14:42, 14:51, 15:8,
15:23, 15:30, 15:38,
15:45, 15:53, 16:4,
16:14, 16:26, 18:7,
23:53, 24:5
Hillman's [1] - 14:28
hire [2] - 28:30, 29:9
historic [1] - 24:8
historically [2] - 9:48,
9:51
hitting [1] - 27:44
hold [1] - 10:45
holistic [1] - 20:34
homeowner [1] -
15:19
hope [5] - 10:45,
20:40, 21:2, 30:15,
30:43
hopefully [5] - 28:22,
29:42, 29:45, 30:12,
30:15
hoping [1] - 19:30
house [2] - 13:51,
27:14
housed [1] - 16:48
hug [1] - 22:9
human [2] - 28:52
hundred [1] - 12:42
hurry [1] - 16:24
hybrid [2] - 18:55,
18:56
-
- I**
- idea** [5] - 6:33, 20:40,
20:55, 28:15, 28:23
ideal [1] - 16:42
ideas [2] - 21:5, 21:8
identification [1] -
13:14
identified [3] - 13:10,
14:48, 22:24
Il [2] - 20:37, 21:1
illness [3] - 28:48,
30:22, 30:52
immediate [1] - 6:9
immediately [1] -
29:25
imminent [1] - 23:26
impact [2] - 6:9, 24:38
impacted [1] - 30:18
impacting [1] - 28:48
impacts [3] - 23:50,
29:24, 29:49
implement [4] - 19:15,
19:34, 21:8, 28:27
implementation [1] -
21:2
implemented [3] -
20:27, 20:41, 21:53
important [9] - 7:22,
11:55, 18:15, 18:30,
24:32, 29:11, 30:17,
30:39, 30:55
improve [1] - 20:1
improvements [1] -
17:34
IN [1] - 1:27
inadequate [1] - 18:13
incentive [3] - 5:22,
5:27, 6:8
include [1] - 19:8
included [1] - 28:3
including [2] - 13:12,
13:13
income [1] - 22:9
increase [10] - 3:1,
4:12, 5:18, 5:30, 6:8,
6:32, 7:18, 9:26,
10:37, 20:50
increased [1] - 24:36
increases [3] - 10:44,
10:47, 20:28
increasing [3] - 6:19,
10:35, 20:38
increasingly [1] -
28:48
incur [1] - 7:54
Indian [1] - 28:25
indicate [1] - 28:55
indifferent [1] - 22:1
individual [1] - 30:51
individually [1] -
30:32
info [1] - 3:33
informal [1] - 18:18
information [6] - 9:29,
11:43, 21:27, 23:10,
26:32, 31:13
informed [1] - 21:20
infrastructure [2] -
13:6, 23:46
initial [3] - 3:47, 20:56
initiate [1] - 21:22
initiative [3] - 24:12,
24:20, 27:1
insignificant [1] - 9:28
instance [7] - 2:22,
7:27, 11:31, 19:34,
23:45, 24:23, 30:25
instead [6] - 7:34,
7:42, 11:48, 20:50,
25:42, 26:12
integrity [2] - 12:4,
15:14
intend [1] - 21:22
inter [1] - 30:34
inter-cooperative [1] -
30:34
interact [1] - 18:49
interaction [1] - 11:40
interactions [1] - 8:44
interconnect [1] -
21:25
interconnected [1] -
30:27
interest [1] - 28:20
interested [1] - 1:44
interests [1] - 7:55
internal [1] - 26:21
internationally [1] -
31:29
interrelate [1] - 21:25
interrupt [2] - 15:14,
20:44
intersection [2] -
10:18, 10:19
intersections [1] -
11:52
inventory [1] - 26:2
-
- invested** [1] - 18:41
investigating [1] -
9:42
involved [1] - 11:39
Irene [2] - 1:41, 24:24
Island [10] - 6:22,
6:47, 23:45, 24:17,
24:25, 28:25, 28:51,
31:19, 31:20, 31:25
isolated [1] - 29:6
issue [7] - 5:27, 6:43,
10:40, 12:16, 17:13,
24:23, 30:25
issues [13] - 3:42,
3:45, 4:12, 5:17, 9:1,
10:30, 10:32, 21:34,
21:35, 22:9, 28:16,
28:19
it'd [2] - 2:10, 10:18
it'll [5] - 5:29, 10:39,
29:42, 29:44
item [1] - 6:15
items [6] - 5:7, 5:45,
5:48, 6:47, 7:21,
7:38
itself [3] - 4:9, 4:45,
7:23
IWANEJKO [13] -
27:39, 27:55, 28:5,
28:42, 29:19, 29:33,
29:41, 29:55, 30:5,
30:11, 30:41, 31:17,
31:27
Iwanejko [5] - 1:43,
27:34, 27:43, 29:15,
31:2
-
- J**
- Jacquin** [1] - 25:51
jail [18] - 3:6, 3:8, 3:9,
3:33, 3:36, 4:8, 5:11,
6:2, 6:3, 6:4, 13:10,
13:39, 13:41, 14:3,
22:19
Jersey's [1] - 31:20
job [4] - 10:11, 12:27,
15:21, 30:28
Joe [1] - 1:34
joined [1] - 26:45
Jumpstart [3] - 6:22,
6:47, 6:52
June [4] - 22:21,
22:26, 22:32, 22:35
-
- K**
- Karen** [1] - 1:42
keep [7] - 2:10, 5:22,
11:28, 19:2, 19:16,

INDEX

[Occurrence of Word] - Page Number:Line Number

- 21:20, 30:37
Keith [3] - 1:39, 13:54, 14:2
kickoff [1] - 23:28
kind [25] - 6:38, 9:56, 11:39, 11:44, 13:38, 13:48, 14:11, 14:19, 15:47, 16:33, 16:48, 16:55, 17:12, 17:25, 18:29, 18:48, 20:17, 23:23, 23:49, 24:44, 27:15, 28:15, 28:33, 30:50
kitchen [13] - 3:6, 3:9, 3:36, 4:8, 5:11, 6:3, 6:4, 6:13, 13:46, 14:11, 23:22
Klafter [1] - 1:42
knock [1] - 30:19
KRUPSKI [57] - 2:3, 2:34, 2:40, 2:46, 2:52, 4:22, 4:34, 4:50, 5:1, 5:52, 8:18, 8:29, 8:35, 9:6, 10:7, 11:5, 11:12, 11:47, 12:11, 12:24, 12:37, 12:44, 12:50, 14:32, 14:39, 15:4, 15:11, 15:27, 15:35, 15:42, 15:50, 16:1, 16:7, 16:21, 16:29, 17:54, 18:4, 19:43, 19:52, 22:14, 24:48, 25:6, 25:16, 25:22, 26:7, 26:20, 26:31, 26:44, 26:51, 27:23, 27:30, 27:36, 31:1, 31:24, 31:31, 31:41, 31:47
Krupski [2] - 1:20, 7:12
-
- L**
-
- lab** [1] - 29:9
Lab [1] - 31:5
laid [1] - 13:19
land [2] - 24:44, 28:16
large [1] - 20:22
larger [1] - 5:8
Larsen [3] - 1:39, 13:54, 14:2
LARSEN [8] - 14:1, 14:13, 14:22, 22:30, 22:37, 22:47, 23:13, 23:25
last [14] - 2:21, 2:25, 3:50, 3:52, 4:31, 13:40, 16:37, 16:39, 22:20, 22:24, 22:32, 25:36, 26:29
lastly [1] - 7:10
late [4] - 2:9, 14:40, 19:37, 25:36
Laughter [1] - 14:40
laughter [1] - 7:12
launched [1] - 19:12
Laura [1] - 1:32
Law [1] - 23:27
lays [1] - 26:26
lead [1] - 19:13
learned [1] - 11:36
least [7] - 16:45, 24:11, 26:27, 28:16, 29:46, 29:47, 29:49
led [2] - 2:4, 19:15
LEG [60] - 3:13, 3:20, 3:26, 3:32, 4:18, 4:29, 4:54, 5:33, 5:39, 9:10, 9:33, 9:55, 10:55, 11:8, 11:24, 12:47, 12:53, 13:22, 13:37, 14:9, 14:17, 14:35, 14:47, 15:1, 16:32, 17:11, 17:23, 17:37, 17:44, 17:50, 18:1, 18:10, 18:23, 19:5, 19:46, 19:49, 19:55, 20:13, 20:43, 21:49, 23:21, 23:31, 23:38, 24:2, 24:15, 26:54, 27:10, 27:20, 27:27, 27:42, 28:2, 28:39, 28:45, 29:27, 29:36, 29:52, 30:2, 30:8, 30:14, 30:47
leg [1] - 1:20
Leg [7] - 1:21, 1:22, 1:23, 1:24, 1:40, 1:41, 1:42
Legislative [4] - 1:13, 1:28, 1:51, 13:4
Legislator [19] - 2:4, 7:12, 12:25, 12:45, 13:15, 13:25, 13:40, 13:41, 15:5, 16:30, 17:55, 20:5, 20:18, 21:51, 22:15, 23:36, 26:52, 28:6
legislator [1] - 14:43
Legislators [1] - 27:40
LEGISLATURE [1] - 1:5
Legislature [5] - 1:12, 1:14, 11:45, 26:22, 30:16
leisure [1] - 27:11
less [5] - 2:27, 7:40, 7:42, 25:37
lesser [1] - 17:20
letting [3] - 9:26, 17:52, 25:42
level [6] - 11:2, 16:23, 20:34, 23:47, 24:13, 24:35
levels [2] - 2:21, 23:42
life [2] - 17:5, 18:48
likely [1] - 9:30
line [2] - 7:40, 25:2
lines [1] - 25:38
Lipp [9] - 1:30, 2:13, 3:14, 8:42, 13:9, 13:50, 14:18, 14:48, 17:27
LIPP [16] - 2:17, 2:37, 2:43, 2:49, 2:55, 3:17, 3:23, 3:29, 3:35, 4:26, 4:37, 5:6, 5:36, 5:42, 5:55, 8:24
LiRo [1] - 14:5
list [1] - 16:38
literature [4] - 28:32, 28:34, 29:21, 29:22
littoral [1] - 24:30
livestock [1] - 28:54
living [1] - 24:26
local [6] - 11:30, 11:32, 11:40, 11:43, 24:34
location [1] - 16:42
lone [1] - 29:4
long-range [2] - 16:46, 21:45
long-term [1] - 9:52
longhorned [1] - 28:51
look [18] - 3:8, 4:44, 6:27, 6:44, 9:36, 9:49, 19:23, 19:32, 20:34, 21:38, 22:7, 22:48, 24:20, 24:33, 24:40, 25:56, 28:24, 30:33
looking [16] - 12:7, 19:6, 19:7, 21:47, 23:48, 23:50, 24:27, 26:8, 27:52, 28:12, 28:31, 28:33, 29:21, 29:23, 30:31, 30:53
looks [2] - 9:38, 22:12
Lori [2] - 1:38, 25:13
love [1] - 19:19
lower [3] - 6:31, 22:9, 30:49
lower-income [1] - 22:9
lowering [2] - 6:16, 6:18
luckily [1] - 28:51
Lyme [3] - 29:3
-
- M**
-
- main** [2] - 16:48
maintaining [2] - 5:16, 23:55
maintenance [1] - 12:16
major [4] - 8:41, 9:1, 10:20
majority [1] - 13:33
management [2] - 24:49, 24:51
Management/DPW [1] - 1:38
Manager [1] - 14:3
Manager/DPW [1] - 1:39
managing [1] - 25:23
marine [3] - 15:16, 15:17, 15:20
Martinez [1] - 1:40
masses [1] - 24:44
massive [1] - 21:24
matter [1] - 25:23
mean [18] - 4:14, 4:51, 6:14, 8:41, 9:36, 10:24, 11:2, 11:3, 15:12, 15:19, 16:2, 19:6, 20:3, 20:41, 22:43, 25:7, 25:23, 30:17
meaning [1] - 13:6
means [2] - 4:2, 30:34
median [1] - 12:9
medians [1] - 11:51
meet [3] - 8:5, 16:17, 26:17
meeting [9] - 1:11, 4:40, 4:41, 20:8, 23:28, 24:42, 26:35, 26:38, 27:13
MEETING [2] - 2:1, 31:50
meetings [1] - 31:48
meetings [3] - 8:27, 11:31, 13:1
members [3] - 2:10, 13:45, 24:24
MEMBERS [1] - 1:19
memo [1] - 8:25
Memorial [1] - 1:14
mention [1] - 21:11
mentioned [1] - 21:4
mess [3] - 14:20, 15:13, 30:22
met [1] - 25:45
methodology [1] - 9:51
methods [3] - 28:26, 28:32, 29:22
might [7] - 9:12, 9:14, 11:32, 12:29, 29:24, 29:43, 29:47
mile [1] - 21:55
million [34] - 2:25, 2:27, 2:28, 2:29, 2:30, 3:1, 3:4, 3:5, 4:8, 5:11, 5:13, 5:49, 6:7, 6:23, 6:40, 6:42, 6:48, 6:52, 6:53, 7:11, 7:40, 7:49, 7:50, 8:51, 8:52, 10:21, 11:9, 11:36, 18:25, 18:40, 21:4, 22:31, 24:27
millions [1] - 10:19
mind [3] - 18:17, 18:24, 18:29
minds [1] - 21:43
minimal [1] - 10:31
MINUTES [2] - 1:47, 1:50
Minutes [1] - 1:7
minutes [2] - 13:5, 17:52
miss [1] - 13:1
missed [1] - 20:53
mitigate [1] - 24:11
models [1] - 25:47
modes [1] - 20:36
modest [1] - 7:42
moment [3] - 23:54, 27:51, 28:53
Monday [4] - 4:42, 4:48, 8:27
money [28] - 2:25, 3:1, 3:7, 4:7, 4:13, 5:15, 5:25, 5:28, 6:12, 6:13, 6:56, 7:3, 7:16, 7:24, 7:33, 7:46, 7:53, 8:8, 12:28, 16:44, 17:8, 17:31, 17:32, 17:33, 18:49, 21:4, 22:31, 24:43
monies [3] - 8:10, 22:27, 22:56
month [1] - 14:7
months [2] - 23:16, 25:30
moral [1] - 7:21
morning [7] - 2:8, 8:33, 8:42, 14:2, 25:20, 27:40, 27:43
most [3] - 7:28, 18:26, 21:33
mostly [4] - 3:3, 6:41, 7:44, 24:44
Mother [1] - 24:9

INDEX

[Occurrence of Word] - Page Number:Line Number

move [7] - 5:18, 10:43,
13:34, 16:18, 18:14,
19:6, 19:7
moved [1] - 22:25
moving [5] - 6:4, 9:15,
23:6, 29:3, 30:29
MR [32] - 9:17, 9:40,
10:3, 10:27, 11:16,
12:6, 12:14, 12:33,
12:41, 13:30, 14:1,
14:13, 14:22, 14:42,
14:51, 15:8, 15:23,
15:30, 15:38, 15:45,
15:53, 16:4, 16:14,
16:26, 18:7, 22:30,
22:37, 22:47, 23:13,
23:25, 23:53, 24:5
MS [9] - 17:17, 17:29,
17:41, 17:47, 25:19,
25:29, 26:11, 26:25,
26:41
multi [1] - 19:36
multi-passenger [1] -
19:36
Muncey [1] - 1:34
municipal [1] - 18:15
municipalities [1] -
30:51
Muratore [1] - 1:40

N

National [1] - 31:5
nationally [1] - 31:28
Nature [1] - 24:9
navigation [1] - 23:56
near [2] - 17:5, 21:30
necessarily [3] -
20:22, 21:41, 24:38
need [22] - 4:27, 8:10,
9:36, 10:20, 10:40,
10:41, 10:50, 11:2,
11:28, 11:37, 12:31,
12:38, 15:17, 15:39,
15:46, 20:55, 21:25,
21:43, 22:10, 22:24,
26:4
needed [2] - 9:49,
28:26
needs [6] - 6:26, 8:5,
8:11, 16:17, 26:17,
26:18
negative [1] - 10:37
network [1] - 21:39
never [2] - 11:52,
28:50
new [6] - 13:13, 14:11,
29:8, 29:9, 30:3,
31:20
New [2] - 1:14, 28:7

news [1] - 28:19
next [30] - 3:48, 3:53,
3:56, 4:13, 4:41,
5:13, 5:24, 5:25,
5:48, 6:2, 6:10, 6:12,
6:22, 6:30, 6:32,
6:34, 6:35, 6:51,
6:56, 8:27, 13:1,
13:5, 13:14, 14:7,
14:36, 26:1, 26:2,
29:43, 31:34
Nicolls [1] - 19:20
non [1] - 7:54
non-productive [1] -
7:54
nonpublic [1] - 24:50
normal [1] - 16:19
North [3] - 10:12,
11:49, 23:45
Northaven [1] - 30:32
northeast [1] - 31:19
note [2] - 11:25, 21:52
notes [2] - 13:9, 22:49
nothing [3] - 6:32,
8:41, 10:9
notation [1] - 20:38
nourishing [1] - 24:44
number [8] - 5:34,
5:37, 7:1, 13:31,
17:26, 20:25, 20:28,
27:3
numbers [5] - 7:44,
9:22, 19:23, 29:14,
29:45
numerical [1] - 3:37
nuts [1] - 4:41

O

Oakley [1] - 25:53
obligation [2] - 13:26,
17:35
obvious [2] - 10:30,
17:6
obviously [3] - 11:29,
18:12, 31:7
odd [1] - 22:6
OF [1] - 1:3
offer [1] - 29:11
Office [2] - 1:30, 8:26
office [2] - 22:50,
22:56
Officer [3] - 1:21,
1:28, 26:46
Officer's [1] - 8:26
often [1] - 19:37
old [1] - 16:56
on-demand [1] - 19:34
onboard [1] - 21:39
once [5] - 6:30, 6:52,

7:1, 26:28, 28:36
one [20] - 3:43, 4:23,
4:40, 4:44, 5:48,
6:53, 7:22, 7:56,
9:50, 11:13, 13:11,
13:32, 13:34, 20:19,
20:56, 22:7, 24:16,
24:27, 25:23, 30:45
one-and-a-half [1] -
24:27
ones [6] - 18:51,
28:26, 28:27, 28:35,
29:23, 29:24
ongoing [2] - 19:1,
24:52
open [3] - 5:4, 13:12,
15:15
operating [2] - 9:43,
20:50
Operating [4] - 5:30,
7:53, 17:26, 20:4
operation [2] - 16:41,
25:37
operational [1] - 18:26
operators [2] - 21:54,
22:3
opinion [2] - 5:2,
19:13
opportunities [6] -
24:21, 24:34, 24:40,
24:42, 30:34
opportunity [3] -
11:22, 19:33, 30:26
opposed [1] - 26:16
option [1] - 10:21
options [2] - 12:7,
28:12
order [4] - 3:37, 15:31,
15:39, 21:13
ORDER [1] - 2:1
orders [1] - 15:32
organized [1] - 21:26
original [2] - 11:34,
28:22
originally [3] - 9:20,
28:6, 28:23
otherwise [1] - 7:19
outdated [1] - 16:41
outgoing [1] - 18:51
overall [7] - 7:5,
12:35, 18:29, 19:10,
23:41, 24:6, 26:18
overrun [1] - 13:24
overruns [1] - 9:12
overview [5] - 2:13,
4:24, 5:3, 18:24,
23:50
own [3] - 3:21, 7:49,
17:33

P

P.O [2] - 20:8, 26:48
page [4] - 3:38, 3:39,
6:31, 18:11
paid [1] - 21:55
para [1] - 18:56
para-transit [1] -
18:56
parcel [1] - 28:25
Park [1] - 6:42
park [1] - 27:44
parkland [1] - 15:15
Parks [3] - 5:43, 5:53,
5:56
parks [1] - 28:25
part [8] - 2:27, 5:18,
6:25, 7:41, 8:4,
12:34, 18:15, 18:31
particular [11] - 3:24,
5:43, 8:8, 8:15, 9:4,
18:39, 18:53, 20:38,
20:39, 22:51, 28:53
particularly [1] - 29:3
parties [1] - 1:44
partner [1] - 21:12
partners [1] - 24:10
partnership [3] -
21:18, 24:20, 24:34
parts [1] - 2:28
passenger [1] - 19:36
passengers [2] - 22:1
past [4] - 9:47, 18:53,
21:11, 26:12
Patchogue [1] - 20:49
pathogens [1] - 28:52
patiently [1] - 27:37
patterns [1] - 10:29
pavement [1] - 10:5
paving [1] - 15:39
pay [11] - 7:33, 7:35,
7:38, 7:39, 7:41,
7:44, 8:8, 17:26,
17:32, 17:39
pay-as-you-go [11] -
7:33, 7:35, 7:38,
7:39, 7:41, 7:44, 8:8,
17:26, 17:32, 17:39
paying [3] - 7:34,
7:55, 10:36
payment [1] - 21:17
Peconic [8] - 5:14,
5:37, 11:49, 13:11,
14:18, 14:23
pedestrians [1] -
10:24
people [6] - 11:52,
21:40, 22:5, 22:10,
26:12, 28:49
per [1] - 21:55

percent [2] - 9:25,
12:42
perhaps [1] - 17:20
permit [2] - 15:39,
16:10
person [2] - 25:51,
25:52
personal [1] - 12:54
perspective [4] -
11:20, 11:21, 27:43,
27:53
perspective's [1] -
11:29
perspectives [1] -
11:20
phase [5] - 19:12,
20:32, 20:37, 20:40,
21:1
PhD [1] - 29:10
phone [1] - 21:17
PHONETICALLY [1] -
31:51
pickup [1] - 26:17
picture [1] - 7:21
pie [1] - 19:22
pilot [7] - 19:34,
28:24, 28:30, 28:36,
29:29, 29:47, 29:50
place [2] - 22:2, 23:2
placeholder [2] - 7:14,
7:15
places [2] - 11:27,
30:31
plan [6] - 10:8, 21:31,
21:45, 28:20, 29:48,
30:42
Planetarium [1] - 6:56
planning [9] - 14:10,
14:14, 16:44, 17:9,
18:15, 22:20, 22:27,
23:1
plans [4] - 15:40,
15:46, 19:22, 21:26
play [1] - 13:7
Pledge [1] - 2:4
plus/minus [1] - 23:55
Point [5] - 6:42, 24:7,
24:18, 24:23, 24:41
point [12] - 3:33,
11:14, 12:8, 12:54,
13:43, 19:19, 22:15,
23:6, 28:15, 28:30,
29:44, 30:24
Police [1] - 13:13
polices [1] - 28:32
policy [8] - 7:35, 25:9,
25:25, 25:26, 25:35,
26:21, 26:22, 26:37
poor [2] - 10:50, 17:1
population [4] - 31:7,

INDEX

[Occurrence of Word] - Page Number:Line Number

- 31:10, 31:11
portion [1] - 22:20
position [3] - 13:47, 18:12, 29:16
positions [1] - 20:5
possibility [1] - 13:34
possible [3] - 16:45, 21:45, 22:25
possibly [2] - 11:22, 16:43
posted [1] - 30:37
poured [1] - 11:50
power [1] - 18:47
practicable [1] - 31:39
practical [1] - 20:6
predictability [1] - 26:4
predominant [1] - 3:2
predominantly [2] - 7:26
prepare [2] - 9:44, 16:17
prepared [2] - 9:20, 9:29
present [1] - 21:35
PRESENT [1] - 1:19
presentation [2] - 8:36, 26:38
Presiding [4] - 1:21, 1:28, 8:25, 26:45
pressure [1] - 5:22
pretty [4] - 5:8, 17:1, 18:35, 20:37
prevent [1] - 24:44
preventative [3] - 10:51, 10:52
prioritize [2] - 10:17, 10:25
prioritizing [1] - 10:56
priority [9] - 4:31, 7:12, 11:30, 13:10, 14:48, 15:16, 16:38
private [1] - 21:54
privilege [1] - 12:54
Probation [1] - 16:48
problem [13] - 3:9, 3:46, 7:52, 8:1, 8:3, 14:54, 15:20, 29:2, 29:6, 29:7, 30:21, 31:4, 31:45
problems [7] - 3:10, 7:4, 8:3, 19:40, 22:9, 24:8, 30:52
procedure [1] - 9:43
process [11] - 4:39, 4:45, 4:48, 5:19, 16:19, 22:24, 22:44, 23:26, 25:8, 25:43, 26:28
procurement [2] - 30:49
productive [1] - 7:54
professional [2] - 8:45, 12:27
program [15] - 3:49, 3:51, 3:54, 6:20, 6:30, 23:48, 23:51, 23:54, 24:6, 24:28, 28:47, 29:17, 29:25, 29:29
Program [22] - 2:20, 3:3, 3:47, 4:2, 6:5, 6:16, 6:45, 8:44, 8:48, 8:50, 9:21, 9:24, 9:30, 9:45, 13:20, 17:30, 17:31, 28:46, 29:14, 29:17, 29:31, 30:54
programs [3] - 30:50, 31:18, 31:22
progress [1] - 14:53
progressing [2] - 14:49, 21:1
project [48] - 3:24, 3:43, 4:20, 4:31, 5:26, 5:34, 5:37, 6:27, 6:51, 7:1, 7:16, 7:19, 7:23, 9:50, 10:31, 10:33, 11:9, 11:10, 12:3, 13:11, 13:39, 13:55, 14:19, 14:28, 14:53, 16:16, 16:18, 16:46, 18:41, 19:7, 19:8, 22:19, 22:25, 22:49, 22:51, 24:41, 27:3, 27:6, 27:7, 27:51, 28:3, 28:7, 28:24, 28:30, 28:36, 29:47, 29:50
Project [7] - 3:36, 5:44, 6:24, 6:44, 6:49, 13:19, 17:14
projections [1] - 9:52
projects [36] - 3:42, 3:43, 7:47, 8:46, 8:49, 8:50, 8:52, 8:54, 9:4, 9:27, 9:31, 9:48, 9:52, 9:56, 10:4, 10:29, 10:30, 10:41, 10:45, 10:51, 11:19, 11:21, 13:3, 13:4, 13:10, 13:27, 13:32, 13:33, 13:35, 14:20, 23:41, 24:7, 24:39
Projects [5] - 1:39, 2:22, 3:37, 14:2, 18:38
proposal [5] - 11:34, 28:7, 28:18, 28:22, 29:20
proposals [1] - 23:15
proposed [3] - 2:31, 6:5, 29:29
proposing [1] - 6:37
protecting [1] - 16:34
protocol [1] - 4:38
provide [1] - 20:52
providing [1] - 19:27
provision [2] - 5:16
prudent [1] - 10:43
PUBLIC [1] - 1:1
public [22] - 7:28, 10:28, 10:30, 10:32, 10:34, 10:39, 10:40, 10:49, 12:3, 18:2, 18:12, 18:39, 19:7, 19:38, 20:1, 20:3, 22:11, 22:38, 27:45, 29:7, 29:8, 29:39
Public [4] - 1:11, 4:19, 13:38, 13:46
pulling [1] - 24:31
pun [2] - 23:49, 24:22
purchase [4] - 18:44, 18:50, 24:49, 25:32
purchasing [1] - 25:39
push [1] - 23:3
pushback [1] - 29:28
put [11] - 5:7, 5:28, 7:16, 7:17, 11:14, 22:38, 22:43, 22:44, 28:6, 28:9, 31:8
putting [1] - 11:51
-
- ## Q
-
- quarters** [1] - 5:49
questions [14] - 7:32, 9:3, 9:7, 12:48, 13:1, 14:45, 17:13, 17:24, 22:19, 23:35, 26:46, 27:24, 31:33, 31:34
quickly [1] - 22:25
-
- ## R
-
- radical** [2] - 22:7, 22:10
raise [1] - 23:46
range [3] - 8:52, 16:46, 21:45
rather [6] - 5:45, 6:3, 7:23, 16:50, 19:21, 30:15
re [1] - 24:44
re-nourishing [1] - 24:44
reached [2] - 17:5, 25:41
reaching [1] - 18:48
reactionary [1] - 24:8
read [2] - 2:35, 29:14
ready [3] - 5:25, 13:43
real [9] - 14:20, 15:16, 19:21, 19:38, 21:14, 21:25, 21:35, 24:12, 29:7
realistic [2] - 19:24, 19:40
reality [3] - 11:37, 19:23, 30:15
really [28] - 5:14, 8:42, 9:1, 9:36, 9:53, 10:11, 10:13, 10:14, 10:21, 10:52, 12:3, 12:4, 12:29, 12:31, 13:25, 13:47, 20:2, 22:7, 22:10, 23:54, 24:8, 26:29, 27:45, 29:20, 30:17, 30:22
reason [5] - 4:9, 5:15, 8:1, 22:7, 23:5
reasons [3] - 5:17, 12:21, 24:16
receipt [1] - 23:15
received [1] - 9:18
receiving [1] - 18:54
recently [2] - 24:56, 25:41
recognized [1] - 28:48
recommendation [2] - 4:15, 16:44
recommendations [6] - 4:14, 6:41, 20:25, 20:29, 25:26, 26:36
recommended [2] - 2:32, 6:13
recommending [4] - 2:56, 6:6, 6:23, 6:37
reconstruction [4] - 10:4, 10:12, 10:20, 10:23
record [2] - 13:3, 14:37
reduce [1] - 6:23
reducing [4] - 6:23, 6:54, 7:2, 19:26
reduction [2] - 6:45, 28:10
Reels [3] - 24:18, 24:23, 24:41
reestablished [1] - 28:12
reevaluate [2] - 28:30, 28:35
referenced [3] - 13:23, 14:18
referred [1] - 7:45
reflected [2] - 19:16, 19:39
regard [5] - 8:46, 18:30, 18:39, 19:10, 25:39
regarding [1] - 14:3
regardless [1] - 21:56
regrade [1] - 12:19
regs [1] - 15:25
regular [1] - 18:44
regulatory [3] - 15:40, 16:9, 16:17
reinvent [1] - 31:14
relate [1] - 7:22
related [1] - 2:20
relates [1] - 3:3
relative [2] - 23:22, 26:56
relatively [1] - 21:32
release [1] - 21:13
reliable [1] - 19:37
remain [1] - 31:38
remember [3] - 22:23, 22:55, 25:52
remote [1] - 11:26
renewed [1] - 28:20
repairs [1] - 10:1
repeatedly [1] - 12:16
replace [2] - 18:51, 26:4
replacement [1] - 26:3
report [2] - 8:41, 9:2
representatives [1] - 11:41
represented [2] - 8:50, 18:38
request [6] - 12:19, 25:44, 25:45, 25:56, 26:13
requested [2] - 9:3, 25:1
requesting [1] - 26:13
requests [2] - 11:1, 25:4
require [1] - 26:5
requirements [1] - 26:15
requisition [1] - 25:42
research [3] - 20:5, 25:31, 31:21
reservation [1] - 4:15
Reserve [3] - 8:3, 8:6, 8:7
reserve [3] - 7:46, 8:5, 8:12
resolution [1] - 22:26
resources [1] - 25:24
respect [2] - 10:9, 13:55
respond [1] - 20:18

INDEX

[Occurrence of Word] - Page Number:Line Number

- response** [1] - 21:51
resurfacing [2] - 10:5, 11:54
review [15] - 2:14, 4:41, 6:25, 8:43, 8:48, 21:27, 24:52, 25:8, 25:45, 25:56, 28:18, 28:31, 28:37, 29:22, 29:46
Review [2] - 1:30, 16:23
reviewed [1] - 26:27
reviewing [2] - 24:56, 25:4
revising [1] - 21:23
revision [1] - 21:21
revisiting [1] - 19:21
reward [1] - 21:54
RFP [2] - 22:38
Rhode [1] - 31:20
ride [2] - 20:54, 20:55
riders [3] - 10:24, 21:19, 21:42
ridership [1] - 19:3
ripped [1] - 12:18
rise [7] - 2:4, 10:30, 16:23, 23:47, 24:13, 24:36, 29:1
rising [1] - 23:42
risk [1] - 21:54
Riverhead [1] - 10:13
road [4] - 10:1, 11:10, 12:4, 13:3
Road [4] - 10:12, 11:34, 11:49, 19:20
road's [1] - 10:20
roads [5] - 10:10, 10:14, 10:39, 10:45, 11:28
roadway [2] - 10:33, 10:36
Roanoke [2] - 10:12, 10:23
Robert [3] - 1:21, 1:35, 1:40
robert [1] - 1:30
Rogers [1] - 1:13
role [2] - 13:7, 13:27
rolling [2] - 5:29, 22:28
roof [1] - 17:1
room [1] - 23:35
Rosalind [1] - 1:31
Rose [1] - 1:12
round [1] - 13:31
route [2] - 18:46, 19:34
routes [9] - 20:27, 20:29, 20:39, 20:44, 20:48, 20:49, 21:24, 22:4
rules [1] - 15:24
run [3] - 11:41, 19:31, 24:43
runs [1] - 20:48
rush [1] - 27:11
-
- ## S
-
- S1** [1] - 20:48
S40 [1] - 20:48
S92 [1] - 20:48
safer [1] - 10:23
Safety [2] - 13:38, 13:46
safety [14] - 3:11, 3:45, 4:11, 5:17, 7:28, 10:28, 10:30, 10:32, 10:34, 10:39, 10:40, 10:50, 12:3, 24:50
Saltaire [1] - 30:30
SALUTATION [1] - 2:6
sample [1] - 9:27
sand [2] - 24:9, 24:31
sanitation [1] - 8:53
satisfied [1] - 11:53
satisfy [1] - 4:27
save [2] - 12:27, 24:43
savings [3] - 11:33, 24:27, 27:45
saw [1] - 20:27
scale [2] - 12:26, 12:27
schedule [3] - 21:21, 21:23, 26:3
schedules [1] - 21:27
screen [1] - 2:18
sea [5] - 16:23, 23:42, 23:47, 24:12, 24:35
seaplane [2] - 7:11, 7:12
seawall [7] - 5:49, 7:3, 13:11, 14:18, 14:28, 14:43, 15:6
second [5] - 2:23, 6:2, 6:16, 6:18, 19:12
sections [1] - 17:1
sedan [1] - 26:17
sedans [1] - 25:47
see [18] - 2:21, 3:7, 3:38, 5:8, 9:30, 10:46, 13:45, 15:40, 19:38, 20:28, 20:41, 20:52, 21:2, 22:25, 25:27, 26:39, 28:25, 30:51
seeing [12] - 9:23, 9:26, 22:7, 23:42, 23:43, 23:51, 24:45, 25:31, 28:49, 28:50, 28:55
seem [1] - 23:44
send [1] - 6:27
sense [1] - 18:24
separate [2] - 17:35, 20:3
SEQRA [1] - 30:9
serial [8] - 2:26, 2:29, 3:1, 5:27, 6:42, 7:25, 17:13
series [1] - 9:48
serious [3] - 22:8, 30:21, 30:22
seriously [1] - 29:30
served [2] - 9:47, 9:52
service [12] - 5:16, 5:29, 5:31, 20:27, 20:28, 20:39, 20:50, 20:52, 21:12, 21:55, 21:56
services [3] - 13:7, 18:13, 27:45
servicing [1] - 8:52
set [5] - 4:43, 20:35, 24:41, 26:27, 30:50
sets [2] - 6:33, 26:21
setup [1] - 22:6
seven [1] - 6:7
several [4] - 3:9, 3:44, 12:48, 24:7
sewer [4] - 2:27, 2:28, 7:47, 8:8
Sewer [1] - 8:7
sewers [6] - 2:26, 2:30, 3:2, 7:25, 7:44
shape [5] - 10:11, 10:15, 10:20, 10:50, 17:1
share [1] - 30:43
Share [4] - 24:19, 30:26, 30:44, 30:50
shared [2] - 24:23, 27:44
sharing [1] - 30:48
sheet [1] - 3:21
shelf [1] - 19:14
shelter [1] - 17:3
Shelter [3] - 23:45, 24:17, 24:25
Sheriff [1] - 13:41
Sheriff's [1] - 22:56
shift [1] - 23:49
shifting [2] - 19:40, 23:49
shoaling [4] - 23:43, 24:18, 24:31, 24:45
shoreline [2] - 24:6, 24:26
short [2] - 25:12, 26:1
shortfalls [1] - 9:31
shortly [1] - 14:6
shovel [1] - 13:43
show [2] - 29:49, 31:39
side [9] - 13:28, 13:50, 13:51, 14:49, 18:46, 18:47, 19:2, 27:14, 29:8
sides [1] - 11:35
sidewalk [3] - 10:5, 11:35, 13:4
significant [4] - 12:28, 16:47, 18:42, 19:13
significantly [1] - 9:49
similar [2] - 5:15, 5:17
simple [4] - 2:19, 15:24, 15:33, 17:13
site [1] - 16:55
situation [1] - 15:54
size [1] - 9:27
sky [1] - 19:22
slate [2] - 8:49, 20:22
sleep [1] - 18:18
slog [1] - 18:14
small [7] - 3:5, 7:42, 9:27, 21:32, 25:49, 26:16, 30:51
Smith [2] - 6:42, 24:7
Smithtown [1] - 1:14
snowplow [1] - 12:18
sold [1] - 4:45
solution [2] - 19:38, 24:26
solutions [1] - 19:24
someone [2] - 20:55, 30:18
sometimes [4] - 12:38, 17:20, 17:34, 19:36
somewhat [1] - 20:21
soon [3] - 6:28, 29:9, 31:39
sooner [1] - 16:50
SOP [1] - 25:35
sorry [13] - 2:23, 2:28, 2:35, 4:15, 5:10, 14:14, 15:5, 18:17, 20:44, 22:12, 24:22, 25:53, 30:42
sort [14] - 8:54, 9:37, 10:1, 18:14, 19:22, 19:35, 20:19, 20:22, 20:34, 20:52, 21:2, 21:35, 23:50, 29:2
sorts [1] - 31:20
sound [1] - 10:42
source [6] - 3:2, 7:24, 7:47, 7:48, 7:49, 9:37
Southampton [1] - 30:33
Southold [2] - 10:12, 31:8
Southwest [2] - 7:48, 8:7
southwest [1] - 7:48
space [1] - 2:19
span [1] - 24:28
spec [1] - 25:54
special [1] - 1:11
specialized [1] - 16:2
species [1] - 28:50
specific [4] - 7:32, 14:44, 23:41, 24:38
specifically [1] - 5:44
speed [1] - 29:38
SPELLED [1] - 31:51
spend [3] - 4:13, 8:8, 8:11
spent [1] - 10:18
spread [1] - 8:55
Springs [1] - 11:34
Stabilization [3] - 8:2, 8:6, 8:7
stabilization [1] - 7:46
staff [5] - 8:43, 11:39, 16:54, 20:2, 31:35
staffing [1] - 21:51
stand [1] - 9:2
standard [1] - 9:43
standardize [1] - 26:16
standardized [1] - 25:46
standardizing [1] - 26:34
standards [3] - 17:2, 25:46, 26:27
standpoint [1] - 25:35
star [1] - 29:4
start [22] - 2:9, 2:13, 5:29, 8:19, 8:21, 11:2, 14:7, 14:14, 19:24, 19:39, 22:22, 23:28, 24:45, 28:17, 28:23, 28:31, 29:42, 29:45, 29:47, 31:21, 31:33
started [3] - 14:11, 16:45, 24:56
starters [1] - 2:18
starting [6] - 4:48, 7:33, 23:23, 25:43, 29:50, 31:20
starts [1] - 20:51
State [4] - 18:28, 24:10, 24:21, 28:7
statements [1] - 6:25
steady [2] - 9:38, 9:41

INDEX

[Occurrence of Word] - Page Number:Line Number

Stenographer [1] - 1:48
still [9] - 2:9, 6:36, 6:37, 8:11, 12:26, 13:12, 13:19, 27:12, 28:22
STOA [2] - 18:26, 21:4
story [1] - 7:21
structural [3] - 10:32, 15:12, 15:14
structure [1] - 22:11
structured [1] - 25:24
studies [3] - 19:14, 19:16, 20:22
study [11] - 19:13, 20:21, 20:24, 20:26, 20:29, 20:33, 21:21, 24:12, 28:17, 28:26
stuff [8] - 6:38, 7:5, 7:7, 7:28, 7:38, 7:39, 8:14, 14:37
subsequent [6] - 3:50, 3:52, 4:2, 7:10, 7:13
sufficient [1] - 6:26
SUFFOLK [1] - 1:5
Suffolk [9] - 1:12, 21:13, 21:18, 21:52, 24:19, 27:8, 30:26, 30:44, 30:50
summary [2] - 8:48, 9:1
Sunday [1] - 20:27
supplement [1] - 8:10
support [7] - 4:47, 19:3, 21:44, 28:35, 29:11, 30:38, 30:54
supporting [1] - 30:16
supposed [1] - 3:50
Susan [1] - 1:23
susceptible [1] - 16:42
SUV [2] - 26:16
SUVs [1] - 25:47
SW [4] - 7:49, 7:53, 8:2
SY [1] - 3:52
system [11] - 19:38, 20:28, 21:19, 21:24, 21:28, 21:38, 21:39, 21:41, 21:53, 22:2, 22:12

T

TAKEN [1] - 1:47
Talmadge [1] - 11:31
tangible [1] - 20:22
target [1] - 10:45
task [1] - 26:9
tasked [1] - 28:10

TCAC [1] - 28:11
techniques [4] - 28:24, 28:34, 28:37, 29:29
ten [5] - 13:32, 18:37, 20:47, 21:33, 22:5
term [4] - 9:52, 17:20, 21:30, 21:37
terms [13] - 3:11, 3:42, 5:19, 5:48, 6:40, 7:15, 8:8, 9:13, 9:37, 18:34, 20:21, 27:44
Terre [1] - 30:30
terrible [2] - 30:52
that'd [2] - 16:22, 26:38
that'll [3] - 4:43, 7:19, 19:8
THE [3] - 1:3, 2:1, 31:50
themselves [1] - 22:3
theory [2] - 3:50, 7:15
therefore [3] - 5:23, 6:3, 6:19
they've [5] - 3:9, 14:24, 27:37, 31:6, 31:7
thinking [2] - 6:34, 11:34
third [4] - 5:48, 6:30, 6:45, 8:1
thoughts [1] - 16:50
thousand [1] - 7:39
threat [1] - 29:39
three [11] - 3:49, 5:49, 6:47, 8:27, 9:25, 9:46, 10:49, 13:10, 23:16, 28:3
three-year [1] - 3:49
throughout [3] - 28:12, 30:31, 30:51
Tick [1] - 28:11
tick [14] - 28:12, 28:16, 28:20, 28:26, 28:32, 28:51, 28:53, 29:6, 29:16, 30:42, 31:9, 31:20, 31:21
tickborne [3] - 28:10, 28:48, 30:52
ticket [4] - 5:7, 5:45, 6:3, 6:15
tickets [1] - 5:48
ticks [9] - 27:49, 27:50, 28:19, 28:50, 28:55, 28:56, 29:3, 29:4, 31:6
tiers [1] - 10:49
tight [1] - 12:22
timeline [4] - 17:14, 22:49, 22:52, 23:22

timely [1] - 23:7
timing [2] - 6:43, 22:20
TO [1] - 2:1
today [4] - 8:22, 21:46, 22:51, 30:53
together [4] - 10:45, 11:26, 22:38, 31:8
Tom [4] - 1:24, 1:43, 11:31, 27:34
took [5] - 13:9, 13:42, 22:39, 23:9, 24:24
top [3] - 9:46, 10:30, 20:47
total [3] - 7:10, 8:51, 18:41
totalling [1] - 8:50
totally [1] - 20:23
tough [1] - 11:42
Toulon [1] - 13:42
tourist [1] - 11:28
Town [2] - 30:32, 31:9
town [2] - 24:24, 24:25
towns [1] - 30:43
track [1] - 5:19
tracked [1] - 3:10
trade [1] - 5:18
trade-off [1] - 5:18
traffic [1] - 22:9
training [1] - 27:2
TRANSCRIBED [1] - 1:50
transit [5] - 18:40, 18:47, 18:55, 18:56, 19:14
transportation [16] - 8:54, 18:2, 18:13, 18:27, 19:31, 19:38, 20:1, 20:3, 20:35, 21:7, 21:32, 21:35, 21:39, 21:53, 22:11, 26:37
TRANSPORTATION [1] - 1:1
Transportation [1] - 1:11
treat [2] - 12:17
tremendous [2] - 30:26, 31:6
trend [5] - 9:27, 9:28, 9:30, 9:38, 9:41
trending [2] - 23:44, 29:1
trends [2] - 23:48, 23:49
truck [1] - 26:17
try [14] - 4:32, 4:38, 8:5, 13:2, 16:49, 18:14, 18:44, 19:2, 19:33, 24:11, 24:43,

28:7, 28:17, 31:38
trying [10] - 3:10, 9:42, 13:48, 20:1, 20:6, 21:41, 22:10, 25:51, 26:1, 26:16
Tuesday [2] - 4:42, 8:27
turn [1] - 13:38
turning [1] - 11:9
two [13] - 3:51, 3:52, 6:17, 7:45, 9:46, 10:13, 13:32, 13:35, 14:20, 20:17, 21:45, 26:28, 31:8
type [2] - 22:38, 26:8
types [1] - 26:34
typically [3] - 4:38, 7:47, 7:56
TYSON [17] - 8:32, 8:40, 13:17, 13:53, 16:53, 18:20, 18:33, 20:10, 20:16, 20:46, 24:54, 25:11, 27:5, 27:17, 27:33, 31:37, 31:44
Tyson/DPW [1] - 1:36

U

under [6] - 3:52, 5:53, 5:56, 15:32, 21:55
underfunded [1] - 18:31
underprioritized [1] - 18:16
unfair [1] - 2:10
unfortunately [6] - 2:18, 7:37, 14:43, 15:46, 15:54, 28:56
unless [2] - 4:23, 7:32
unnecessary [1] - 12:3
unprecedented [2] - 9:26, 9:35
unusual [3] - 4:51, 21:52, 22:2
up [38] - 2:18, 3:39, 4:9, 4:16, 4:43, 5:4, 5:26, 5:29, 6:33, 6:44, 7:7, 8:20, 10:36, 11:48, 12:18, 13:24, 13:39, 13:47, 13:54, 14:6, 14:10, 15:6, 16:39, 20:35, 21:17, 21:34, 22:18, 23:6, 24:16, 24:18, 25:13, 25:50, 27:25, 29:1, 29:21, 30:50, 31:13, 31:39
upcoming [1] - 9:45

update [4] - 9:22, 21:27, 26:56, 27:14
updated [1] - 9:25
upgrade [1] - 21:27
upward [1] - 23:44
useful [2] - 17:5, 18:48
user [1] - 17:8
users [1] - 21:40
uses [1] - 8:55
utilize [1] - 21:5
utilized [1] - 20:39

V

Vanderbilt [8] - 5:50, 6:56, 7:2, 7:3, 7:5, 7:11, 14:19, 16:34
variety [2] - 25:33, 25:47
various [3] - 13:3, 19:16, 28:56
vary [1] - 17:19
Vector [3] - 27:25, 27:43, 28:10
vector [1] - 29:48
vehicle [14] - 25:9, 25:42, 25:44, 26:8, 26:13, 26:14, 26:15, 26:21, 26:23, 26:34, 26:36, 26:37
vehicles [14] - 7:28, 17:19, 18:40, 18:44, 18:46, 18:47, 18:50, 19:36, 24:50, 25:39, 25:46, 26:5
versed [1] - 16:16
versus [4] - 10:19, 26:8, 31:10
vet [1] - 29:20
Veterans [1] - 1:14
vetted [1] - 4:43
viable [2] - 19:27, 29:22
Village [4] - 30:29, 30:30, 30:32
villages [1] - 30:43
vision [9] - 18:29, 19:10, 19:30, 19:32, 21:38, 21:43, 21:44, 22:11, 23:42
visioning [2] - 20:33, 21:1
visions [1] - 19:16
visited [1] - 13:41
vital [1] - 13:7
vividly [1] - 22:55
vote [5] - 3:53, 3:56, 4:10, 5:24, 6:10

INDEX

[Occurrence of Word] - Page Number:Line Number

W

wait [3] - 4:45, 7:8,
10:44
waiting [4] - 2:10,
2:11, 23:27, 27:37
walk [1] - 24:24
warmer [1] - 28:50
WAS [1] - 2:1
waterways [1] - 24:6
weather [3] - 23:44,
23:48, 28:50
Weaver [1] - 1:51
Wednesday [2] - 4:42,
8:27
week [3] - 13:2, 14:36,
31:34
weeks [1] - 26:2
welcome [3] - 8:30,
25:17, 27:37
well-versed [1] - 16:16
west [1] - 29:4
wheel [1] - 31:14
whereas [1] - 29:2
whole [3] - 15:15,
25:32, 28:23
whoops [1] - 5:10
William [2] - 1:13,
1:37
wind [3] - 5:28, 13:47,
21:34
winding [1] - 11:28
wise [1] - 4:12
wish [2] - 15:24, 15:46
wonderful [2] - 10:11,
31:32
wondering [1] - 23:47
wood [1] - 30:19
workable [1] - 5:14
workforce [2] - 17:6,
19:27
workload [1] - 17:7
works [3] - 4:39, 5:20,
25:53
WORKS [1] - 1:1
Works [2] - 1:11, 4:20
worry [1] - 20:53
worse [2] - 7:6, 16:24
worth [1] - 5:45
wrapping [1] - 14:6
write [1] - 3:39
write-up [1] - 3:39
writing [1] - 25:54

Y

Yaphank [1] - 3:6
year [58] - 2:20, 2:21,
2:25, 3:47, 3:48,

3:49, 3:51, 3:53,
3:54, 3:56, 4:10,
4:13, 4:32, 5:23,
5:24, 5:25, 6:2, 6:9,
6:10, 6:16, 6:18,
6:19, 6:24, 6:30,
6:32, 6:34, 6:35,
6:37, 6:45, 6:53,
6:54, 7:6, 7:50, 9:19,
9:20, 9:45, 9:46,
9:47, 11:1, 13:14,
13:32, 13:40, 14:26,
16:39, 18:54, 21:22,
22:22, 22:24, 23:1,
23:3, 23:10, 24:28,
25:36, 26:1, 26:3,
27:53, 29:43
year's [2] - 16:39,
29:17
year-and-a-half [1] -
9:20
years [29] - 3:9, 3:44,
3:50, 3:51, 3:52, 4:2,
4:4, 4:5, 6:48, 7:10,
7:13, 7:15, 7:55,
7:56, 9:34, 9:43,
9:46, 9:47, 11:26,
16:10, 17:14, 17:20,
18:53, 19:31, 21:11,
26:28, 28:3
yellow [1] - 2:22
yielding [1] - 20:22
York [2] - 1:15, 28:7

Z

zoning [1] - 17:38